Building resilience, fuelling growth

Annual Report 2025

AKL has a clear and confident view of the future of aviation and the opportunities it will unlock for Aotearoa New Zealand, guiding our long-term planning and investment.

New Zealand is a global trading nation. Kiwi love to travel at home and abroad, while people from all corners of the world journey here to experience our unique land. Our country's success depends on staying connected.

Together, the long-term needs of travellers, exporters and our airline partners have been anticipated by Auckland Airport's transformative developments.

In step with aviation infrastructure investments throughout the world, AKL is building resilience and fuelling our country's economic growth.


Auckland
Airport

About this report

Nau mai, welcome to our 2025 Annual Report: **Building resilience, fuelling growth.**

About 60 years ago, air travel radically reshaped our country, opening the doors to global tourism and trade like never before and transforming the country economically, socially and culturally. Once distant, New Zealand was suddenly more connected than ever.

At AKL, we have our sights firmly set on the decades ahead with an infrastructure build designed to support the growth of this nation and uplift the communities and businesses we interact with.

In the 2025 financial year AKL progressed infrastructure that will expand airline capacity, strengthen cargo operations, enhance the travel experience and build long-term resilience across the airport precinct.

It is not just AKL that is investing in growth. Across the world hundreds of airport development programmes are underway, upgrading assets and adding resilience to meet the needs of national economies and the appetite of travellers for greater aviation connectivity.

This report signals to the community and stakeholders that Auckland Airport has listened to, anticipated, and acted on the long-term needs of the nation.

Auckland Airport is a climate reporting entity under the Financial Markets Conduct Act 2013. This report includes the Airport's climate-statement.

We welcome your feedback. Please send any comments or suggestions to **investors@aucklandairport.co.nz**

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About us

Auckland Airport is the owner and operator of one of New Zealand's most strategic infrastructure assets.

Spanning 1,500 hectares on the Māngere peninsula, Auckland Airport is the country's gateway airport. For international travellers, we are New Zealand's primary border, hosting key government agencies for customs, security and biosecurity.

Today the airport precinct plays an important role in the region's economic and social wellbeing. It is the second-largest employment hub in Auckland, supporting 25,000 jobs that in turn help lift the region's household incomes by an estimated $1.4 billion[1] each year. AKL also plays a key role in the growth of New Zealand towns and cities, supporting $6.8b in domestic tourism expenditure[2] each year.

Auckland Airport focuses on building long-term infrastructure assets that meet the demands of today while strengthening the airport's resilience for the future.

By planning and delivering with foresight, AKL supports sustainable growth and ensures infrastructure remains fit for purpose for the long term.

Developments are creating climate and asset resilience, enhanced operational safety, expanded airfield capacity, faster processing for travellers and their baggage, and a greater experience for everyone who visits our aviation precinct.

The benefits of these long-term investments go well beyond Auckland Airport, with a ripple effect across the nation's economy. Across one calendar year, a daily widebody flight service can generate up to $150 million in annual tourism spending and transport over half a billion dollars in high-value cargo.

In addition to our aeronautical facilities, we are a significant property developer and landlord, hosting a world-class logistics and distribution hub together with retail, office buildings, hotels and parking facilities.

Mahia te mahi. We make it happen here.

1,2. EY Auckland Airport Economic Analysis October 2024.

We own and operate Auckland Airport

In FY25 we supported

28 airlines

Operating to

42
international destinations

23
domestic destinations

157,000
aircraft movements

18.7m
passenger movements

168,619t
of international cargo

$35.1b
economic output generated annually

24km+
of roading network

170,000
sqm of floor area over two terminals

3,635
metres of runway capable of handling all commercial aircraft types

We provide important services to travellers, airlines and our commercial partners

24/7
aviation fire, medical, and marine search and rescue services

300+
businesses at Auckland Airport

3 hotels
with a combined 772 rooms

44
food and beverage operators

We are a property developer and owner

$192.1m
contractual rental income a year

$3.4b
of logistics and distribution warehouses, office buildings and shopping centres

99%
average commercial occupancy rate

$165m
of assets completed in the past 12 months

We are a substantial employer and enabler of employment

734
full-time (permanent and fixed-term), 14 part-time (permanent and fixed-term), and 92 casual Auckland Airport employees

1,231
students and job seekers assisted through Ara Auckland Airport Jobs and Skills Hub programmes since 2015

25,000
jobs Auckland Precinct supports

Our performance


Auckland

2025 key numbers

Our performance in the 12 months to 30 June 2025

Passengers

18.7m

▲ 1% (vs FY24)

Domestic	International	International transit
8.4m	9.6m	0.7m
0%	▲ 3%	▼ 9%

Revenue	Operating EBITDAFI	Reported profit after tax
$1,004.7m	$701.1m	$420.7m
▲ 12%	▲ 14%	▲ 7,549%

Underlying profit[1]	Dividend per share	Final[2]	Interim
$310.4m	13.25¢	7.0¢	6.25¢
▲ 12%	0%	▲ 8%	▼ 7%

Underlying earnings per share	Five-year average annual shareholder return	Capital expenditure[3]
19.08¢	4.4%	$1,089.9m
		▼ 6%

1 Auckland Airport recognises underlying profit is a non-GAAP measure and a reconciliation between reported profit after tax and underlying profit after tax is included in the Financial Report section of this annual report.

2 The dividend reinvestment plan ("DRP") will be operative for the final dividend with a 2.5% discount. The last date to submit a participation notice for this distribution in accordance with DRP participation terms is 17 September 2025.

3 Net capital additions after $0.4 million of write-offs.

Environment

1,984t

waste to landfill from aeronautical activities (20% reduction from the 2019 baseline)

2,012t CO_2e

Scope 1 and Scope 2 emissions using a market-based methodology (66% reduction from 2019 baseline)

Diversity and inclusion

Proportion of women

50%

Auckland Airport Board of Directors

50%

Executive leadership team

43%

overall workforce

45%

senior leaders[7]

Diversity

11%

of people leaders[8] self-identify as Māori or Pasifika

34

ethnicities across our workforce

14.6%

of our employees self-identify as Māori or Pasifika

Community

$531,735[4]

in support to Ara Education Charitable Trust in FY25

1,339

households offered noise reduction packages (statutory requirement)

$433,333

granted to the Auckland Airport Community Trust for projects to support learning, literacy and life skills in our location South Auckland

101

staff used their volunteering leave

Iwi

- Appointed Tumuaki Māori (Principal Advisor Māori) role to provide advice and guidance around iwi relationships and how Māori culture is applied at AKL
- Specific engagement sessions with iwi on the draft Master Plan
- Ongoing engagement with iwi on resource management, consents and planning work
- Facilitated iwi-led blessings, openings and naming ceremonies for events

Health, Safety & Wellbeing

As of end June 2025, more than **250 PCBUs**[5] employing in excess of

20,000

workers came within Auckland Airport's health, safety and wellbeing umbrella.

Annual Safety Performance Metrics (vs FY24):

Total number of **Employee Injuries**

53 (39)

Total number of employee **Lost-time Injuries**

4 (5)

Total number of **Contractor Injuries**

60 (57)

Total number of **Contractor Lost-time Injuries**

4 (13)

Total **Recordable Employee Injury Frequency Rate**

2.73

Total **Recordable Contractor Injury Frequency Rate**

1.4

Leaders' Safety Walks[6]

764 (604)

Integration of Aviation Safety Management and Health, Safety & Wellbeing Management functions completed.

Critical Risk Control Effectiveness

93%

4 Mixture of cash donations and contributions in kind.

5 A PCBU (Person Conducting a Business or Undertaking) is an individual or organisation with the primary duty of ensuring the health and safety of workers and others affected by their work.

6 Each senior leader completes at least one inspection walk a month to increase visibility, address any safety issues raised by workers, and explore opportunities for improvements.

7 Direct reports to the executive leadership team with substantive roles.

8 Employees with at least one direct report.

From the Chair and Chief Executive

As the country's key gateway to the world, Auckland Airport is clear about its role as a critical enabler of New Zealand's economic growth, providing resilient infrastructure that allows us to connect to the global marketplace.

This requires us to take a long-term view, making decisions today that will stand the test of time and serve the next generation of travellers, despite the short-term challenges the sector may face along the way. We are doing just that.

In the 2025 financial year, Auckland Airport navigated through the challenge of an ongoing soft recovery in travel volumes, largely affected by global aircraft fleet shortages, decreased airline capacity including from our national carrier, along with the subdued domestic economy.

While the fundamentals of the New Zealand travel market remain strong, our country is currently sitting at 92% of 2019 international travel volumes. Closing that gap has been a significant area of focus in FY25 with the team using every lever available to attract new connectivity and make it easier for travellers to visit New Zealand.

Overall, the number of passengers travelling through Auckland Airport in the 2025 financial year rose 1% over the previous year. International passenger numbers experienced an uplift of 3% year on year to 9.6 million (excluding transits) while domestic travel movements were flat on FY24 volumes with 8.4 million passenger numbers.

We remain confident travel will continue to recover, with ongoing positive feedback from international airlines about New Zealand's desirability as a destination and strong outbound travel demand from Kiwi.

Over summer we saw more New Zealanders head off on short-haul international trips than ever before, setting a record in January 2025 for resident traveller arrivals.

The 322,000 visitors from the United States make it Auckland Airport's second largest source of international visitors behind Australia. Year-on-year growth has been relatively flat after a boost to seat capacity in the FY24 year contributed to a 38% increase in arrivals.

We saw an encouraging increase in passengers visiting from across the Tasman during FY25, with 783,000 passengers - up 10% on the previous year.

Visitor numbers from China continued to rebound with a trend emerging of smaller groups of premium travellers staying longer. Overall, there were 208,000 visitors from China, a 5% increase on FY24.

Julia Hoare
Chair

Carrie Hurihanganui
Chief Executive

Auckland Airport welcomed the Government's decision to remove friction in the transit visa process for Chinese travellers, making it easier and cheaper for them to transit here. Off the back of this, China Eastern Airlines made a significant announcement in June 2025 that it's set to launch a new air service between China and South America via AKL from December 2025. We have been working towards this for years and look forward to the exciting opportunities this will create for tourism, trade and international education.

Looking ahead to 2026, we know Air New Zealand is focused on resolving the engine issues affecting its fleet, which have had a material impact on the airline's operations and capacity deployment. The return of capacity will be welcomed by the tourism sector, helping to meet demand for travel and to boost New Zealand's connectivity.

Smoother journeys

Enhancements in infrastructure and airport operations boosted resilience and delivered improvements in the experience for customers in FY25, supported by strong collaboration between Auckland Airport operations and border agencies, aviation security, airlines and ground handlers. An example of this is the improvements seen in international arrivals with median processing times of 15 minutes in June 2025, an 8% improvement on the same period a year ago.

It was especially pleasing for Auckland Airport to be ranked fourth among best airports in the world with 10 million to 20 million passengers annually in Skytrax's 2025 global airport satisfaction awards.

We were also delighted to achieve a top 10 spot in the Kantar Corporate Reputation Index, with AKL ranking at #9 – our highest placement ever – giving us confidence we are on the right track with our customer-focused strategy and fit-for-purpose infrastructure improvements.

Financial results

The 2025 financial year has provided a positive result given the macro headwinds the company experienced. Revenues for the year to 30 June 2025 increased by 12% to $1,004.7 million. This was also reflected in an increase in earnings before interest, expense, taxation, depreciation, fair value adjustments and investments in associates (EBITDAFI) of 14% to $701.1 million.

Total reported profit after tax increased to $420.7 million year on year – a significant uplift on FY24 due to the absence of any one-off tax charges in FY25, alongside revenue growth and investment property revaluations. Underlying profit after tax was up by $33.8 million (12%) to a profit of $310.4 million. This resulted in an underlying profit per share of 19.08 cents for the 2025 financial year.

Aeronautical revenues rose 15% to $449.1 million, reflecting the increase in passenger numbers and the additional revenue from the new facilities commissioned during the year. We are encouraged by the performance of our non-aeronautical businesses which include commercial property, retail, parking and hotels, with revenue up 8% to $464.9 million, despite the challenging domestic economy. The property rent roll increased by 18% in the year, with new, fully leased investment property developments being completed and commissioned, and our new outlet centre Mānawa Bay delivering its first return on investment.

We are announcing a final dividend for the 2025 financial year of 7 cents per share. Including the interim dividend, the total distribution in the year of 13.25 cents equates to a 71.9% payout of underlying profit for the 2025 financial year. The dividend reinvestment plan will again be available for the final dividend, offering our shareholders the opportunity to reinvest the dividend into further shares in the company[1] at a 2.5% discount.

1 The DRP will be operative for the final dividend with a 2.5% discount.

Underlying net profit after tax

$310.4 million

compared with the $276.6 million profit in the prior year

An improvement of

$33.8 million

Auckland Airport recognises underlying profit is a non-GAAP measure, and a reconciliation between reported profit after tax and underlying profit after tax is included in the Financial Summary section of this annual report.

The directors and management of Auckland Airport understand the importance of reported profits meeting accounting standards. Because we comply with accounting standards, investors can confidently compare different companies knowing there is integrity in our reporting approach. However, we believe that an underlying profit measurement can also assist investors to understand what is happening in a business like Auckland Airport, where revaluation changes can distort financial results or where one-off transactions, both positive and negative, can make it difficult to compare profits between years.

For several years, Auckland Airport has referred to underlying profit alongside reported results. We do so when we report our results, when we give our market guidance (where we exclude fair value changes and other one-off items), or when we consider dividends and our policy to pay 70% to 90% of underlying net profit after tax (excluding unrealised gains and losses arising from revaluation of property or treasury instruments and other one-off items).

In referring to underlying profits, we acknowledge our obligation to show investors how we have derived this result. You can find the reconciliation between underlying profit and reported profit for the current reporting period in the Financial Report section of this annual report on page 138.

Infrastructure progress

Several milestones were achieved in AKL's multi-year infrastructure programme during the 2025 financial year.

In September 2024 we signed the contract with Downer Group subsidiary Hawkins Limited to manage construction and delivery of the domestic jet terminal. Construction is now well underway for the new terminal, which will deliver 26% more domestic seat capacity, 44% more processing capacity, significantly improve the passenger environment, and open the door to more competition in the domestic aviation sector.

In November 2024 the Transport Hub became fully operational. Travellers heading for the international terminal now experience a modern, fit-for-purpose facility when they pull up to the new undercover kerbside drop-off and pick-up. Since being fully commissioned, customer feedback on the facility has been consistently positive, highlighting the standard to which the precinct transformation will be delivered.

In June 2025, we marked the completion of significant improvements at the western end of the international terminal, delivering a new loading dock, an expanded international arrivals hall, a new non-passenger screening point, and a new purpose-built baggage-tracing unit to support passengers needing assistance with lost luggage.

These facilities will strengthen border processing, improve logistics and operational efficiency, and provide better workspaces for the people working at Auckland Airport.

Looking ahead, we are now underway with an expansion to the regional airfield that will improve operational resilience, adding four new aircraft stands. The new expanded international airfield is set to open in October 2025, spanning over 23 rugby fields in size. It is the largest airfield expansion in our airport's history, and provides critical resilience, creating a new area for aircraft parking with extra taxiways and six remote stands.

Notably, the October 2024 Ipsos Global Infrastructure Index rated New Zealand airports as the country's best performing infrastructure, with 81% of New Zealanders surveyed ranking our airports as very/fairly good quality (81%). This is significantly higher than the global average (72%), and placed New Zealand in the top four countries for high-rating airport infrastructure.

Regulatory environment

In March 2025, we welcomed the Commerce Commission's final report into Price Setting Event 4 (PSE4), confirming Auckland Airport's infrastructure investment programme is reasonable, is in line with other global airports, had cost rigour applied to it, followed an appropriate consultation process, will increase airport resilience, and is producing investment outcomes that are consistent with what would occur in a competitive market.

Following the report, Auckland Airport discounted airline charges for the use of the airfield, terminals and other essential airport services for the final two years of PSE4, bringing the targeted return for the FY23-FY27 pricing period to 7.82% and within the range the Commerce Commission found to be reasonable.

It's important to note that for the first two years to date of PSE4, Auckland Airport reported an aeronautical return of 5.53%. We anticipate there will continue to be a gap with actual returns below the targeted return for the remainder of the pricing period due to lower passenger volumes and unforseen, temporary costs to operate the airport as a result of the infrastructure programme underway.

The Commission's new approach to the weighted average cost of capital (WACC) remains subject to a merits review appeal by all regulated airports and the New Zealand Airports' Association. The appeal was heard in July 2025 in the High Court and we are awaiting a decision. While Auckland Airport has aligned its PSE4 target return with the Commission's target return range in the final report, the merits review remains important to resolve the differences in views on the best methods for estimating WACC.

In April 2025 the Ministry for Business Innovation and Employment (MBIE) asked the industry for viewpoints on the effectiveness of airport regulation under the Commerce Act. After receiving submissions, MBIE has since advised it is not considering legislative change and Auckland Airport considers the process is now complete.

MBIE understands the Commission will be considering the disclosure requirements under current information disclosure regulation, following its comments in the final report on Auckland Airport's PSE4.

A thriving precinct

Auckland Airport's diverse non-aeronautical portfolio includes a world-class logistics and distribution hub, retail facilities, commercial office buildings, hotels and parking.

This year we completed the construction of two pre-leased developments in The Landing Business Park for DHL Healthcare and IKEA, with both facilities achieving 5 Green Star sustainability ratings.

In September 2024 we also opened premium outlet centre Mānawa Bay, creating up to 750 jobs and featuring more than 100 iconic international and New Zealand brands. With sustainability core to the build and operation, the centre is proving to be a popular destination for both travellers and Aucklanders.

In April 2025 we were excited to release the Auckland Airport draft Master Plan, providing an opportunity for the community, travellers, stakeholders and airline customers to all provide their insights on the future of AKL. With traveller and aircraft movements forecast to double over the next two decades, our 2025 draft Master Plan considers not only our core operations – the airfield including the potential northern runway, terminals and other aeronautical assets – but how we respond to climate change and environmental management and sustainability, digital technology and innovation, energy transition, and future fuel and transport connections.

Outlook

As Auckland Airport looks ahead to FY26, ongoing airline seat capacity constraints are expected to continue over at least the short term. Alongside this, the impacts of the geopolitical environment, the softer New Zealand economy, and the business needing to adjust to operating in a live construction environment, are creating additional uncertainty around the outlook.

Reflecting this, Auckland Airport remains cautious about the outlook for FY26 and provides the following guidance: domestic and international passenger numbers of about 8.6 million and about 10.6 million respectively. These travel numbers, together with higher depreciation as a result of the investment programme, are reflected in underlying earnings guidance of between $280 million and $320 million. As always, this guidance is based on the current expectations about operating outlook and prevailing market conditions, and is subject to unforeseen events including significant one-off items. Auckland Airport continues to invest strongly with capital expenditure guidance of between $1,000 million and $1,300 million in FY26.

Auckland Airport takes great pride in its role as New Zealand's gateway. Our success is only possible thanks to our airline partners, border agencies, tenants and the countless others who work to deliver a welcoming experience for customers.

In particular, we offer our special thanks to the AKL team for their incredible commitment and dedication as we build for the future.

Ngā manaakitanga

Julia Hoare
Chair

Carrie Hurihanganui
Chief Executive

Executive leadership team

Auckland Airport's executive leadership team is guiding the organisation through one of the most transformational chapters in the company's history - reimagining the travel experience and delivering the infrastructure required for a resilient, future-ready airport.

Pictured from left to right:

Mark Thomson
Chief Commercial Officer

Melanie Dooney
Chief Risk & Corporate Services Officer

Mary-Liz Tuck
Chief Strategic Planning Officer

Carrie Hurihanganui
Chief Executive

Richard Wilkinson
Chief Digital Officer

Scott Tasker
Chief Customer Officer

Chloe Surridge
Chief Operations Officer

Stewart Reynolds
Chief Financial Officer

With deep expertise across aviation, construction, safety, digital innovation, financial stewardship, sustainability, and customer experience, the team is driving change with a clear focus on long-term value and operational excellence.

This year we farewelled two leadership team members – Chief Safety & Risk Officer Darren Evans and Chief Infrastructure Officer Susana Fueyo Suarez – and we thank them for their contributions.

Chief Risk & Corporate Services Officer Melanie Dooney has taken on executive responsibility for the safety and risk portfolio - fostering closer alignment across corporate governance, people, and operational risk.

Together, our executive leadership team continues to deliver strong strategic oversight across commercial and operational activities, while keeping the needs of travellers, exporters, our business partners, employees and shareholders firmly in view.

Our business model

Auckland Airport's business model shows how our key inputs work together with our core activities to create sustainable commercial value—for our stakeholders, and ultimately for travellers, exporters and airport users. We measure the outcomes of these activities to track progress toward our strategic goals and to fulfil our purpose.

INPUTS

Our customers
- **28** airlines
- **270** commercial tenants[1]

Our assets
- **1,500ha** of land
- **2.8 million sqm** airfield
- **1** runway
- **2** terminals
- **24km** of roads
- **14,000** car parks
- **4** utility networks
- **658,000sqm** of commercial property
- **3** hotels
- **Investment** in Queenstown Airport

Our employees
- **734** full-time permanent and fixed-term, **14** part-time permanent and fixed-term, and **92** casual employees
- **57.3%** males
- **42.7%** females

Our community relationships
- **Iwi** relationships
- **12 Auckland** secondary schools through Ara Education Charitable Trust
- **101** employees involved in volunteering
- Auckland Airport Community **Trust**
- **12** grassroots charities through Twelve Days of Christmas

1 Not including transport or retail.

OUTPUTS

AKL is a thriving enterprise

- **18.7** million passenger movements
- **157,000** aircraft movements
- **75%** of all international arrivals to New Zealand
- **66%** of all domestic seat capacity
- **168,619** tonnes of cargo
- **301** commercial property tenancies
- **25,000** precinct workforce

AKL is seamless connectivity

- Much-improved **WiFi** coverage
- International arrivals median processing times of 15 minutes in June 2025 (**8%** faster year on year)
- International departures median processing time of 5.5 minutes in June 2025 (**19%** faster year on year)
- Domestic departures median processing time of 4 minutes in June 2025 (**25%** faster year on year)

AKL is enduring infrastructure

- **76%** of the terminal integration programme in delivery
- **37%** of upgraded and new baggage-handling infrastructure in delivery
- Airfield expansion **90%** complete

AKL is empowered community

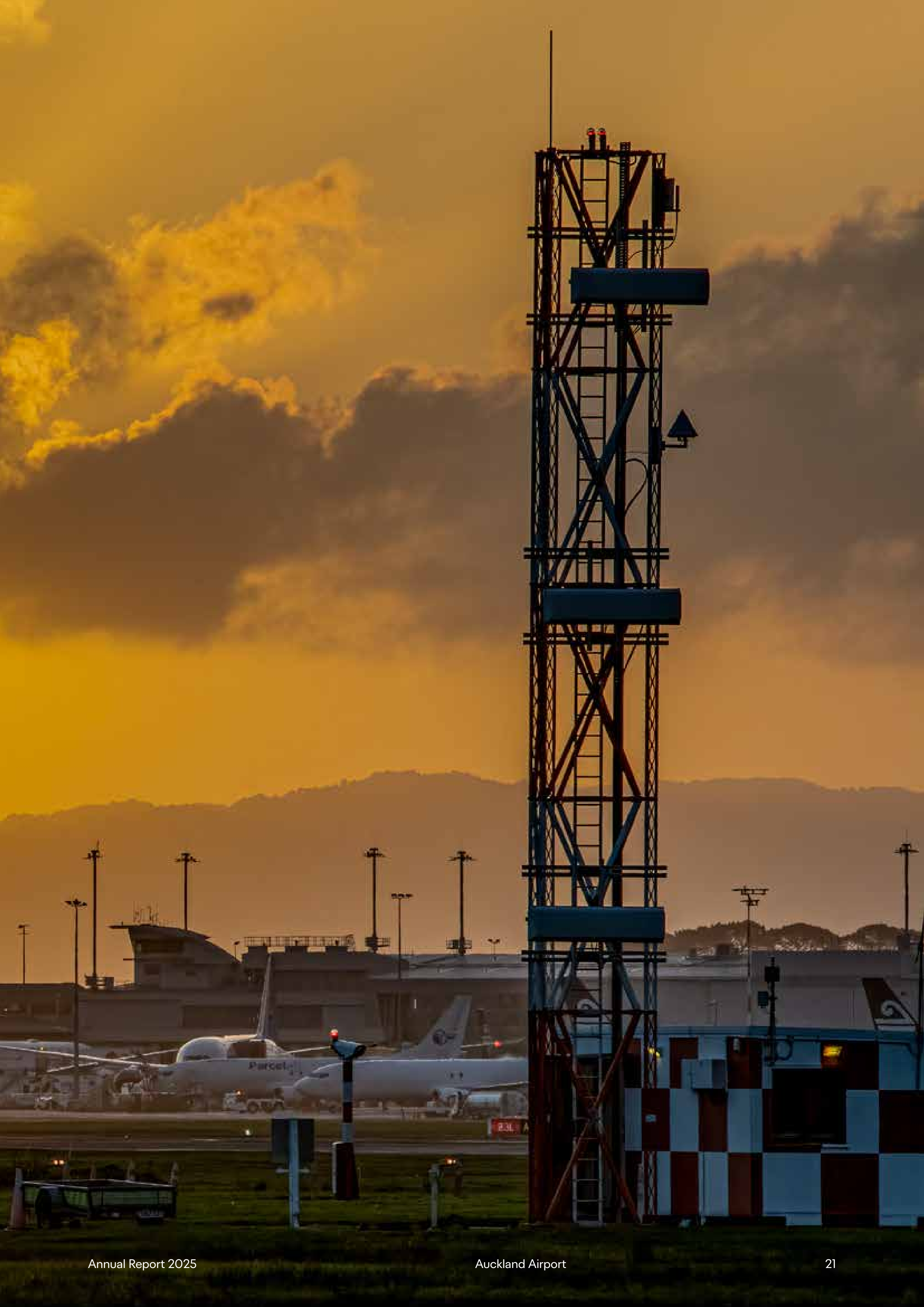
- **46** leaders have completed an LSI (360 tool)
- Launched an Emerging Leaders programme for our Operations team.
- **101** employees using volunteering leave (15% of staff against 40% target by 2030)
- Broader outcomes embedded in top tier contracts
- **764** Leaders' Safety Walks
- Critical Risk Control Effectiveness **93%**

AKL is future resilience

- **66%** reduction in scope 1 and scope 2 emissions against 2019 baseline (using a market-based methodology)
- Maintained **Level 4** Airport Carbon Accreditation
- **4.4km** network of stormwater pipes installed on the airfield expansion
- **295** tonnes of food waste sent to composting solution

Our strategy

Photographed by AKL Wildlife Ranger John Corcoran



Our strategy

Since FY23, Auckland Airport has been guided by its Building a better future strategy – a five-year strategic roadmap to meet the evolving needs of travellers, airlines, airport stakeholders and the wider community.

Our strategy goes beyond growth and resilience.

It's about creating a gateway that New Zealanders are proud of – a smarter, more vibrant, more connected airport precinct that enhances New Zealand's global connectivity and supports a more sustainable and prosperous economy.

In 2025, we made meaningful progress across the strategy's five foundational pillars, advancing the major projects and partnerships that will shape the airport precinct of tomorrow.

Building a better future

Seamless connectivity

Embedding smart technologies to deliver more seamless and intuitive journeys for travellers, streamline air cargo movements, and optimise maintenance and services.

Thriving enterprise

A thriving commercial precinct lies at the core of the long-term success and sustainability of our precinct.

Enduring infrastructure

As custodians of AKL we think long-term, so we are building for the long-haul and investing in New Zealand's future.

Empowered community

We value our strong links with the community and will actively contribute to the wellbeing and growth of local people, including our own team.

Future resilience

Our focus includes creating a sustainable legacy, protecting the natural environment, benefitting future generations, and using innovation to support decarbonisation.

Thriving enterprise

A well-developed airport precinct is more than just its infrastructure. It is a complex ecosystem of businesses, services and infrastructure that drives economic activity on a large scale, creating a ripple effect for the nation's economy. At AKL, our ambition is to build a vibrant commercial community that extends well beyond the terminals. A place of employment and industry. A place that invites people to stay, rather than simply pass through. A powerful engine for growth and prosperity.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Thriving enterprise

Building connections and opportunity

From AKL's apron tower high above the international terminal airfield, Rashmi Premaratna watches the sky flicker back to life in the early hours of the morning and the arrival of NZ29 following a 14-hour journey.

"These aircraft are just amazing pieces of machinery and seeing how hard they work, flying back and forth across the world, it just never gets boring," Rashmi says, an Auckland Airport airfield operations officer whose job it is to guide the planes to gate. "It reminds me why I do this job, knowing our team has played a part in keeping New Zealand connected to the rest of the world."

Auckland Airport is New Zealand's busiest travel crossroads, where most of the country's international flights begin and end each year, connecting millions of passengers to 65 destinations.

"These connections really do matter for New Zealand," says Chief Customer Officer Scott Tasker. "Every daily widebody aircraft that flies here cumulatively brings well over $150 million in tourism spend across a year, and cargo capacity that can shift half a billion dollars of high-value airfreight annually."

Up against the challenge of global fleet shortages, rising travel costs and fierce competition to attract tourists, FY25 has been a year of determined effort for Scott's aeronautical team, whose job it is to court foreign airlines to fly to AKL and then support them to be successful.

"Our foreign airline customers really believe in the New Zealand market, but challenges in the current global environment mean we've needed to adapt and work harder to stay ahead of the competition," he says.

"Our relationships with airlines are key and we've needed to be deeply aligned with their strategy and understand their commercial objectives. Where we identify high-potential source markets, we're really focused, using good market research to inform decisions and build business cases for new or expanded air services."

Securing growth or opening up a new airline service is always the goal, and Scott says the team was delighted to stand alongside China Eastern Airlines and the New Zealand Government in June this year to jointly announce a new aviation link between China and South America, connecting via Auckland Airport. With only one air link to Santiago from AKL currently on offer, the new Shanghai-Auckland-Buenos Aires service, expected to

start later in 2025 with two services per week, expands our links to that region.

"This is something we've been working towards for a long time, so the announcement was a huge milestone for the team and will open up significant economic opportunities for New Zealand in terms of both tourism and high-value airfreight. Our geographic location means there is an opportunity for New Zealand to grow beyond being the final stop on a long-haul flight, to be a vital aviation hub connecting people and goods.

"We were really pleased to work with the Government to unlock the route, welcoming its decision to remove the need for Chinese nationals transiting through Auckland to obtain a high-cost transit visa. Instead, from November 2025, they will only need to apply for a New Zealand Electronic Travel Authority."

Turning to North America, Scott says the market has been a highlight for FY25, with robust direct connectivity offerings in place between AKL and key airline hubs in the United States and Canada.

"We know airline competition works really well to ignite a market, bringing a good supply of seat capacity and solid commercial returns to airlines, while delivering greater choice to customers in terms of who they choose to fly with," Scott says.

"Over the past couple of years, that's exactly what we've seen take place in the North American market, with seven airlines now operating between Auckland and Los Angeles, San Francisco, New York, Houston, Dallas/Fort Worth, Honolulu and Vancouver, and many more opportunities ahead of us."

Growing connectivity between India and New Zealand has also been a focus during FY25, with Auckland Airport signing a memorandum of understanding with Delhi Indira Gandhi International Airport to foster collaboration in tourism, trade, and freight movement, and ultimately support the aspiration of non-stop flights between Delhi and Auckland.

Closer to home, Auckland Airport also played an important role in FY25 proactively supporting tourism to New Zealand from Australia, our largest international market. Manager Commercial Mick Cottrell says a notable example of this during FY25 was its partnership with RotoruaNZ and Tātaki Auckland Unlimited, which was focused on encouraging Australian visitors to explore both Auckland and Rotorua. AKL is now seeking to build further growth in the trans-Tasman market with a second partnership announced in May called Kiwi North, bringing together 15 regional tourism organisations to promote a comprehensive North Island experience to Australia.

"Growing trans-Tasman seat capacity remains a priority and bright spots for FY25 include the new Qantas Group services from Auckland to and from Perth, Adelaide and the Sunshine Coast. We've been working towards a Qantas AKL-Perth service for some years, so it was a really welcome announcement and one that will support greater competition in the market and build inbound tourism."

"Low-cost carrier Jetstar became the only airline to offer year-round flights to the Sunshine Coast, not only providing a connection for holidaymakers but a convenient link for Queensland's expat population. It was part of a wider connectivity-push by Jetstar that saw it add a significant volume of seats on both its domestic and trans-Tasman routes to meet traveller demand."

Travelling New Zealand

New Zealanders love to travel, and while we appreciate a tropical resort break or a city escape to the US, we also have a deep appreciation of our own backyard. Despite local economic headwinds, airline load factors – the measure of how full a plane is – were at 84% for FY25, in line with historical norms. Capacity remained steady, impacted by Air New Zealand's ongoing engine issues, fleet constraints, and the overall economic environment.

Bright spots for FY25 included Jetstar growing the airline's capacity at AKL by 14% including on key routes such as Auckland to Wellington and Auckland to Queenstown, with 30 and 20 flights operating per week respectively, as at 30 June 2025. Jetstar now operates over 100 domestic flights per week from AKL.

"Air travel is part of our way of life, playing a vital role keeping New Zealanders connected and economies thriving, so enhancing and growing the domestic market remains important and something we are deeply committed to," Mick says.

Terminal attraction

For many travellers, browsing duty free is a part of the magic of travel – a chance to pick up a special gift, buy yourself a treat, or discover a fantastic new local or international brand.

The 2025 financial year marked a significant new chapter for Auckland Airport's future duty free airport customer experience, landing a new eight-year partnership with global duty free operator Lagardère.

Chief Commercial Officer Mark Thomson says the French company is set to transform the duty free experience over the coming years, bringing an extensive suite of top global brands and undertaking a full refurbishment of all duty free stores, including a major transformation for departures. Lagardère began to work at AKL on 1 July 2025, creating an expanded and dedicated Auckland-based management team to lead the new operation, and employing many existing duty free employees who'd been working for the previous operator.

"Our partnership with Lagardère is grounded in a world-class experience for customers at AKL, featuring world-class brands and celebrating the best of Aotearoa New Zealand to the world," Mark says. "Travellers can expect competitive prices and a wide range of product offerings to cater for all travellers and budgets."

As part of its competitive selection process for a new duty free operator, Mark says Auckland Airport included sustainability as one of the core requirements, making it a foundational expectation of the new partnership.

Beyond duty free, FY25 saw Auckland Airport continue to refresh its retail and food offerings in the domestic and international terminals. Highlights included the introduction of Rip Curl, Boh Runga Jewellery, and Soul Origin's third AKL store, as well as the redevelopment of popular existing retail stores such as Adidas, and the G-Shock/Casio store. AKL also completed its redevelopment of the international arrivals retail experience, adding two new locally operated stores that showcase New Zealand: Take Home, a dairy-inspired convenience store, and Tost, a local food and beverage operator.

A mall evolution: Mānawa Bay

In spring 2024, New Zealand's first purpose-built outlet shopping centre opened at Auckland Airport, introducing shoppers to a new kind of retail experience: sought-after premium and lifestyle brands at heavily discounted prices.

Mānawa Bay's identity reflects the historical and cultural significance of the land to tangata whenua, named in te reo after the mangroves found in waterways surrounding the airport, while its design has sustainability at the forefront.

"There's nothing like it in New Zealand and it's brought something unique to the airport precinct that customers and the community are responding to – not just because of the amazing brands on offer, but also the way sustainability has been integrated into the design and for the community amenity it's providing in our part of Auckland," says Head of Retail Lucy Thomas.

Mānawa Bay was proud to attract 10 notable global brands to the New Zealand market for the first time, with Hoka, Kate Spade and Lindt opening stores here for the first time and offering consumers high quality products at accessible prices.

Today the centre employs up to 750 people, depending on the season, working across the premium outlet centre's 111 stores. Lucy says the airport location has been a convenient one for shoppers, with the centre's opening hours complementing Auckland Airport flight schedules.

Hotel stays popular with travellers

Opening in late 2023, Te Arikinui Pullman Auckland Airport Hotel has continued to build its reputation as a premier hotel destination, offering quality accommodation and unique culinary dining. Part of a joint venture with Tainui Group Holdings, the hotel today employs more than 170 people, with a focus on fostering employment in the South Auckland community.

"We couldn't run our airport hotels in the way we do without the excellent talent and diversity that exists in the South Auckland community," says Brook Myers, Head of Commercial Products & Projects. "Alongside this, having Tainui Group Holdings as part of the joint venture really adds to the culture of our workforce, bringing a greater understanding of iwi. That's something we hugely value."

The Pullman operates alongside the 4 Star Novotel and 2 Star ibis Budget Auckland Airport Hotel, creating a strong range of accommodation options for travellers to choose from.

Brook says the performance of the airport's hotel business overall in FY25 has been strong, with solid occupancy showing continued traveller demand for hotels located on precinct.

Landing purpose-built spaces

The 2025 financial year saw the property team at AKL deliver two new high-quality builds at the The Landing business park, with warehouse floor area totalling 40,000sqm.

Highlights included delivery of a new 20,000sqm distribution warehouse for IKEA as well as a 20,000sqm temperature-controlled pharmaceuticals facility for DHL, which now operates five buildings at AKL that the property team has purpose built for the company. "I think that's a testament to the development capability we have in the team and the way in which we value our long-term customer tenants," says Mark Thomson, Chief Commercial Officer.

Auckland Airport's investment property portfolio closed FY25 with a total value of $3.4 billion, reflecting an 18% increase in rent roll and a strong occupancy rate of 99%. The weighted average lease term (WALT) stands at 8.9 years — among the longest in New Zealand's listed property sector.

ŌKU founder
Helen Paul-Smith

Sharing the natural wellness of Aotearoa with the world

For ŌKU founders Helen Paul-Smith and Scott Smith there's joy in seeing travellers pass through Auckland Airport and leave with a piece of Aotearoa in their suitcase.

Rooted in rongoā Māori (traditional medicine) and crafted from native New Zealand botanicals, the premium herbal teas and Kawakawa soap ŌKU offers, gives travellers a taste of New Zealand's natural wellness traditions to take home or gift abroad.

For ŌKU, AKL has become their biggest stage. Since opening at the airport in 2018, sales have taken flight and it is now the company's largest retail channel, with products showcased in duty free and specialty store Kiwi Discovery.

"So much foot traffic moves through the airport, and our products really meet what people are looking for - something authentically New Zealand," Helen says. "Our native herbs are potent, healing, and unique to this land. We're proud to tell that story – and the airport is the perfect place to share it with the world."

Empowered community

Empowering the community means investing in the people of Auckland Airport as well as those who live around it. As Auckland Airport continues to evolve, it is taking a precinct-wide view to uplift both its own workforce and the people of South Auckland through jobs, skills, education, care, and connection. Together, we are paving the runway to shared success.

Ara Auckland Airport Jobs & Skills Hub.

Empowered community

A future reimagined

When 16-year-old Tiana joined the Ara Auckland Airport Jobs and Skills Hub programme, she didn't know what her future looked like. She'd been out of school since age 14 and tried her hand helping at her auntie's café and working with her dad in scaffolding. But nothing had stuck.

Tiana's turning point came when she joined Ara's 12-week Rangatahi Pathways to Employment Programme. Offering the South Auckland teen more than just career opportunities, it offered her hope.

As the only girl in her cohort, Tiana worked hard to prove herself. Three months later, she'd earned second place in the class competition, been named runner-up top student, and secured a full-time role with Brian Perry Civil, with a future apprenticeship opportunity.

"Tiana is exactly why Ara exists," says Melanie Dooney, Chief Risk & Corporate Services Officer. "The core mission of Ara is to provide pathways to employment and Tiana's story shows how the right support at the right time can be so powerful. Ara changes lives, and at AKL we're so proud to play a role in supporting their success."

Established 10 years ago, Ara is a transformational initiative based at Auckland Airport, which is dedicated to connecting South Auckland people with meaningful employment and training opportunities on the airport precinct. In the 2025 financial year, Ara celebrated connecting 93 students with job opportunities and supporting 99 students into training opportunities. Melanie says another key highlight for the year was the opportunity to connect the work of Ara with Hawkins, the construction company that won the contract to build AKL's new domestic jet terminal.

"The success of Ara is built on strong partnerships between the airport, schools, stakeholders and government agencies, all working together to uplift employment and careers in South Auckland.

"As the airport builds for the future, our goal is to work through partnership opportunities to ensure the local community benefits from this once-in-a-generation infrastructure investment," Melanie says.

Auckland Airport's contract with Hawkins, signed in September 2024, ensures social, economic and environmental outcomes are achieved alongside infrastructure delivery. This approach allows broader

Airport Emergency Services Officer Anna Kolodeznaya outcomes to be considered when making procurement, employment and operational decisions. Although early in project delivery, benefits are already flowing back into the community with more than $2 million spent with Amotai-registered Māori and Pasifika businesses, students provided with work experience opportunities and environmental innovations including hybrid power for cranes that has saved more than 25,000 litres of diesel.

Building safe and sound

As construction workforces scale up at Auckland Airport, the focus is not just on getting the job done well and on time – it's on ensuring everyone goes home safely.

"Airports, and construction environments in particular, are complex workplaces and the reality is that risks are ever-present," Melanie says. "That's why a strong safety culture is something we prioritise and put into practice every day, with the right systems in place and the mindset to keep people safe and projects on track."

In line with this, Auckland Airport expanded its Health and Safety Representative (HSR) network in FY25, expanding the team and forming stronger feedback loops between teams, people leaders, and health and safety committees.

Elaine Toal, Head of Health, Safety and Wellbeing, says: "HSRs are the voice of the worker, and their role is critical to our business, especially as we deliver once-in-a-generation infrastructure upgrades."

Construction site collaboration stepped up this year, with principal contractors working together through the Project Health and Safety Forum to share lessons, challenges, and what's working well. In the terminals, safety leaders renewed their shared commitment to keeping people safe through the Common User Safety Protocol (CUSP) group and launched a new Health and Safety Managers Group to drive proactive improvements including faster incident responses.

Ready for the unexpected

Auckland Airport's newly established Risk & Resilience team is focused on strengthening the organisation's ability to prepare for, respond to, and recover from disruption. In a precinct as complex and critical to Aotearoa New Zealand as AKL is, resilience is a foundation of its everyday operation.

In FY25, the team focused on three key areas: embedding practical business continuity plans across all units, maturing incident and crisis response capabilities, and fostering a culture of continuous improvement. With a collaborative, whole-of-organisation approach, the team is helping ensure Auckland Airport is ready when the unexpected happens.

Iwi engagement

Constructive, positive relationships with iwi are a critical component of Auckland Airport's success, impacting a range of business areas and operations such as resource

AKL volunteers preparing meals for Kura Kai

Uplifting whānau through the gift of food

Auckland Airport is proud to support Kura Kai, a charity providing nutritious, home-cooked meals to rangatahi (young people), and their whānau through freezers placed in secondary schools across Aotearoa.

AKL already works closely with Manurewa High School, working to uplift students through the work of the Auckland Airport Ara Jobs and Skills Hub.

Now, one of the school's freezers is regularly stocked by airport employees, using a paid volunteer day to support the South Auckland community. Each month, volunteers come together to prepare meals that are delivered with aroha (love) and purpose - helping ensure students return home not just with food, but with a sense of care and community.

The monthly cook-ups have become the most popular activity in Auckland Airport's *Step Up for South Auckland* campaign. "We believe food is connection," says Kura Kai General Manager Marie Paterson. "When you bring people together to cook for others, something powerful happens. Having a large organisation like Auckland Airport behind our kaupapa (project) raises awareness and shows other businesses they can be part of it too, and that it doesn't have to be hard."

Julia Hoare, Chair and Isla Stephenson, Communications Advisor

Powered by women

When 21-year-old Isla Stephenson joined Auckland Airport as a Communications Graduate in November 2024, she stepped into her first professional role – and into an all-female reporting line.

From her manager and team leader to her business unit chief, the chief executive and board chair, Isla is surrounded by women leading with purpose and care.

"To see this level of female leadership, right from the start of my career, is something I feel inspired by and lucky to be part of. At AKL, I can see there's a place for women at every table," she says.

consents and planning work, Māori design in projects, organisational culture, marae operations, sustainability, and wildlife management. In FY25 AKL appointed a specialist role to manage this area of the business and advise on how Māori culture is applied across the organisation. Across the year the team engaged and consulted with iwi, meeting regularly to continuously build the relationship and our cultural capability. In FY25 we consulted on the draft Master Plan, and supported iwi-led blessings, naming ceremonies and event openings.

Lifting up our own

Whether people are neurodiverse, part of the rainbow community, a parent or a caregiver, Auckland Airport strives to be a place where everyone feels safe, seen, and supported to bring their whole self to work.

Diversity, Equity and Inclusion (DEI) remain a priority. In 2025, the airport continued to focus on supporting women and began laying the groundwork for new initiatives to strengthen outcomes for Māori and Pasifika.

Supporting women

The Wāhine Toa mentorship programme launched as a pilot in FY25, is designed to support women in realising their career goals, while fostering diversity in leadership. Twelve women took part in the pilot, paired with experienced senior leaders in the business, including male allies who support the kaupapa. The strength of its success has led to the mentorship programme being expanded to 24 pairings for FY26.

Other initiatives included free period products in staff bathrooms via Dignity, and a second year of International Women's Day celebrations, which doubled in attendance.

Acknowledging the impact of different life-stage experiences on workplace wellbeing, our People Experience Team created a Menopause Support Toolkit in October 2024, a practical resource for employees and people leaders. With 42.7% of Auckland Airport people identifying as women and 41% of them aged between 40 and 60, this supports inclusive leadership and better conversations around one of the most overlooked contributors to gender inequity.

In FY25 a review was carried out into AKL's performance targets to ensure they remain effective, appropriate and fit for purpose. As a result AKL updated its gender pay gap (GPG) targets, ensuring they reflect the changing shape of our organisation, future growth in the infrastructure team and the underlying long-standing issues of gender representation in that industry workforce. AKL will continue to target a 0% GPG by 2028 across the majority of the organisation (13.1% in FY25), with a 20% (reduction of one-third) for Infrastructure AKL by 2028 (27.7% in FY25).

Growing leadership at every level

Great leaders never stop learning. That mindset is at the heart of the new Emerging Leaders pilot, developed in-house by the Operations Training and Standards Team to strengthen leadership capability and consistency across Auckland Airport's operations.

Delivered in two-day workshops, the programme hones practical skills that make a real difference on the front line – from giving and receiving feedback to navigating courageous conversations, understanding learning styles, and managing health and safety responsibilities.

Meanwhile, senior leaders are also growing their impact, with a further 18 leaders participating in the Life Styles Inventory™ (LSI) in FY25, a peer and self-assessed tool that builds self-awareness by helping leaders understand how they think, behave, communicate, and collaborate. Almost 50 leaders have now gone through the programme since it started in FY24.

Walking the talk

Values only matter if they're lived, and this year, Auckland Airport saw the evolved values that were introduced in 2024, All In – Tātou Tātou, Know How – Kōkiri Tahi, and Let's Go – Karawhiua, guide how teams work, collaborate, and show up for one another. Quarterly Shout Out Awards celebrated those living the values, selected by a cross-airport panel of Engagement Champs.

Wellbeing in your pocket

Recognising the changing needs of our diverse workforce, in September 2024 Auckland Airport began transitioning employee assistance services to a safety and wellbeing app that puts support right in the hands of our people. The new service offers free, confidential, round-the-clock access to medical and health professionals, safety features, and a rich library of self-service resources, just the tap of an app away.

Turning generosity into impact

Auckland Airport's connection to South Auckland is more than just geographic, it's about people. When the communities around us thrive, so do we, which is why supporting South Auckland through volunteering, funding, and partnership is a vital part of our runway to growth.

Twelve days of Christmas

Small acts of generosity can go a long way, as Auckland Airport's Twelve Days of Christmas annual campaign shows, with $120,000 distributed to 12 South Auckland charities in December 2024, funded by travellers' spare change. Each organisation received $10,000, plus national media coverage through a partnership with the New Zealand Herald.

Auckland City Mission, recipient of funds from the Twelve Days of Christmas annual campaign.

Legacy of support

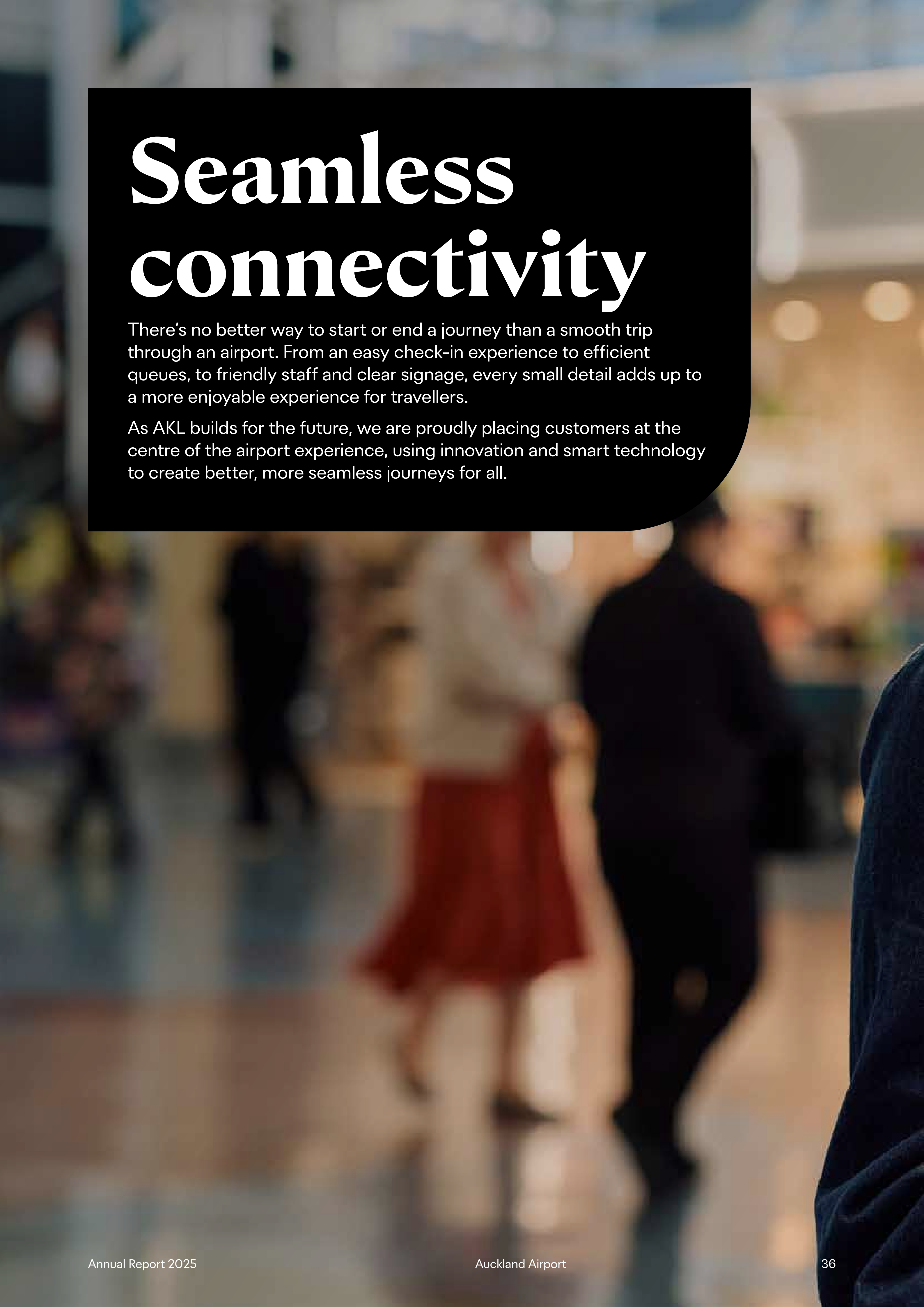
Since 2003, the Auckland Airport Community Trust has distributed more than $6.6 million in grants to support South Auckland youth, education, wellbeing, and environmental outcomes – especially in aircraft noise-affected areas. In August 2024, the Trust celebrated its 20th anniversary with its largest-ever funding round: $433,333 awarded to 29 local organisations.

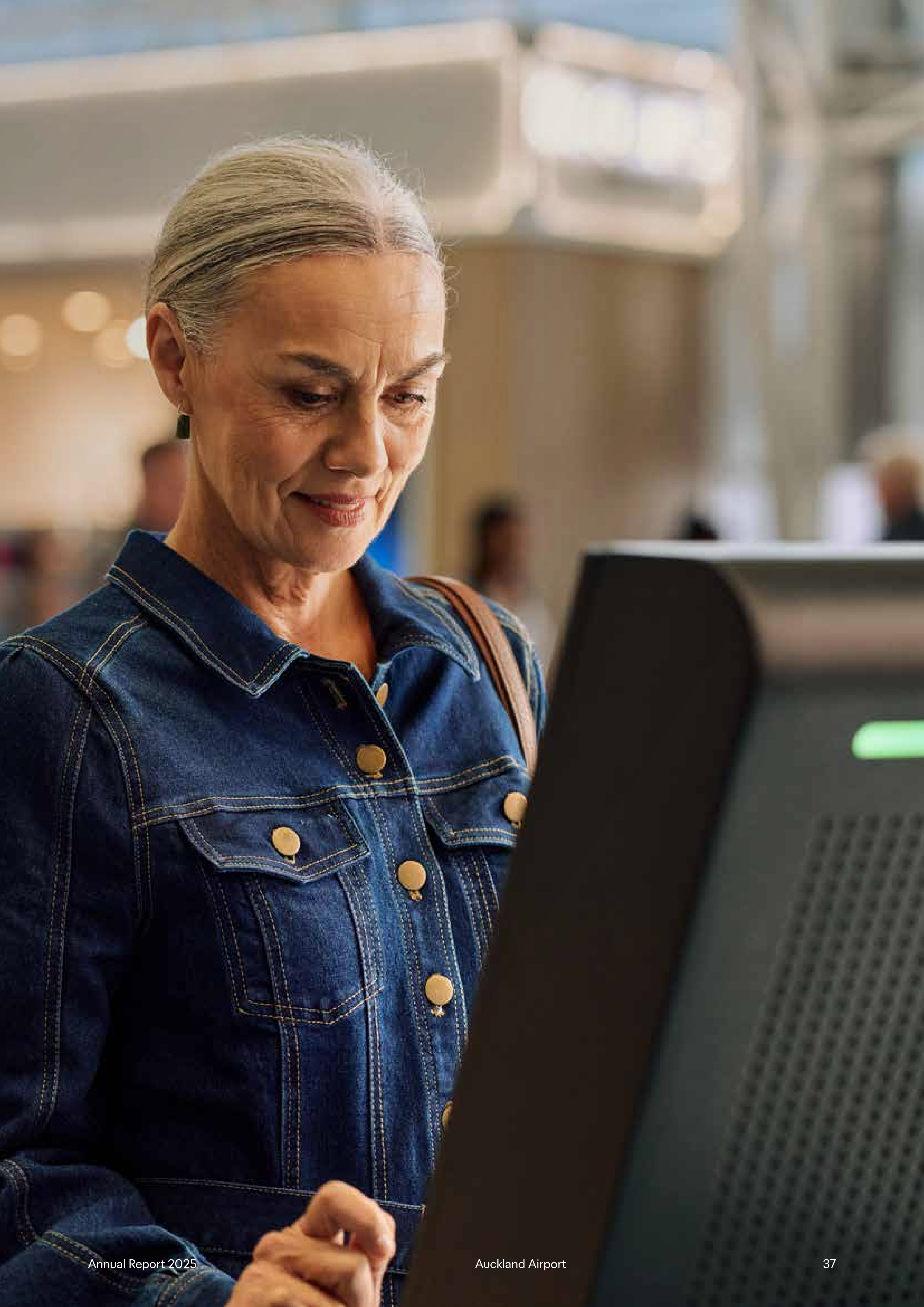
Team members from Kiwi Harvest, one of the Twelve Days of Christmas charities that Auckland Airport supported in FY25.

Seamless connectivity

There's no better way to start or end a journey than a smooth trip through an airport. From an easy check-in experience to efficient queues, to friendly staff and clear signage, every small detail adds up to a more enjoyable experience for travellers.

As AKL builds for the future, we are proudly placing customers at the centre of the airport experience, using innovation and smart technology to create better, more seamless journeys for all.





Seamless connectivity

Orchestrated motion

At any given moment in the international terminal, you'll see it: a traveller winding their way through the terminal, pulling a suitcase, checking their phone and glancing at flight information screens, as they move from one checkpoint to the next.

It's a stop-start rhythm of global travel that plays out thousands of times a day at AKL, with every step in the sequence timed and structured to move travellers forward as efficiently and smoothly as possible.

"Behind every flight, there's an intricate system of people, technology, and processes working in sync to keep every part of the system working just as it should," says Chloe Surridge, AKL's Chief Operations Officer. "When everything is operating seamlessly and smoothly, the travel experience becomes almost effortless for customers, and that's the clear goal of the Auckland Airport team every day."

In FY25 the airport team's detailed focus on enjoyable and seamless journeys delivered real, measurable results for travellers, with upgraded infrastructure and a more consistent overall performance.

Partnership performance

In FY25 strong collaboration between AKL and Aviation Security, Biosecurity New Zealand and Customs and Immigration delivered real improvements for passengers, from new technology and system upgrades to physical design improvements and better communication protocols.

"AKL is building a digitally connected aviation precinct and the technology that has been introduced in the past year has made a huge difference," Chloe says. "But tech is only part of the equation – the design of our operational systems and processes and the strong relationships with border agencies and airport partners are just as important."

Arriving international passengers at AKL now enjoy a smoother experience, with median processing times

nearly 8% faster than a year ago (June 2025 vs June 2024). The median is now under 15 minutes from entering passport control/Customs, then through biosecurity, to exiting into the airport's public arrivals hall.

A significant change came in November 2023 when Biosecurity New Zealand, in collaboration with AKL, launched a new arrivals risk-assessment process. Now, passengers with nothing to declare can receive biosecurity clearance while waiting for their luggage. Having these two processes happening simultaneously is contributing to faster overall processing times for arriving passengers.

Wait times also reduced thanks to a reconfigured layout that allows for more biosecurity officers' desks and larger, more flexible queuing areas.

"It's great to see all the benefits of this hard work, and there's more to come with the opening of the new international arrivals area," Chloe says. "We know every minute shaved off a queue really makes a difference to travellers."

International departure times are also smoother, with the median processing times around five minutes and 30 seconds, down 19% year on year (June 2025 vs June 2024).

Domestic processing improvements

It's a similar story in domestic departures with a 25% improvement year on year in median processing times, now around four minutes (June 2025 vs June 2024). Head of Airport Operations Performance Marianita Willis says new scanning and screening technology introduced by border agencies has played a key role in speeding up queues.

Last year, AKL supported Aviation Security's roll out of CTiX scanning machines in both the international and domestic terminals. This means travellers can leave laptops, liquids, aerosols and gels in their carry-on bags at security, making it a little quicker for each traveller to go through the check point.

A Lane Matrixing System (LMS) was activated at the domestic screening point in March. This enables security machines to work together more efficiently, reducing processing times. LMS was extended to the international and transit screening points in May.

Consumer control

Travellers globally are increasingly wanting to be in the driving seat, taking more control over their airport experience by using apps or self-service technology where possible.

With this in mind, Chief Digital Officer Richard Wilkinson says Auckland Airport is adapting to meet changing customer expectations, with the installation of self-service kiosks and bag drops completed in the international terminal in November 2024 for Zone E – the first step in a major transformation of the check-in hall.

Jordan Ritchie from Grapevine Communications

Grapevine Communications – the hands and feet behind a seamless journey

You might not see the work of Grapevine Communications at AKL - but you feel the team's work the moment you arrive.

From the flight information screens that guide you to your gate, to the free WiFi that keeps you connected and the digital advertising displays across the terminals - this homegrown Kiwi company is the behind-the-scenes force connecting systems, retailers, and passengers to the airport's digital backbone.

With more than 1,500 fibre-optic cables and tens of thousands of copper lines criss-crossing the campus, Auckland Airport is one of the most complex tech environments in the country. Yet Grapevine's ICT specialists navigate it with precision to ensure travellers experience smooth, real-time digital connectivity every step of the way.

"We're the hands and feet on site connecting everything up," says Grapevine's owner and director Jordan Ritchie.

Grapevine has grown as the airport has grown. What began as a tight-knit team of five has expanded to 27 since 2019, reflecting the scale of transformation underway.

"It's exciting to see how far the airport has come," Jordan says. "Knowing our team helps power that journey - it's something we're incredibly proud of."

Kiosks and automated bag drops will eventually replace 91 check-in counters with the goal of making the check-in process faster, easier, and more efficient. Travellers will be able to check in at a kiosk and print out their bag tags, before using an automated bag drop.

The new equipment is future-proofed for biometric capabilities to integrate into a new baggage system when the new domestic jet terminal opens in 2029.

Globally, biometric scanning is starting to replace physical IDs and boarding passes - speeding up airport processes and providing real-time data to support airport systems.

Meanwhile, the international terminal's baggage system is being upgraded to add capacity and resilience in preparation for a new Individual Carrier System when the domestic jet terminal is complete.

Domestic terminal upgrades

As construction progresses on the new domestic jet terminal, careful improvements have been made to the existing domestic terminal to ensure it remains fit for purpose until the opening of the new facility. This includes more seating beyond security, a refreshed food court with more dining options, new signage and wayfinding assistance, and bathroom upgrades.

Smarter parking technology

For travellers at Auckland Airport, car parks at the precinct are often the first step in an easy, stress-free journey.

To make parking faster and more convenient, licence plate recognition technology and mobile/online payment technology have been rolled out across AKL's five international and Park & Ride car parks.

Vehicle licence plates are automatically read by cameras on entry and exit delivering an improved customer experience with faster processing times, reduced friction points, better payment options, more accurate pricing and a more modern experience for travellers.

In other parts of the business, Auckland Airport progressed upgrades of key software systems in FY25 to boost cyber resilience. This included improvements to AKL's incident and emergency system, delivering quicker fault and incident resolution, improved guest services and response times, and improved emergency coordination and resolution.

Zone E automated bag drops in the international terminal

The latest addition to AKL's firefighting team, the Panther HRET

An upgrade of the WiFi systems in both international and domestic terminals has greatly improved the WiFi coverage and customer experience throughout the Auckland Airport campus.

Safety central to seamless travel

In February 2025, AKL welcomed a new addition to the firefighting team – a first-of-its-kind Panther HRET fire truck to New Zealand, designed to keep AKL safer than ever.

The high-spec vehicle has greater water capacity than the existing fleet and features a unique high-reach extendable turret that allows the Auckland Airport Emergency Service team to deliberately and safely direct water in close, instead of running out a hose.

Head of Emergency Response and Security Neil Swailes says: "Auckland Airport is the first airport in the Southern Hemisphere to invest in this model, and it joins the existing fleet of four 6x6 Panthers. The investment is part of our wider commitment to keep growing our emergency capabilities in line with rising aircraft movements and passenger volumes."

Alongside this, AKL also introduced a new aircraft-recovery kit in the event a plane is damaged or goes off the runway. The $4 million disabled aircraft recovery kit - the first of its kind in New Zealand – can be used to tow, lift, or move, an incapacitated large passenger aircraft, meaning AKL can now respond quickly and clear the airfield.

Enduring infrastructure

As custodians of New Zealand's gateway airport, we think long-term. That means building resilient, customer-focused infrastructure and delivering it at the right time, in the right place.

Whether it's increasing airfield capacity, delivering a fit-for-purpose domestic jet terminal or enhancing the customer journey, every milestone reflects our commitment to helping New Zealand stay connected and competitive on the world stage.


TC2

Enduring infrastructure

An artist's impression of the new domestic jet terminal.

As the new domestic jet terminal rises, its steel bones stretching into the air, tens of thousands of travellers go about their daily business nearby.

As tower cranes manoeuvre on the edge of the airfield, travellers quickly walk to their flights, with little sense of the massive stormwater pipes being installed underground on the other side of the temporary fence.

Auckland Airport is now part-gateway, part-construction zone, with approximately 1,500 workers on site and major infrastructure projects unfolding in almost every direction across the precinct.

"The pace of building has greatly accelerated and while we are ambitious and building for the future, we are really conscious that people still need to get where they're going today," says Tim McKenzie, the airport's domestic jet terminal programme director.

"It's a complex challenge that means we have to plan meticulously to ensure construction doesn't get in the way of airport operations and the traveller experience, with safety central to everything we do."

New domestic jet terminal taking shape

Since the first steel columns were delivered on site in February by West Auckland steel fabricators D&H Steel, construction of the central section of the terminal building has been progressing steadily, with the structure reaching a height of 26m at its tallest point.

"The columns, beams, floors and roof that make up the superstructure of the headhouse are about 60% complete and we'll then be getting underway with work on the services fit out within the structure," Tim says.

"After the building programme was delayed during the pandemic, to finally see the structure emerging, which in a few years will be busy with domestic travellers, is hugely exciting."

The new terminal will eventually serve all domestic jet flights, consolidating operations under one roof alongside international services for the first time since the 1970s, to create a modern terminal experience.

Behind the scenes: enabling works to keep the airport moving

To create the space needed for the new terminal, essential airport infrastructure has been relocated and upgraded.

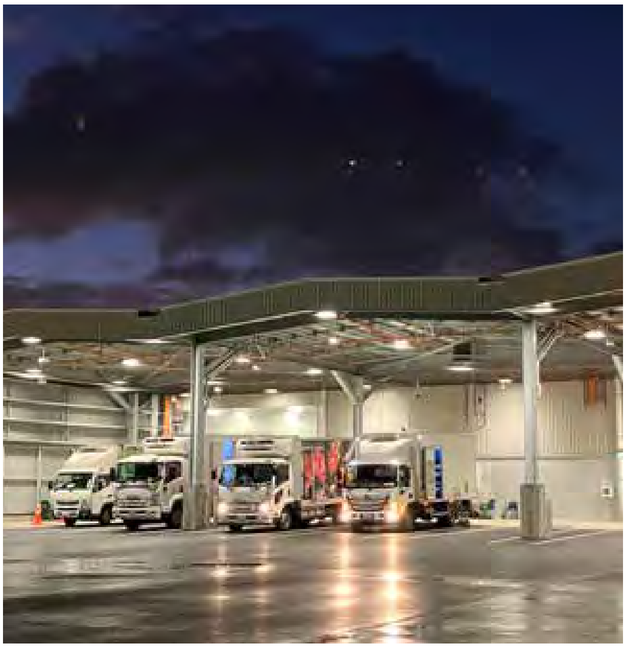
A new truck dock at the western end of the international terminal opened in early June and now manages the flow of goods and supplies into the international terminal. With parking bays designed for safe, easy manoeuvring for close to 50 vehicles an hour, it replaces a smaller truck dock that sat in the path of the terminal construction footprint.

“We’ve had to carefully manage the delivery of all goods into the international terminal – that’s everything that goes into the airline lounges, retail and operational spaces – around the domestic jet terminal construction site until a new truck dock was built,” Tim says.

“As soon as that new truck dock became operational, we were straight into piling foundations for the domestic jet terminal on the area that had been freed up.”

The new western truck dock forms part of an enlarged and reconfigured international arrivals area, creating more space for Biosecurity New Zealand and Customs operations at the frontline of border protection efforts, new offices for airline teams working to reunite mishandled bags with their owners, and a new security screening point for goods, terminal staff and airline teams.

Directly over from the international terminal, offices alongside the Transport Hub have created workspaces for organisations from across the airport ecosystem – airlines, ground handlers and infrastructure delivery. Out the front of the building, work continues in the area previously occupied by the public pick-up and drop-off lanes that will become dedicated transport lanes for public and commercial transport.



The new truck dock at the western end of the international terminal.

Allister Gordon from Dickson Gray Electrical

Grounded in local talent and long-term growth

Dickson Gray Electrical has been a trusted name in Auckland’s electrical contracting sector for 55 years, but its recent work on the baggage hall expansion project represents an exciting opportunity to add a new chapter in its story.

Engaged by Hawkins to deliver electrical works, the Amotai[1]-accredited business is helping lay the groundwork and stitch together – literally – one of New Zealand’s most significant infrastructure builds.

“It’s a big job for New Zealand and we’re proud to be part of it,” says director Grant Megson. “We’ve worked at the airport for decades, and we value the opportunities we have, not just for our team, but for the next generation coming through.”

Through partnerships with ARA Auckland Airport Jobs & Skills Hub and social enterprise Eco, Dickson Gray is also helping train and employ new electricians, providing hands-on experience and apprenticeships that build long-term careers.

Auckland Airport is committed to delivering broader outcomes through the Terminal Integration Programme, including enabling local businesses to share in the opportunities created by our major contracts in a way that enables them to grow their teams, specialities and capabilities.

1 Amotai verifies Māori and Pasifika-owned businesses and holds a national database of Māori and Pasifika-owned businesses that are ready for work.

John Tagi, Project Manager and Lemeki Tagi, Director at All Stone & Rock

All stone & rock: laying the foundations for growth

Family-run landscaping business All Stone & Rock built its reputation through residential work, until 2022, when it won its biggest opportunity yet: a tender to build the stone walls for Auckland Airport's new Transport Hub.

That marked a turning point for the stone wall specialists. Nine family members, originally from American Samoa, joined forces, bringing skills ranging from architecture and project management to trucking and electrical work. The result: more than 2,500sqm of natural volcanic basalt stone walls and feature boulders, sourced from local maunga (volcanic hills), to reflect the airport's deep connection to place.

The project became the businesses' foundation stone for growth. Project manager John Tagi says: "It was the first major commercial job we'd taken on and has allowed us to realise our potential. Our dad is our director, and it was always his dream to see his children working together, and this project made that come true."

The impact has been transformative. All Stone & Rock has grown from a team of six to 25, gained recognition as an official Auckland Airport supplier, and opened doors to new commercial tenders. Just as importantly, the project created employment and upskilling opportunities for other Pasifika workers in their community.

Airfield expansion: more capacity today, more flexibility tomorrow

Out on the airfield, to the north of the airport, a 250,000sqm paved extension to the international airfield has reached completion. It's adding six new aircraft parking stands – five of them serviced - that can serve either widebody or narrowbody aircraft.

"It's been an incredible milestone to reach the completion of construction on this project," says Airfield Programme Director, Jason Dardis.

"It means the physical work is done and now it's over to our operational teams to prepare for the first aircraft arrivals."

Each of the close to 4,000 concrete slabs poured and grooved for aircraft movement contributes to a major upgrade in capacity and flexibility. The new stands provide the breathing room to support construction of the domestic jet terminal, allowing stand space to be relocated as the build progresses and the terminal pier pushes out into the existing airfield.

Importantly, the new airfield includes a direct connection point to the future cargo precinct on Manu Tapu Drive, ensuring freight can move efficiently between airside and landside areas. Built on a gentle gradient, the expansion is designed with the future in mind, enabling a direct connection to Auckland Airport's planned second runway to the north as demand grows.

Future airfield expansion is also being enabled by a new power centre constructed at the western end of the airfield, replacing infrastructure dating back to the 1960s. The new power centre will strengthen resilience, power airfield growth, and eventually connect to a future cargo precinct and second runway.

Boosting regional airfield resilience

Alongside upgrades to our international infrastructure, Auckland Airport is progressing a $147 million upgrade to the domestic airfield. This project will add four new regional aircraft stands and 8,500sqm of additional apron space, improving operational resilience.

The new stands – located adjacent to the existing domestic terminal – will support about 140 flights and 7,000 passengers daily, connecting more than 15 regional destinations. Importantly, they are designed with future flexibility in mind, capable of accommodating both turboprop aircraft and jets. As part of the upgrade, stormwater infrastructure is being enhanced to increase climate resilience and reduce the risk of flooding.

"While much of the action will be on the airfield, we need to change car parks around the terminal to make way for these important regional capacity upgrades," Jason says.

These improvements will not only cater to the operational needs of regional airlines when they are complete in a couple of years, but are ready and in alignment with a regional pier and terminal headhouse that is set out in the airport's draft Master Plan.

Getting ready for the runway upgrade

Groundwork is well underway at Auckland Airport in preparation for the largest programme of pavement upgrades to take place on the runway in 20 years – planned maintenance that is essential to the ongoing resilience and safety of the airfield.

In about five years' time Auckland Airport needs to replace slabs across the main areas of the runway and nearby taxiways. This work can only be carried out with a full closure of the runway.

Approximately $40 million has been invested in a suite of projects already well underway across the airfield to pave the way for the runway closure. The airport team is progressively upgrading Taxiway Alpha to be used as the alternative runway, and widening nearby Taxiway Bravo.

Keeping the fuel flowing

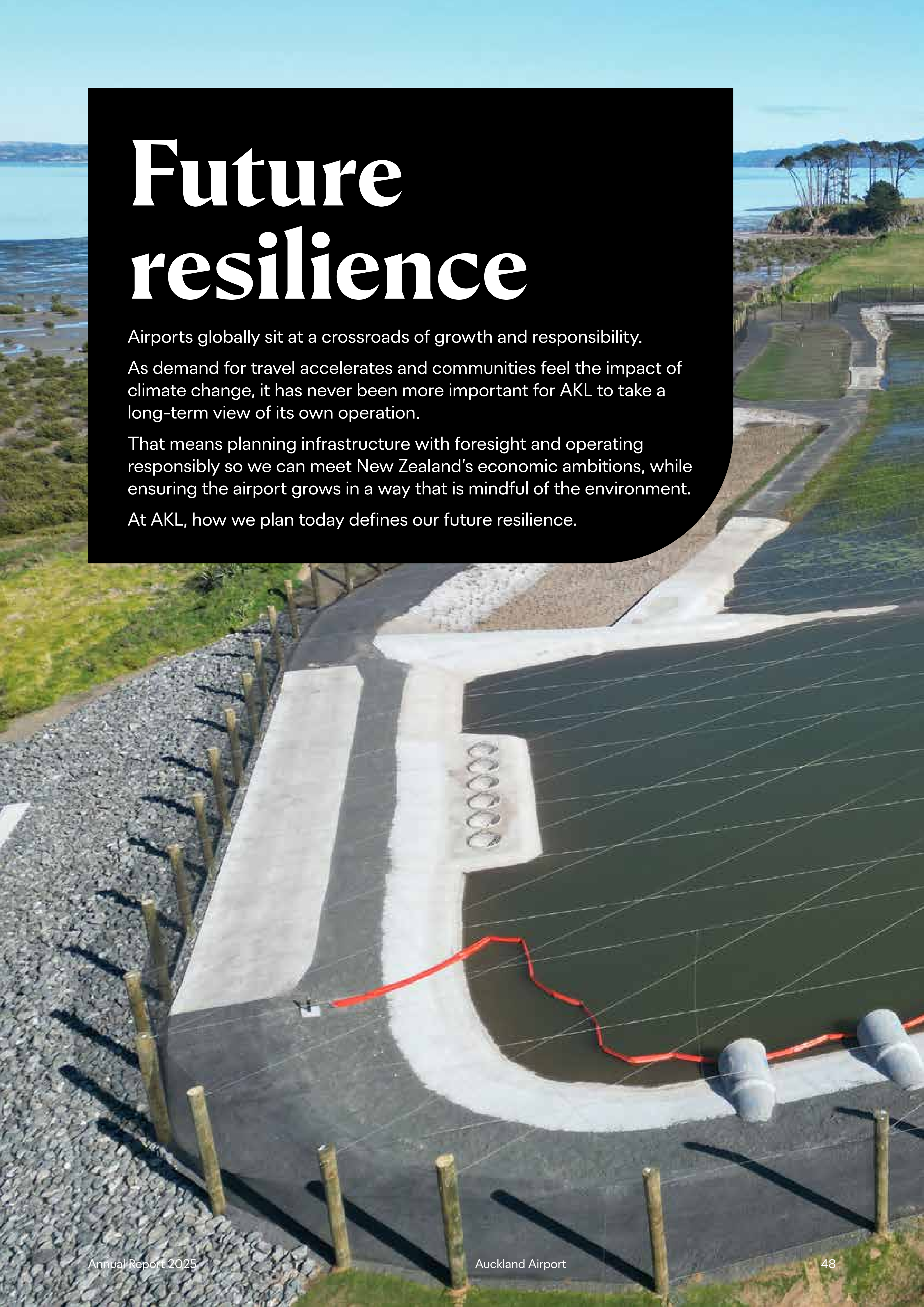
Fuel security is a priority for Auckland Airport, dramatically illustrated in 2017 when a pipeline was ruptured by a digger 155 km away, north of the city, resulting in the disruption of almost 300 flights.

In May this year the Government enacted regulations that give fuel companies until November 2026 to increase the jet fuel they hold at or near the airport, to protect against unexpected fuel supply disruptions. Fuel companies have informed the Government they will convert an existing tank at Wiri to a jet fuel tank to meet the new requirement.

On the airfield, renewing and expanding the airport's fuel hydrant pipeline network includes taking every opportunity to lay pipes while minimising disruption to the airport's core activities.

"When we needed to close Taxiway Lima for pavement upgrades, that was ideal timing to also add in a 100m fuel pipework across the taxiway," Jason says.

"These are probably some of the least glamourous elements of the programme, but we're making sure we are using the disruption – in this case the short-term closure of the taxiway – to get in place the elements that set the airport up for the future."



Future resilience

Airports globally sit at a crossroads of growth and responsibility.

As demand for travel accelerates and communities feel the impact of climate change, it has never been more important for AKL to take a long-term view of its own operation.

That means planning infrastructure with foresight and operating responsibly so we can meet New Zealand's economic ambitions, while ensuring the airport grows in a way that is mindful of the environment.

At AKL, how we plan today defines our future resilience.

AKL's new biofiltration system

Future resilience

An optimisation story

With up to 45 planes landing or taking off every hour, 50,000 travellers per day, and big infrastructure to deliver and plan for, there is little room for inefficiency in an airport operation like AKL.

"As we look to the future design of the airport and what infrastructure we need, the first question we always ask ourselves is are we using every asset to its fullest potential?" says Mary-Liz Tuck, Auckland Airport's Chief Strategic Planning Officer.

"So, whether it's working with Airways New Zealand on runway use, or improving the way we manage stormwater, energy use or reusing items rather than discarding them, our focus is being really smart and efficient in the way we operate. That's not just about cost, it's about resilience and sustainability and ensuring we're delivering a great customer experience for decades ahead."

2047 in sight

By 2047, AKL is anticipating a future where about 38 million people will travel through the airport each year (double the number of travellers today), while air cargo is expected to grow more than 40% to 223,000t a year.

To ensure the airport keeps pace with that growth, Mary-Liz says the strategy team has been hard at work delivering the airport's new refreshed draft Master Plan – a blueprint that addresses the airport's core operations and future aeronautical assets.

Released on 29 April, designing the draft was a complex, 12 month-long effort, bringing together technical, environmental, operational and stakeholder requirements – everything from how the airport responds to climate change and environmental management and sustainability, to digital technology and innovation, and to energy transition and future fuel and transport connections.

From the 2025 AKL draft Master Plan, an artist impression of 2047 possible key developments

"For a long-term infrastructure provider like AKL, proactive long-term planning across all of these factors is essential, not only to accommodate growth but also how we continue to support the economic ambitions and community wellbeing of Tāmaki Makaurau Auckland and New Zealand as global air travel grows," Mary-Liz says.

A key focus in developing the draft Master Plan was the timing for construction of a second runway, a topic that has long captured the interest of the Auckland community. Designed to be built about 18m higher than the existing runway, the second runway will enhance AKL's resilience to climate change as well as accommodate future growth in aircraft movements. AKL's Head of Aeronautical Infrastructure Planning Alessandra Tunno says, "I think people are really interested in the future second runway, not just because of aircraft, but because people see AKL as a reflection of Auckland's success and ambition for the future."

For the next decade though, AKL plans to get the most of out its existing runway operation, something that's been made possible through close collaboration with stakeholders during the masterplanning process.

"That's been one of the greatest outcomes, working with Airways New Zealand and our airline customers to innovate and explore all the ways we can ensure our current airfield operates as efficiently as possible," Alessandra says. "Through that collaboration, we've been able to push out the timing for the second runway toward the end of the next decade. Alongside this we'll continue to look for opportunities to use the existing runway more efficiently, to ensure that a second runway is only delivered when the existing runway can no longer cater for growth."

Optimisation, efficiency and flexibility are themes that feature heavily in other parts of the draft Master Plan.

On the airfield, AKL is focused on delivering flexible infrastructure designed for maximum stand use. Stand allocation will be prioritised to ensure the most efficient use of apron capacity. Strong interest in AKL's draft Master Plan saw the Master Plan team meet with more than 100 stakeholders during the consultation period in May to gather feedback, with a final version of the plan to be released at the end of the 2025 calendar year.

Soaking it up

The extreme weather events of 2023 were a stark reminder of the challenges posed by climate change and the need to boost future capacity for stormwater management and treatment, providing additional resilience during times of extreme weather.

In FY25 AKL completed a programme to lay 4.4km of pipes to capture stormwater flows from more than 100ha of land north of the international terminal.

The pipes - measuring up to 2m in diameter – direct stormwater into an innovative treatment system new to New Zealand, which can treat up to three-times the volume of water compared to traditional stormwater ponds. With the project completed in July 2025, native

Ray Tomlinson, Managing Director at JT Group

Game-changing cleaning tech

JT Group's electric water blasters have been a quiet force at Auckland Airport for years, literally. Unlike petrol-driven models that can emit as much CO_2 as eight cars, the all-electric water blasters produce zero emissions and are whisper-quiet - ideal for work across the busy airport precinct, especially near hotels and terminals.

Now, business is about to take off for the family-owned company, with its new robotic building wash system, piloted at AKL, turning heads internationally.

"There's nothing like our machines anywhere in the world," says JT Group's managing director Ray Tomlinson. "We've flown under the radar for years, but Auckland Airport saw the potential early, and that backing has helped us reach the world stage," says Ray, whose father started the business in the 1960s.

Trialled on the glass exterior of the airport's Transport Hub, the 150kg robot glides along a custom-designed perimeter rail, delivering a superior clean with nothing but pure, deionised water. What once took a 10-person abseil crew several days can now be completed in just one — using 85% less water and with zero emissions.

As well as aligning with AKL's sustainability goals, it's also safer - removing the need for crews to scale multi-storey buildings. JT Group also cleans buildings in AKL's office precinct and the solar panels atop the new Mānawa Bay shopping centre – making AKL one of JT Group's largest clients.

plants remove contaminants before stormwater is discharged into the Manukau Harbour, with a small stormwater pond biofiltration system providing additional treatment and temporary storage during heavier rain.

Looking ahead, stormwater upgrades are a key feature of the airport's draft Master Plan, to build AKL's resilience to severe weather events under a range of future climate scenarios.

Driving decarbonisation at AKL

AKL has accounted for its carbon emissions for more than a decade, and each year brings a new wave of initiatives to tackle operational practices and reduce emissions under its direct control.

"The process is rigorous, and every element of our operations is scrutinised for ways to reduce or eliminate emissions to achieve a 90% reduction in scope 1 and scope 2 emissions by 2030," says Andrea Marshall, Head of Environmental Planning and Sustainability.

"A significant transition is underway with the replacement of natural gas heating and cooling with renewable electric heat pumps in the international terminal to provide the 6.5 megawatts of power required to operate New Zealand's largest air conditioning system. After installation and extensive trials of the first electric heat pump throughout 2023 and 2024, we are now preparing to commission the next unit, which will heat and cool the main terminal areas. Results of the transition are being seen, with emissions from scope 1 sources (those owned or controlled by Auckland Airport) down 19% in 2025, compared to the baseline year of 2019.

Andrea says the sustainability team's determination continues to make an impact, with every initiative designed to build on the previous. Highlights for FY25 include:

- **Massive solar arrays switched on**
  Auckland Airport is now generating some of its own energy via the sun, with two major solar arrays now supplying energy on the airport precinct. The rooftop solar array in the Transport Hub is delivering 1.2 megawatts to the office block and EV chargers, while the solar array at Mānawa Bay, New Zealand's first dedicated shopping centre to receive a 5 Green Star rating for its building design, is generating 2.3 megawatts.
- **Going electric: gas-free food court**
  New Zealand's first fully electric food court opened at Mānawa Bay. The food court operates entirely without natural or LPG gas, featuring 13 food and beverage outlets all equipped with electric cooking and heating systems.
- **Lighting the way**
  In FY25 Auckland Airport installed 600 new LED runway lights along the 3.6 km runway. These new LEDs use up to 70% less energy and last 15 times longer (75,000 hours) than halogen lighting, with bulbs lasting longer. The lighting upgrade programme now focuses on the thousands of halogen lights across the rest of the airfield, including taxiways, the apron and aircraft stands, with a replacement programme phased over the next 10 years.

New Zealand's first fully electric food court at Mānawa Bay

Low-emission aviation

With aircraft generating the majority of around 88% of the emissions linked to airport activity, addressing this emission source is one of the most challenging and collaborative tasks in aviation's journey to decarbonise.

"As a hard-to-abate sector, aviation's decarbonisation is a long-term undertaking that depends on coordination across the entire industry," Andrea says.

This is particularly important given New Zealand's remote location, our geographically dispersed population with its social and economic dependency on travel, and New Zealand's substantial tourism market.

"Reducing emissions associated with operating aircraft will rely on New Zealand's access to sustainable aviation fuel (SAF) production, particularly as a long-haul destination. Our focus continues to be working with our key partners to explore regional solutions, as well as engaging with airlines to understand future infrastructure requirements for new low-emissions aircraft technology as it emerges, such as electric and hydrogen-fuelled aircraft. SAF is already able to be delivered to aircraft today via AKL's fuel hydrant system.

Reducing waste is a team effort

Airports are a bit like small cities, hosting retailers, cafés, transport infrastructure and offices, and generating a constant stream of waste. Auckland Airport is focused on ongoing initiatives to manage waste better through a targeted and coordinated approach – from waste avoidance to reduction, reuse, composting and recycling.

Food waste is one of AKL's largest waste streams. With more than 40 food and beverage outlets and six premium lounges in the terminals, Auckland Airport has been growing its food waste composting programme year on year with 295t of food waste sent to compost in the 12 months to 30 June 2025.

This includes the Strata Lounge where the amount of biosecurity waste going to landfill has been reduced by an average of 25% a month. This has been achieved by the implementation of a food scraps bin, under a MPI approved process, to redirect food waste created in kitchen and service preparation areas to a compost stream.

This has been enhanced by a new 'twilight service' where surplus food is used to create new dishes and offered as a tray service for customers, as a targeted initiative to decrease the volume of food waste produced.

AKL's collaboration with CAA/Aviation Security and the airport's waste collection provider also means multiple prohibited items removed from traveller checked luggage are now repurposed. A common example is batteries, many of which are still in their original packaging. Last year we redirected more than 1,500kg of new alkaline batteries to schools and other charitable purposes.

"Managing waste efficiently across the numerous construction projects at the airport is a priority as we build a resilient, future-ready airport." Mary-Liz says.

Waste concrete being recycled for the northern airfield project

"Our infrastructure projects typically target a 70% diversion of construction waste from landfill, but we have an agreement with our construction partner to achieve 80% diversion on the integrated terminal project. We also reuse materials on site where possible. For example, 100,000t of waste concrete from our airfield operations was crushed and used as a solid base layer for our northern airfield expansion project."

At Mānawa Bay, waste sorting is delivering real and measurable results. In the food court there are no public-facing bins and it's the job of cleaners to clear waste from tables, and sort it into recycling and waste-to-landfill streams.

"This has proven an effective way of getting the right thing in the right bin," Mary -Liz says. "Between September and June, 612t of rubbish was collected from the mall, of which 33% was food waste and compostable packaging going to compost, 30% cardboard, 8% commingle recycling, and 29% went to landfill."

There are other waste work streams and sustainability opportunities on the go. A collaborative group has been established between AKL and terminal retailers to connect and discuss new initiatives and shared challenges. "This leans into our role as a connector – we can achieve so much more if we work together."

Charging up

As part of our ongoing commitment to sustainability, AKL and Meridian Energy are partnering to create a charging hub for electric vehicles. The hub will be the first site on Meridian's EV charging network to be certified with 100% renewable energy through its Renewable Energy Certificates. Meridian invests the money paid for these certificates into community decarbonisation projects, such as EVs and solar panels for community groups.

Climate-related disclosure

About this report

Auckland International Airport Limited presents its Climate-related disclosure for the year ended 30 June 2025.

This is Auckland Airport's fifth Climate-related disclosure (CRD) and the second that is required to comply with the New Zealand Climate Standards. The early adoption of climate-reporting frameworks and standards has allowed the Airport to gain a strategic understanding of climate-related infrastructure, operations, and business strategy.

As New Zealand's largest airport, we recognise the important role Auckland Airport plays for New Zealand and our responsibility to operate an airport precinct that is resilient to both the physical and transitional climate risks that may arise with climate change.

Auckland Airport is committed to reducing the impact of airport operations, building resilience into our infrastructure to protect against potential future impacts of climate change, and to work with our partners to address the challenge of reducing emissions from aviation.

This Climate-related disclosure is Auckland Airport's climate statement. It has been prepared in compliance with the Aotearoa New Zealand Climate Standards (NZ CS) published by the External Reporting Board (XRB). Auckland Airport has elected to not use any of the early adoption provisions in NZ CS 2.

Auckland Airport is a climate reporting entity under the Financial Markets Conduct Act 2013.

Approved on behalf of the Board on the 20th August 2025.

Julia Hoare
Chair

Grant Devonport
Chair, Audit and Financial Risk Committee

Our Climate-related disclosure journey

Auckland Airport has published a climate statement aligned with the Task Force for Climate-related Financial Disclosures (TCFD) since 2021. In 2023 the Airport published its first disclosure aligned with the New Zealand Climate Standards and each year it continues the journey of enhancing the way climate-related risks are managed and reported on.

2021	• Adopted the guidelines of the TCFD for the first time • Identified and assessed climate-related risks and opportunities • Set a suite of new sustainability targets to 2030, including reducing scope 1 and scope 2 carbon
2022	• Continued to align the Airport's climate-related disclosure with TCFD guidelines • Identified a broader range of physical and transitional climate-related risks • Elevated climate-related risks to sit within the company executive-level risks, increasing Board oversight of climate-related risks and controls
2023	• Conducted climate-related scenario analysis across three possible futures, drawing from relevant sector-wide scenario analysis • Evaluated and quantified the potential financial impact of material climate-related risks • Undertook further modelling of climate-related physical risks • Aligned with the New Zealand Climate Standards
2024	• The charter and remit of the Safety and Operational Risk Committee was strengthened in sustainability (including climate change) governance, and the Committee was renamed the Safety, Sustainability and Operational Risk Committee • Quantified the financial impact of a greater range of climate-related risks
2025	• Refreshed the Enterprise Risk Management Framework • Board Risk Appetite Statement was refreshed to reflect and align with the Airport's overarching strategy and a target level of risk was set for all key risk categories including climate-related risks • Formalised a climate-related risk management procedure • Conducted a Board experiential to grow the Board's skills and competencies in governance of climate-related issues • Formed the Executive Level Management Enterprise Risk Committee, which addresses the nine Level 1 enterprise-wide risks, including climate-related risks
2026 and beyond	• Develop key risk indicators and key performance indicators, including climate metrics, as a part of the Enterprise Risk Management work plan • Continue to develop an understanding of climate adaptation strategies • Improve data collection processes for a range of metrics

Governance

Board oversight

Auckland Airport's Board of Directors is the governance body responsible for risk management including having the oversight of climate-related risks and opportunities. The Board has ultimate responsibility for reviewing and ratifying the risk-management structure, processes and guidelines that are developed, maintained and implemented by management, including for climate change. The Board sets the company's risk appetite on an annual basis, and tracks the development of any existing risks and the emergence of new risks to the company.

Skills and competencies

The Board assesses the level of experience and competence each director has across different categories including sustainability and climate change. Climate change competency is defined as 'expertise and experience of climate-related business threats and opportunities, including climate science, low carbon transition across the value chain, and public policy.' Two board members have been assessed as having high competence in climate change and sustainability, four having practical and direct experience, and two with some experience. Any identified gaps in skills across board members is addressed via education and upskilling. In the 2025 financial year, climate-related issues were the focus of a board experiential session hosted by an external provider. It covered a regulatory overview, board responsibilities and best practice in climate governance and transition planning.

Strategy development

The Board considers climate change in overseeing the development and implementation of the business strategy. This is factored into the balanced scorecard from which the business measures performance/success, including against sustainability metrics. Each year, the Board specifically reviews performance against the company strategy at the annual Board strategy day using the balanced scorecard as the quantitative measure. Throughout the year the Board also receives regular updates on the wider organisational performance, including sustainability, which helps inform the Board of the organisation's success in managing physical and transition risks.

Reporting processes and frequency

The Board has delegated risk oversight and monitoring to the Safety, Sustainability and Operational Risk Committee (SSORC), which comprises four Board directors. The SSORC is responsible for assisting the Board to discharge its responsibilities in relation to safety, sustainability (including climate-related) and operational risks, and oversees, reports and makes recommendations to the Board. The SSORC receives a quarterly report from management on enterprise-level risks and controls, including the physical and transitional impact of climate change on the business. Outcomes of the SSORC meetings are reported to the Board on a quarterly basis and are discussed at full Board level where necessary.

A separate committee, the Audit and Financial Risk Committee (AFRC), which comprises a minimum of three Board directors, is responsible for the preparation of financial and non-financial disclosures. The AFRC is responsible for assisting the Board to discharge its responsibilities in relation to financial and commercial risk including the annual Climate-related disclosure and associated greenhouse gas metrics. The AFRC reviews and approves the release of this disclosure, as part of the annual results and report.

The People, Iwi and Remuneration Committee provides oversight and review of people, iwi and remuneration governance, strategies and policies. This committee also has responsibility for considering climate change when setting management remuneration.

Remuneration

In the 2025 financial year, all members of the executive leadership team (ELT), including the Chief Executive, had short-term incentives linked to sustainability (including climate change) and enterprise risks, which were weighted between 10%-25%. KPIs included the delivery of plans and initiatives (specific to the responsibilities of each ELT member) that would contribute to a reduction in scope 1, 2 and 3 emissions and improvement in climate resilience. In addition, various ELT members have sustainability woven into other KPIs, which form part of their short-term incentive. This includes delivery of assets that contribute to Auckland Airport's sustainability and climate-related targets, such as commissioning of rooftop solar arrays.

Sustainability metrics and targets are set by management and approved by the Board, and performance against these is tracked over time. In the 2025 financial year, the targets themselves are not incorporated into remuneration policies, however ELT KPIs contribute to organisational performance against these targets.

Management's role

Auckland Airport's management is responsible for the identification, assessment and management of risks and opportunities (including from climate change). Management has developed an enterprise risk management framework and approach, designed to promote a culture that ensures a proactive and consistent approach to identifying, mitigating and managing risk on a company-wide basis. See Enterprise Risk Management for a more detailed description of the enterprise risk management process.

Reporting processes and frequency

The Chief Executive oversees the risk process and quarterly reporting to the SSORC and AFRC. The chief of each business unit is responsible for assessing and monitoring the risks specific to their business unit, including those related to climate change. Climate-related risks and opportunities are grouped to sit with the Chief Strategic Planning Officer. However, each ELT member is responsible for any relevant individual climate-related risk, such as changing consumer preferences due to climate change, which is the responsibility of the Chief Customer Officer. Further detail in relation to the processes and frequencies by which management is informed about, makes decisions on, and monitors climate-related risks and opportunities is set out in the Organisational structure and responsibilities table.

The sustainability team oversees the development and implementation of the sustainability programme across the business, including material climate change initiatives and controls. This includes ongoing monitoring of climate change modelling and research, the development of a climate adaptation plan, the implementation of our decarbonisation pathway, and the advancement of our annual climate-related disclosures.

Organisational structure and responsibilities

Auckland Airport Board

- Accountable for governance of risk management at Auckland Airport.
- Ensures Auckland Airport has appropriate and effective risk management in place.
- Reviews the Risk Appetite Statement ('RAS') and resets the key risk categories.
- Ensures the Board has appropriate skills and competencies to provide oversight of risks.

Sub-committees of the Board

Safety, Sustainability and Operational Risk Committee (SSORC)

- Assists the Board to fulfil its corporate governance responsibilities relating to safety, sustainability (including climate change) and operational risk management and compliance.
- Oversees and makes recommendations to the Board on the risk profile of the business
- Ensures that appropriate policies and procedures are adopted for the identification, management and reporting of significant risks.
- Receives quarterly risk updates from management, including on climate-related risk
- Oversees the greenhouse gas inventory and emissions reduction plan
- Holds management accountable for managing risks suitably

Audit and Financial Risk Committee (AFRC)

- Oversees, reports and makes recommendations to the Board on the publication of financial and non-financial disclosures including the Climate-related disclosure.

People, Iwi and Remuneration Committee (PIRC)

- Sets the Chief Executive's annual objectives for short-term incentives, including sustainability objectives

Auckland Airport Management

- Oversees the enterprise risk management framework and reporting to the Board and Board committees.
- Regularly monitors and evaluates the effectiveness of Auckland Airport's processes and risk plans

Enterprise Risk Committee (ERC)

- Has executive level accountability for governance of enterprise risk management (ERM).
- ELT members have ownership of the key risk categories (including climate risks) and control environment and are accountable for any open incidents, issues, and related actions within their functional areas.
- Reports quarterly to SSORC on key risk categories

Chief Strategic Planning Officer

- Owns the organisation's sustainability strategy and targets
- Reports to the Enterprise Risk Committee on a quarterly basis on climate-related risks
- Reports to the SSORC on a quarterly basis on progress on sustainability including climate change resilience
- Responsible for preparation of the organisation's annual Climate-related Disclosure and Greenhouse Gas Inventory

Chief Financial Officer

- Ownership of Auckland Airport's enterprise risk management programme of work
- Responsible for internal audit processes
- Ensures financial decisions give appropriate consideration to climate change
- Facilitates the business planning processes and ensures climate-related risks and opportunities are considered
- Sets the company business plan and budgets
- Responsible for the quantification of anticipated financial impacts of climate-related risks

Key management roles reporting to ELT

Head of Environmental Planning & Sustainability

- Responsible for developing and implementing holistic climate change mitigation, adaptation and transition plans to ensure resilience against climate change and other environmental issues
- Responsible for reporting to the Chief Strategic Planning Officer on the business climate and sustainability risks

Head of Strategy, Planning & Performance

- Responsible for the organisation's budget setting process including ensuring the right level of climate consideration is included. Supports the monitoring of the company business strategy

Enterprise Risk Manager

- Responsible for developing, championing and leading the enterprise risk management programme of work to connect risk with strategy and performance of the organisation

Risk management

Auckland Airport's Board risk appetite statement and risk management company policy guide our approach to climate-related risk. Risks relating to Auckland Airport's key risk categories are aggregated and captured in a centralised enterprise risk register. This enables oversight of the status of all risks, including risk ratings, controls and ongoing progress made to minimise them. Climate-related risks are fully integrated into the enterprise risk management process and are prioritised holistically as one of nine level 1 key risk categories. Level 1 risks are owned at the executive level and encompass strategic risks that impact the overall direction to meet the business objectives.

Identifying and assessing climate-related risks

Hazards across the value chain are identified at all levels of the organisation. Limitations in data and information exist in some parts of the value chain, however Auckland Airport does not exclude any parts of the value chain from the risk identification and assessment process. In the case of climate-related risks, a cross-company identification process is undertaken every two years to cover our evolving understanding of the impacts of climate change on Auckland Airport. The identification process alternates between physical and transition risks each year. The most recent identification workshop was undertaken across physical risks in the 2025 financial year.

Once identified, all risks are assessed through Auckland Airport's Risk Assessment Matrix using the likelihood and consequence or impact scales. The matrix assesses the likelihood of the event occurring, and the impact on the business should it occur, to produce a total "risk rating". Risk ratings are described as "residual risks" and "inherent risks", reflecting the impact on the business with or without controls in place to mitigate the risks. Climate-related risk ratings are assessed by a cross-functional group of management including representatives from the sustainability and finance teams, using the three scenarios and timeframes detailed in the Strategy section of this disclosure. Risk ratings that reach the material threshold (high or critical) are reviewed by the executive leadership team to prepare for the quantification of the financial impact of risks for disclosure.

Scenario analysis is the main tool in which Auckland Airport uses to identify and assess climate-related risks to the business and how they may present themselves in an uncertain future.

Managing physical risks

Auckland Airport uses a combination of national, local and site-specific climate projections and scientific modelling[1] of physical climate hazards to better understand risk to the business. The most significant physical risk for the airport, as listed in the Strategy section, is flooding of aeronautical infrastructure (such as the terminals and airfield) due to the impacts of extreme weather events and sea-level rise. A precinct-wide storm water management plan and sub-catchment strategies have been developed to inform our response to flood risk.

In the 2025 financial year, Auckland Airport continued to improve the resilience of the precinct. Resilience is being built into the airfield expansion with 4.4 kilometres of new storm water infrastructure due for completion by the end of 2025. A new storm water pond, which features biofilter technology that both increases capacity of the storm water network and improves water quality, was completed in July 2025. In addition, Auckland Airport considers non-airport owned upstream infrastructure (such as impervious surfaces and storm water systems) that may contribute to or mitigate potential flooding on the airport precinct. Adaptation planning is underway, with a five-year strategy for climate adaptation in development. It focuses on building understanding of climate risks, strengthening decision-making processes, and aligning climate risk with business continuity.

Managing transition risks

As an organisation operating in a high-carbon industry, the pace and scale of transitioning to a low-carbon economy has the potential to pose significant risk to Auckland Airport, particularly across the technology and policy landscapes, and reputationally.

To mitigate these risks, we are committed to playing our part to unlock aviation decarbonisation by ensuring the precinct is ready for infrastructure that will enable airline partners to adopt lower-emissions technologies as they become available. Auckland Airport's Master Plan 2025, currently in draft, considers future fuel requirements. We are also engaging with the wider aviation industry to establish the right conditions in New Zealand for supply of sustainable aviation fuel.

1 In 2023 Auckland Airport engaged Beca to conduct modelling of flooding and inundation risk using various levels of infrastructure intervention against the Intergovernmental Panel on Climate Change Representative Concentration Pathway (RCP) 2.6, 4.5 and 8.5

Strategy

Resilience of business strategy

Auckland Airport has an extensive coastline, given our unique location next to the Manukau Harbour. As a result, physical inundation and flooding of assets due to sea-level rise and extreme weather events is one of our key climate-related risks. Our business model is built on the operation and development of aeronautical infrastructure and commercial property. This means impacts from sea-level rise and extreme weather events could significantly affect our business operations.

Due to the high-carbon profile of the aviation industry, there are also various risks to the business associated with the transition to a low-carbon economy. Global and domestic carbon policies affecting aviation activity, public perceptions towards air travel, and changing technology, have the potential to affect Auckland Airport.

The Airport keeps abreast of global and local trends in climate-change research and modelling, and undertakes regular environmental scans and analysis of key factors so it can respond to any emerging risks early. That includes developments in global and national carbon policy, public perception of aviation, and technological advancements to decarbonise. Political, economic, social, technological, legal and environmental (PESTLE) factors affecting Auckland Airport and emerging risks are included in the quarterly ERM governance reporting packs provided to the Enterprise Risk Committee and SSORC.

Current climate-related impacts

While the full impact of climate change is yet to impact businesses, Auckland Airport is already experiencing both physical and transition impacts. Some of the ways climate change has affected operations in the 2025 financial year are illustrated below.

	Current impact	Description of impact	Type of impact	Actual financial impact in FY25
Physical impacts	Severe weather events and insurance impacts	Auckland Airport was not materially impacted by severe weather events in the 2025 financial year that created costs relating to clean-up or capital deployment. However following the 2023 Auckland Anniversary weekend flood event, planned investment into storm water infrastructure was brought forward and the 2025 financial year saw substantial capital investment being deployed into projects that have a storm water management component. This includes Park & Ride South, terminal enabling works, storm water pond upgrades, roading upgrades and drainage improvements on the runway.	Capital deployment	Assets commissioned in FY25 with a storm water component have a capital value of \$213m, noting this is the total value of the asset, and reflects more than the storm water component. See Metrics and Targets for further analysis.
Transition impacts	Increasing stakeholder expectations for climate change mitigation and adaptation	Auckland Airport is committed to meeting stakeholders' evolving expectations on climate change mitigation and adaptation. In the 2025 financial year, costs have primarily come through capital deployment and relate to a wide range of initiatives including LED lighting upgrades, solar installations and the installation of electric heat pumps.	Capital deployment	\$9m was spent on projects that have a primary purpose of climate change mitigation or adaptation. Assets commissioned in FY25 that have a component of it addressing climate change mitigation or adaptation have a value of \$424m, noting this is the total value of the asset and reflects more than the climate component. See Metrics and Targets for further analysis.

Scenario analysis

In 2023 Auckland Airport followed TCFD guidance for scenario analysis and developed three scenarios to help identify potential climate-related risks and opportunities, and test the resilience of its business model and strategy. Auckland Airport recognises that many plausible futures exist where different global temperature pathways, policy settings and consumer preferences can play out.

The three scenarios represent an orderly and rapid transition (low-emission scenario), a disorderly and delayed transition (a medium-emissions scenario) and a hothouse world where emissions continue to rise unabated (a high-emissions scenario). The three scenarios are not forecasts but aim to present plausible futures to help Auckland Airport test the resilience of its business model and strategy, identify climate-related risks and opportunities, and to be prepared to respond to them as they arise. The end point of Auckland Airport's scenarios is 2110, reflecting a long-term planning timeframe that is aligned with flood modelling.

The three scenarios were developed by members of the Sustainability and Strategy teams with input from a subset of the ELT in a workshop format. No external specialists were used for scenario analysis. The scenarios were reviewed by the SSORC and endorsed by the ELT and the board in 2023. The scenarios are reviewed each year by management to assess whether they remain relevant and whether new information (such as climate modelling, sector-wide scenarios and industry data) warrants updating the scenarios. Any material changes to the scenarios will be reviewed by a subset of the ELT and the SSORC. The scenarios have been reconfirmed for the 2025 financial year.

While climate resilience is a key focus of Auckland Airport's business strategy, the climate scenario analysis process is not yet formally integrated into its wider business strategy development process and climate scenarios were developed as a standalone exercise.

Relevance of scenarios

Auckland Airport is confident that its climate scenarios are relevant and appropriate for assessing the resilience of our business model and strategy to climate-related risks and opportunities. Auckland Airport's scenarios are based on the property and construction, tourism and transport sector-wide scenarios that are deemed applicable as they represent the core parts of Auckland Airport's business, now and into the future. In addition to the sector-wide scenarios, Auckland Airport drew upon the National Institute of Water and Atmospheric Research's Representative Concentration Pathway scenarios, and bespoke modelling work that had been completed to understand the potential physical impacts of climate change on the airport precinct. The inputs for this modelling work were based on the Airport's operations, making the modelling appropriate for the purpose of scenario analysis. The Airport recognises there is inherent uncertainty and limitations associated with any climate scenarios, however the underlying assumptions provide a method of understanding how physical and transition risks could evolve in different futures.

Auckland Airport's scenario analysis process:

Step 1: Assess materiality of climate-related risks

- Identify current climate-related risks and opportunities
- Assess likelihood and impact of each risk

Step 2: Identify driving forces

- Identify the external driving forces which may impact Auckland Airport's climate change risks
- Rank driving forces based on uncertainties and impacts

Step 3: Develop scenario

- Form scenarios based on different combinations of driving forces
- Describe how each driving force develops and it's impact over the time horizon
- Describe how the driving forces could interact

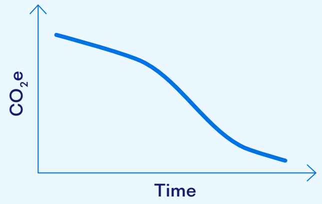
Step 4: Evaluate business impacts

- Evaluate potential effects on the organisation under each of the scenarios
- Quantify potential financial impact of risks to the business
- Identify key sensitivities

Step 5: Assess effectiveness of business strategy against scenarios

- Identify potential responses to risks under scenarios
- Evaluate effectiveness of responses across scenarios, as well as responses to specific scenarios
- Identify what adjustments to strategic and financial plans need to be made

Scenario 1: Orderly



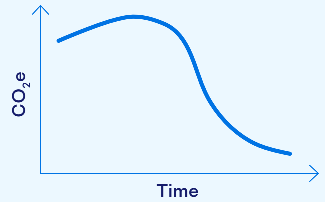
Driving forces	
	Temperature increase: **~1.5°c (RCP2.6)**
	Price of carbon: **Moderate increase**
	Physical risk severity: **Low**
	Policy action: **Immediate and coordinated**
	Technology development: **Fast**

Global emissions peak in the 2020s as international climate frameworks tighten, with strict legislation accelerating New Zealand's low-carbon transition.

Flying becomes more expensive in the short term due to regulation and carbon pricing. However, coordinated investment by the public and private sectors drives the successful rollout of low-carbon aviation technologies and domestic SAF production leading to a mostly decarbonised sector by the 2050s.

Growing public awareness of aviation's climate impact slows passenger growth during the transition, however, is beginning to increase in 2050 when aviation has become largely decarbonised. Physical climate impacts intensify only slightly, with minimal disruption to business operations, allowing organisations and value chains to focus on strategic transformation rather than reactive crisis management.

Scenario 2: Disorderly



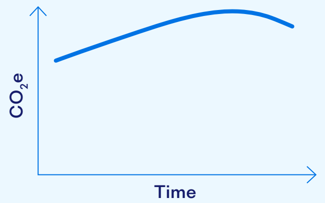
Driving forces	
	Temperature increase: **~2.4°c (RCP4.5)**
	Price of carbon: **High increase**
	Physical risk severity: **Moderate**
	Policy action: **Delayed then rapid**
	Technology development: **Moderate**

Global emissions continue to rise until the 2040s when rapid, and less organised policy action is required to limit warming and transition to a low-carbon economy.

A lack of early and coordinated action between the public and private sectors means that low-emission fuels and technology are slow to develop and costs are high. Policy settings are introduced in the 2040s to quickly curb emissions which restricts the growth of aviation and causes flying to become expensive.

The cost and carbon impact of aviation means it loses considerable popularity, particularly long-haul travel, significantly impacting trade and tourism. However, aviation for domestic trade and tourism remains necessary. Physical climate impacts are intensifying, creating disruption to travellers and operations. However, adaptation plans have been implemented which limit the impact on infrastructure.

Scenario 3: Hothouse



Driving forces	
	Temperature increase: **~4.3°c (RCP8.5)**
	Price of carbon: **Minimal increase**
	Physical risk severity: **High**
	Policy action: **Minimal**
	Technology development: **Minimal**

Global emissions continue to rise unabated. Policy focus shifts to adaptation, however the cost of projects is high.

Aviation continues to be reliant on fossil fuels, which increase in price over time due to scarcity, demand and supply chain disruptions. This makes the price of travel expensive.

Physical climate impacts are high and severe weather events regularly cause operational disruption and damage to infrastructure.

Although there continues to be high desire for travel, long-haul travel is expensive and often disrupted which reduces demand. However, as physical climate impacts are less severe in New Zealand than other places, demand for domestic tourism increases which allows New Zealand's tourism industry to remain viable.

Climate-related risks and opportunities

Auckland Airport continues to consider climate-related risks and opportunities as part of its strategic planning, including our asset management plans, capital projects, master plan and longer-term flood and storm water modelling for the whole of the Auckland Airport precinct.

Climate-related risks and opportunities indirectly serve as inputs to the internal capital deployment and funding decision-making processes. A long-term storm water strategy has been developed and integrated into the development plan to ensure the risk of flooding and inundation throughout the precinct is minimised. Relevant projects, such as the airfield expansion, that are under development, have additional storm water requirements built into the design to increase the capacity of the storm water network.

The following pages set out the material physical and transition climate-related risks identified by Auckland Airport. Risks have been identified across the Airport's entire value chain and have been assessed as the risk in 2050 incorporating mitigation currently in place. The anticipated impacts, including financial, that might be experienced, and the timeframe/s in which the impact might reasonably be expected to occur are set out. Where we have not been able to disclose the financial impact the reasons are explained.

While not mandatory under NZ CS, Auckland Airport has elected to disclose its current and planned mitigation actions to convey to end users how we plan to minimise the organisation's climate-related risks.

Auckland Airport uses the following definitions when referring to different planning timeframes:

Short term	Medium term	Long term
Present day - 2035	2036 - 2050	2051 - 2110
Aligned with capital planning	Aligned with master planning	Aligned with climate modelling

The following pages describe the material climate-related risks that that have been considered across Auckland Airport's value chain. All material risks are limited to the geography of the Auckland Airport precinct.

Extreme weather events causing business interruption, operational delays and damage to infrastructure. Exacerbated due to long-term climate-related shifts such as sea-level rise.

Risk type: Physical

Key scenario: Hothouse

Anticipated impact:

- Damage to infrastructure could result in increased capital expenditure
- Decreased or disrupted flying could result in loss of revenue
- Increased frequency and severity of weather events could affect insurance premiums and the availability of insurance

Quantified anticipated financial impact: $0-$75m per event

- Cost associated with a significant flooding event with a 100-year Annual Return Interval under RCP 2.6, 4.5 and 8.5
- Financial impacts to terminal, airfield, roading and car parks drawn from experience from the flooding event in January 2023 and extrapolated to flood modelling in 2110
- Considers the impact of sea level rise under each scenario
- Extensive upgrades to the storm water network are underway, however these reduce only the short- and medium- term risk and therefore will not contribute to a reduction in potential financial impact over the long term

Timeframe in which the anticipated impact may occur: Medium- and long term – climate modelling has determined that a severe weather event under the worst-case scenario (RCP 8.5) may cause flooding from 2046

Management response:

- Storm water master plan kept up to date reflecting latest climate change information and non-airport-owned upstream infrastructure development
- Implementation of storm water network upgrades to withstand future severe weather events
- Maintenance of infrastructure undertaken with consideration of climate change impacts
- Insurances held for business interruption and major disruption
- Reviewing land valuations with consideration of the risk of flooding and coastal inundation
- Continuing to expand knowledge and strategies for climate adaptation, including decision-making processes, asset and infrastructure management, and business continuity
- Long-term: Development of a second runway at a higher elevation

References:

- Auckland Airport flood modelling undertaken by Beca in 2023.

Adverse weather causing disruption to construction timeframes

Risk type: Physical

Key scenario: Hothouse

Anticipated impact: Delays to construction resulting in late completion, whether directly affected on site or through the supply chain, could result in increased capital costs due to longer equipment hire and labour costs. It could also result in increased capitalised interest and lost revenue from the operation of the asset. Severe weather events could also damage work already done on site, increasing capital costs.

Quantified anticipated financial impact: Not quantified

- This impact has not been quantified due to significant uncertainty and assumptions associated with the impact to a specific project.
- The potential financial impact on a project is highly dependent on the amount, type and scale of construction ongoing at Auckland Airport at any one time

Timeframe in which the anticipated impact may occur: All time horizons

Management response:

- Allowance for inclement weather built into construction contracts
- Use of data from nearby weather stations to inform the extent that inclement weather needs to be allowed for in contracts
- The construction programme includes a variety of packages to enable resources to be diverted during inclement weather
- Targeted timing of projects to avoid/minimise winter works

Moderation in growth caused by external decarbonisation policy and pricing mechanisms

Risk type: Transition

Key scenario: Disorderly

Anticipated impact: Policies and legislation could include:

- Restrictions on operations to constrain air travel demand in an attempt to reduce carbon emissions from aviation
- Restrictions on expanding airport operations
- Measures that increase the price of travel, including mandatory emissions-related levies or SAF mandates

Quantified anticipated financial impact: $0-$45m

- Financial impact reflects annualised figure of reduction in the 2050 net profit after tax (NPAT) from retail, car parking, transport licence fees and hotels if an emissions-related levy was introduced to aviation in New Zealand, compared to an unconstrained forecast if the airport was operating at maximum capacity
- Aeronautical income assumed to be unchanged as the building blocks methodology will recover aeronautical charges over the reduced passenger volumes, noting however that lower growth can defer or avoid capital investment, which would lower aeronautical revenue
- Demand impact from emissions-related levies has been assessed using different demand elasticity models for domestic and international passengers and different cabin classes

Timeframe in which the anticipated impact may occur: All time horizons

Management response:

- Policy engagement and advocacy
- Decarbonisation of operational emissions
- Incorporating sustainability (including emissions reduction) into the design of all infrastructure from the outset
- Long-term master planning to support future aviation fuels and technologies
- Diversifying revenue streams

References:

- Parliamentary Commissioner for the Environment report (2021); Not 100% - but four steps closer to sustainable tourism
- FY23 passenger forecast
    - The FY23 corporate passenger forecast model is used as the base assumption for financial quantification. Auckland Airport intends to use this model for a five-year period until Price Setting Event 5 (FY28), unless there is a material change to the assumptions in the corporate model.
- 2025 average ticket prices
- PSE4 Elasticity report

New Zealand becomes less attractive to airlines if low emissions technologies and fuels are not available

Risk type: Transition

Key scenario: Disorderly

Anticipated impact: If other airports have access to low emissions technology (such as SAF supply, electric aircraft charging infrastructure and hydrogen refuelling infrastructure) that Auckland Airport doesn't, airlines may choose to fly elsewhere. This could result in a reduction in passengers and aircraft movements, leading to a reduction in revenue.

Quantified anticipated financial impact: $0-$45m

- Financial impact represents annualised figure of reduction in the 2050 NPAT from retail, car parking, transport licence fees and hotels if expected growth in passenger numbers was reduced due to airlines choosing not to fly to Auckland, compared to the unconstrained forecast if the airport was operating at maximum capacity
- Aeronautical income assumed to be unchanged as the building blocks methodology will recover aeronautical charges over the reduced passenger volumes, noting however that lower growth can defer or avoid capital investment, which would lower aeronautical revenue
- Assumes that Auckland Airport's forecast annual passenger growth rate is reduced between 2035 and 2050 to varying extents under the three climate-related scenarios
- Auckland Airport has a long-term financial model for forecasting high-level financial scenarios, based on estimated passenger volumes and expected run rate for income and expenses
- Model used to estimate impact on NPAT from the estimated reduction in passenger numbers, compared to the initial passenger numbers in 2050

Timeframe in which the anticipated impact may occur: Medium- to long-term

Management response:

- Maintaining a diverse portfolio of markets and strengthening short-haul markets
- Long-term master planning to support future aviation fuels and technologies
- Policy engagement and advocacy

References:

- FY23 passenger forecast
    - The FY23 corporate passenger forecast model is used as the base assumption for financial quantification. Auckland Airport intends to use this model for a five-year period until Price Setting Event 5 (FY28), unless there is a material change to the assumptions in the corporate model.

Moderation in growth of passenger numbers if public sentiment towards air travel changes due to the carbon footprint of aviation

Risk type: Transition

Key scenario: Disorderly

Anticipated impact: A reduction in the growth of passenger numbers against the unconstrained forecast could result in a reduction in potential revenue

Quantified anticipated financial impact: $0-$45m

- Financial impact represents annualised figure of reduction in the 2050 NPAT from retail, car parking, transport licence fees and hotels if expected growth in passenger numbers was reduced due to airlines choosing not to fly to Auckland, compared to the unconstrained forecast if the airport was operating at maximum capacity
- Aeronautical income assumed to be unchanged as the building blocks methodology will recover aeronautical charges over the reduced passenger volumes, noting however that lower growth can defer or avoid capital investment which would lower aeronautical revenue
- Assumes that Auckland Airport's forecast annual passenger growth rate is reduced between 2035 and 2050 to varying extents under the three climate-related scenarios
- Auckland Airport has a long-term financial model for forecasting high-level financial scenarios, based on estimated passenger volumes and expected run rate for income and expenses
- Model used to estimate impact on NPAT from the estimated reduction in passenger numbers, compared to the initial passenger numbers in 2050

Timeframe in which the anticipated impact may occur: Medium to long term

Management response:

- Maintaining a diverse portfolio of markets and strengthening short-haul markets
- Long-term master planning to support future aviation fuels and technologies
- Transparent and balanced disclosure of sustainability performance, including greenhouse gas emissions and decarbonisation initiatives

References:

- FY23 passenger forecast
    - The FY23 corporate passenger forecast model is used as the base assumption for financial quantification. Auckland Airport intends to use this model for a five-year period until Price Setting Event 5 (FY28), unless there is a material change to the assumptions in the corporate model.

External decarbonisation policy, regulation and legislation increasing the need for adaptation and mitigation expenditure

Risk type: Transition

Key scenario: All scenarios

Anticipated impact: This could include requirements to reduce operational and embodied carbon in construction, lower emissions in operating the business and extend efforts to decarbonise the aviation sector. It could also include requirements to strengthen resilience against the physical impacts of climate change including increasing freeboard and the managed retreat of vulnerable assets.

Quantified anticipated financial impact: Not quantified

- This risk has not been quantified due to the variety in potential policies and the extent of uncertainties in the financial impact on the business
- Expenditure on climate mitigation and adaptation is already occurring at Auckland Airport as part of initiatives associated with our strategic pillar 'Future Resilience'. While future policy may provide greater incentive or justification for climate-related expenditure, we expect voluntary efforts will continue.

Timeframe in which the anticipated impact may occur: All time horizons

Management response:

- Policy engagement and advocacy
- Decarbonisation of operational emissions
- Incorporating sustainability (including emissions reduction) into the design of all infrastructure from the outset
- Long-term master planning to support future aviation fuels and technologies

Investors and financiers avoid aviation sector due to the carbon footprint

Risk type: Transition

Key scenario: Disorderly

Anticipated impact: Higher interest rates and cost of capital

Quantified anticipated financial impact: This risk has not been quantified because there is insufficient information available to develop assumptions on how this could affect Auckland Airport. However, this risk is deemed material, so it remains within the disclosed risks.

Timeframe in which the anticipated impact may occur: All time horizons

Management response:

- Decarbonisation of operational emissions incorporating sustainability (including emissions reduction) into the design of all infrastructure from the outset
- Working with the construction supply chain to identify opportunities for carbon reduction in the design and construction of infrastructure projects
- Long-term master planning to support future aviation fuels and technologies
- Transparent and balanced disclosure of sustainability performance, including greenhouse gas emissions and decarbonisation initiatives

Litigation due to inaction on decarbonisation, greenwashing or other climate-related elements

Risk type: Transition

Key scenario: Disorderly

Anticipated impact: Litigation involving the company could cause loss in productivity and legal costs. It could also result in potential fines and/or settlements.

Quantified anticipated financial impact: This risk has not been quantified due to the level of uncertainty associated with potential litigation and a lack of relevant benchmarks for court ordered payments of fines related to climate change.

Timeframe in which the anticipated impact may occur: All time horizons

Management response:

- Decarbonisation of operational emissions
- Incorporating sustainability (including emissions reduction) into the design of all infrastructure from the outset
- Transparent and balanced disclosure of greenhouse gas emissions and decarbonisation initiatives
- Independent assurance across annual greenhouse gas emissions
- External subject matter expertise across sustainability communications

Disruption to operations due to changes in technology

Risk type: Transition

Key scenario: Orderly

Anticipated impact: Changing technologies, such as low or zero-emissions aircraft, may have reduced seat capacity, requiring additional movements to achieve the same passenger volumes. This may reduce efficiencies on the airfield and bring forward investment in additional infrastructure.

Quantified anticipated financial impact: This risk has not been quantified because there is insufficient information available to develop assumptions on how this could affect Auckland Airport. However, this risk is deemed material, so it remains within the disclosed risks.

Timeframe in which the anticipated impact may occur: Medium- to long-term

Management response:

- Liaison with the wider aviation industry on developments in technology
- Participation in industry groups focused on decarbonising aviation (Sustainable Aviation Aotearoa and Heart Aerospace Advisory Board)
- Long-term master planning to support future aviation fuels and technologies

Climate-related risks have the potential to affect assets, as noted in our FY25 financial statements. None of the risks or opportunities identified are considered to have impacts warranting material changes to the valuation of Auckland Airport's assets, given the long-term nature of the assessment and the mitigations that are planned in advance.

Climate-related opportunities

Climate change also presents opportunities for Auckland Airport. These include:

- Leadership in climate change mitigation and adaptation, contributing to making New Zealand a desirable, low-carbon and climate resilient destination. This is a transition opportunity that may present itself over the short to medium timeframe.
- Lowering operating costs by reducing energy consumption, self-generation and other efficiency initiatives. This is a transition opportunity that may present itself over the short term.
- Operational efficiencies to reduce emissions improving other aspects of business, including customer experience. This is a transition opportunity that may present itself over the short term.
- Reduced vulnerability to volatility of fossil fuel prices. This is a transition opportunity that may present itself over the medium to long term.
- Diversifying business activities to support the transition to a low-carbon economy. This is a transition opportunity that may present itself over the short to medium timeframes.

These opportunities have not been quantified because they are not considered to have a material financial impact on the business.

Business model and transition planning

Auckland Airport groups its revenue-making activities into three groups: aeronautical, retail and car parking, and commercial property. A full business model description can be found in this Annual Report.

Aviation is critical for New Zealand to maintain the connectivity of people and goods with the rest of the world. As the primary gateway to New Zealand, Auckland Airport is a significant contributor to the regional and national economy, and is critical to New Zealand's trade and tourism industries. As well as making a significant contribution to New Zealand's tourism industry, Auckland Airport plays a key role in the transport of high-value, time-sensitive goods to and from New Zealand.

Due to New Zealand's growing population, and expected increase in time-sensitive trade, Auckland Airport expects to continue the growth in international and domestic passenger numbers. This growth will support the country's economic and social wellbeing, however, we acknowledge the aviation sector contributes to climate change and will continue to play a role in global emissions over the medium term, because low-emissions aircraft technology is in its infancy.

Auckland Airport does not have a transition plan and due to this, is not yet able to identify the extent to which transition planning will change the business strategy and the way capital is deployed. However in the interim, the Airport has ensured that decarbonisation, sustainability and climate resilience is embedded across the Building a better future business strategy. The Future resilience platform of this strategy acknowledges the Airport is not just a business but a multi-generational endeavour, and that a long-term perspective must be applied in everything we do.

Through the Building a better future strategy, Auckland Airport is preparing for the transition by:

- Master planning to support future aviation fuels and technologies. Auckland Airport's primary role is to ensure that the right infrastructure is on the ground to enable airlines to adopt alternate technologies when they become available. The 2025 Master Plan (currently in draft) has considered infrastructure and space that will be required as new, low-emissions aircraft technology is adopted, such as electric and hydrogen-fuelled aircraft.
- Improving operational practices on the ground to minimise fuel burn and working with airfield partners to provide the infrastructure and technology to adopt low-emissions ground handling equipment.
- Advocacy and involvement in industry groups focused on enabling the decarbonisation of aviation and advocacy and engagement with the Government, with recent work focused on sustainable aviation fuel.

Aviation is only one part of Auckland Airport's business. The Airport also develops infrastructure, operates surface transport networks, and owns a large property-development portfolio. Resilience over the long term is in our best interest. Our business strategy prepares the precinct for the transition to a low-emissions economy by:

- Incorporating sustainability (including emissions reduction and climate adaptation) into the design of critical infrastructure from the outset.
- Working with New Zealand Transport Agency Waka Kotahi and Auckland Transport to secure mass transit to the airport. To demonstrate Auckland Airport's commitment in supporting the delivery of mass transit, the 2025 draft Master Plan provides and protects land corridor(s) for mass transit and stations. In addition, it progressively develops a shared-path network to and across the precinct, to provide alternative travel choices.
- Developing a climate adaptation strategy that seeks to build climate resilience into the Airport's assets, infrastructure and operations in a way that is dynamic and flexible in adapting to changing conditions.
- Working with stakeholders on the precinct to facilitate sharing of information, lessons learnt and opportunities for collaboration on climate-related risks and opportunities.
- Minimising waste and moving towards circularity.

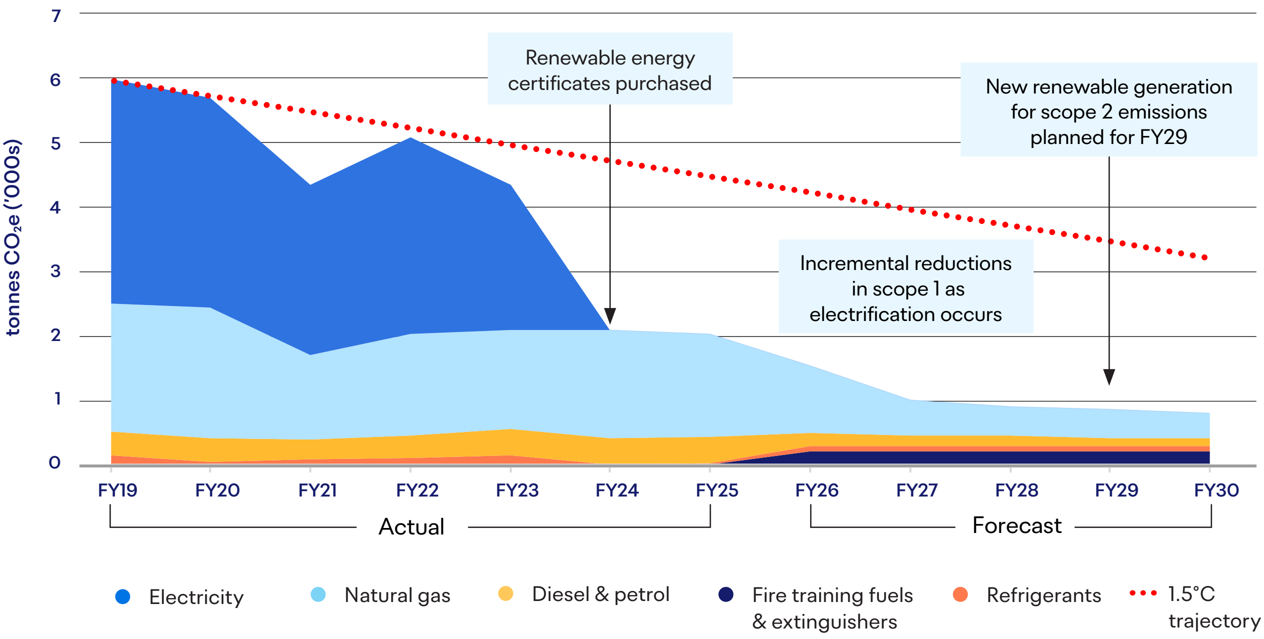
Auckland Airport's transition plan towards a climate resilient, low-carbon future will evolve over time as our understanding of risks and opportunities matures.

While the technology required to decarbonise aviation is still in development, Auckland Airport's business strategy places focus on decarbonisation across the business and value chain, as well as adapting to a changing climate. Emissions from Auckland Airport's direct operations make up only a small portion of our total inventory, however, decarbonising these emission sources is an important first step of the transition and the airport's Building a better future strategy.

Auckland Airport's strategy to decarbonise these scope 1 and 2 emissions is formalised in a decarbonisation pathway. The pathway sets out a clear and structured plan to deliver carbon reduction initiatives and decarbonise emissions from Auckland Airport's direct operations. It focuses on the following activities:

- Phasing out the use of natural gas in the terminal through the incremental replacement of natural gas boilers with electric alternatives.
- Electrifying our corporate vehicle fleet, where options exist that meet the functional requirements. This includes the passenger buses.
- Using refrigerants with the lowest global warming potential possible.
- Using electricity generated from a mix of on- and off-site renewable generation.
- Offsetting the remaining emissions, estimated to be 10% of 2019's usage, through a credible offsetting scheme.

Auckland Airport's decarbonisation pathway for scope 1 and 2 emissions



Auckland Airport's approach to emissions reduction

In 2021, Auckland Airport developed a decarbonisation pathway setting out how the Airport planned to achieve an absolute 90% reduction in scope 1 and 2 emissions by 2030. The remaining 10% of emissions, which cannot be removed through existing technology, will need to be offset via a credible scheme.

The scope 1 pathway is primarily driven by the removal of natural gas boilers, which is aligned with the infrastructure development programme. This means that scope 1 reductions will happen incrementally as the gas boilers are removed, rather than a consistent reduction over time.

At the time of setting the decarbonisation pathway, a reduction in scope 2 emissions was intended to be achieved by on-site solar generation and a power purchase agreement (PPA) from new off-site renewable generation. While Auckland Airport is seeking to maximise on-site renewable energy generation, there is limited space available on the precinct to fully meet the Airport's energy needs, and therefore a market-based solution[1] from off-site generation will be required to ensure the Airport's energy consumption is sourced from 100% renewable energy. This PPA was to be in place on expiry of the then-current electricity contract, in FY24. When the Airport went to market, a PPA was not available so another contract was re-entered into until FY29.

As an interim measure, Auckland Airport has purchased Renewable Energy Certificates (RECs) from Meridian's existing renewable portfolio and continues to invest in on-site solar. These certificates match Auckland Airport's energy consumption with 100% renewable energy on an annual basis. The net proceeds of the purchase of RECs are reinvested by Meridian into community projects that support the decarbonisation of New Zealand, such as the purchase of electric vehicles and installation of solar panels. The purchase of RECs allows Auckland Airport to report scope 2 emissions as zero, using the market-based methodology in accordance with the Greenhouse Gas Protocol Scope 2 Guidance.

The intention remains to secure a PPA on expiry of the current electricity contract.

[1] A market-based methodology uses contractual instruments to determine the emission factor of purchased electricity, rather than the average emissions of the local grid. See page 99 for further definitions.

Metrics and targets

Auckland Airport's 2025 emissions

Auckland Airport's total greenhouse gas emissions for the 2025 financial year were 3,963,148 tCO_2e using a location-based methodology and 3,959,665 tCO_2e using a market-based methodology. Scope 1 and 2 emissions were 5,496 tCO_2e using a location-based methodology and 2,012 tCO_2e using a market-based methodology.

Auckland Airport has prepared an annual greenhouse gas inventory since 2019. In the 2025 financial year, the inventory has been incorporated into this Annual Report, rather than published separately. Refer to Auckland Airport's 2025 Greenhouse Gas Inventory for more detail on emission sources, reporting boundaries, emission factors, calculation methodologies and year-on-year comparisons. Reasonable assurance over scope 1 and 2 emissions and limited assurance over scope 3 emissions have been provided by Deloitte Limited.

A summary of Auckland Airport's greenhouse gas emissions are as follows:

Emissions	Unit	FY25	FY24	FY23
Scope 1	tCO_2e	**2,012**	2,063	2,060
Scope 2 (location-based)	tCO_2e	**3,483**	2,341	2,231
Scope 2 (market-based)	tCO_2e	**0**	0	n/a
Scope 3	tCO_2e	**3,957,653**	3,581,495	2,579,061
Total GHG emissions (location based)	tCO_2e	**3,963,148**	3,585,898	2,583,319
Total GHG emissions (market-based)	tCO_2e	**3,959,665**	3,583,556	2,583,319
Scope 1 & 2 emissions intensity	$kgCO_2e$ per sqm terminal area	**33.25**	26.24	20.88
Scope 1 & 2 emissions intensity	kg CO_2e per passenger	**0.29**	0.24	0.27
Scope 3 full flight emissions intensity	tCO_2e per passenger	**0.18**	0.19	0.16

Notes:

- Total terminal area, which is based on regulatory disclosures, has decreased in FY25 due to a portion of ground floor area being classified as construction instead of terminal. In addition, a small area (<1% of the total footprint) was found to be double-counted in FY23 and this has been removed from the FY24 total. The FY23 calculation has not been recast.
- Scope 1 and 2 emission intensity calculations have used the location-based methodology for scope 2 emissions.
- Further metrics are provided in the Auckland Airport ESG databook, which can be found on the corporate website.

Climate targets

Auckland Airport has set and committed to a near-term, absolute emission reduction target for scope 1 and 2 emissions. It is aligned with a 1.5°c pathway for those emission sources associated with the target, however Auckland Airport acknowledges the main emission source (full flight emissions) is outside of the boundary of the target.

- 90% reduction in scope 1 and 2 emissions from 2019 levels by 2030, with the remaining 10% offset through a certified offsetting scheme.

Achievement of this target will rely on a market-based approach to emissions accounting for scope 2. Refer to Auckland Airport's approach to emissions reduction on page 76 for further information on Auckland Airport's scope 2 strategy.

Given Auckland Airport's targets end in 2030, we do not have any interim targets. Auckland Airport does not use any other industry-based metrics to measure and manage climate-related risks and opportunities.

Carbon emissions trends and analysis

There was a slight decrease of 2% in scope 1 emissions in FY25 compared to FY24 which represents a 19% decrease from the base year (FY19). This was primarily driven by a reduction in natural gas use, resulting from the phased programme to replace the natural gas boilers in the international terminal with electric heatpumps.

Using a location-based approach, Auckland Airport's electricity use generated 3,483 tCO_2e, which is an increase of 49% compared to FY24 and a 2% increase compared to the base year. Auckland Airport's electricity consumption increased in the 2025 financial year, driven by efforts to electrify operations and the testing and commissioning of new infrastructure and assets, including the new arrivals hall and other terminal-enabling projects. However, the increase in scope 2 emissions was primarily driven by the change in New Zealand's emission factor for purchased electricity, which is substantially higher than the previous year due to shifting electricity generation dynamics - specifically the increase in the proportion of fossil fuel based generation. Refer to Auckland Airport's approach to emissions reduction on page 76 for further information on Auckland Airport's scope 2 strategy.

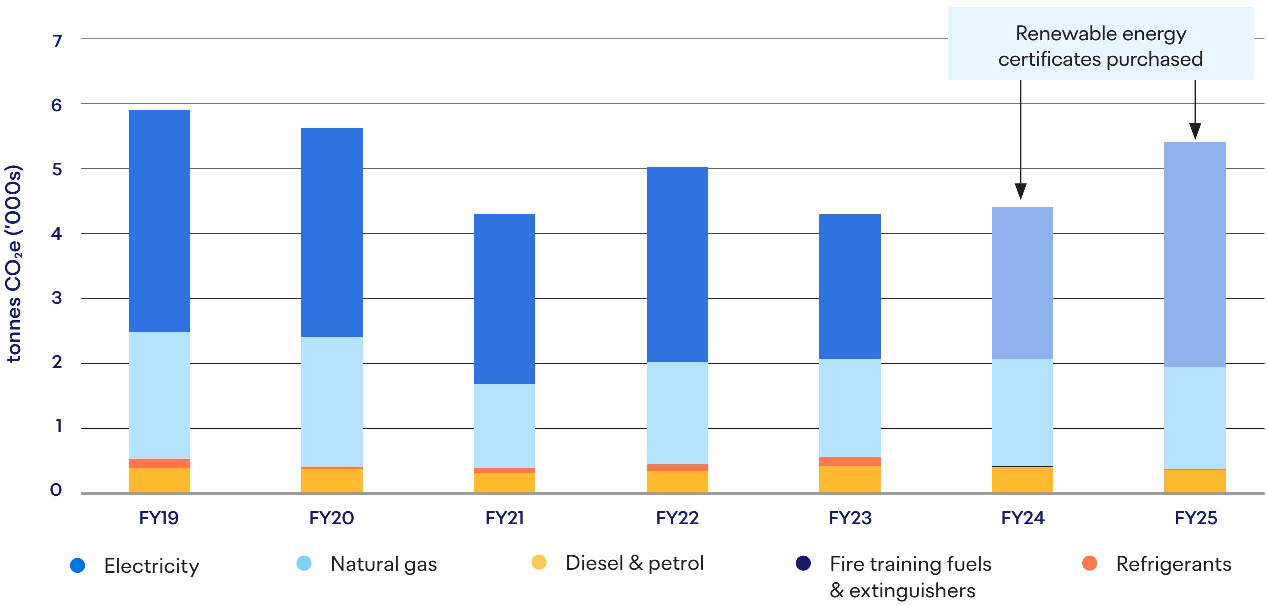
Scope 1 and 2 emissions per terminal area have increased due to a reclassification of terminal area as construction, rather than due to emission-reduction initiatives. The terminal area is expected to vary over the coming years as the infrastructure development programme progresses.

Using a location-based methodology, Auckland Airport achieved a 7% reduction in scope 1 and 2 emissions, compared to the FY19 baseline. Using a market-based methodology, Auckland Airport is able to report a 66% reduction in scope 1 and 2 carbon emissions, placing the Airport well on track to achieving its 2030 target.

Scope 3 emissions have increased by 11% compared to FY24. Full flight emissions, calculated through the uplift of jet fuel at Auckland Airport, have remained constant between FY24 and FY25. Full flight emissions remain the largest portion of Auckland Airport's greenhouse gas inventory, however this proportion has decreased to 87% of a larger total, due to the growth of construction materials as an emission source in our greenhouse gas inventory. Although the Airport has increased the number of construction materials that are reported on, the growth in emissions is primarily caused by the scale and phase of construction projects underway as part of the infrastructure development programme. Several projects contributed to this uplift, including the domestic jet terminal, the airfield expansion and runway upgrades.

For the first time, Auckland Airport has calculated and reported employee commuting as a scope 3 emission source. Although it represents a small portion of the total inventory, the data is being used to drive behaviour change with recent staff benefits launched to enable greater choice in how Auckland Airport employees get to and from the precinct. The addition of this emission source has not had a material impact on the total emissions inventory, because the uplift in construction emissions is the primary reason for the 11% increase between FY24 and FY25.

Auckland Airport's scope 1 and 2 emissions over time



Additional climate-related metrics

Auckland Airport has quantified the following additional climate-related metrics in the 2025 financial year.

Amount or percentage of assets or business activities vulnerable to transition risks

Almost all (>90%) of the business may be impacted to some extent by climate-related transition risks.

Auckland Airport's aeronautical and commercial lines of business may be affected to varying degrees by transition risks associated with climate change. These impacts include reductions in revenue following potential changes in demand or volume of activity at Auckland Airport. There has been no change to this metric compared to the previous reporting period.

Amount or percentage of assets or business activities vulnerable to physical risks

13% of the Auckland Airport precinct is modelled to be affected by sea level rise and extreme weather events in future under RCP 8.5 (based on modelling undertaken by Beca in 2023). There has been no change to this metric compared to the previous reporting period.

Proportion of revenue, assets, or other business activities aligned with climate-related opportunities

Climate-related opportunities have been considered as having low materiality and therefore have not been quantified. There has been no change to this metric compared to the previous reporting period.

Amount, in reporting currency, of capital expenditure, financing, or investment deployed toward climate-related risks and opportunities

In FY25, Auckland Airport is able to report a broader range of capital expenditure and investment deployed to climate-related risks and opportunities. This year, capital expenditure towards climate-related risks and opportunities at Auckland Airport can be grouped into three categories. In previous years, only category one was reported. Projects in the first category may also be included in categories two or three if the project or asset was commissioned in the financial year. The level of investment into climate-related risks and opportunities at Auckland Airport has increased compared to previous years, due to the infrastructure development programme increasing in scale.

1. Projects with a primary purpose of mitigation against climate-related risks or realisation of opportunities, that were underway during the financial year. In FY25 this includes projects such as the roll out of LED lighting, the purchase of low-emission fleet vehicles, waste reduction initiatives, HVAC upgrades and the upgrade of a storm water pond. In FY25 capital expenditure on these items was $9m. In FY24 this was $6.43m and in FY23 it was $2.86m.
2. Projects commissioned in the financial year that have a component contributing to the mitigation of climate-related risks or the realisation of opportunity. Much of Auckland Airport's capital investment into physical climate risk mitigation and opportunity realisation occurs in this way, and it is not reasonably practical to separate out the capital cost of the climate-related elements. In the 2025 financial year, commissioned assets with a climate-related component included Mānawa Bay, the Transport Hub, and electrical and building management system upgrades. These commissioned assets have a value of $424m. This metric was not calculated in FY23 or FY24.
3. Projects commissioned in the financial year that have a storm water component. As storm water management is a vital part of mitigating the risk of extreme weather events causing flooding, projects that contribute to this mitigation have been highlighted. In the 2025 financial year commissioned assets that have a storm water component include Park & Ride South, terminal enabling projects, landside roading projects, and airfield projects. These commissioned assets have a value of $213m. This metric was not calculated in FY23 or FY24.

Internal emissions price

Auckland Airport does not use an internal emissions price for business activity. However, where needed, the current New Zealand Emissions Trading Scheme price is used. The future carbon prices under the tourism sector climate-related scenarios have been used within Auckland Airport's climate-related scenario analysis. There has been no change to this metric compared to the previous reporting period.

Proportion of management remuneration linked to climate-related risks or opportunities in the current period

Between 10%-25% of total short-term incentives (STIs) for the Chief Executive and direct reports covering sustainability, climate and enterprise risks, dependent on role and specific deliverable. The proportion of the STI that is linked to climate change is confirmed by the Board for the Chief Executive at the start of the financial year. In FY24 this was reported as 10% of the STI being linked to climate change.

Auckland Airport's 2025 Greenhouse Gas Inventory

Auckland Airport is committed to carbon accounting and reporting in line with global best practice. This inventory has been prepared in accordance with the Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition) and the New Zealand Climate-related Disclosure standards, and assured in accordance with NZ SAE 1: Assurance Engagements over Greenhouse Gas Emissions Disclosures.

Deloitte Limited is the third-party independent assurance provider for this report.

A reasonable level of assurance has been given over the scope 1 and 2 emissions, and a limited level of assurance has been given over the scope 3 emissions, reflected across pages 81-87 of this report.

Auckland Airport's greenhouse gas emissions

Scope	Emission source	FY25	FY24	FY23	FY19
S1	Natural gas – stationary	**1,572**	1,662	1,514	1,955
S1	Diesel – transport and stationary	**341**	324	327	313
S1	Petrol – transport	**81**	71	73	59
S1	Refrigerants	**15**	3	146	47
S1	LPG – stationary	**1**	2	1	0
S1	Fire extinguisher	**1**	0	0	98
S2	Purchased electricity (location-based)	**3,483**	2,341	2,231	3,423
Scope 1 and 2 - subtotal		**5,496**	**4,404**	**4,292**	**5,895**
S3 category 1	Water supply and treatment	**223**	181	139	130
S3 category 2	Construction materials	**499,197**	117,689	25,408	4,546
	Construction fuels	**3,817**	9,631	5,982	NC
S3 category 3	Electricity T&D losses	**864**	739	1,123	NC
	Natural gas T&D losses	**50**	62	56	NC
S3 category 5	Waste landfilled (Aero)	**403**	487	553	596
	Waste landfilled (Construct)	**236**	48	NC	NC
S3 category 6	Business travel	**221**	255	252	1,018
S3 category 7	Employee commuting	**1,350**	NC	NC	NC
S3 category 11	Airside vehicles and GSE	**3,908**	8,400	7,659	NC
	Aircraft full flight	**3,439,510**	3,436,239	2,530,432	NC
S3 category 13	Tenant electricity use	**7,874**	7,764	7,456	NC
Scope 3 - subtotal		**3,957,653**	**3,581,495**	**2,579,060**	**6,290**
Scope 1, 2 and 3 - total		**3,963,148**	**3,585,898**	**2,583,319**	**12,185**

Notes:
- 2019 is the baseline year for scope 1 and 2 emissions because it represents the last year reflective of pre-pandemic travel volumes
- 2023 is the scope 3 baseline year as it includes new material emission sources including aircraft full flight emissions
- Full flight emissions are calculated using fuel uplifted at Auckland Airport and assumes that aircraft are refuelled before returning to Auckland Airport. This method of calculation is provided by Airports Council International and therefore is consistent with the industry. However Auckland Airport is investigating whether a more accurate method of calculation is available that may be introduced in FY26.
- Emissions associated with construction fuels in FY25 have decreased compared to FY24 due to more accurate data being available. FY24 is assumed to be overstated, and it is not reasonably practical to be recalculated
- NC = not calculated
- Totals may not equal the sum of parts due to rounding

Organisational boundary

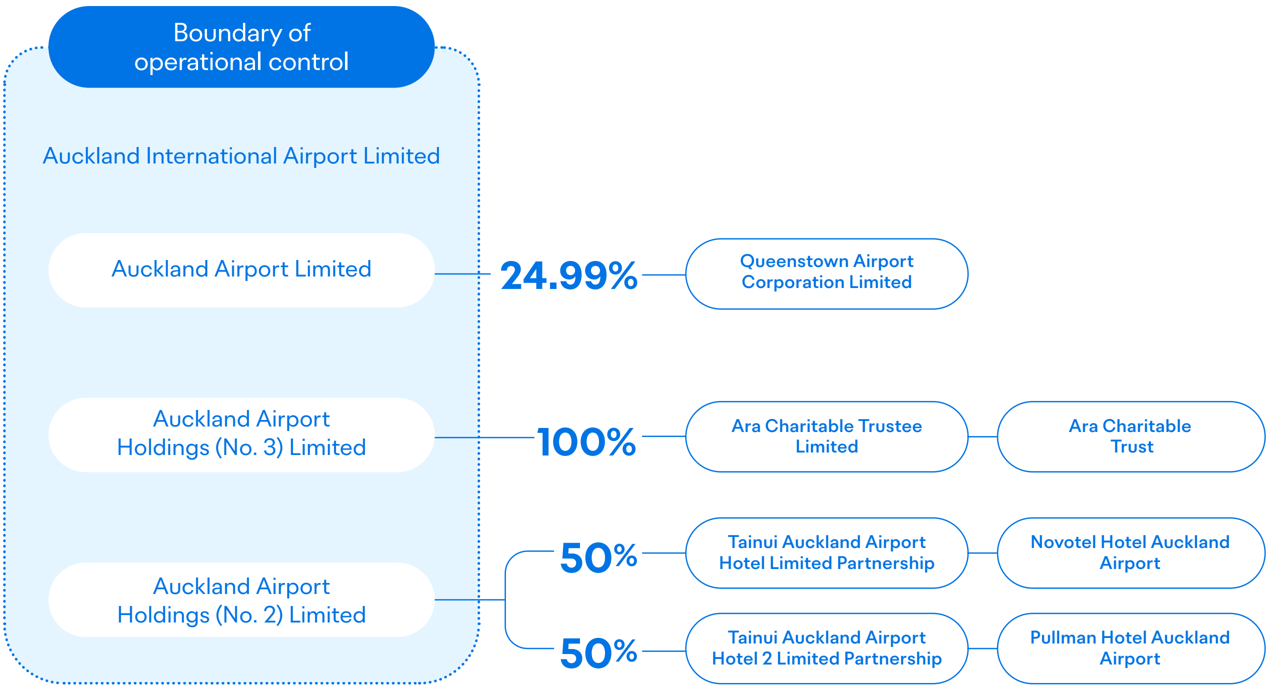
The organisational boundary determines the parameters for GHG reporting in Auckland Airport's GHG inventory. The boundaries were set with reference to the methodology described in the GHG Protocol: a Corporate Accounting and Reporting Standard (Revised Edition).

The organisational boundary of our GHG inventory is defined by those emissions over which we have operational control. This consolidation approach allows us to focus on emissions sources that we have control over, and can therefore implement management actions, consistent with Auckland Airport's sustainability strategy.

Our organisational boundary encompasses the activities and companies shown in the diagrams below.

Auckland Airport's business activities

Auckland Airport's organisational boundary



Methodologies and uncertainties

Auckland Airport includes scope 1, 2 and some scope 3 emissions from all relevant Kyoto Protocol gases in its GHG inventory, and follows the guidance of the Airports Council International Airport Carbon Accreditation programme to prioritise and disclose emission sources. All emissions, except where stated, have been calculated using the latest version of the Ministry for the Environment's Measuring Emissions Guide (2025) and Global Warming Potential values from the fifth Assessment Report (AR5). The GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

Emissions source	Summary of data source	Description of methodology and uncertainties
Scope 1 – Natural gas	Supplier invoices for monthly consumption	All usage data has come from Meridian invoices. Data is received in GJ and converted to kWh.
Scope 1 – Petrol, diesel and LPG	Supplier invoices	All usage data has come from invoices and is a direct measurement of fuel purchased. Assumes that consumption of fuel occurred in the same year as purchased.
Scope 1 – Refrigerants	Internal stocktake of refrigerant top-ups	Uses the top-up methodology and an annual stock take at the end of the year to measure top-ups completed throughout the year.
Scope 1 – Fire extinguisher	Supplier invoices for fire extinguisher purchases	All usage data has come from invoices and assumes that consumption occurred in the same year as purchased.
Scope 2 – Electricity	Supplier invoices for monthly consumption	All usage data has come from Meridian invoices. This does not include transmission and distribution losses which are reported as scope 3. Inventory is calculated using both the location- and market-based methodologies.
Scope 3: Category 1 - Water supply and treatment	Quarterly meter reading	All data has come from meter readings of the water meters, completed on a quarterly basis. The last quarter is estimated based on the preceding quarterly water meter readings.
Scope 3: Category 2 - Construction materials and vehicles	Quarterly reporting from contractors, quantity surveyors or maintenance teams on quantities of concrete, asphalt, aggregate, sand, steel and fuels	Reports of materials (concrete, aggregate, steel, sand) and fuels used in construction and maintenance activities are obtained quarterly from Engineering Services, contractors and quantity surveyors. Emission factors were sourced from material-specific Environmental Product Declarations, the Ministry for the Environment (MfE) workbook and NZTA PEET 6.0 calculator. Where data is not available, quantities have been estimated based on project value and phase of works.
Scope 3: Category 3 - Electricity and natural gas T&D losses	Supplier invoices for monthly consumption	All data has come from supplier invoices.
Scope 3: Category 5 – Waste landfilled	Monthly supplier invoices	This emission source is reporting waste sent for disposal in landfill only and excludes waste recycled, composted or reused on site. Some retail and property tenants' (i.e. other tenants in the Quad 5 office building) waste will also be included in these figures; however, it is assumed these quantities will be minimal compared to the overall waste profile.

Emissions source	Summary of data source	Description of methodology and uncertainties
Scope 3: Category 6 – Business travel	Third-party reporting for annual air travel, rental car use, and accommodation	Flight data including destination and kilometres travelled is gathered from the corporate travel agent (Orbit) and categorised based on seat type (economy, premium economy, business) and duration (domestic or international short or long haul). It excludes radiative forcing. Hotel nights are calculated using the most recent emission factor available for the country, which in some cases was a previous year's emission factor. Rental car use is based on car fuel type and distance travelled.
Scope 3: Category 7 – Employee commuting	Survey of employees	Survey respondents provided kilometres travelled, number of days, and method of commuting, which was used to calculate emissions per employee, per year. Average emissions were extrapolated across the remaining workforce. The survey was extended to contractors, permanent, part-time and casual employees.
Scope 3: Category 11 – Airside vehicles and groundserving equipment	Surveys of operators of vehicles used on the Auckland Airport airfield	Airside vehicle operators provide either total fuel (petrol and diesel) used on the airfield or kilometres travelled on the airfield via a survey. Survey responses are collated and extrapolated to represent all vehicles that operate airside. Assumes that all vehicles registered to go airside are used airside, and that airside vehicles are used for equal amounts of time. FY25 has seen a reduction in this emission source compared to FY24 due to having more robust data for calculations in addition to increasing electrification on the airfield.
Scope 3: Category 11 – Aircraft full flight	Monthly meter readings of jet fuel pumped to aircraft	All data obtained through meter readings of jet fuel dispensed to aircraft. Assumes that jet fuel dispensed to aircraft is a reasonable proxy for full flight emissions, including engine testing and auxiliary power unit use. There are inherent uncertainties with this methodology as it assumes an aircraft is refuelled at the destination before returning to Auckland Airport. Emissions calculated using methodology provided through the Airports Council International ACERT v6.0 and emission factors from MfE.
Scope 3: Category 13 – Tenant electricity use	Monthly invoices and electricity use captured from gateway ICPs	Data obtained from invoices. Assumes any electricity coming into the Auckland Airport network that is not used by Auckland Airport is used by tenants.

GHG emissions source exclusions

The following emissions sources have been excluded from the GHG emissions inventory.

Emissions source	Explanation
Freight	Freight is limited to couriers for small parcels/packages. Data is not available for tracking weights, only dollar spend. Emissions from freight are considered *de minimis* (too minor).
Staff mileage	Emissions associated with local travel by staff for work claimed as mileage are considered *de minimis*.
Surface access	Tenants and passengers commuting to and from the airport - excluded due to an absence of robust data.
Transport of materials	Emissions associated with the transport of materials to the airport for repairs, maintenance and construction are excluded from the inventory. These emissions are less material than the embodied emissions, which are included in the inventory.
Sanitary waste	The third-party contractor does not report the quantity of waste collected from bathroom sanitary bins and disposed of. The relative emissions are assumed to be *de minimis*.
Industrial gases	Gases associated with welding and cutting are considered *de minimis.*

Key terms used throughout this report

Scope 1 (direct GHG emissions): Emissions from sources that are owned or controlled by the company.

Scope 2 (indirect GHG emissions): Emissions from the generation of purchased electricity consumed by the company.

Scope 3 (indirect GHG emissions): Emissions that occur as a consequence of the company's activities but from sources not owned or controlled by the company.

CO_2e: Carbon dioxide equivalent. The six greenhouse gases recorded in this report all have different Global Warming Potentials (GWPs). The emissions are all reported in tonnes of carbon dioxide equivalent to ensure comparability across all gases.

Emission factor: As defined by the Intergovernmental Panel on Climate Change (IPCC), a co-efficient that quantifies the emissions or removals of a gas per unit activity.

Location-based methodology: A method to quantify scope 2 GHG emissions based on physical consumption and average electricity emission factors of the local grid.

Market-based methodology: A method to quantify GHG emissions from purchased electricity using contractual instruments (such as renewable energy certificates and power purchase agreements) to determine the specific emission factor.

T&D losses: Transmission and distribution losses from the electrical network. As electricity travels through power lines, a proportion of energy is lost as heat due to the resistance in the lines.

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Independent assurance report on Selected Greenhouse Gas ('**GHG**') Disclosures included within the Group Climate Statements (also referred to as 'Climate-related Disclosure')

To the Shareholders of Auckland International Airport Limited

Our assurance conclusion

Reasonable assurance opinion

In our opinion, the gross GHG emissions, additional required disclosures of gross GHG emissions, and gross GHG emissions methods, assumptions and estimation uncertainty ('**Selected GHG Disclosures**') within the scope of our reasonable assurance engagement (as outlined below), included in the Climate Statements of Auckland International Airport Limited (the '**Company**') and its subsidiaries (the '**Group**') for the year ended 30 June 2025, are fairly presented and prepared, in all material respects, in accordance with Aotearoa New Zealand Climate Standards ('**NZ CSs**') issued by the External Reporting Board ('**XRB**'), as explained on pages 81 to 87 of the Group Climate Statements.

Limited assurance conclusion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the Selected GHG Disclosures within the scope of our limited assurance engagement (as outlined below), included in the Group Climate Statements for the year ended 30 June 2025, are not fairly presented and not prepared, in all material respects, in accordance with NZ CSs issued by the XRB, as explained on pages 81 to 87 of the Group Climate Statements.

Scope of assurance engagement

We have undertaken a reasonable assurance engagement over the following Selected GHG Disclosures on pages 81 to 87 of the Group Climate Statements for the year ended 30 June 2025:

Subject matter: 'Selected Scope 1 and 2 disclosures'	**Reference**
GHG emissions: gross emissions in metric tonnes of Carbon dioxide equivalent ('**CO_2e**') classified as: • Scope 1 • Scope 2 (calculated using the location-based method)	Page 82
Additional disclosures for the disclosure of gross GHG emissions per paragraph 24 (a) to (d) of Aotearoa New Zealand Climate Standard 1: *Climate-related Disclosures* ('**NZ CS 1**'): • The statement describing that GHG emissions have been measured in accordance with the *Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)* (the '**GHG Protocol**'), to the extent this pertains to Scope 1 and 2 GHG emissions; • The statement that the Group's GHG emissions consolidation approach used is operational control, to the extent this pertains to Scope 1 and 2 GHG emissions; • Sources of Scope 1 and 2 GHG emission factors and the global warming potential ('**GWP**') rates used or a reference to the GWP source; and • The summary of specific exclusions of Scope 1 GHG emissions sources, including facilities, operations or assets with a justification for their exclusion.	Pages 81 to 85 and 87
Disclosures relating to Scope 1 and 2 GHG emissions methods, assumptions and estimation uncertainty per paragraphs 52 to 54 of Aotearoa New Zealand Climate Standard 3: *General Requirements for Climate-related Disclosures* ('**NZ CS 3**'): • Description of the methods and assumptions used to calculate or estimate Scope 1 and 2 GHG emissions, and the limitations of those methods. • Description of any uncertainties relevant to the Group's quantification of its Scope 1 and 2 GHG emissions, including the effects of these uncertainties on disclosures.	Page 85

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We have undertaken a limited assurance engagement over the following Selected GHG Disclosures on pages 81 to 87 of the Group Climate Statements for the year ended 30 June 2025:

Subject matter: 'Selected Scope 3 disclosures'	**Reference**
GHG emissions: gross emissions in metric tonnes of CO_2e, classified as: • Scope 3	Page 82
Additional requirements for the disclosures of gross GHG emissions per paragraph 24 (a) to (d) of NZ CS 1, being: • The statement describing that the Group's GHG emissions have been measured in accordance with the GHG Protocol, to the extent this pertains to Scope 3 GHG emissions; • The statement that the GHG emissions consolidation approach used is operational control, to the extent this pertains to Scope 3 GHG emissions; • Sources of Scope 3 GHG emission factors and the GWP rates used or a reference to the GWP source; and • The summary of specific exclusions of Scope 3 GHG emissions sources, including facilities, operations or assets with a justification for their exclusion.	Pages 81 to 85 and 87
Disclosures relating to Scope 3 GHG emissions methods, assumptions and estimation uncertainty per paragraph 52 to 54 of NZ CS 3: • Description of the methods and assumptions used to calculate or estimate Scope 3 GHG emissions, and the limitations of those methods. • Description of uncertainties relevant to the Group's quantification of its Scope 3 GHG emissions, including the effects of these uncertainties on disclosures.	Pages 85 to 86

Our assurance engagement does not extend to any other information included, or referred to, in the Climate Statements on pages 54 to 80 or the Annual Report. We have not performed any procedures with respect to the excluded information and, therefore, no conclusion is expressed on it.

Other matter – comparative information

The comparative GHG disclosures (that is GHG disclosures for the periods ended 30 June 2024, 30 June 2023 and 30 June 2019) have not been the subject of an assurance engagement undertaken in accordance with New Zealand Standard on Assurance Engagements 1: *Assurance Engagements over Greenhouse Gas Emissions Disclosures* ('**NZ SAE 1**'). These disclosures are not covered by our assurance conclusion.

Director's responsibilities for the Selected GHG Disclosures

The Directors are responsible for the preparation and fair presentation of the Selected GHG Disclosures in accordance with NZ CSs, which includes determining and disclosing the appropriate standard or standards used to measure the Group's GHG emissions. This responsibility includes the design, implementation and maintenance of internal controls relevant to the preparation of Selected GHG Disclosures that are free from material misstatement whether due to fraud or error.

Inherent uncertainty in preparing Selected GHG Disclosures

Non-financial information, such as that included in the Group Climate Statements, is subject to more inherent limitations than financial information, given both its nature and the methods used and assumptions applied in determining, calculating and sampling or estimating such information. Specifically, as discussed on page 85 of the Group Climate Statements, GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

As the procedures performed for this engagement are not performed continuously throughout the relevant period and the procedures performed in respect of the Group's compliance with NZ CSs are undertaken on a test basis, our assurance engagement cannot be relied on to detect all instances where the Group may not have complied with the NZ CSs. Because of these inherent limitations, it is possible that fraud, error or non-compliance may occur and not be detected.

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In addition, for the Selected Scope 3 disclosures we note that a limited assurance engagement is not designed to detect all instances of non-compliance with the NZ CSs, as it generally comprises making enquires, primarily of the responsible party, and applying analytical and other review procedures.

Our responsibilities

Our responsibility is to express an independent reasonable assurance opinion on the Selected Scope 1 and 2 disclosures and a limited assurance conclusion on the Selected Scope 3 disclosures, based on the procedures we have performed and the evidence we have obtained.

We conducted our assurance engagement in accordance with NZ SAE 1 and International Standard on Assurance Engagements (New Zealand) 3410: *Assurance Engagements on Greenhouse Gas Statements* ('**ISAE (NZ) 3410**'), issued by the XRB. These standards require that we plan and perform this engagement to obtain the intended level of assurance about whether the Selected GHG Disclosures are free from material misstatement.

Our independence and quality management

We have complied with the independence and other ethical requirements of NZ SAE 1, which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

We have also complied with the following professional and ethical standards:

- Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)*;
- Professional and Ethical Standard 3: *Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements* which requires us to design, implement and operate a system of quality management including policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements; and
- Professional and Ethical Standard 4: *Engagement Quality Reviews.*

Our firm is the statutory auditor of the financial statements and also carries out other assignments for the Group in the areas of trustee reporting and assurance reporting for airport-related regulatory disclosures, as well as non-assurance services provided to the Corporate Taxpayers Group of which the Company is a member. These services have not impaired our independence as assurance practitioner of the Group. In addition to this, partners and employees of our firm deal with the Group on normal terms within the ordinary course of trading activities of the business of the Group. Our firm has no other relationship with, or interest in the Group.

As we are engaged to form an independent conclusion on the Selected GHG Disclosures prepared by the Group, we are not permitted to be involved in the preparation of the GHG information as doing so may compromise our independence.

Summary of work performed

Reasonable assurance

Our reasonable assurance engagement was performed in accordance with NZ SAE 1 and ISAE (NZ) 3410. This involves performing procedures to obtain evidence about the quantification of emissions and related information in the Selected Scope 1 and 2 disclosures. The nature, timing and extent of procedures selected depend on the assurance practitioner's judgement, including the assessment of the risks of material misstatement, whether due to fraud or error, in the Selected Scope 1 and 2 disclosures.

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In making those risk assessments, we considered internal control relevant to the Group's preparation of the Selected Scope 1 and 2 disclosures. A reasonable assurance engagement also includes:

- Assessing the suitability in the circumstances of Group's use of NZ CSs as the basis for preparing the Selected Scope 1 and 2 disclosures;
- Evaluating the appropriateness of quantification methods and reporting policies used, and the reasonableness of estimates made by the Group; and
- Evaluating the overall presentation of the Selected Scope 1 and 2 disclosures.

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

Limited assurance

Our limited assurance engagement was performed in accordance with NZ SAE 1 and ISAE (NZ) 3410. This involves assessing the suitability in the circumstances of Group's use of NZ CSs as the basis for the preparation of the Selected Scope 3 disclosures, assessing the risks of material misstatement of the Selected Scope 3 disclosures whether due to fraud or error, responding to the assessed risks as necessary in the circumstances, and evaluating the overall presentation of the Selected Scope 3 disclosures.

A limited assurance engagement is substantially less in scope than a reasonable assurance engagement in relation to both the risk assessment procedures, including an understanding of internal control, and the procedures performed in response to the assessed risks.

The procedures we performed were based on our professional judgement and included enquiries, observation of processes performed, inspection of documents, analytical procedures, evaluating the appropriateness of quantification methods and reporting policies, and agreeing or reconciling with underlying records.

In undertaking our limited assurance engagement on the Selected Scope 3 disclosures, we:

- Obtained, through inquiries, an understanding of the Group's control environment, processes and information systems relevant to the preparation of the Selected Scope 3 disclosures. We did not evaluate the design of particular control activities, or obtain evidence about their implementation.
- Evaluated whether the Group's methods for developing estimates are appropriate and had been consistently applied. Our procedures did not include testing the data on which the estimates are based or separately developing our own estimates against which to evaluate the Group's estimates.
- Performed analytical procedures on particular emission categories by comparing the expected GHGs emitted to actual GHGs emitted and made inquiries of management to obtain explanations for any significant differences we identified.
- Considered the presentation and disclosure of the Selected Scope 3 disclosures.

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had we performed a reasonable assurance engagement. Accordingly, we do not express a reasonable assurance opinion about whether Selected Scope 3 disclosures are fairly presented and prepared, in all material respects, in accordance with NZ CSs.

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Use of our Report

Our assurance report ('**our Report**') is intended for users who have a reasonable knowledge of GHG related activities, and who have studied the GHG related information in the Group Climate Statements with reasonable diligence and understand that the GHG disclosures are prepared and assured to appropriate levels of materiality.

Our Report is made solely to the Company's shareholders, as a body. Our assurance engagement has been undertaken so that we might state to the shareholders those matters we are required to state to them in our Report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the shareholders for our work, for our Report, or for the reasonable assurance opinion and the limited assurance conclusion we have formed.

Deloitte Limited

Andrew Dick, Partner
for Deloitte Limited
Auckland, New Zealand
20 August 2025

Enterprise risk management

Enterprise risk management

Enterprise risk management (**ERM**) at AKL plays a crucial role in the airport's business operations and strategic planning.

ERM is important to AKL's success, especially given the dynamic and evolving environment in which it operates. AKL's ERM framework supports the achievement of the company's strategic objectives, protects stakeholder value, and ensures long-term resilience in the face of uncertainty.

AKL's Board retains ultimate responsibility for risk oversight, supported by the Audit and Financial Risk Committee and the Safety, Sustainability and Operational Risk Committee. These committees monitor progress toward achieving the target levels defined in the Board approved risk appetite statement, as well as the initiatives outlined in the refreshed ERM Roadmap for FY26–28, which aims to align risk management with AKL's strategic objectives and performance goals.

The Audit and Financial Risk Committee's core purpose is to oversee financial and climate reporting, financial risk management, internal controls, and both internal and external audit functions. The Safety, Sustainability, and Operational Risk Committee reviews and monitors enterprise-wide processes to manage non-financial risks related to airport operations, safety, infrastructure, people, cybersecurity, legal and regulatory compliance, and sustainability and climate.

Management is responsible for implementing the ERM framework across all business functions. Business units regularly report to the Executive and Board committees on risk profiles, control effectiveness, and emerging threats and opportunities. Real time ERM risk roll-up aggregated risk profiling and approach at an enterprise level ensures interconnectedness and interdependency of Auckland Airport's Building a Better Future strategy, and risks and opportunities can be collated and considered.

Auckland Airport's ERM framework aligns with international best practices, including the NZX Corporate Governance Code, ISO 31000, and Committee of Sponsoring Organisations.

Notable key risks

Financial statements remain a very important way for AKL's stakeholders, including investors, regulators and government agencies to get an interpretation of risks of all categories and AKL's ERM framework and approach facilities this view.

Strategic and financial risks: Auckland Airport is progressing a significant multi-year infrastructure development programme, with forecast capital expenditure between $1.0 and $1.6 billion annually until the end of the decade. To support this investment, Auckland Airport successfully completed a $1.4 billion equity raise to ensure it had sufficient funding while able to maintain an A– credit rating for the duration of this investment programme.

Auckland Airport's financial risk management focuses on the management of interest rate risk, liquidity risk, foreign exchange risk, counterparty risk, market risk, refinancing risk, taxation risk, and theft and sovereign risk. The Airport actively engages with regulators, including the NZX, ASX, FMA, Inland Revenue and the Commerce Commission, on pricing determinations and to ensure transparency in return assumptions and value delivery.

Operational and safety risks: Operational reliability and safety, including the health, safety, and wellbeing of employees, customers, contractors and the overall business operations, are critical to performance. Auckland Airport maintains robust contingency planning, incident response protocols, safety management systems and asset management systems to manage risks across the precinct including those related to terminal operations, airfield integrity, and airline service disruptions. Auckland Airport is also implementing digital enhancements to improve operational efficiency and resilience.

Climate and environmental risks: Climate change presents both physical and transition risks. In response, investment in infrastructure to address extreme weather (e.g. enhanced stormwater networks), is well underway with implementing a decarbonsiation pathway for direct emissions and the Airport continues to engage with airline partners to support their decarbonisation plans. Environmental risks are managed through our ISO 14001-aligned environmental management system.

Legal, regulatory and compliance risks: Auckland Airport operates in a regulated sector and closely monitors legislative changes, compliance obligations, and regulatory reviews. Auckland Airport's regulatory risk management includes proactive engagement with government agencies and industry bodies to ensure policy and infrastructure development remain aligned.

Cybersecurity, and technology risks: Digital transformation is central to Auckland Airport's strategy, and enhancement continues to be made to the airport's cybersecurity capabilities to protect critical infrastructure, data assets, and operational continuity. Risk assessments, employee training, and ongoing system upgrades support our cyber resilience posture.

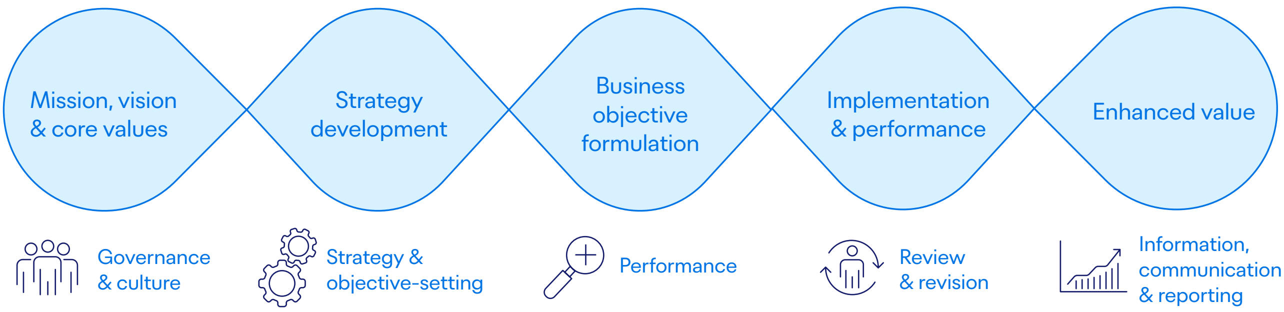
People and culture risks: Auckland Airport's ability to attract, retain, and develop talent is key to delivering our strategic objectives. Investment into workforce development, diversity and inclusion, and leadership capability continues.

Looking ahead, Auckland Airport remains committed to continuous improvement and transparency in how enterprise risk is managed. The enterprise risk management approach is adaptive, integrated, and future-focused, enabling sustainable value creation for all stakeholders.

Auckland Airport's ERM framework promotes a proactive and consistent approach to identifying, assessing, mitigating and managing risks. It provides clarity on the roles and responsibilities of the Board and management in overseeing and minimising risks that may impact on the achievement of our strategic objectives or impede our business performance. The Board reviews and endorses the ERM framework, strategic roadmap and programme, policies, and guidelines developed and implemented by management. To date the programme has focused on developing the ERM framework, risk assessment matrix, and approach, and immediate focus for the next FY26 – 28 period is to implement deep dive risk analytics and to develop and embed related tools and techniques to further mature risk culture. The Board also reviews the company's risk appetite annually, defining the level of risk AKL is willing to accept in pursuit of its strategic objectives.

The ERM framework is underpinned by board sub-committees and management governance committees, such as the Enterprise Risk Committee, which ensure that potential financial and non-financial risks are continuously monitored and mitigated. AKL is currently investing in integrating ERM with strategy execution and business performance, empowering decision-making through developed tools and techniques.

Enterprise risk management



Corporate governance

Corporate governance

Auckland Airport's Board is responsible for the company's corporate governance. The Board is committed to undertaking this role in accordance with internationally accepted best practice appropriate to the company's business, as well as taking account of the company's listing on both the NZX and the ASX (Foreign Exempt Listing Category).

As part of this commitment, the Board regularly implements and reviews the company's corporate governance policies and practices to ensure these are consistent with the NZX Corporate Governance Code dated 31 January 2025 (NZX Code) and the Financial Markets Authority handbook 'Corporate Governance in New Zealand - Principles and Guidelines' (FMA Handbook). The company also has regard to the ASX Corporate Governance Council's 'Corporate Governance Principles and Recommendations' (4th Edition) (ASX Principles) in designing its governance framework and practices, given its Foreign Exempt Listing on the ASX.

The company's constitution, charters and policies are available on the Corporate Governance section of the company's website at corporate.aucklandairport.co.nz.

The Board confirms that in the year to 30 June 2025, the company complied in all material respects with the principles and recommendations set out in the NZX Code.

Code of ethical behaviour

Ethics and code of conduct policy

Auckland Airport requires a high standard of honesty and integrity from its directors, officers and employees. This commitment is reflected in the company's ethics and code of conduct policy, which clearly articulates the minimum standards of ethical behaviour that all directors, officers, employees, contractors and consultants of the company are expected to adhere to.

The ethics and code of conduct policy sets out the company's commitment to acting ethically by engaging in sound practices, respecting others and accepting responsibility for the company's behaviours. The policy covers a range of areas including the:

- Responsibility to act honestly and with personal integrity in all actions.
- Responsibilities to shareholders, including protection of confidential information, restrictions on insider trading, rules for making public statements on behalf of the company, accounting practices, and cooperation with auditors.
- Responsibilities to customers and suppliers of the company, and other people using the airport, including rules regarding unacceptable payments and inducements, treatment of third parties, non-discriminatory treatment, and tendering obligations.
- Responsibilities to the community, including compliance with statutory and regulatory obligations, use of assets and resources, and managing conflicts of interest.

Employees are given a copy of the ethics and code of conduct policy as part of their induction and receive training at least once every three years. The policy explains how an individual can report breaches of the policy and notes the protections that are available under the Protected Disclosures (Protection of Whistleblowers) Act 2022. Auckland Airport regularly reviews and updates its key corporate governance policies and charters, and employees receive training on key corporate governance policies.

Auckland Airport has a Whistleblower policy and a Whistleblower service with an independent reporting service managed by PricewaterhouseCoopers. The policy allows current, former and temporary employees, directors and all people working for, on behalf of, or at Auckland Airport (such as agency workers, volunteers, contractors, consultants, secondees and suppliers) to confidentially report any concerns or actual or suspected breaches of the ethics and code of conduct policy. Concerns can be reported either directly to Auckland Airport's Company Disclosures Officer or through the independent service.

In financial year 2025, Auckland Airport launched an Ethics and Code of Conduct and Whistleblower e-Learning pathway that was provided to all Auckland Airport employees and directors. The e-Learning pathway is a mandatory training requirement for all new Auckland Airport employees, and will be updated and refreshed in line with any review of the policies.

Securities trading policy

Auckland Airport also has a policy on share trading by directors, officers and employees, which sets out a fundamental prohibition on trading of the company's securities by any person with material information that is not generally available to the market. The policy also sets out the obligation of confidentiality in dealing with any material information.

The policy applies to ordinary shares and debt securities issued by the company, any other listed securities of the company or its subsidiaries, and any listed derivatives in respect of such securities. Under the policy, there is also a prohibition on directors and senior employees trading in the company's shares during any blackout period, and a requirement to receive permission to trade outside a blackout period.

The Auckland Airport Board

The Auckland Airport Board is a diverse and experienced Board that provides overall strategic direction and strong governance to the company. The biography of each Board member is available on the company's corporate website: corporate.aucklandairport.co.nz/about/board-of-directors.

Role of the Board

The Board's charter recognises the respective roles of the Board and management. The charter reflects the sound base the Board has developed for providing strategic guidance for the company and effective oversight of management. The Board's primary governance roles are to:

- Work with company management to ensure that the company's strategic goals are clearly established and communicated, that strategies are in place to achieve them, and to monitor performance in strategy implementation.
- Approve and monitor the company's financial statements and other reporting, including reporting to shareholders, ensure the company's obligations of continuous disclosure are met, and to approve the annual budget and major investments.
- Oversee the company's commitment to the community, environment and health, safety and wellbeing, and to ensure there are procedures and systems in place to safeguard the health, safety and wellbeing of people working at, or visiting, the Auckland Airport precinct.
- Ensure that the company adheres to high ethical and corporate behaviour standards, and achieves a high level of diversity.
- Ensure the company has appropriate risk management and regulatory compliance policies in place to manage risks and monitor the appropriateness and implementation of those policies.
- Approve remuneration policies via the People, Iwi and Remuneration Committee.

The Board delegates the day-to-day operations of the company to management under the control of the Chief Executive. Day-to-day operations are required to be conducted in accordance with strategies set by the Board. The Board's charter records this delegation and promotes clear lines of communication between the Chair and the Chief Executive.

Directors – Tania Simpson, Liz Savage, Mark Cairns, Christine Spring, Patrick Strange (retired), Julia Hoare, Mark Binns, Dean Hamilton, Grant Devonport.

Board composition and independence

The number of directors is determined by the Board in accordance with the company's constitution, to ensure it is large and diverse enough to provide a range of knowledge, views and experience relevant to the company's business. The constitution requires there are no more than eight and no fewer than three directors.

In judging whether a director is 'independent', the Board has had regard to all relevant factors, including whether the director is a Substantial Product Holder (or is an associated person to a Substantial Product Holder) and is free of any interest, position or personal relationship that may materially interfere with the exercise of independent judgement. The Board also has regard to whether the director has been employed by the company or any of its subsidiaries in an executive capacity in the last three years; or has, within the last 12 months, derived a substantial portion of their annual revenue from the company; or within the past three years has been a material supplier or customer of the company; or has been engaged to provide material professional or external audit services to the company or any of its subsidiaries.

The Board also takes director tenure into account in considering independence. The NZX recommends that issuers consider the effect of tenure on independence after 12 years of service. The Board's policy is that directors shall not serve a term of longer than nine years unless the Board considers that any director serving longer than that period would be in the interest of shareholders and the Board.

The Board currently comprises eight directors, all of whom are considered by the Board to be 'independent' directors. The directors are non-executive directors, are not substantial shareholders, and are free of any interests or business that might interfere, or might be seen to interfere, with their ability to bring independent judgement to the Board.

The Board considers the roles of Board Chair and Chief Executive must be separate. The Board charter requires that the Board Chair is an independent, non- executive director. Subject to the prior approval of the Board Chair, any director is entitled to obtain independent professional advice relating to the affairs of the company or to the director's responsibilities as a director, at the cost of the company.

As at the date of this annual report, the directors, including the dates of their appointment and independence, are:

Director	Qualifications	Gender	Location	Date of appointment	Tenure (years)	Independence
Julia Hoare	BCom, FCA, CFInstD	F	NZ	23 October 2017	8	Yes
Mark Binns	LLB	M	NZ	1 April 2018	7	Yes
Mark Cairns	BE (Hons), BBS, MMGT, FEngNZ CFInstDM	M	NZ	1 June 2022	3	Yes
Grant Devonport	BBus, GDipBA	M	AUS	17 October 2024	1	Yes
Dean Hamilton	BCA, CMInstD	M	NZ	1 November 2018	7	Yes
Liz Savage	BEng, MSc, MAICD	F	AUS	23 October 2019	6	Yes
Tania Simpson	BA, MMM, CFInstD	F	NZ	1 November 2018	7	Yes
Christine Spring	BE, MSc Eng, MBA, CMInstD	F	NZ	23 October 2014	11	Yes

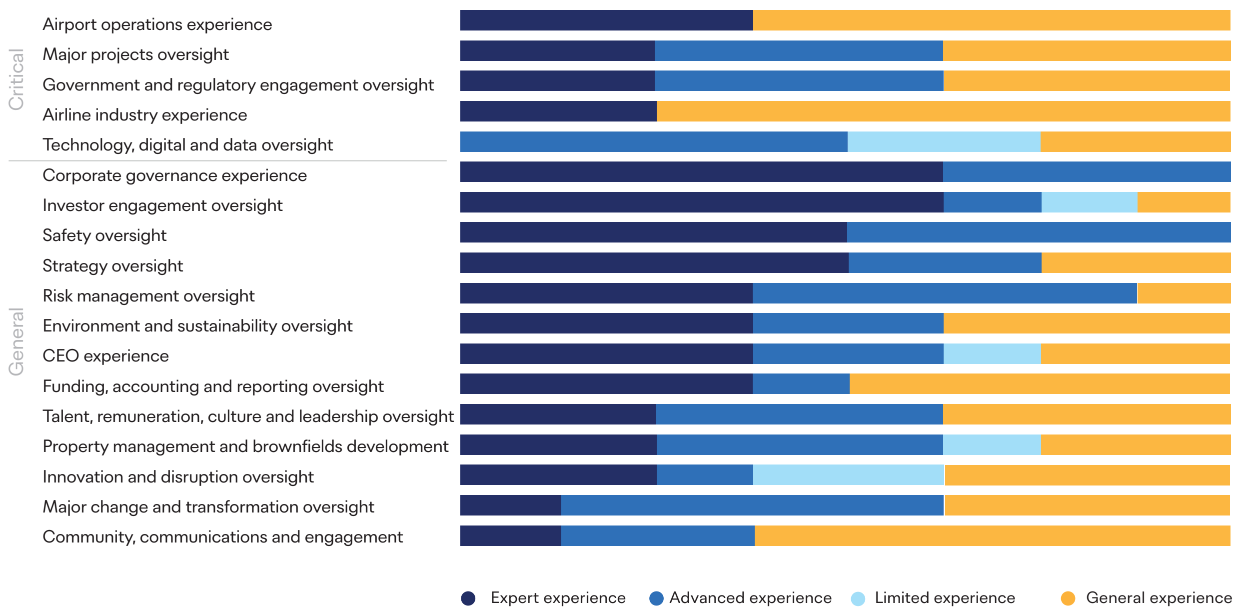
Future director programme

The Board is committed to supporting the next generation in governance in New Zealand as part of the Future Director Programme administered by the New Zealand Institute of Directors. The Board appointed Ngahuia Leighton as a Future Director in October 2024 for a term of 18 months.

Board skills matrix

The Board seeks to ensure it has an appropriate mix of skills, experience and diversity to ensure it is well equipped to navigate the range of issues faced by the company. The Board reviews and evaluates on a regular basis the skill mix required and identifies where gaps exist. In 2025, the Board undertook an independent third-party assessment of the Board's skills matrix.

The skills and experience of the directors are set out in the Board's skills matrix below.



Nomination and appointment of directors

The Board has determined it will not establish a separate Nominations Committee but will have the full Board undertake this function. As such, the Board has responsibility for the selection of new directors, the induction of directors, and to develop a succession plan for Board members. When searching for and nominating an individual to act as a director, the Board takes into account various factors including background, experience, diversity, independence and the Board skills matrix. Appropriate checks of any potential new director are undertaken before any appointment or putting that person forward to shareholders for election.

Each year, any director who is required by the NZX Listing Rules or the company's constitution to retire will retire from office and, with the support of the Board, may offer themselves for re-election at the Annual Shareholders Meeting.

At the annual shareholders meeting on 17 October 2024, Directors Mark Binns, Dean Hamilton and Tania Simpson retired by rotation, and being eligible, offered themselves for re-election. Directors Mark Binns, Dean Hamilton and Tania Simpson were all re-elected to the Board.

In July 2024, the Board announced the nomination of Grant Devonport as a Director of the company. Grant was elected to the Board at the 2024 annual shareholders meeting.

On 17 October 2024, following the retirement of Patrick Strange, Julia Hoare stepped into the role of Board Chair.

All directors enter into written agreements with the company in the form of a letter that sets out the terms and conditions of their appointment. A copy of the standard form of this letter is available on the company's website at corporate.aucklandairport.co.nz/Governance. This letter may be changed with the agreement of the Board.

Directors and officers insurance

In accordance with section 162 of the Companies Act 1993 and the constitution of the company, Auckland Airport has continued to indemnify and insure its directors and officers against liability to other parties (except to the company or a related party to the company) that may arise from their position as directors and officers. The insurance does not cover liabilities arising from criminal actions or dishonest, fraudulent or wilful acts or omissions.

Continuing development of directors

The Board is encouraged and provided with opportunities to engage with employees from all levels of business without executive management present. Each board meeting includes a safety walk, an engagement with a business unit of the company, or a tour of a particular construction project or infrastructure asset. To ensure directors and management remain up to date on how best to perform their duties, they are also encouraged, and provided with resources, to continue the development of their business skills and knowledge, including attending relevant courses, conferences and briefings.

Directors have unfettered access to the company's records and information as required for the performance of their duties. They also receive detailed information in Board papers to facilitate decision-making. New Board members take part in an induction programme to familiarise themselves with the company's business and facilities, and all directors have access to the advice and services of the Head of Legal for the purposes of the Board's affairs.

Review of the Board and director performance

The Board charter requires an annual review of the Board and committee composition, structure and succession to ensure its members are performing in line with their obligations and the company's values and strategy. In financial year 2025, the Board completed a director evaluation assessment by an external consultant. The Board assesses its own performance, and the Board Chair continually monitors the dynamic of the directors to ensure the Board is working optimally at all times.

Diversity

The company strives for its leadership, management and employees to reflect the diverse range of individuals and groups within our society. During this financial year we undertook several initiatives to support our journey.

The People, Iwi and Remuneration Committee of the Board receives regular updates on diversity and inclusion activities, and an annual diversity and inclusion report from management on diversity within the company. The company has adopted a 40/40/20 gender balance principle and continues to review and monitor the gender pay gap for all its permanent employees. At 30 June 2025, the median gender pay gap across the organisation was 18.9%, a reduction of 2.7% compared to the previous year (21.6%), closing 12.5% of the gap to neutrality. During FY25 AKL has taken the decision to also monitor the gender pay gap within our Infrastructure employees (28.2% at 30 June 2025) and AKL population excluding Infrastructure employees (12.8% at 30 June 2025). This ensures we are tracking towards our goals, whilst at the same time growing our capability in support of the current Infrastructure investment programme.

Another of the company's diversity objectives is attracting and retaining a diverse workforce with 34 different ethnicities represented across the organisation. The organisation has 14.6% representation of Māori or Pasifika, while 11.1% of people leaders identify as Māori or Pasifika.

AKL has an equal representation of women and men both on its executive leadership team and Board with the chairs of two of its four standing Board committees being women. The table below shows the gender balance and age range of people who work at AKL.

	FY25				FY24		
	Male	**Female**	**% Females**	**Age Range**	**Male**	**Female**	**% Females**
Board	4	4	50.00%	51-68	4	4	50.00%
Leadership team	4	4	50.00%	48-54	5	5	50.00%
Senior leaders	22	18	45.00%	38-64	23	18	42.86%
All other employees	455	337	42.55%	15-79	397	298	42.88%

The Board, with guidance from the People, Iwi and Remuneration Committee, annually assesses the full set of objectives contained in the diversity and inclusiveness policy, and measures the company's progress towards achieving them. In FY25 the company rolled out key initiatives including:

- Established a Māori and Pasifika employee lead network
- The introduction of a new role, Tumuaki Māori, to support AKL to strengthen and develop iwi relationships
- Introduced a new cohort to the Wāhine Toa Career Mentorship for Women programme
- Launched an AKL Menopause Toolkit
- Building cultural awareness by celebrating events such as Matariki, Lunar New Year and Diwali, and celebrating various language weeks.

Auckland Airport continues to make progress in delivering its objectives, in particular in relation to:

- Visible leadership commitment to promote diversity and lead diverse teams
- Eliminating systemic bias
- Annual pay equity reviews
- Ensuring people processes are equitable, inclusive and supportive of our diverse workforce
- Partnering with the community and its members to share their cultures, languages and capabilities
- Attracting and retaining diverse talent
- Having systems in place to enable employees to report discrimination concerns
- Providing opportunities for employees to showcase their unique talents and cultures, perspectives and life experiences.

Auckland Airport is also a founding member of Champions for Change, a group of businesses seeking to raise the focus on diversity and inclusiveness in the New Zealand business community.

Board committees

The Board has four permanent committees to enhance its effectiveness in key areas, while still retaining overall responsibility. Each committee has a charter that outlines its objectives, structure and responsibilities. The committee charters are available on the Corporate Governance section of Auckland Airport's website. All committees established by the Board must have a minimum of three members, all members must be non-executive directors, and the majority must be independent directors. The committees are chaired by an independent chair, who must not be the chair of the Board. The Board Chair attends all committee meetings ex-officio.

Audit and Financial Risk Committee

Members: Grant Devonport (Chair), Mark Cairns, Dean Hamilton

The Audit and Financial Risk Committee is responsible for financial risk management oversight. The committee provides general assistance to the Board in performing its responsibilities, with particular reference to financial risk management, financial reporting and audit functions. It includes specific responsibility to review the company's processes for identifying and managing financial risk and financial reporting processes, systems of internal control and the internal and external audit process. The committee oversees and makes recommendations to the Board of the Group's Climate-related disclosures.

Employees and external auditors are invited to attend meetings when it is considered appropriate by the committee. The committee has direct communication with and unrestricted access to both the external and internal auditor, and at least once a year the committee meets with the auditors without any representations from management.

Each member of the Audit and Financial Risk Committee has relevant qualifications and experience for the purposes of the committee (see the Skills Matrix and the committee members biographies at www.corporate.aucklandairport.co.nz/about/board-of-directors).

Infrastructure Development Committee

Members: Mark Binns (Chair), Mark Cairns, Dean Hamilton, Christine Spring

The Infrastructure Development Committee is responsible for assisting the Board in meeting its governance responsibilities in relation to the company's ongoing infrastructure development. This committee provides general feedback to the Board on the overall development programme, procurement strategies, project planning and progress.

People, Iwi and Remuneration Committee

Members: Tania Simpson (Chair), Mark Binns, Liz Savage

The People, Iwi and Remuneration Committee is responsible for assisting the Board to ensure the company has sound remuneration policies and processes in place, and provides oversight for the company's human resource practices as well as oversight of the company's iwi relationships. This committee's charter outlines the remuneration components, performance criteria, and the approach to reviewing iwi matters. Employees are invited to attend meetings when it is considered appropriate by the committee.

Safety, Sustainability and Operational Risk Committee

Members: Liz Savage (Chair), Grant Devonport, Tania Simpson, Christine Spring

The Safety, Sustainability and Operational Risk Committee assists the Board with its oversight of the company's safety (operational safety as well as workplace health, safety and wellbeing) sustainability and operational risk management programme. The company reports to the committee on a number of safety, sustainability and operational matters including critical risk management, significant incidents or near misses, passenger injury rates, employee injury rates, comparisons of contractor and employee injury rates, security performance, emergency management, and compliance audit programme. The committee also assists the Board in monitoring the company's sustainability risks and opportunities, and the performance against climate change, environment and community initiatives.

Aeronautical Pricing Committee

Members: Dean Hamilton (Chair), Liz Savage, Christine Spring

The Aeronautical Pricing Committee is an ad-hoc committee and has been established by the Board to assist the Board with the development of the company's aeronautical pricing strategy. The committee is responsible for reviewing and providing input into Auckland Airport's aeronautical pricing strategy and for making formal recommendations to the Board.

The table below outlines the number of meetings of the Board and its committees held, and details the attendance by each director at the relevant Board and committee meetings for the period 1 July 2024 to 30 June 2025.

	Board[1]	Out of Cycle Board	Audit and Financial Risk Committee[2]	Infrastructure Development Committee	Safety, Sustainability and Operational Risk Committee	People, Iwi and Remuneration Committee
Number of meetings	8	7	5	6	4	3
Julia Hoare[3]	8	6	5	6	3	3
Mark Binns	8	7	1	6	N/A	3
Mark Cairns	8	6	5	5	N/A	N/A
Grant Devonport[4]	7	4	3	2	2	N/A
Dean Hamilton[5]	7	7	3	2	2	N/A
Liz Savage	8	6	1	N/A	4	3
Tania Simpson	8	6	1	N/A	4	3
Christine Spring	8	6	1	6	4	N/A
Patrick Strange[6]	2	2	2	1	1	1

1 A Board Strategy Day is held annually.
2 Full Board attendance is required annually at the Audit and Financial Risk Committee in August.
3 Julia Hoare commenced the role of Board Chair on 17 October 2024.
4 Grant Devonport joined the Board in October 2024.
5 Dean Hamilton temporarily reduced his duties as a director between April 2024 to November 2024 to step into the role of Executive Chair at Ryman Healthcare Limited.
6 Patrick Strange retired from his role as Board Chair in October 2024.

Takeover response manual

The Board has a takeover response manual that sets out the protocol to follow if an unsolicited takeover offer is issued to Auckland Airport. The takeover response manual requires implementation of a separate committee of the Board as well as an Auckland Airport takeover response working group that would include key external advisors.

Director disclosure

Directors' holdings and disclosure of interests

Directors held interests in the following shares in the company as at 30 June 2025:

Mark Binns	Held personally Held on behalf by other person AIA250 Capital Bonds	26,245 17,432 75,000
Mark Cairns	Held on behalf by other person	71,582
Grant Devonport	Held on behalf by other person	17,000
Dean Hamilton	Held personally	8,788
Julia Hoare	Held personally	18,342
Liz Savage	Held on behalf by other person	11,965
Tania Simpson	Held personally	11,176
Christine Spring	Held personally	24,825

No directors held any interests in debt securities in the company as at 30 June 2025.

Disclosure of interests by directors

The following general disclosures of interests have been made by the directors in terms of section 140(2) of the Companies Act 1993, as at 30 June 2025:

Julia Hoare
Chair, Port of Tauranga Limited (and associated companies)
Director, Meridian Energy Limited

Mark Binns
Chair, National Infrastructure Funding and Financing Limited
Director, Hynds Limited
Director, Mercury Energy Limited
Trustee, Fletcher Building Retirement Plan, Fletcher Nominees Limited

Dean Hamilton
Chair, Fulton Hogan Limited
Chair, Ryman Healthcare Limited
Director, Tappenden Holdings Limited
Director, The Warehouse Group Limited

Tania Simpson
Deputy Chair, Waitangi National Trust
Director, Meridian Energy Limited
Director, Ukaipo Limited
Director, Tui TopCo (Waste Management NZ Limited)

Grant Devonport
Director, Freightways Group Limited

Mark Cairns
Chair, Freightways Group Limited
Chair, McAulay Farms Limited

Christine Spring
Chair, Isthmus Group Limited
Director, NZ Windfarms Limited

Liz Savage
Director, Intrepid Group Limited (Australian company)
Director, North Queensland Airports (Australian group of companies)
Director, Tiger Holdco Pty Ltd (Australian company)
Director, Australian Sailing Ltd

Reporting and disclosure

The company is committed to promoting investor confidence by providing robust, timely, accurate, complete and equal access to information in accordance with the NZX and ASX Listing Rules. Auckland Airport has a written continuous disclosure and communications policy designed to ensure this occurs.

The Head of Legal is the company's market disclosure officer and is responsible for monitoring the company's business to ensure compliance with its disclosure obligations. Managers reporting to the Chief Executive and the Chief Financial Officer are required to provide the Head of Legal with all relevant material information, to regularly confirm they have done so, and made all reasonable enquiries to ensure this has been achieved.

The executive leadership team is responsible for implementing and maintaining appropriate accounting and financial reporting principles, policies and internal controls to ensure compliance with accounting standards and applicable laws and regulations.

While the Board retains overall responsibility for financial reporting, the company's external auditor, Deloitte Limited, is responsible for planning and carrying out each external audit and review in line with applicable auditing and review standards. Deloitte Limited is accountable to shareholders through the Audit and Financial Risk Committee and the Board respectively.

Both financial and non-financial disclosures are made at least annually, including material exposure to environmental, economic and social sustainability risks, and other key risks. When these disclosures are made, the company explains how it plans to manage those risks and how operational or non-financial targets are measured.

The Head of Legal is responsible for releasing any relevant information to the market once it has been approved. The release of financial information is approved by the Audit and Financial Risk Committee, while information released on other matters is approved by the Chief Executive.

Directors formally consider at the conclusion of each Board meeting whether there is relevant material information that should be disclosed to the market.

Non-financial reporting

Auckland Airport discloses the impact of climate change on the business and the impact of the business on climate change by following the guidelines of the Taskforce on Climate-related Financial Disclosures (TCFD) and the Climate-related disclosure standards by the New Zealand External Reporting Board (XRB).

The company's emissions profile is disclosed in the Climate-related disclosures within the Annual Report. Information within the report is stated in accordance with the requirements of the *Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)* and the *New Zealand Climate-related Disclosure standards.* Deloitte Limited is the third-party independent assurance provider over the selected Greenhouse Gas disclosures included within the Group's Climate-related disclosures.

The company also reports to and is part of the Dow Jones Sustainability Index, FTSE4Good and is a Participant Member of GRESB (the Global ESO Benchmark for Real Assets).

Auditors

External audit

The Audit and Financial Risk Committee is responsible for ensuring the quality and independence of the external audit process, and that the company's external financial reporting is highly reliable and credible.

The company has an external auditor independence policy that establishes a framework for its relationship with the external auditor and includes guidelines on the extent of non-audit services that can be carried out by an auditor; ongoing review of independence and reporting that is required; and the tenure and reappointment of the external auditor. The external audit function is performed by Deloitte Limited.

The external auditor is invited to attend meetings when it is considered appropriate by the committee. The company's external auditor also attends the annual meetings and is available to answer questions relating to the audit.

Internal audit

The Audit and Financial Risk Committee has established a formal internal audit function for the company, and has appointed PricewaterhouseCoopers as its key internal audit panel provider. PricewaterhouseCoopers regularly reports on its activities to the Audit and Financial Risk Committee. Specialist audits may be performed by companies other than PricewaterhouseCoopers. The panel consists of specialist auditors who are suitably qualified in internal audit and other relevant competencies.

Shareholder and company information

Shareholder rights and relations

The company's communications framework and strategy are designed to ensure communications with shareholders and all other stakeholders are managed effectively. It is the company's policy that external communications will be accurate, verifiable, consistent and transparent, to enable shareholders to actively engage with Auckland Airport and exercise their rights as a shareholder in an informed manner.

The Chief Financial Officer and Head of Strategy, Planning and Performance are both a point of contact for both analysts and shareholders, and can be reached at investors@aucklandairport.co.nz.

The company keeps shareholders and interested stakeholders informed through:

- The corporate section of the company's website
- The annual report
- The interim report
- The financial report
- The interim financial statements
- The annual meeting of shareholders
- Information provided to analysts during regular briefings
- Disclosure to the NZX and ASX in accordance with the company's continuous disclosure and communications policy
- Media releases.

The Board considers the annual report to be an essential opportunity for communicating with shareholders. The company publishes all of its results and reports electronically on the company website. Investors may also request a hard copy of the annual report by contacting the company's share registrar, MUFG Pension & Market Services.

Enquiries

Shareholders with enquiries about transactions, changes of address or dividend payments should contact MUFG Pension & Market Services on +64 9 375 5998. Other questions should be directed to the company's company secretary at the registered office.

Annual meeting of shareholders and voting

Auckland Airport's annual meetings provide an opportunity for shareholders to raise questions for their Board and to make comments about the company's operations and performance.

The company's annual meeting of shareholders will be held on 23 October 2025 at 10:00 am at Ellerslie Events Centre, 100 Ascot Avenue, Remuera, Auckland 1051.

All investors have the right to vote on major decisions that might change the nature of the company, and these decisions are presented as resolutions at the company's annual meeting. Each holder of ordinary shares is entitled to vote at any annual meeting of shareholders. On a show of hands, each holder of ordinary shares is entitled to one vote.

On a poll, one vote is counted for every ordinary share. A person is not entitled to vote when disqualified by virtue of the restrictions contained in the company's constitution and the ASX and NZX Listing Rules.

Share information

Stock exchange listings

The company's shares were quoted on the NZX on 28 July 1998 and on the ASX effective 1 July 2002. On 22 April 2016 the company changed its admission category to an ASX Foreign Exempt Listing. For the purpose of ASX Listing Rule 1.15.3, the company confirms it has complied with the NZX Listing Rules during the year ended 30 June 2025.

Limitations on the acquisition of the company's securities

The company is incorporated in New Zealand. Therefore, it is not subject to chapters 6, 6A, 6B and 6C of the Australian Corporations Act 2001 dealing with the acquisition of shares (such as substantial holdings and takeovers). Limitations on acquisition of the securities are, however, imposed on the company under New Zealand law by way of the New Zealand Takeovers Code, the Overseas Investment Act 2005 and the Commerce Act 1986. The company does not otherwise have any additional restrictions.

Dividends

Shareholders may elect to have their dividends direct credited to their bank accounts. From time to time, the company also offers shareholders the opportunity to participate in a dividend reinvestment plan. As at the date of this report, the dividend reinvestment plan is operating. Further details are available at corporate.aucklandairport.co.nz/investors/shares-and-bonds.

Earnings per share

Earnings in cents per ordinary share were 25.87 cents in 2025 compared with 0.37 cents in 2024.

Credit rating

As at 30 June 2025, Standard & Poor's long-term credit rating for the company was A- Stable Outlook.

Distribution of ordinary shares and shareholders

The distribution of shareholdings as at 30 June 2025 is below:

Size of holding	Number of shareholders	%	Number of shares	%
1 – 1,000	12,409	27.09	5,156,442	0.31
1,001 – 5,000	25,573	55.83	54,204,062	3.21
5,001 – 10,000	4,008	8.75	28,332,589	1.68
10,001 – 50,000	3,316	6.93	64,459,193	3.82
50,001 – 100,000	264	0.58	17,573,799	1.04
100,001 and over	151	0.33	1,518,382,990	89.95
Total	45,803	100%	1,688,109,075	100%

Substantial product holders

Pursuant to section 280 of the Financial Markets Conduct Act 2013, the following persons had given notice as at the balance date of 30 June 2025 that they were substantial product holders in the company and held a 'relevant interest' in the number of ordinary shares as shown below:

Substantial product holder	Number of shares in which 'relevant interest' is held	% of capital	Date of notice
BlackRock, Inc. and related bodies corporate	154,638,399	9.195	13.02.2025
AustralianSuper Pty Ltd	145,995,723	8.68	11.12.2024

The total number of voting securities on issue as at 30 June 2025 was 1,688,109,075.

20 largest shareholders

The 20 largest shareholders of Auckland Airport as at 30 June 2025 are as follows:

Shareholders	Number of Shares	% of Capital
HSBC Nominees (New Zealand) Limited[1]	258,324,432	15.3
J P Morgan Nominees Australia Pty Limited	203,862,301	12.08
HSBC Nominees (New Zealand) Limited[1,2]	198,878,664	11.78
JPMORGAN Chase Bank[1]	133,706,732	7.92
Bnp Paribas Nominees NZ Limited Bpss40[1]	98,992,097	5.86
Citibank Nominees (Nz) Ltd[1]	93,524,277	5.54
HSBC Custody Nominees (Australia) Limited	73,501,834	4.35
Custodial Services Limited	47,602,436	2.82
Accident Compensation Corporation[1]	42,917,564	2.54
Tea Custodians Limited[1]	42,285,180	2.5
New Zealand Superannuation Fund Nominees Limited[1]	35,273,035	2.09
Bnp Paribas Nominees NZ Limited[1]	28,712,123	1.7
Citicorp Nominees Pty Limited	25,509,665	1.51
Premier Nominees Limited[1]	21,562,236	1.28
New Zealand Depository Nominee	19,142,959	1.13
Public Trust[1]	17,412,989	1.03
Pt Booster Investments Nominees Limited	13,174,838	0.78
FNZ Custodians Limited	12,242,359	0.73
Australian Foundation Investment Company Limited	11,501,271	0.68
New Zealand Permanent Trustees Limited[1]	11,488,047	0.68

1 These shares are held through New Zealand Central Securities Depository Limited (NZCSD), a depository system which allows electronic trading of securities to members.
2 Has a different holder identification number to the other HSBC Nominees (New Zealand) Limited entity.

Bondholders

The 20 largest bondholders of each of Auckland Airport's bonds as at 30 June 2025 are as follows:

Name	Number of AIA240 Capital Bonds	% of AIA240 Capital Bonds
New Zealand Central Securities Depository Limited	62,922,000	41.95
Custodial Services Limited	33,433,000	22.29
FNZ Custodians Limited	19,450,000	12.97
JBWERE (Nz) Nominees Limited	6,768,000	4.51
Investment Custodial Services Limited	4,951,000	3.3
Forsyth Barr Custodians Limited	3,827,000	2.55
Forsyth Barr Custodians Limited	2,119,000	1.41
FNZ Custodians Limited	1,636,000	1.09
JBWERE (Nz) Nominees Limited	1,065,000	0.71
Forsyth Barr Custodians Limited	1,056,000	0.7
JBWERE (Nz) Nominees Limited	1,000,000	0.67
JBWERE (Nz) Nominees Limited	830,000	0.55
Nzx Wt Nominees Limited	820,000	0.55
FNZ Custodians Limited	597,000	0.4
Jn & Hb Williams Foundation	500,000	0.33
Kiwigold & Kiwigold.Co.Nz Limited	500,000	0.33
The Henry & William Williams Memorial Trust (Inc)	500,000	0.33
Wingman Lau	440,000	0.29
JBWERE (Nz) Nominees Limited	400,000	0.27
Frimley Foundation	400,000	0.27
JBWERE (Nz) Nominees Limited	325,000	0.22
Custodial Services Limited	265,000	0.18
James Hargest High School	250,000	0.17

Size of Holding	Number of AIA240 Capital Bond Holders	% of AIA240 Capital Bond Holders	Number of AIA240 Capital Bonds	% of AIA240 Capital Bonds
1-1000	0	0.00	-	0.00
1001-5000	0	0.00	-	0.00
5001-10000	21	12.96	210,000	0.14
10001-50000	85	52.47	2,343,000	1.56
50001-100000	21	12.96	1,534,000	1.02
Greater than 100000	35	21.60	145,913,000	97.28

Names	Number of AIA250 Capital Bonds	% of AIA250 Capital Bonds
Custodial Services Limited	59,692,000	26.53
Bnp Paribas Nominees NZ Limited Bpss40	22,514,000	10.01
Forsyth Barr Custodians Limited	22,170,000	9.85
JBWERE (Nz) Nominees Limited	20,723,000	9.21
FNZ Custodians Limited	19,843,000	8.82
Nzx Wt Nominees Limited	6,624,000	2.94
HSBC Nominees (New Zealand) Limited	6,500,000	2.89
Tea Custodians Limited	5,470,000	2.43
Investment Custodial Services Limited	4,989,000	2.22
JPMORGAN Chase Bank	4,100,000	1.82
Premier Nominees Ltd Armstrong Jones Secure Income Fund	3,105,000	1.38
Forsyth Barr Custodians Limited	2,978,000	1.32
JBWERE (Nz) Nominees Limited	2,602,000	1.16
New Zealand Permanent Trustees Limited	2,540,000	1.13
ANZ Wholesale NZ Fixed Interest Fund	2,300,000	1.02
Forsyth Barr Custodians Limited	1,678,000	0.75
HSBC Nominees (New Zealand) Limited	1,625,000	0.72
Pt (Booster Investments) Nominees Limited	1,400,000	0.62
Fletcher Building Educational Fund	1,240,000	0.55
JBWERE (Nz) Nominees Limited	1,150,000	0.51
JBWERE (Nz) Nominees Limited	1,150,000	0.51

Size of Holding	Number of AIA250 Capital Bonds	% of AIA250 Capital Bonds	Number of AIA250 Capital Bonds	% of AIA250 Capital Bonds
1-1000	0	0.00	-	0.00
1001-5000	1	0.18	5,000	0.00
5001-10000	128	23.06	1,280,000	0.57
10001-50000	311	56.04	8,419,000	3.74
50001-100000	60	10.81	4,662,000	2.07
Greater than 100000	55	9.91	210,634,000	93.62

Name	Number of AIA260 Capital Bonds	% of AIA260 Capital Bonds
Custodial Services Limited	49,876,000	33.25
Forsyth Barr Custodians Limited	20,340,000	13.56
FNZ Custodians Limited	18,048,000	12.03
Bnp Paribas Nominees NZ Limited Bpss40	16,597,000	11.06
JBWERE (Nz) Nominees Limited	9,915,000	6.61
Investment Custodial Services Limited	3,266,000	2.18
HSBC Nominees (New Zealand) Limited	3,000,000	2.00
Forsyth Barr Custodians Limited	2,560,000	1.71
JBWERE (Nz) Nominees Limited	2,000,000	1.33
FNZ Custodians Limited	1,728,000	1.15
Premier Nominees Ltd Armstrong Jones Secure Income Fund	1,565,000	1.04
Nzx Wt Nominees Limited	1,275,000	0.85
Lee Paterson Family Trust Company Limited	1,000,000	0.67
Private Nominees Limited	732,000	0.49
NZ Permanent Trustees Ltd Grp Invstmnt Fund No 20	719,000	0.48
JBWERE (Nz) Nominees Limited	700,000	0.47
ANZ Wholesale NZ Fixed Interest Fund	700,000	0.47
Philip Maurice Carter	675,000	0.45
FNZ Custodians Limited	599,000	0.40
Custodial Services Limited	550,000	0.37
Sirius Capital Limited	500,000	0.33
Public Trust Rif Nominees Limited	500,000	0.33

Size of Holding	Number of AIA260 Capital Bonds	% of AIA260 Capital Bonds	Number of AIA260 Capital Bonds	% of AIA260 Capital Bonds
1-1000	0	0.00	-	0.00
1001-5000	0	0.00	-	0.00
5001-10000	64	24.52	636,000	0.42
10001-50000	125	47.89	3,303,000	2.20
50001-100000	32	12.26	2,568,000	1.71
Greater than 100000	40	15.33	143,493,000	95.66

Name	Number of AIA270 Capital Bonds	% of AIA270 Capital Bonds
Custodial Services Limited	66,456,000	26.58
Bnp Paribas Nominees NZ Limited Bpss40	45,605,000	18.24
Forsyth Barr Custodians Limited	24,625,000	9.85
FNZ Custodians Limited	21,886,000	8.75
Tea Custodians Limited	15,750,000	6.30
JBWERE (Nz) Nominees Limited	9,807,000	3.92
HSBC Nominees (New Zealand) Limited	7,090,000	2.84
HSBC Nominees (New Zealand) Limited	4,835,000	1.93
Private Nominees Limited	4,745,000	1.90
Premier Nominees Ltd Armstrong Jones Secure Income Fund	3,170,000	1.27
Masfen Securities Limited	3,000,000	1.20
Citibank Nominees (Nz) Ltd	2,800,000	1.12
ANZ Wholesale NZ Fixed Interest Fund	2,600,000	1.04
Nzx Wt Nominees Limited	2,592,000	1.04
Forsyth Barr Custodians Limited	2,389,000	0.96
Investment Custodial Services Limited	2,376,000	0.95
Garrett Smythe Limited	1,944,000	0.78
JBWERE (Nz) Nominees Limited	1,522,000	0.61
Fletcher Building Educational Fund	1,220,000	0.49
New Zealand Permanent Trustees Limited	959,000	0.38

Size of Holding	Number of AIA270 Capital Bonds	% of AIA270 Capital Bonds	Number of AIA270 Capital Bonds	% of AIA270 Capital Bonds
1-1000	0	0.00	-	0.00
1001-5000	0	0.00	-	0.00
5001-10000	91	21.16	910,000	0.36
10001-50000	246	57.21	6,335,000	2.53
50001-100000	40	9.30	3,168,000	1.27
Greater than 100000	53	12.33	239,587,000	95.83

Names	Number of AIA280 Capital Bonds	% of AIA280 Capital Bonds
Custodial Services Limited	57,843,000	23.14
Bnp Paribas Nominees NZ Limited Bpss40	51,016,000	20.41
FNZ Custodians Limited	27,661,000	11.06
Forsyth Barr Custodians Limited	17,939,000	7.18
Pt (Booster Investments) Nominees Limited	13,900,000	5.56
JBWERE (Nz) Nominees Limited	11,511,000	4.60
Tea Custodians Limited	8,600,000	3.44
Southland Building Society	6,500,000	2.60
Pin Twenty Limited	6,126,000	2.45
HSBC Nominees (New Zealand) Limited	4,700,000	1.88
Nzx Wt Nominees Limited	4,268,000	1.71
HSBC Nominees (New Zealand) Limited	3,450,000	1.38
Forsyth Barr Custodians Limited	2,577,000	1.03
FNZ Custodians Limited	2,376,000	0.95
JBWERE (Nz) Nominees Limited	2,225,000	0.89
Investment Custodial Services Limited	1,910,000	0.76
Citibank Nominees (Nz) Ltd	1,700,000	0.68
NZ Permanent Trustees Ltd Grp Invstmnt Fund No 20	999,000	0.40
Custodial Services Limited	975,000	0.39
JBWERE (Nz) Nominees Limited	930,000	0.37

Size of Holding	Number of AIA280 Capital Bonds	% of AIA280 Capital Bonds	Number of AIA280 Capital Bonds	% of AIA280 Capital Bonds
1-1000	0	0.00	-	0.00
1001-5000	1	0.24	5,000	0.00
5001-10000	98	23.67	980,000	0.39
10001-50000	228	55.07	6,033,000	2.41
50001-100000	43	10.39	3,294,000	1.32
Greater than 100000	44	10.63	239,688,000	95.88

Company information

The company was incorporated on 20 January 1988, under the Companies Act 1955, and commenced trading on 1 April 1988. The company was registered in Australia as a foreign company under the Corporations Law on 22 January 1999 (ARBN 085 819 156) and was re-registered under the Companies Act 1993 on 6 June 1997. On 25 June 1998, the company adopted a revised constitution, approved as appropriate for a publicly listed company. Further revisions of the constitution were adopted on 21 November 2000, 18 November 2002, 23 November 2004, and 30 June 2019 to comply with NZX and ASX Listing Rule requirements.

Regulatory environment

The company is regulated by, among other legislation, the Civil Aviation Act 2023. 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.

Disciplinary action taken by NZX, ASX or the Financial Markets Authority (FMA)

None of the NZX, the ASX or the FMA has taken any disciplinary action against the company during the financial year ending 30 June 2025.

Donations

In accordance with section 211(1)(h) of the Companies Act 1993, Auckland Airport has during the year:

- Granted $433,333 to the Auckland Airport Community Trust. The Trust distributed these funds to residents and community groups living and working in the Trust's area of benefit
- Contributed $531,735 to the Ara Charitable Education Trust[1]

The company's subsidiaries did not make any donations during the year.

Entries recorded in the interests register

Except for disclosures made elsewhere in this annual report, no entries in the interests register of the company or its subsidiaries, have been made during the year.

Subsidiary company directors

All subsidiary companies in the group are 100% owned by the company. Directors of the company's subsidiaries do not receive any remuneration or other benefits in respect of their appointments. The group structure and appointments as at 30 June 2025 are below:

Auckland Airport Limited	Stewart Reynolds, Mark Thomson
Auckland Airport Holdings Limited	Melanie Dooney
Auckland Airport Holdings (No. 2) Limited	Stewart Reynolds, Melanie Dooney
Auckland Airport Holdings (No. 3) Limited	Melanie Dooney
Ara Charitable Trustee Limited	Melanie Dooney

[1] Total donations include a mix of cash and donations in kind to Ara Charitable Education Trust; this includes costs associated with rent and general maintenance costs.

Remuneration

Letter from the People, Iwi and Remuneration Committee Chair

As the Chair of the People, Iwi and Remuneration Committee, I am pleased to present you with Auckland Airport's Remuneration Report for financial year 2025.

AKL's remuneration philosophy is aligned with our company values, strategy and objectives, and aims to foster a culture of ambition, fairness and growth. Our vision is to attract and retain talented people by offering market-competitive remuneration, a workplace that is diverse and inclusive, and the opportunity of career-defining mahi as we 'Build a Better Future' for AKL.

Our remuneration practices ensure employees are fairly and equitably remunerated when benchmarked to similar companies and positions within the New Zealand market. We a proud to provide a range of benefits to our employees including health and life insurance to eligible employees, enhanced parental leave provisions, and the opportunity to purchase company shares at a discounted rate on an annual basis. Employees who elect to participate in KiwiSaver currently receive a company contribution of 3%. AKL will move to lift KiwiSaver contributions to 4% for those on individual employment agreements from 3rd January 2026, 15 months early, recognising that strong financial wellbeing is important to our people.

In general, remuneration is reviewed annually, and our process supports our intention to pay our people fairly. We remain committed to gender pay equity. In the last 12 months we have reduced our gender pay gap from 21.6% to 18.9% (a 2.7% reduction). We annually review our remuneration practices to ensure fairness across roles regardless of gender.

Over the last 12 months we have commenced a second cohort of our well-supported Wahine Toa mentoring program. The program engages 24 female emerging leaders in mentoring relationships with strong female leaders from across our business. Participants in the program report that mentors' support for participants has been appreciated and is important for underpinning confidence in their future careers at AKL.

As part of our Building a better future balanced scorecard we remain on track to achieve Māori & Pacific People representation targets. In FY25 16.2% of our non-Infrastructure team self-identify as coming from these groups, whilst 13.3% of our non-Infrastructure People Leaders identify as Māori or Pacific Peoples. Also, 9% of our Infrastructure team is Māori or Pacific Peoples and 2.8% of Infrastructure leaders. Achievement of these targets will ensure we are representative of the Auckland community we serve.

At Auckland Airport, our mahi is vast, the challenges are diverse and complex, and the scale of our transformation is nationally significant. The opportunity to be involved in the career-defining mahi of building and managing our Infrastructure Programme saw the team grow by 69 (10.2%) in FY25.

Making sure that we attract and retain the very best is a key focus – we are proud to report we have significantly improved our engagement scores over what has been a challenging and busy period. Progress towards our aspiration of top quartile engagement is positive, but there is work still to do. The leadership team remains wholly committed to this challenge.

The year in review

In the 2025 financial year, the company undertook both a director remuneration benchmark review and a chief executive remuneration benchmark review. The Director and Executive Remuneration Policy has been updated to provide greater clarity on how benchmarking informs remuneration reviews. Given the company's position as a large NZX listed company, the Board determined that remuneration should be benchmarked against other large listed New Zealand companies with a similar scale and complexity of operations.

The company also reviewed its long-term incentive relative total shareholder return (TSR) peer group benchmark in the 2025 financial year. Following an independent review and feedback sought from both institutional and retail investor groups, the Board determined that the importance of delivering the infrastructure programme as part of the Building a Better Future strategy required a refresh of the relative TSR peer group. The Board adopted a refreshed peer group consisting of Australasian infrastructure peers.

As part of our commitment to clear and transparent financial reporting, year on year the company considers impactful additions to its remuneration reporting. As with previous years, we have further enhanced our Remuneration Report to provide greater transparency and to respond to investor feedback.

FY25 has been a strong year for the company, and I recognise this is delivered through the efforts of our people and their commitment to delivering on our strategy.

Ngā mihi nui,

Tania Simpson,

Chair
People, Iwi and Remuneration Committee

Remuneration governance

One of the core functions of the People, Iwi and Remuneration Committee is to ensure the company has sound remuneration practices and to review and recommend to the Board the company's approach to remuneration. AKL's Director and Executive Remuneration Policy outlines the remuneration for directors and executives.

Remuneration structure

Executive remuneration generally consists of three key components:

- fixed annual remuneration comprised of base salary plus life and income protection insurance premiums;
- short-term incentive based on achievement of company and individuals' performance targets; and
- long-term incentives based on total shareholder return.

In a limited number of cases executives may be invited to participate in a retention-based long-term incentive scheme where they/their role is considered strategically important to delivery, or the risk of turnover could compromise the organisation's ability to deliver on its goals.

If an executive is a member of KiwiSaver they are also eligible to receive a company contribution of a maximum of 3% of gross taxable earnings. The company will increase the Kiwisaver contribution to 4% from 3 January 2026, 15 months ahead of the government's mandate to do so.

The Board retains discretion relating to both the grants and vesting of variable pay incentives. Malus provisions are also available to the Board in the event of unfavorable events.

Variable Pay

Auckland Airport has two variable pay incentives that are offered to the executive leadership team and eligible senior leaders. Both the short-term incentive and the long-term incentive are awarded only if specific financial and non-financial metrics are met.

Short-term incentives

Short-term incentives (STIs) are at-risk payments designed to motivate and reward performance fairly in a financial year. The key performance indicators for the achievement of STIs are based on the AKL's business strategy for the current financial year.

Participation in the STI scheme and payment of any STI opportunity available for any given financial year is at the sole discretion of the Board. In the 2025 financial year, 51 people were invited to participate.

The short-term incentive includes a 50% individual component target and a 50% company component target.

The individual component is based on the employee achieving key performance targets relevant to their role. These targets are agreed with the employee's manager at the start of the performance year or, in the case of the Chief Executive, agreed with the Board. The individual component includes stretch targets, as well as baseline objectives. Each participating employee has clear measures in place to determine achievement or non-achievement in any one year.

The company component is based on the company's achievement of both financial and non-financial targets set by the Board. Each carries a 50% weighting. Each component has a clear measure in place to determine achievement or non-achievement and will vary from year to year based on the company's priorities.

For the financial year to 30 June 2025, the categories featured under the company-wide component were:

- 50% Financial performance of the business;
- 50% on People – customer satisfaction, safety controls, and corporate reputation.

The short-term incentive target range and above-target performance range for employees is set out in the table below.

	Short-term incentive target	For over-performance
Employee not on leadership team	10% to 20% of base salary	Up to 24% of base salary
Leadership Team	35% of base salary	Up to 49% of base salary
Chief Executive	50% of base salary	Up to 70% of base salary

Long-term incentive

Members of Auckland Airport's executive leadership team and the Chief Executive (eight people in total) participate in the company's long-term incentive plan (LTI).

This scheme is a share-rights plan, and share-rights are granted to participating executive leadership team members with a three-year vesting period. Share rights, once vested and exercised, entitle the participating executive leadership team members to receive shares in Auckland Airport.

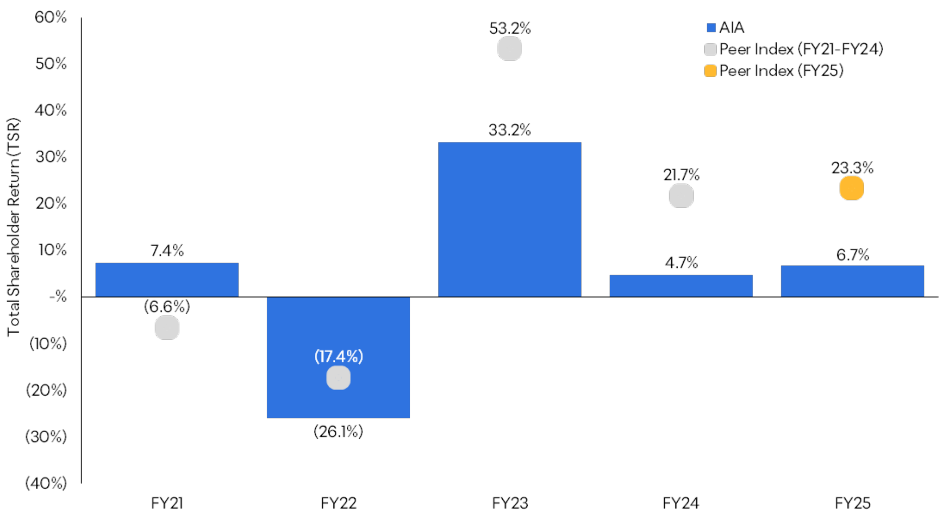
In the 2025 financial year, the People, Iwi and Remuneration Committee supported the Board by undertaking a benchmark exercise to review the relative total shareholder return (TSR) peer group. The Board determined that the peer group should be refreshed to align with the company's Building a better future strategy and to highlight the importance of the delivery of the infrastructure programme. Accordingly, the Board adopted a peer group consisting of Australasian infrastructure peers. The revised peer group is applicable for LTI grants from financial year 2025 onwards. Each grant under the LTI plan has two tranches with different performance hurdles:

- 50% of the grant is subject to the company achieving absolute TSR against the company's cost of equity, plus 1%;
- 50% of the grant is subject to the company's TSR performance in relation to a specified peer group. The LTI peer group consists of Australasian infrastructure peers.

The Board retains discretion over the final outcome of the LTI plan to allow appropriate adjustment where unanticipated circumstances may affect performance over the three-year period.

Refer Note 20(b) of the financial statements, which provides further details of the number of incentives granted, lapsed and exercised.

Summary of Auckland Airport TSR performance (five year)



The Board also undertook a wider review of the LTI scheme and approved a one-off introduction of a retention-based award to two key executives, that would operate under the existing LTI plan. Under the one-off retention based award, share rights were granted with 30% subject to an 18 month vesting period and the remaining 70% subject to a three-year vesting period.

Chief executive remuneration

CE remuneration summary

A summary of the remuneration received in each of the prior five financial years by the CE is provided in the table below.

Financial year	Chief executive	Base salary	Benefits[1]	Fixed remuneration subtotal	STI earned	STI earned as a % of maximum award	LTI vested	Subtotal	Total remuneration
FY25	Carrie Hurihanganui	$1,390,574	$74,057	1,464,631	$678,411	72%	$0	$678,411	$2,143,042
FY24	Carrie Hurihanganui	$1,254,000	$70,230	$1,324,230	$614,460	70%	Not eligible[2]	$614,460	$1,938,690
FY23	Carrie Hurihanganui	$1,200,000	$56,166	$1,256,166	$669,000	80%	Not eligible	$669,000	$1,925,166
FY22	Carrie Hurihanganui[3]	$481,529	$19,147	$500,676	$272,219	81%	Not eligible[4]	$272,219	$772,875
FY22	Adrian Littlewood[5]	$598,561	$43,291	$641,852	$329,938	79%	$351,836	$681,774	$1,323,626

1 Includes a Kiwisaver contribution of 3%, insurance and other statutory benefits.
2 The Chief Executive participated in FY22, FY23 and FY24 long-term incentive grants, which will be eligible to vest in the three year period following each grant.
3 Carrie Hurihanganui, commenced her role in February 2022. The disclosure for the 2022 financial year relates to the remuneration paid between 8 February 2022 and 30 June 2022.
4 The Chief Executive received a pro-rata allocation under the FY22 long-term incentive plan.
5 Adrian Littlewood resigned from his role on 12 November 2021, and the disclosure for the 2022 financial year relates to the remuneration paid between 1 July 2021 and 12 November 2021.

Short-term incentives

The annual value of the short-term incentive scheme for the Chief Executive is set at 50% of their base salary (provided all performance targets are achieved). If performance is unsatisfactory in a category, then no short-term incentive is payable for that criterion. A maximum of 1.4 x the target (i.e. 70% of base salary) is payable for outstanding performance by the Chief Executive.

The criteria used to measure the Chief Executive's individual performance is based on meeting certain targets focused on delivery against financial performance, delivery of the infrastructure and commercial programme, sustainability, risk management and culture. The 50% company component of the Chief Executive's FY25 STI scheme is based on meeting targets focused on delivery against financial performance and customer satisfaction, safety controls and corporate reputation.

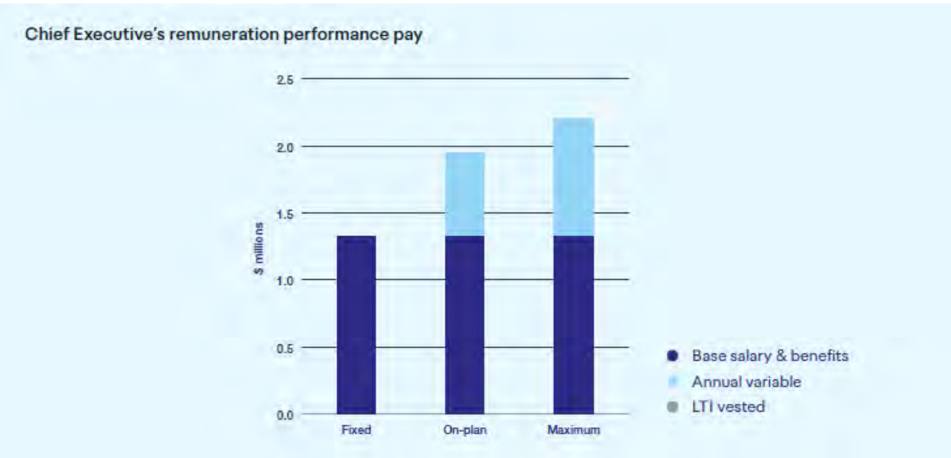
FY25 STI scorecard

Measure	Weighting	Performance range: Threshold 60% / On-target 100% / Maximum 140%	Outcome	Weighted outcome
Company component (50%)				95%
Purpose (EBITDAFI)	50%		90%	**45%**
People (customer satisfaction, safety controls, corporate reputation)	50%		100%	**50%**
Chief Executive KPIs (50%)				**106%**
Financial (EBITDAFI, regulatory, underlying NPAT, capital management)	40%		100%	**40%**
Infrastructure & commercial programme delivery	30%		100%	**30%**
People & culture	15%		140%	**21%**
Sustainability & risk management	15%		100%	**15%**
Total Chief Executive Officer short-term incentive outcome (as a % of on-target performance)		-		**$678,411 (100.5%)**

Long-term incentives

The Chief Executive participated in the Auckland Airport long-term incentive plan in the 2025 financial year. Vesting for grants eligible in this period will be evaluated in the 2028 financial year.

The Chief Executive was a participant in the FY22 Long-Term Incentives grant, the shares did not vest under the scheme and therefore is not reflected in the chart below.



Shares

The Chief Executive held 18,974 shares personally in the company as at 30 June 2025.

Chief executive and employee pay gap

The pay gap represents the number of times greater the Chief Executive's remuneration is that the remuneration of the median of an employee.

As at the balance data, the Chief Executive's base salary of $1,390,574 was 12.8 times the median employee salary of $108,250. The Chief Executives Total Remuneration, including STI earned and LTI Vested, of $2,143,042 was 19.8 times the median employee salary.

Employee remuneration

Below is the number of employees or former employees of the company, excluding directors, who received remuneration and other benefits (such as short-term incentive payments and KiwiSaver contributions) that totalled $100,000 or more during the 2025 financial year.

Amount of remuneration	Employees
$100,001 to $110,000	50
$110,001 to $120,000	40
$120,001 to $130,000	50
$130,001 to $140,000	43
$140,001 to $150,000	40
$150,001 to $160,000	34
$160,001 to $170,000	30
$170,001 to $180,000	26
$180,001 to $190,000	26
$190,001 to $200,000	18
$200,001 to $210,000	19
$210,001 to $220,000	17
$220,001 to $230,000	7
$230,001 to $240,000	8
$240,001 to $250,000	9
$250,001 to $260,000	5
$260,001 to $270,000	2
$270,001 to $280,000	3
$280,001 to $290,000	1
$290,001 to $300,000	4
$300,001 to $310,000	5

Amount of remuneration	Employees
$310,001 to $320,000	5
$320,001 to $330,000	2
$330,001 to $340,000	5
$340,001 to $350,000	2
$350,001 to $360,000	2
$360,001 to $370,000	1
$380,001 to $390,000	2
$410,001 to $420,000	1
$420,001 to $430,000	1
$430,001 to $440,000	1
$440,001 to $450,000	2
$490,001 to $500,000	1
$560,001 to $570,000	1
$620,000 to $630,001	1
$640,001 to $650,000	2
$690,001 to $700,000	1
$730,000 to $740,000	1
$740,001 to $750,000	1
$880,000 to $890,001	1
$2,000,001 to $2,100,000	1

Director remuneration

The directors' remuneration is paid in the form of directors' fees. Additional fees are paid to the Board members in respect of work carried out by individual directors on various Board committees to reflect the additional responsibilities of these positions. The Board Chair does not receive any additional fees.

Review and approval

Each year, the People, Iwi and Remuneration Committee reviews the level of directors' remuneration. The committee considers the skills, performance, experience and level of responsibility of directors when undertaking the review, and is authorised to obtain independent advice on market conditions. After taking independent external advice, the committee makes recommendations to the Board on the appropriate allocation of fees to directors, and shareholders approve a fee pool for directors at the annual meeting.

The director fee pool is currently $1,593,350. The last increase of the director's fee pool occurred in 2019. The Board intends to present a shareholder resolution seeking a change to the director's fee pool this year.

Directors' share purchase plan

To align their incentives with shareholders, the directors have decided they each will use a minimum 15% of their base fees to acquire shares in the company for an initial three-year term. If, at the time of being onboarded as a director of the company, or at the end of the plans three-year period, the aggregate holding of shares in the company by the director is equal to, or above, their annual base fee, the director may elect to vary their contribution or opt out of the plan. Directors have entered into a share purchase plan agreement and appointed Jarden to be the manager of the plan. Jarden acquires the shares required for the plan on behalf of directors after the company's half-year and full-year results announcements. Directors remain in their share purchase plan until one year after retirement from the Board.

Base Director remuneration

The current Board and Committee fees are detailed in the table below.

	Chair[1]	Member
Board	$260,350	$123,250
Aeronautical Pricing Committee (ad-hoc)	-	-
Audit and Financial Risk Committee	$51,600	$25,800
Safety, Sustainability and Operational Risk Committee	$27,600	$13,800
Infrastructure Development Committee	$27,600	$13,800
People, Iwi and Remuneration Committee	$27,600	$13,800
Ad hoc committee work (per day)	–	$2,700

1 The Board Chair attends all subcommittee meetings of the Board as an ex-officio member. The Chair does not receive committee meeting fees.

Director remuneration paid in FY25

In the 2025 financial year, the directors received the following remuneration for their governance of Auckland Airport. The total remuneration paid includes payment for the ad-hoc out of cycle meetings in financial year 2025.

Director remuneration received in financial year 2025

Name	Director's fee (excluding expenses)[1]
Julia Hoare[2]	$248,750
Mark Binns	$181,188
Mark Cairns	$162,850
Grant Devonport[3]	$140,564
Dean Hamilton[4]	$138,675
Liz Savage	$164,650
Tania Simpson	$165,663
Christine Spring	$150,850
Patrick Strange[5]	$77,382

1 All directors contribute to the Directors Share Purchase Plan at the 15% level with the exceptions Mark Binns, Mark Cairns and Grant Devonport who do not participate due to meeting the minimum shareholding requirements.
2 Julia Hoare assumed the role of Board Chair on 17 October 2024.
3 Grant Devonport joined the Board on 17 October 2024.
4 Between April 2024 and November 2024 Director Dean Hamilton reduced his duties as a director of Auckland Airport while he stepped into the temporary role of Executive Chair at Ryman Healthcare Limited. Dean Hamilton did not receive director fees in for the period in which he had reduced his duties.
5 Patrick Strange retired from the role of Board Chair on 17 October 2024.


Parcelair

Financial report

2025 Financial performance

This section provides an overview of the financial results and key trends for the year ended 30 June 2025 compared with those for the previous financial year. Readers should refer to the following financial statements, notes, and accounting policies for an understanding of the basis on which the financial results are determined.

	2025 $M	2024 $M	Change
Income	1,004.7	895.5	12%
Operating expenses	303.6	281.5	8%
EBITDAFI[1]	701.1	614.0	14%
EBITDAFI margin[1]	69.8%	68.6%	-
Depreciation	200.7	168.4	19%
Interest expense and other finance costs	72.3	72.4	(0)%
Taxation	133.5	337.8	(60)%
Reported profit after tax	420.7	5.5	7,549%
Underlying profit after tax	310.4	276.6	12%
Earnings per share (cents)	25.87	0.37	6,375%
Underlying earnings per share (cents)	19.08	18.75	2%
Ordinary dividends for the full year			
- cents per share	13.25	13.25	-
- value distributed	223.3	195.8	14%

1 EBITDAFI is earnings before interest, taxation, depreciation, fair value adjustments and investments in associates

Income

Income for the year to 30 June 2025 rose 12% to $1,004.7 million reflecting higher aeronautical volumes and charges, with the increase in international passengers also lifting income across retail and parking. Alongside this, the airport's continued investment in commercial revenue streams has delivered increases in rental, parking and retail income.

Aeronautical

Aeronautical revenues increased 15% to $449.1 million in the year reflecting the increase in international travel and higher aeronautical charges in the year.

Total aircraft movements were 157,000 in the year with international aircraft movements down 2% whilst domestic aircraft movements were flat. Notwithstanding the drop in aircraft movements, passenger movements rose 1% to 18.7 million in the year to June 2025 with international passenger movements up 2.5% and domestic movements 0.5% lower. The modest growth in international travellers and the uplift in aeronautical charges resulted in passenger service charge income increasing 15% to $278.2 million in the year.

With strong demand for outbound tourism, New Zealanders continue to make up the majority of international travellers passing through Auckland Airport, reaching 52% of all international arrivals. The second-largest customer segment was Australian residents who comprised 17% of all international arrivals in the year, followed by Americans (7%), Chinese (5%) and United Kingdom (3%).

International seat capacity decreased by 2% in the year, primarily on Australian and North American routes. However, demand remain resilient, driving a four percentage point increase in load factors.

Pleasingly, the 2025 financial year saw a growing trend of Australian visitors returning to New Zealand on holiday and to see family and friends, with visitors up 10% on the previous year. Visitor numbers from China continued to grow, with a greater number of group travellers, who are also staying for longer. Overall, there were 208,000 visitors from China, a 5% increase on the prior year.

The most common purpose of international arrivals to New Zealand continued to be holidays (44%) and visiting friends and family (35%).

Domestic seat capacity increased by 1% in the year to 30 June 2025 with domestic passenger movements down 0.5% on load factors down one percentage point on the prior year.

Domestic jet passenger movements accounted for 71% of all domestic passenger movements in the year, with this segment growing by 1% on 2% additional seat capacity. Load factors on domestic jet routes averaged 85% for the year. The Auckland to Wellington route continues to lag behind other sectors, with the recovery of passenger movements at 77% relative to the 2019 financial year. This compares to all other domestic jet routes recovering to 96% of the pre-COVID equivalent.

Domestic regional passengers decreased by 2% on 1% lower seat capacity, achieving load factors of 82% for the year. Capacity and passenger movements on routes served by the larger regional aircraft were more resilient, with reductions seen on routes served by smaller, older aircraft more pronounced.

Following holding aeronautical charges flat for the first year of Price Setting Event 4 ("PSE4"), aeronautical charges rose again the year to June 2025 to reflect the combined effects of the significant aeronautical capital investment to be delivered during the period, a higher target return than the previous pricing period, and recovering the $100 million-plus shortfall in aeronautical revenues in year one due to the price freeze.

Retail

Auckland Airport earns concession income from retailers within the Domestic and International Terminals. In addition, retail income is generated through off-airport duty and tax-free sales collected by passengers from our International Terminal's collection point, rental car commission and the Strata Lounge.

Retail income rose 3% in the year to $189.2 million as the increase in international travellers combined with successful promotional activity in Duty-Free and growth in categories such as News & Books and Food and Beverage following the combined effect of the completion of store refurbishments and new and engaging Food & Beverage offerings. Improvements were also seen in non-terminal lease categories such as car rental and the Strata Lounge.

Reflecting the improved retail offering, retail income per passenger rose 1% on the prior year to $10.29.

Car parking

Following the phased opening of the Transport Hub in late 2024, as well as Park & Ride South, which opened in June 2024, car parking income rose 9% in the year to $72.5 million, as customers responded to the improved product offering. Parking exits lifted 3% on the prior year, particularly in international and Park & Ride, partially offset by weaker domestic demand reflecting the economic environment.

Alongside the 1,890 covered parking spaces in the Transport Hub proximate to the international terminal, Auckland Airport invested in improving the parking experience through the introduction of ticketless licence plate recognition and improved wayfinding.

Rental income

Auckland Airport earns rental income from space leased in facilities such as terminals, cargo buildings and from stand-alone investment properties. Total rental income for the financial year to 30 June 2025 was $203.2 million, an increase of $22.6 million, or 13% on the prior year.

Investment Property rental income (including the ibis Budget Hotel) rose 15% in the year to $172.9 million reflecting a mix of newly completed developments in the year ($13.8 million), the full-year effect of developments completed in the prior year ($6.4 million), and rental growth from the existing portfolio ($1.7 million).

Along with Mānawa Bay, two new commercial property developments were completed in the year for IKEA and a sixth property for DHL. Rental income is expected to continue to grow through the 2026 financial year with the full-year effect of these additional properties, and continued growth from the existing portfolio.

2025 Financial performance CONTINUED

Rent roll, being the contractual rental income (excluding hotel income) from all existing properties and those under development as at 30 June 2025, increased to $192.1 million in the year, up 18% from a year prior. At 30 June 2025, the Investment Property portfolio was valued at $3.4 billion.

Aeronautical and retail rental income increased $0.7 million in the year to $30.3 million primarily as a result of market-based rent reviews completed in the year.

Flood related and other income

In the year ended 30 June 2025, Auckland Airport recognised $4.0 million of income in connection with the January 2023 flooding event.

Other income includes interest income and utilities, such as the sale of electricity, gas and water reticulation, plus recoverable charges from tenants. Total income from these sources was $86.7 million, an increase of $33.8 million, or 64%, on the previous financial year, reflecting higher interest income following the 2024 equity raise and recoverable charges.

Expenses

Operating expenses

Operating expenses rose 8% in the year to $303.6 million as the continued investment in infrastructure and commercial activities across the airport precinct necessitated higher staff numbers and an increase in asset management, maintenance and airport operations.

	2025 $M	2024 $M	Change
Operating expenses			
Staff	85.9	77.7	11%
Asset management, maintenance and airport operations	136.4	118.9	15%
Rates and insurance	41.4	35.6	16%
Marketing and promotions	10.2	9.7	5%
Professional services and levies	8.2	11.7	(30)%
Fixed asset write-offs and impairment	0.4	1.0	(60)%
Flood-related expense and impairment reversal	3.1	12.4	(75)%
Other expenses	18.0	13.7	31%
Expected credit losses/(release)	-	0.8	(100)%
Total operating expenses	**303.6**	**281.5**	**8%**
Depreciation	200.7	168.4	19%
Interest	72.3	72.4	(0)%
Taxation	133.5	337.8	(60)%
Total expenses	**710.1**	**860.1**	**(17)%**

Staff costs increased by $8.2 million, or 11%, in the year as full time equivalent employees at Auckland Airport rose 13% to 741 at 30 June 2025 compared to 655 at 30 June 2024. This increase in headcount reflects additional resourcing to manage airport operations during the ongoing investment programme and the in-sourcing of roles in the digital function to reduce overall costs. Of the increase in employees in the year, 18 related to additional employees brought on to assist in the airport's infrastructure investment programme, the majority of costs of which are capitalised as part of the capital projects.

Asset management, maintenance and airport operation expenses increased by $17.5 million, or 15% in the 2025 financial year. This increase reflects a scaling up of activity-based costs such as outsourced operations including baggage handling, bus services, parking and lounge operations, to support the ongoing investment programme and the launch of new commercial lines of business.

Rates and insurance expenses increased by $5.8 million, or 16%, in 2025 reflecting higher council and insurance costs.

Marketing and promotional activity increased in the year by $0.5 million, or 5%, reflecting targeted support for new and existing commercial lines of business as well as aeronautical incentives.

Expenses relating to professional services and levies decreased by $3.5 million to $8.2 million, reflecting a prudent approach to cost management, with investments directed at driving improvements in operational processes and customer experience.

Flood-related expenses of $3.1 million were incurred in the financial year in relation to the January 2023 flooding event.

Depreciation

Depreciation expense in the 2025 financial year was $200.7 million, an increase of $32.3 million or 19%, on the previous financial year driven by new assets commissioned in the year, the full-year effect of assets commissioned in prior years and the increase in the book value of assets as a result of revaluations in 2024. In addition, accelerated depreciation from estimated useful life changes occurring from future planned decommissioned assets, contributed to an increase of $9.4 million in depreciation in the year.

Interest expense and other finance costs

Gross interest expense rose in the year to $137.6 million, an increase of $10.5 million, or 8%, on the prior year reflecting the higher average debt levels as Auckland Airport continued its investment programme, partly offset by lower rates.

The increased capital investment also drove an increase in capitalised interest, which rose by $10.6 million, or 19% to $65.3 million. As a result, net interest expense for the year to 30 June 2025 was $72.3 million, broadly in line with the prior year.

Taxation

Taxation expense was $133.5 million in the 2025 financial year, significantly down on the prior year, reflecting the impact of the change in 2024 relating to depreciation of non-residential building structures not being repeated in the current year.

Share of profit from associates

Auckland Airport has three equity investments, two in hotels located on the airport precinct which it jointly owns with Tainui Group Holdings, and a third investment in Queenstown Airport.

Auckland Airport's total share of profit from associates in the 2025 financial year was $3.4 million, up from a loss of $4.5 million in the prior year. This profit comprised the airport's share of the Novotel hotel (Tainui Auckland Airport Hotel Limited Partnership) profit of $2.1 million, the airport's share of the loss from the Pullman Hotel (Tainui Auckland Airport Hotel 2 Limited Partnership) of $2.3 million, Auckland Airport's share of Queenstown Airport's profit of $7.4 million, and a net $3.8 million revaluation loss relating to the investments in the Novotel and the Pullman.

On an underlying basis, Auckland Airport's total share of the profit from associates was $6.6 million, comprising a $1.5 million profit from Tainui Auckland Airport Hotel Limited, a $2.3 million loss from Tainui Auckland Airport Hotel 2 Limited Partnership and a $7.4 million profit from Queenstown Airport. This was a $1.3 million increase on the $5.3 million underlying profit in the 2024 financial year.

Profitability

Auckland Airport's reported net profit after taxation for the 2025 financial year was up significantly to $420.7 million driven by the investment property fair value increase in the year and no repeat of the significant one-off adjustment to deferred tax seen in 2024 relating to the change in government policy regarding depreciation on building structures.

Underlying profit performance

The directors and management of Auckland Airport understand the importance of reported profits meeting accounting standards. Because we comply with accounting standards, investors know that comparisons can be made with confidence between different companies and that there is integrity in our reporting approach. However, we believe that an underlying profit measurement can also assist investors to understand what is happening in a business such as Auckland Airport, where revaluation changes can distort financial results, or where one-off transactions, both positive and negative, can make it difficult to compare profits between years.

For several years, Auckland Airport has referred to underlying profit alongside reported results. We do so when we report our results, but also when we give market earnings guidance (where we exclude fair value changes and other one-off items) or when we consider dividends. However, in referring to underlying profits, we acknowledge our obligation to show investors how we have derived this result.

2025 Financial performance CONTINUED

The table below shows the reconciliation between reported profit after tax and underlying profit after tax for the years ended 30 June 2025 and 2024.

	2025			2024		
	Reported profit $M	Adjustments $M	Underlying profit $M	Reported profit $M	Adjustments $M	Underlying profit $M
EBITDAFI per income statement[1]	701.1	-	701.1	614.0	-	614.0
Investment property fair value increase	127.5	(127.5)	-	(15.3)	15.3	-
Property, plant and equipment revaluation	(2.8)	2.8	-	(11.0)	11.0	-
Fixed asset write-offs, impairment and termination costs	-	0.4	0.4	-	1.0	1.0
Derivative fair value movement	(2.0)	2.0	-	0.9	(0.9)	-
Share of profit / (loss) of associate and joint ventures	3.4	3.2	6.6	(4.5)	9.8	5.3
Depreciation	(200.7)	-	(200.7)	(168.4)	-	(168.4)
Interest expense and other finance costs	(72.3)	-	(72.3)	(72.4)	-	(72.4)
Taxation (expense) / benefit	(133.5)	8.8	(124.7)	(337.8)	234.9	(102.9)
Profit / (loss) after tax	**420.7**	**(110.3)**	**310.4**	**5.5**	**271.1**	**276.6**

1 2025 EBITDAFI included fixed asset write-offs, impairments and termination costs of $0.4 million. 2024 included $1.0m

We have made the following adjustments to show underlying profit after tax for the years ended 30 June 2025 and 2024:

- reversed out the impact of revaluations of investment property in 2025 and 2024. An investor should monitor changes in investment property over time as a measure of growing value. However, a change in one particular year is too short to measure long-term performance. Changes between years can be volatile and, consequently, will impact comparisons. Finally, the revaluation is unrealised and, therefore, is not considered when determining dividends in accordance with the dividend policy;
- reversed out the revaluations of land in 2025 and we have also reversed out the revaluations of buildings and services in 2024;
- reversed out the impact of capital expenditure write-offs, impairments and termination cost expenses in 2025 and 2024. These fixed asset write-offs, impairments and termination costs are not considered to be an element of the group's normal business activities and on this basis have been excluded from underlying profit;
- reversed out the impact of derivative fair value movements. These are unrealised and relate to basis swaps that do not qualify for hedge accounting on foreign exchange hedges, as well as any ineffective valuation movements in other financial derivatives. The group holds its derivatives to maturity, so any fair value movements are expected to reverse out over their remaining lives. Further information is included in note 18(b) of the financial statements;
- adjusted the share of profit of associates and joint ventures in both 2025 and 2024 to reverse out the impacts on those profits from revaluations of investment property and financial derivatives; and
- reversed out the taxation impacts of the above movements in both the 2025 and 2024 financial years.

2025 Cash flow

A summary of cash flows is set out below. The full statement of cashflows can be found on page 148 of this annual report.

Cash flow summary	2025 $m	2024 $m	Change
Net cash inflow from operating activities	474.3	496.3	-4%
Net cash outflow from investing activities	(1,105.2)	(1,124.0)	2%
Net cash inflow from financing activities	979.0	741.2	32%
Net increase in cash held	**348.1**	**113.5**	**207%**

Operating activities

Net cash inflow from operating activities was $474.3 million in the 2025 financial year, a decrease of $22.0 million, or 4%, on the previous financial year reflecting higher tax paid in the 2025 financial year.

Investing activities

Net cash outflow applied to investing activities was $1,105.2 million in the 2025 financial year, a decrease of $18.8 million on the prior year reflecting the decrease in capital expenditure on commercial projects during the year. For the financial year to 30 June 2025, net capital expenditure totalled $1,089.9 million.

The 2025 financial year marked a significant moment for the Terminal Integration Programme, a multi-billion programme of works that will deliver a new domestic jet terminal integrated with the existing international terminal. In September 2024, Auckland Airport signed a contract with Hawkins Limited to manage construction and delivery of the domestic jet terminal, which is now well underway. In June 2025, significant improvements at the western end of the international terminal were delivered, including a new loading dock and expanded international arrivals hall. The new expanded international airfield is set to open in October 2025 providing critical resilience, creating a new area for aircraft parking with extra taxiways, and six remote stands.

Auckland Airport also continued to invest in asset resilience and renewal initiatives in the year, including airfield pavement, ground lighting and fuel systems projects. In addition, the airport made upgrades to the core digital network to improve airport resilience and security.

With the completion of the Transport Hub, Park & Ride South and Mānawa Bay in 2024, investment in commercial developments decreased in the 2025 financial year. The property team completed developments in the period for IKEA and DHL, adding a further 35,800sqm to net lettable area.

Financing activities

Net cash inflow from financing activities was $979.0 million in the 2025 financial year reflecting the $1.4 billion equity raise in 2024, partially offset by a repayment of maturing facilities, to fund the infrastructure investment programme.

Dividends declared in the year to 30 June 2025 totalled $223.3 million. Due to the timing of the equity raise, the dividend reinvestment programme was suspended in respect of the FY24 final dividend . However this was reinstated for the interim dividend payment in April 2025, resulting in $48.3 million of dividends reinvested as new shares in the year.

2025 Financial position

A summary statement of financial position is set out below. The full statement of financial position can be found on page 147 of this annual report.

As at 30 June	2025 $m	2024 $m	Change
Non-current assets	13,404.2	12,113.0	11%
Current assets	658.4	303.2	117%
Total assets	**14,062.6**	**12,416.2**	**13%**
Non-current liabilities	2,953.7	3,240.2	(9)%
Current liabilities	636.1	565.9	12%
Equity	10,472.8	8,610.1	22%
Total equity and liabilities	**14,062.6**	**12,416.2**	**13%**

Assets

As at 30 June 2025, the book value of Auckland Airport's total assets was $14,062.6 million, an increase of $1,646.4 million, or 13%, on the prior year. The increase in total assets reflects the combined effects of the $1,089.9 million net capital expenditure in the year, the $127.5 million investment property revaluation gain and the $231.3 million net revaluation gain relating to land within the property, plant and equipment asset class.

Borrowings

As at 30 June 2025, Auckland Airport's total borrowings were $2,487.3 million, a decrease of $197.4 million or 7% on the previous year. The decrease in borrowings reflects debt repayments made following the September 2024 capital raise.

As at 30 June 2025, Auckland Airport's borrowings comprised: Australian medium term notes totalling $964 million; New Zealand fixed rate bonds totalling $1,043 million; New Zealand floating rate bonds totalling $250 million; drawn bank facilities totalling $100 million; and commercial paper totalling $131 million.

Short-term borrowings with a maturity of one year or less totalled $381 million as at 30 June 2025 and comprised $131 million of commercial paper and $250 million of New Zealand fixed rate bonds. As at 30 June 2025, Auckland Airport had total bank facilities of $455 million, of which $100 million was drawn and $355 million was available in a standby capacity. These drawn and undrawn facilities are held with eight banking counterparties, a full breakdown of which is available in note 16(d) of the financial statements.

Credit rating

As at 30 June 2025, Standard & Poor's long-term credit rating of Auckland Airport was 'A- Stable' and the short-term credit rating was 'A2'.

Equity

Shareholders' equity as at 30 June 2025 increased by $1,862.7 million or 22% to $10,472.8 million. The movement in equity reflects the significant investment in infrastructure funded by the equity raise in the year and the upwards revaluations of investment property in the year.

Gearing, measured as net debt to net debt plus the market value of shareholders' equity, decreased to 12.8% as at 30 June 2025, from 17.9% as at 30 June 2024.

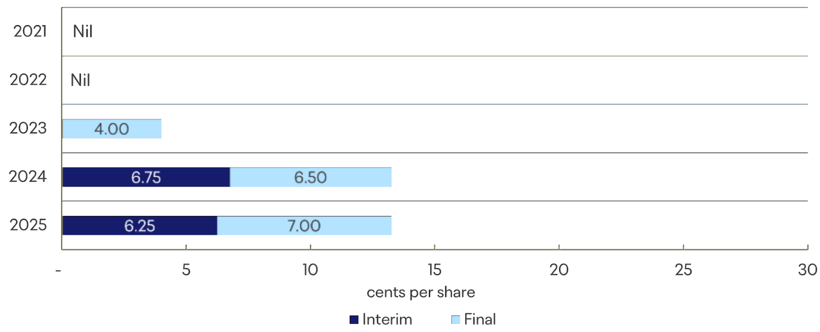
2025 Returns for shareholders

Dividend policy

Auckland Airport suspended dividend payments in March 2020 as part of its COVID response. Following the relaxation of travel restrictions and a return to profitability, in June of 2023 Auckland Airport announced a revised dividend policy to pay between 70% to 90% of underlying net profit after tax.

Auckland Airport has declared a final dividend for the year to 30 June 2025 of 7.00 cents per share. Together with the interim dividend, this represents a payout of 71.9% of underlying net profit after tax for the 2025 financial year. The table below summarises the dividends paid to shareholders over the period since 1 July 2020.

Distribution policy



Share price performance and total shareholder returns

Auckland Airport's share price at 30 June 2025 was $7.74, a 1.4% increase on the $7.63 share price at 30 June 2024. Average annual shareholder return over the five-year period to 30 June 2025 was 4.4%.

Five-year compound average total shareholder return

	Share price opening	Share price closing	Dividends	Total return	Average annual shareholder return (five-year CAGR)[1]
	$	$	$	$	
1 July 2020 to 30 June 2025	6.49	7.74	0.3050	1.56	4.4%

1 compound annual growth rate

Financial statements

FOR THE YEAR ENDED 30 JUNE 2025

Consolidated income statement

FOR THE YEAR ENDED 30 JUNE 2025

	Notes	2025 $M	2024 $M
Income			
Airfield income		170.9	150.5
Passenger services charge		278.2	241.6
Retail income		189.2	184.5
Rental income		203.2	180.6
Rates recoveries		15.3	13.1
Car park income		72.5	66.4
Interest income		31.8	6.4
Flood-related income	3(e)	4.0	19.0
Other income		39.6	33.4
Total income		1,004.7	895.5
Expenses			
Staff	5	85.9	77.7
Asset management, maintenance and airport operations		136.4	118.9
Rates and insurance		41.4	35.6
Marketing and promotions		10.2	9.7
Professional services and levies		8.2	11.7
Fixed asset write-offs and impairment	5	0.4	1.0
Flood-related expense and impairment reversal	3(e)	3.1	12.4
Other expenses		18.0	13.7
Expected credit losses/(release)		-	0.8
Total expenses		303.6	281.5
Earnings before interest expense, taxation, depreciation, fair value adjustments and investments in associate and joint ventures (EBITDAFI)[1]		701.1	614.0
Investment property fair value change	12	127.5	(15.3)
Property, plant and equipment fair value change	11(a)	(2.8)	(11.0)
Derivative fair value change	16(b)	(2.0)	0.9
Share of profit/(loss) of associate and joint ventures	13	3.4	(4.5)
Earnings before interest, taxation and depreciation (EBITDA)[1]		827.2	584.1
Depreciation	11(a)	200.7	168.4
Earnings before interest and taxation (EBIT)[1]		626.5	415.7
Interest expense and other finance costs	5	72.3	72.4
Profit before taxation		554.2	343.3
Taxation expense	6(a)	133.5	337.8
Profit after taxation attributable to the owners of the parent		420.7	5.5
		Cents	Cents
Earnings per share			
Basic earnings per share	7	25.87	0.37
Diluted earnings per share	7	25.86	0.37

1 EBITDAFI, EBITDA and EBIT are non-GAAP measures. Refer to note 3(d) for more information.

The notes and accounting policies on pages 149-196 form part of, and are to be read in conjunction with, these financial statements.

Consolidated statement of comprehensive income

FOR THE YEAR ENDED 30 JUNE 2025

	Notes	2025 $M	2024 $M
Profit for the year		420.7	5.5
Other comprehensive income			
Items that will not be reclassified to the income statement			
Flood-related fixed asset impairment reversal	3(e)	-	21.0
Net property, plant and equipment revaluation gain	11(a),19(b)	234.1	456.2
Tax on the property, plant and equipment revaluation reserve	19(b)	-	(137.2)
Movement in share of reserves of associate and joint ventures	13,19(f)	14.0	-
Items that will not be reclassified to the income statement		248.1	340.0
Items that may be reclassified subsequently to the income statement:			
Cash flow hedges			
Fair value (losses)/gains recognised in the cash flow hedge reserve	19(d)	(37.0)	(9.1)
Realised losses/(gains) transferred to the income statement	19(d)	(5.0)	(6.7)
Tax effect of movements in the cash flow hedge reserve	19(d)	11.7	4.4
Total cash flow hedge movement		(30.3)	(11.4)
Movement in cost of hedging reserve	19(e)	2.1	(3.1)
Tax effect of movement in cost of hedging reserve	19(e)	(0.8)	0.8
Items that may be reclassified subsequently to the income statement		(29.0)	(13.7)
Total other comprehensive income		219.1	326.3
Total comprehensive income for the year, net of tax attributable to the owners of the parent		639.8	331.8

The notes and accounting policies on pages 149-196 form part of, and are to be read in conjunction with, these financial statements.

Consolidated statement of changes in equity

FOR THE YEAR ENDED 30 JUNE 2025

	Notes	Issued and paid-up capital $M	Cancelled share reserve $M	Property, plant and equipment revaluation reserve $M	Share-based payments reserve $M	Cash flow hedge reserve $M	Cost of hedging reserve $M	Share of reserves of associate and joint ventures $M	Retained earnings $M	Total $M
For the year ended 30 June 2025										
At 1 July 2024		1,739.9	(609.2)	5,506.9	1.9	20.2	(4.0)	62.1	1,892.3	8,610.1
Profit for the year		-	-	-	-	-	-	-	420.7	420.7
Other comprehensive income		-	-	234.1	-	(30.3)	1.3	14.0	-	219.1
Total comprehensive income		-	-	234.1	-	(30.3)	1.3	14.0	420.7	639.8
Reclassification to retained earnings	19(b), 19(c)	-	-	(3.7)	(0.3)	-	-	-	4.0	-
Shares issued	18	1,423.6	-	-	-	-	-	-	-	1,423.6
Long-term incentive plan	19(c)	-	-	-	0.6	-	-	-	-	0.6
Dividend paid	17	-	-	-	-	-	-	-	(201.3)	(201.3)
At 30 June 2025		3,163.5	(609.2)	5,737.3	2.2	(10.1)	(2.7)	76.1	2,115.7	10,472.8
For the year ended 30 June 2024										
At 1 July 2023		1,680.8	(609.2)	5,187.3	2.0	31.6	(1.7)	62.1	2,024.6	8,377.5
Profit for the year		-	-	-	-	-	-	-	5.5	5.5
Other comprehensive income		-	-	340.0	-	(11.4)	(2.3)	-	-	326.3
Total comprehensive income		-	-	340.0	-	(11.4)	(2.3)	-	5.5	331.8
Reclassification to retained earnings	19(b), 19(c)	-	-	(20.4)	(0.3)	-	-	-	20.7	-
Shares issued	18	59.1	-	-	-	-	-	-	-	59.1
Long-term incentive plan	19(c)	-	-	-	0.2	-	-	-	-	0.2
Dividend paid	17	-	-	-	-	-	-	-	(158.5)	(158.5)
At 30 June 2024		1,739.9	(609.2)	5,506.9	1.9	20.2	(4.0)	62.1	1,892.3	8,610.1

The notes and accounting policies on pages 149-196 form part of, and are to be read in conjunction with, these financial statements.

Consolidated statement of financial position

AS AT 30 JUNE 2025

	Notes	2025 $M	2024 $M
Current assets			
Cash and cash equivalents	9	567.8	219.7
Trade and other receivables	10	90.5	82.3
Derivative financial instruments	16	0.1	1.2
		658.4	303.2
Non-current assets			
Property, plant and equipment	11(a)	9,782.7	8,755.0
Investment properties	12	3,366.5	3,123.9
Investment in associate and joint ventures	13	193.5	180.6
Derivative financial instruments	16	61.5	53.5
		13,404.2	12,113.0
Total assets		14,062.6	12,416.2
Current liabilities			
Accounts payable and accruals	14	162.3	205.0
Taxation payable		76.3	65.4
Derivative financial instruments	16	0.5	0.3
Short-term borrowings	16(a)	380.5	281.4
Provisions	15	16.5	13.8
		636.1	565.9
Non-current liabilities			
Term borrowings	16(a)	2,106.8	2,403.3
Derivative financial instruments	16	27.6	24.6
Deferred tax liability	6(c)	817.2	810.0
Other term liabilities		2.1	2.3
		2,953.7	3,240.2
Shareholders' equity			
Issued and paid-up capital	18	3,163.5	1,739.9
Reserves	19	5,193.6	4,977.9
Retained earnings		2,115.7	1,892.3
		10,472.8	8,610.1
Total equity and liabilities		14,062.6	12,416.2

These financial statements were approved and adopted by the Board on 20 August 2025.

Signed on behalf of the Board by

Julia Hoare
Chair of the Board

Grant Devonport
Chair of the Audit and Financial Risk Committee

The notes and accounting policies on pages 149-196 form part of, and are to be read in conjunction with, these financial statements.

Consolidated cash flow statement

FOR THE YEAR ENDED 30 JUNE 2025

	Notes	2025 $M	2024 $M
Cash flow from operating activities			
Cash was provided from:			
Receipts from customers		927.4	845.8
Insurance proceeds		12.9	11.9
Interest received		29.4	6.0
		969.7	863.7
Cash was applied to:			
Payments to suppliers and employees		(317.1)	(267.8)
Income tax paid		(104.5)	(31.5)
Interest paid		(73.8)	(68.1)
		(495.4)	(367.4)
Net cash flow from operating activities	8	474.3	496.3
Cash flow from investing activities			
Cash was provided from:			
Dividends received from associate and joint ventures	13	5.3	8.0
		5.3	8.0
Cash was applied to:			
Property, plant and equipment additions		(937.8)	(847.2)
Interest paid – capitalised	11(a), 12	(65.3)	(54.7)
Investment property additions		(106.6)	(230.1)
Investment in joint ventures	13	(0.8)	-
		(1,110.5)	(1,132.0)
Net cash flow applied to investing activities		(1,105.2)	(1,124.0)
Cash flow from financing activities			
Cash was provided from:			
Increase in share capital	18	1,374.9	-
Increase in borrowings	16(a)	412.1	1,686.3
		1,787.0	1,686.3
Cash was applied to:			
Decrease in borrowings	16(a)	(655.0)	(845.3)
Dividends paid	17, 18	(153.0)	(99.8)
		(808.0)	(945.1)
Net cash flow from financing activities		979.0	741.2
Net (decrease)/increase in cash held		348.1	113.5
Opening cash brought forward		219.7	106.2
Ending cash carried forward	9	567.8	219.7

The notes and accounting policies on pages 149-196 form part of, and are to be read in conjunction with, these financial statements.

Notes and accounting policies

FOR THE YEAR ENDED 30 JUNE 2025

1. Corporate information

Auckland International Airport Limited (the company or Auckland Airport) is a company established under the Auckland Airport Act 1987 and was incorporated on 20 January 1988 under the *Companies Act 1955*. The original assets of Auckland Airport were vested in the company on 1 April 1988 and 13 November 1988 by an Order in Council of the New Zealand Government. The company commenced trading on 1 April 1988. The company was re-registered under the *Companies Act 1993* on 6 June 1997. The company is an FMC reporting entity under Part 7 of the *Financial Markets Conduct Act 2013*.

The financial statements presented are for Auckland Airport and its wholly owned subsidiaries, associate and joint ventures (the group). There are five active subsidiaries in the group. Auckland Airport Holdings (No. 2) Limited holds the group's investment in Queenstown Airport in New Zealand. Auckland Airport Limited holds the group's investment in the Tainui Auckland Airport Hotel Limited Partnership, which operates the Novotel hotel at Auckland Airport and the Tainui Auckland Airport Hotel 2 Limited Partnership, which operates the Pullman hotel at Auckland Airport.

A third subsidiary, Auckland Airport Holdings (No. 3) Limited, wholly owns Ara Charitable Trustee Limited, which operates the Ara Charitable Trust (the Auckland Airport Jobs and Skills Hub). The other two subsidiaries are the Auckland International Airport Limited Share Purchase Plan and the Auckland Airport Limited Executive Long-Term Incentive Plan, which are consolidated because the company has control of the plans (refer note 20).

All the subsidiaries are incorporated in New Zealand.

Auckland Airport provides airport facilities, supporting infrastructure and aeronautical services in Auckland, New Zealand. The group earns revenue from aeronautical activities, on-airport retail concessions and car parking facilities, stand-alone investment properties and other charges and rents associated with operating an airport.

These financial statements were authorised for issue in accordance with a resolution of the directors on 20 August 2025.

2. Summary of material accounting policies

(a) Basis of preparation

Statutory base

These financial statements have been prepared in accordance with the requirements of Part 7 of the *Financial Markets Conduct Act 2013* and the NZX *Main Board and Debt Market Listing Rules*.

Measurement base

The financial statements have been prepared on a historical cost basis, except for investment properties, land, buildings and services, runway, taxiways and aprons, infrastructural assets and derivative financial instruments, which have been measured at fair value.

When the group applies fair value hedges to borrowings, the carrying value of the borrowings are adjusted for fair value changes attributable to the risk being hedged.

Presentation currency

These financial statements are presented in New Zealand dollars, and all values are rounded to the nearest million dollars ($M) and one decimal point unless otherwise indicated.

(b) Statement of compliance

The financial statements have been prepared in accordance with generally accepted accounting practice in New Zealand (NZ GAAP). They comply with New Zealand equivalents to International Financial Reporting Standards (NZ IFRS) Accounting Standards and other applicable financial reporting standards as appropriate for profit-oriented entities.

These financial statements also comply with International Financial Reporting Standards (IFRS) Accounting Standards.

Refer to note 3(d) for disclosure of non-GAAP financial information presented in these financial statements. These financial statements are prepared on a going concern basis.

(c) New accounting standards and interpretations

The accounting policies set out in these financial statements are consistent for all periods presented. There were no new accounting standards, interpretations or amendments with a material impact on these financial statements.

Accounting standards not yet effective

New or revised standards and interpretations that have been approved but are not yet effective have not been adopted by the group for the year ended 30 June 2025.

NZ IFRS 18 Presentation and Disclosure in Financial Statements, issued in May 2024, is effective for annual reporting periods beginning on or after 1 January 2027, and entities can early adopt this accounting standard. NZ IFRS 18 sets out requirements for the presentation and disclosure of information in general-purpose financial statements to help ensure they provide relevant information that faithfully represents an entity's assets, liabilities, equity, income and expenses. The group is yet to assess NZ IFRS 18's full impact. The group intends to apply the standard when it becomes mandatory for periods commencing on or after 1 January 2027.

There are no other new or amended standards that are issued but not yet effective, that are expected to have a material impact on the group.

2. Summary of material accounting policies CONTINUED

(d) Basis of consolidation

The consolidated financial statements incorporate the assets, liabilities and results of the subsidiaries over which the group has control. On consolidation, all inter-company balances and transactions, income and expenses, and profit and losses resulting from transactions within the group have been eliminated in full.

(e) Fair value hierarchy

The group selects valuation techniques that aim to maximise the use of relevant observable inputs and minimise the use of unobservable inputs, provided sufficient data is available. All assets and liabilities for which fair value is measured are assigned to levels within the fair value hierarchy. The different levels comprise:

- Level 1 – the fair value is calculated using quoted prices for the asset or liability in active markets;
- Level 2 – the fair value is estimated using inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly (as prices) or indirectly (derived from prices); and
- Level 3 – the fair value is estimated using inputs for the asset or liability that are not based on observable market data.

To determine the level used to estimate fair value, the group assesses the lowest level input that is significant to that fair value.

(f) Investments in associate and joint ventures

The equity method of accounting is used for the investment over which the group has significant influence but not a controlling interest, as well as the investments classified as joint ventures, where the group maintains joint control.

Under the equity method, the investment is carried at cost plus post-acquisition changes in the group's share of net assets of the associate less impairment losses. Goodwill relating to the associate is included in the carrying amount of the investment.

The group's share of the associate and joint ventures' post-acquisition profits or losses is recognised in the income statement, and its share of post-acquisition movements in the property, plant and equipment revaluation reserve and other reserves is recognised in other comprehensive income and accumulated as a separate component of equity in the share of reserves of associate and joint ventures. The post-acquisition movements are included after adjustments to align the accounting policies with those of the group.

(g) Property, plant and equipment

Properties held for airport operations purposes are classified as property, plant and equipment.

Property, plant and equipment are initially recognised at cost.

Vehicles, plant and equipment are carried at cost less accumulated depreciation and impairment losses.

Land, buildings and services, runway, taxiways and aprons and infrastructural assets 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. Land, buildings and services, runway, taxiways and aprons and infrastructural assets 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 the carrying amount does not differ materially from fair value at the balance date.

Revaluations

Revaluation increases are recognised in other comprehensive income and accumulated as a separate component of equity in the property, plant and equipment revaluation reserve, except to the extent they reverse a revaluation decrease of the same asset previously recognised in the income statement, in which case the increase is recognised in the income statement.

Revaluation decreases are recognised in the income statement, except to the extent they offset a previous revaluation increase for the same asset, in which case the decrease is recognised in other comprehensive income and accumulated as a separate component of equity in the property, plant and equipment revaluation reserve.

Accumulated depreciation as at the revaluation date is eliminated against the gross carrying amounts of the assets and the net amounts are restated to the revalued amounts of the assets.

Revaluation surpluses are transferred from the property, plant and equipment revaluation reserve to retained earnings on derecognition of the asset or if the asset is transferred to investment properties.

Depreciation

Depreciation is calculated on a straight-line basis to allocate the cost or revalued amount of an asset, less any residual value, over its estimated useful life.

The estimated useful lives of property, plant and equipment are as follows:

Land (including reclaimed land)	Indefinite
Buildings and services	5 – 50 years
Infrastructural assets	5 – 80 years
Runway, taxiways and aprons	12 – 40 years
Vehicles, plant and equipment	3 – 10 years

Leased assets

Space within the terminals and certain properties used for aeronautical purposes, where the group acts as a lessor, are leased to tenants under operating leases with rentals payable monthly. Lease payments for some contracts include CPI increases, sales-based concession fees and adjustments to rentals depending on the passenger numbers.

To manage credit risk exposure where considered necessary, the group may obtain bank guarantees for the term of the lease.

Although the group is exposed to changes in the residual value at the end of the current leases, the group typically enters into new operating leases and therefore will not immediately realise any reduction in residual value at the end of these leases. Expectations about the future residual values are reflected in the fair value of the properties.

(h) Investment properties

Investment properties are properties held by the group to earn rental income (including property being constructed or developed for future use as investment property). Land held for a currently undetermined future use is classified as investment property.

Investment properties are measured initially at cost and then, subsequent to that initial measurement, are stated at fair value. To determine fair value, the group commissions investment property valuations at least annually by independent valuers. Gains or losses arising from changes in the fair values of investment properties are recognised in the income statement.

If the fair value of investment property under construction cannot be reliably determined but it is expected that the fair value of the property can be reliably determined when construction is complete, then investment property under construction will be measured at cost until either its fair value can be reliably determined or construction is complete.

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

A property transfer from investment property to property, plant and equipment or inventory has a deemed cost for subsequent accounting at its fair value at the date of change in use.

If an item of property, plant and equipment becomes an investment property, the group accounts for such property as an investment property only subsequent to the date of change in use.

Investment properties where the group acts as a lessor are leased to tenants under operating leases with rentals payable monthly. Lease payments for some contracts include CPI increases, sales-based concession fees and other adjustments to rentals, with any credit risk being managed in the same way as described for property, plant and equipment leased assets (refer to note 2(g)).

Lease incentives are initially recognised at the value of the incentive, and amortised over the term of the lease. Other lease receivables may arise when fixed future retail or rental revenue increases are recognised on a straight-line basis over the term of the lease (refer to note 2(m)). The group assesses lease incentives and receivables for impairment at each reporting date and recognises impairment losses as prescribed by NZ IFRS 9.

(i) Impairment of non-financial assets

Property, plant and equipment and investments in associate and joint ventures are assessed for indicators of impairment at each reporting date. For further information, refer to note 13 and note 11(c).

(j) Borrowing costs

Borrowing costs that are directly attributable to the acquisition, construction or production of a qualifying asset are capitalised as part of the cost of that asset. Capitalisation is suspended if active development of the qualifying asset is suspended for an extended period. Other borrowing costs are expensed as incurred.

(k) Financial instruments

The group's financial assets comprise cash and cash equivalents, accounts receivable and dividends receivable (classified as financial assets at amortised cost), and derivatives (classified as financial assets at fair value through profit and loss or designated as a hedge).

The group's financial liabilities comprise accounts payable and accruals, borrowings, provisions, other liabilities (classified as financial liabilities at amortised cost) and derivatives (classified as financial liabilities at fair value through profit and loss or designated as a hedge).

Cash

Cash in the statement of financial position and the cash flow statement comprises cash on hand, on-call deposits held with banks, and short-term highly liquid investments.

Accounts receivable

Accounts receivable are recognised and carried at the original invoice amount less an allowance for impairment. Auckland Airport applies the "simplified approach" for including a general provision for expected credit losses as prescribed by NZ IFRS 9. This approach permits the use of lifetime expected loss provisions for all trade receivables. In addition, the collectability of individual debtors is reviewed on an ongoing basis and a specific provision for expected credit losses is made when there is evidence that Auckland Airport will not be able to collect the receivable. Debtors are written off when recovery is no longer anticipated.

Accounts payable and accruals

Accounts payable and accruals are not interest-bearing and are initially stated at their fair value and subsequently carried at amortised cost.

Borrowings

All borrowings are initially recognised at the fair value net of transaction costs. The carrying value is subsequently measured at amortised cost using the effective interest method, except borrowings subject to fair value hedges, which are adjusted for effective changes in the fair value of the hedging instrument.

2. Summary of material accounting policies CONTINUED

The increase and decrease in borrowings are reported net in the cash flow statement for bank facilities and commercial paper where the turnover is frequent and the maturities are short.

Derivative financial instruments
The group uses derivative financial instruments to hedge its risks associated with interest rates and foreign currency. Derivative financial instruments are recognised at fair value.

The group designates as fair value hedges derivative financial instruments on fixed-coupon debt, where the fair value of the debt changes as a result of changes in market interest rates. The carrying amounts of the hedged items are adjusted for gains and losses attributable to the risk being hedged. The hedging instruments are also remeasured to fair value. Gains and losses from both are taken to the income statement.

Cash flow hedges are currently applied to future interest cash flows on variable rate loans. The effective portion of the gain or loss on the hedging instruments is recognised directly in other comprehensive income and accumulated as a separate component of equity in the cash flow hedge reserve, while the ineffective portion is recognised in the income statement. Amounts taken to equity are transferred to the income statement when the hedged transaction affects the income statement.

Changes in the fair value of the cost to convert foreign currency to New Zealand dollars (NZD) of cross-currency interest rate swaps are separately accounted for as a cost of hedging and recognised within equity (cost of hedging reserve).

(l) Issued and paid-up capital
Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of new shares or options are shown in equity as a deduction, net of tax, from the proceeds.

When the group holds its own shares, those treasury shares are recognised as a reduction in shareholders' equity.

(m) Revenue recognition
Airfield income
Airfield income consisting of landing charges and aircraft parking charges is paid by the airlines and recognised as revenue when the airport facilities are used.

Passenger services charges
Passenger services charges relating to arriving, departing and transiting passengers are paid by the airlines and recognised as revenue when the airport facilities are used by the passengers.

Retail and rental income
Retail concession fees are recognised as revenue on an accrual basis based on the turnover of the concessionaires and in accordance with the related agreements. Rent abatements are recognised as an offset to revenue as negative variable lease payments when the group has an obligation to adjust fixed rent in response to significant reductions in passenger numbers or similar material adverse change.

Fixed retail and rental income increases are recognised as revenue on a straight-line basis over the term of the leases, which may result in lease receivable balances. The group assesses lease receivable balances for impairment at each reporting period (refer note 2(h)).

Car park income
Revenue from public car parks is recognised on exit. Revenue from staff car parks is recognised as revenue when the airport facilities are used.

Insurance proceeds
Insurance proceeds are recognised as income when the recovery of incurred damages is virtually certain.

Other income
Other income includes revenue from utilities provided to our tenants, such as electricity, water and gas. Revenue from utilities is recognised and billed based on customer consumption.

Interest income
Interest income is recognised as interest accrues using the effective interest method.

Dividend income
Dividends are recognised when the group's right to receive payment is established.

(n) Employee benefits
Employee benefits, including salaries and wages, superannuation and leave entitlements are expensed as the related service is provided.

The group also provides benefits to executives and employees of the group in the form of share-based payment transactions, whereby executives and employees render services, or are retained by the group for defined periods of time, in exchange for shares or rights over shares (equity-settled transactions). The cost of the transactions is spread over the period in which the employees provide services and become entitled to the awards.

Equity-settled transactions
The cost of the equity-settled transactions with employees is measured by reference to the fair value of the equity instruments at the date at which they are granted. The cost of equity-settled transactions is recognised in the income statement, together with a corresponding increase in the share-based payment reserve in equity.

Cash-settled transactions
The fair value of cash-settled transactions is determined at each reporting date, and the change in fair value is recognised in the income statement with a corresponding change in the employee entitlements liability.

(o) Income tax and other taxes

Income tax

Current tax assets and liabilities are measured at the amount expected to be recovered from, or paid to, the taxation authorities based on the current period's taxable income.

Deferred tax

Deferred income tax is provided on all temporary differences at the balance date between the tax bases of assets and liabilities, and their carrying amounts for financial reporting purposes.

Under NZ IAS 12, the measurement of deferred tax depends on whether an entity expects to recover an asset through use or by selling it, and includes a rebuttable presumption that an investment property is recovered entirely through sale. The group has rebutted that presumption since it retains ownership in all investment property and recovers the value through use, being operating leases to tenants.

Income taxes relating to items recognised in other comprehensive income or directly in equity are recognised in other comprehensive income or directly in equity and not in the income statement.

Goods and services tax (GST)

Revenue, expenses, assets and liabilities are stated exclusive of GST, except for receivables and payables, which are stated with the amount of GST included.

Cash flows are included in the cash flow statement on a net basis, and the GST component of cash flows arising from investing and financing activities, which is recoverable from, or payable to, the taxation authority, is classified as part of operating activities.

Commitments and contingencies are disclosed net of the amount of GST.

3. Significant accounting judgements, estimates and assumptions

In producing the financial statements, the group makes judgements, estimates and assumptions based on known facts at a point in time. Actual results may differ from these estimates. The judgements that have the most significant effect on the amounts recognised and the estimates and assumptions that have a significant risk of causing a material adjustment to the carrying values of assets and liabilities within the next financial year are as follows:

(a) Fair value of investment property

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. The carrying value of investment property and the valuation methodology are disclosed in note 12.

(b) Carrying value of property, plant and equipment

Judgement is required to determine whether the fair value of land, buildings and services, runway, taxiways and aprons and infrastructural assets has changed materially from the last independent 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 subsequent to a revaluation will result in changes to the fair value of property, plant and equipment.

Remaining useful lives and residual values are estimated based on management's judgement, previous experience and supported by registered valuers. Changes in those estimates affect the carrying value and the depreciation expense in the income statement.

The carrying value of property, plant and equipment and the valuation methodologies and assumptions are disclosed in note 11(a) and note 11(c) respectively.

(c) Movements in the carrying value of property, plant and equipment

When revaluations are carried out by independent valuers, the valuer determines a value for individual assets. This may involve allocations to individual assets from projects and allocations to individual assets within a class of assets. The allocations to individual assets may be different to the allocations performed at the time a project was completed or different to the allocations to the individual asset made at the previous asset revaluation. These differences at an asset level may be material and can impact the income statement.

(d) Non-GAAP financial information

In reporting financial information, the group presents the following non-GAAP performance measures, which are not defined or specified under the requirements of NZ IFRS:

- EBITDAFI (Earnings before interest expense, taxation, depreciation, fair value adjustments and investments in associate and joint ventures);
- EBITDA (Earnings before interest expense, taxation and depreciation); and
- EBIT (Earnings before interest expense and taxation).

The group believes that these non-GAAP measures, which are not considered to be a substitute for or superior to NZ IFRS measures, provide stakeholders with additional helpful information on the performance of the business. The non-GAAP measures are consistent with how the group's financial performance is planned and reported to the Board and Audit and Financial Risk Committee. However, the non-GAAP measures may not be comparable to similarly titled amounts reported by other companies.

3. Significant accounting judgements, estimates and assumptions CONTINUED

(e) Flood-related insurance matters

On 27 January 2023, Auckland experienced widespread flash flooding caused by record-breaking rainfall. Auckland Airport experienced flooding across the precinct and particularly the international terminal building. Both the domestic and international terminals were closed for short periods starting that evening, with domestic flights resuming at midday on 28 January 2023 and international flights from the morning of 29 January 2023.

Material damage

Auckland Airport suffered flood damage to assets across its precinct. The most significant areas of damage were to check-in, baggage and vertical transportation at the international terminal building. Auckland Airport has material damage, business interruption and construction works insurance policies in place.

The group engaged independent experts to estimate the likely extent of damage and to support the insurance claim process.

Asset impairment and write-off

The repair and replacement of damaged assets is almost complete, save for a critical escalator in the arrivals hall, which is planned to be completed during the 2025 calendar year. Repairs completed during the year ended 30 June 2025 have been recognised as an expense during the period. Assets that have been replaced during the period have been treated as a disposal with the cost of replacement recognised as capital expenditure.

The group has assessed that the building and service class is no longer impaired and no further adjustments were required during the year ended 30 June 2025.

In the prior year ended 30 June 2024, earlier impairments of $21.3 million were reversed, of which $21.0 million was reversed in the property, plant and equipment revaluation reserve through other comprehensive income, and $0.3 million was reversed through the income statement.

Other insurance

In addition to recovery of reconstruction costs, Auckland Airport is able to seek recovery of additional items, including the following:

- Business interruption costs and loss of revenue while the Auckland Airport precinct was closed or affected by the flood;
- Costs of professional advisors assisting the company as a result of the flood; and
- Additional ongoing operating costs as a result of the damage.

The additional expenses were recognised when incurred and any recovery of these items is recognised when recovery is virtually certain.

Insurance recovery income

The group recognises the expected insurance proceeds when they can be reliably estimated and the recovery is virtually certain. The insurers have acknowledged the flood event damage and made progress payments since the January 2023 event. However, agreement on the full costs of remediation is incomplete.

During the year ended 30 June 2025, the insurers agreed to a fourth progress payment of $4.0 million, which the group has recognised as income. In total, the group has recognised $28.0 million as income since the January 2023 event.

The flood-related amounts recognised during the year ended 30 June 2025 in the consolidated income statement and the consolidated statement of comprehensive income are shown in the table below:

	Notes	2025 $M	2024 $M
Income		4.0	19.0
Material damage		4.0	19.0
Expenses		(3.1)	(12.4)
Staff		(0.1)	(0.1)
Asset management, maintenance and airport operations		(2.9)	(12.3)
Professional services and levies		(0.1)	(0.3)
Fixed asset write-offs and impairment[1]		-	0.3
Other comprehensive income		-	21.0
Flood-related fixed asset impairments[2]		-	21.0

1 During the financial year ending 30 June 2024 the group reversed fixed asset impairments of $0.3 million that were previously recognised in flood-related expenses.

2 During the financial year ending 30 June 2024 the group reversed $21.0 million of flood-related fixed asset impairments that were previously recognised through other comprehensive income in the property, plant and equipment revaluation reserve .

(f) Climate change

Judgement is required to determine the extent to which climate change may impact the amounts recognised in these financial statements.

The group has taken climate change into account during the preparation of these financial statements, considering the climate change risk and ensuring consistency between the potential future scenarios outlined within the Climate-Related Disclosure and the assumptions and estimates applied. In particular, the group has considered:

- Useful lives for existing assets that will be replaced as the group transitions to reduce its carbon emissions, in line with the decarbonisation pathway and infrastructure planning that supports future low-emissions technologies;
- Risk of damage to existing assets and operational impacts associated with changing weather patterns and sea level rise, including the expected time frames that existing assets would be affected, informed by physical risk modelling and long-term stormwater strategies;
- Potential changes in customer demand and regulation that may affect the future economic benefits assumed in the carrying value of assets, reflecting transition risks such as evolving policy, stakeholder expectations, and the pace of aviation sector decarbonisation

The independent valuations of property, plant and equipment, and investment property have taken into account the potential impact of climate change in determining their fair value.

The Group continues to mitigate near-term risks associated with extreme weather events through targeted investment in stormwater infrastructure, enhancing the resilience of critical assets against flooding. Auckland Airport is gradually transitioning its precinct infrastructure to electric systems, including food and beverage facilities, and heating, ventilation and air conditioning (HVAC).

Further information on climate-related risks, opportunities, and the Group's transition planning is available in the Climate-Related Disclosure section of the Annual Report.

4. Segment information

(a) Identification of reportable segments

The group has identified its operating segments based on the internal reports reviewed and used by the chief executive, as the chief operating decision-maker, in assessing performance and in determining the allocation of resources.

The operating segments are identified by management based on the nature of services provided. Discrete financial information about each of these operating segments is reported to the chief executive at least monthly. The chief executive assesses performance of the operating segments based on segment EBITDAFI. Interest income and expenditure, taxation and depreciation, fair value adjustments and share of profits of associate and joint ventures are not allocated to operating segments, as the group manages the cash position and assets at a group level.

(b) Types of services provided

Aeronautical

The aeronautical business provides services that facilitate the movement of aircraft, passengers and cargo, and provides utility services that support the airport. The aeronautical business also earns rental revenue from space leased in facilities, such as terminals.

Retail and Carparking

The retail business provides services to the retailers within the terminals and provides car parking facilities for passengers, visitors and airport staff.

Property

The property business earns rental revenue from space leased on airport land outside the terminals, including cargo buildings, hangars and stand-alone investment properties.

(c) Major customers

The group has a number of customers to which it provides services. The most significant customer in the 2025 financial year accounted for 30% of external revenue (2024: 30%). The second-most significant customer accounted for 11% of external revenue (2024: 12%). The revenue from those customers is included in all three operating segments.

4. Segment information CONTINUED

(d) Geographical areas

All operations of the group's reportable segments are located in New Zealand, and all revenues are derived in New Zealand. Accordingly, no geographical segment information is presented.

	Aeronautical $M	Retail & Carparking $M	Property $M	Total $M
Year ended 30 June 2025				
Income from external customers				
Airfield income	170.9	-	-	170.9
Passenger services charge	278.2	-	-	278.2
Retail income	-	189.2	-	189.2
Rental income	29.2	1.1	172.9	203.2
Rates recoveries	0.7	3.9	10.6	15.2
Car park income	-	72.5	-	72.5
Flood-related income	4.0	-	-	4.0
Other income	11.3	12.4	11.2	34.9
Total segment income	494.3	279.1	194.7	968.1
Expenses				
Staff	47.1	5.2	8.0	60.3
Asset management, maintenance and airport operations	63.7	34.3	13.4	111.4
Rates and insurance	9.9	9.5	19.1	38.5
Marketing and promotions	2.5	4.7	2.3	9.5
Professional services and levies	1.8	0.7	1.2	3.7
Fixed asset write-offs and impairment	0.4	-	-	0.4
Flood-related expenses	3.1	-	-	3.1
Other expenses	2.2	1.7	4.0	7.9
Total segment expenses	130.7	56.1	48.0	234.8
Segment earnings before interest expense, taxation, depreciation, fair value adjustments and investments in associate and joint ventures (EBITDAFI)[1]	363.6	223.0	146.7	733.3

1 EBITDAFI is a non-GAAP measure. Refer to note 3(d) for more information.

	Aeronautical	Retail & Carparking	Property	Total
	$M	$M	$M	$M
Year ended 30 June 2024				
Income from external customers				
Airfield income	150.5	-	-	150.5
Passenger services charge	241.6	-	-	241.6
Retail income	-	184.5	-	184.5
Rental income	28.4	1.2	151.0	180.6
Rates recoveries	0.7	3.5	8.9	13.1
Car park income	-	66.4	-	66.4
Flood-related income	19.0	-	-	19.0
Other income	10.1	10.9	8.0	29.0
Total segment income	450.3	266.5	167.9	884.7
Expenses				
Staff	40.4	4.7	5.4	50.5
Asset management, maintenance and airport operations	63.9	25.9	8.1	97.9
Rates and insurance	8.5	8.6	15.7	32.8
Marketing and promotions	4.0	3.6	1.4	9.0
Professional services and levies	2.0	1.4	2.8	6.2
Fixed asset write-offs, impairment and termination costs	0.7	-	-	0.7
Flood-related expenses	12.4	-	-	12.4
Other expenses	2.9	1.5	3.5	7.9
Total segment expenses	134.8	45.7	36.9	217.4
Segment earnings before interest expense, taxation, depreciation, fair value adjustments and investments in associate and joint ventures (EBITDAFI)[1]	315.5	220.8	131.0	667.3

1 EBITDAFI is a non-GAAP measure. Refer to note 3(d) for more information.

(e) Reconciliation of segment income to income statement

	2025	2024
	$M	$M
Segment income	968.1	884.7
Interest income	31.8	6.4
Other revenue	4.8	4.4
Total income	1,004.7	895.5

4. Segment information CONTINUED

(f) Reconciliation of segment EBITDAFI to income statement

The income included in unallocated external operating income consists mainly of interest from third-party financial institutions and income from telecommunication and technology services provided to tenants. The expenses included in unallocated external operating expenses consist mainly of internal corporate and legal staff expenses and consulting fees.

	2025 $M	2024 $M
Segment EBITDAFI[1]	733.3	667.3
Unallocated external operating income	36.6	10.8
Unallocated external operating expenses	(68.8)	(64.1)
Total EBITDAFI as per income statement[1]	701.1	614.0
Investment property fair value (decrease)/increase	127.5	(15.3)
Property, plant and equipment revaluation	(2.8)	(11.0)
Derivative fair value increase/(decrease)	(2.0)	0.9
Share of profit/(loss) of associate and joint ventures	3.4	(4.5)
Depreciation	(200.7)	(168.4)
Interest expense and other finance costs	(72.3)	(72.4)
Profit before taxation	554.2	343.3

1 EBITDAFI is a non-GAAP measure. Refer to note 3(d) for more information.

5. Profit for the year

	Notes	2025 $M	Restated[1] 2024 $M
Retail and rental income includes:			
Variable lease payments		124.0	117.4
Fixed lease payments		256.6	234.5
		380.6	351.9
Staff expenses comprise:			
Salaries and wages		71.3	64.0
Employee benefits		7.4	6.2
Share-based payment plans		0.6	0.4
Defined contribution superannuation		3.0	2.3
Other staff costs		3.6	4.8
		85.9	77.7
Fixed asset write-offs and impairment comprise:			
Write-offs – property, plant and equipment	11(a)	0.3	-
Impairment – property, plant and equipment	11(a)	0.1	1.0
		0.4	1.0
Flood-related fixed asset impairments comprise:			
Impairment – flood-related property, plant and equipment	11(a)	-	(0.3)
		-	(0.3)
Other expenses include:			
Directors' fees		1.5	1.4
Bad debts written off		-	(0.3)
Loss on foreign currency movements		-	0.4
Interest expense and other finance costs comprise:			
Interest on bonds and related hedging instruments		68.7	60.3
Interest on bank facilities and related hedging instruments		10.0	20.7
Interest on AMTN notes and related hedging instruments		53.4	36.6
Interest on commercial paper and related hedging instruments		5.5	9.5
		137.6	127.1
Less capitalised borrowing costs	11(a), 12	(65.3)	(54.7)
		72.3	72.4
Interest rate for capitalised borrowing costs		5.52%	5.79%

1 The variable lease payments have been restated in the prior comparative year to reflect retail income that is dependent on passenger volumes.

The interest expense amounts disclosed in the table above include the effect of interest rate hedges. The gross interest costs of bonds, bank facilities, Australian Medium Term Notes ('AMTN') and commercial paper, excluding the impact of interest rate hedges, was $141.3 million for the year ended 30 June 2025 (2024: $126.6 million).

5. Profit for the year CONTINUED

The interest expense recognised in the income statement excludes capitalised borrowing costs of $65.3 million (30 June 2024: $54.7 million). Borrowing costs that are directly attributable to the acquisition, construction or production of a qualifying asset, are capitalised as part of the cost of that asset. Capitalisation is suspended if active development of the qualifying asset is suspended for an extended period.

The group makes contributions to a defined contribution superannuation scheme. The group has no legal or constructive obligation to make further contributions if the fund does not hold sufficient assets to pay employee benefits.

Auditor's remuneration

Category	Description	2025 $'000	2024 $'000
Audit services	Audit and review of financial statements[1]	610.0	480.0
Audit-related services	Audit of airport-related regulatory disclosures	100.0	111.0
	Trustee reporting (agreed upon procedures)	6.0	5.0
Other assurance services	Greenhouse gas inventory assurance	42.0	38.0
Other non-assurance services	Corporate taxpayers group[2]	14.0	14.0
	Climate-related disclosures assurance readiness assessment	-	69.0
Total fees paid to auditor		772.0	717.0

1 The audit services includes fees for both the annual audit of the financial statements and the review of the interim financial statements.
2 The group has paid Deloitte for administrative and other advisory services to the Corporate Taxpayers Group, of which the group, alongside a number of other organisations, is a member.

6. Taxation

(a) Income tax expense

	2025 $M	2024 $M
The major components of income tax are:		
Current income tax		
Current income tax charge	115.4	98.3
Deferred income tax		
Movement in deferred tax	18.1	239.5
Total taxation expense	133.5	337.8

(b) Reconciliation between prima facie taxation and tax expense

	2025 $M	2024 $M
Profit before taxation	554.2	343.3
Prima facie taxation at 28%	155.2	96.2
Adjustments:		
Share of associates' tax-paid earnings	(2.2)	(1.2)
Revaluation with no tax impact	(24.6)	(46.7)
Re-estimated future tax benefits for buildings	-	(1.8)
Deferred tax impact on building structure depreciation legislation change	-	292.8
Revaluation reserve transfer	-	(5.7)
Other	5.1	4.2
Total taxation expense	133.5	337.8

(c) Deferred tax assets and liabilities

	Balance 1 July 2024 $M	Movement in income $M	Movement in other comprehensive income $M	Movement in equity $M	Balance 30 June 2025 $M
Deferred tax liabilities					
Property, plant and equipment	615.3	(31.2)	-	-	584.1
Investment properties	162.9	46.4	-	-	209.3
Provisions, accruals and long-term incentive plan	6.1	(15.6)	-	-	(9.5)
Cash flow hedge	6.3	-	(10.9)	-	(4.6)
Other	19.4	18.5	-	-	37.9
Deferred tax liability	810.0	18.1	(10.9)	-	817.2

	Balance 1 July 2023 $M	Movement in income $M	Movement in other comprehensive income $M	Movement in equity $M	Balance 30 June 2024 $M
Deferred tax liabilities					
Property, plant and equipment	328.7	149.4	137.2	-	615.3
Investment properties	92.6	70.3	-	-	162.9
Provisions, accruals and long-term incentive plan	3.0	2.9	0.2	-	6.1
Cash flow hedge	11.7	-	(5.4)	-	6.3
Other	2.5	16.9	-	-	19.4
Deferred tax liabilities	438.5	239.5	132.0	-	810.0

During the year ended 30 June 2024, the New Zealand Government enacted new tax legislation that removed the ability to claim tax depreciation on non-residential building structures with estimated useful lives of 50 years or more. This amendment applied from 1 April 2024 and affected the 2024–25 income tax year onwards. As a result, a one-off, non-cash accounting adjustment was recognised in the year ended 30 June 2024, increasing the deferred tax liability and deferred tax expense by $292.8 million. This adjustment had no impact on cash flows and reflected a one-off loss relating to the reduction in the tax base.

(d) Imputation credits

	2025 $M	2024 $M
Imputation credits available for use in subsequent reporting periods at 30 June	75.4	36.9

7. Earnings per share

The earnings used in calculating basic and diluted earnings per share is net profit attributable to equity holders of $420.7 million (2024: $5.5 million).

The weighted average number of shares used to calculate basic and diluted earnings per share is as follows:

	2025 Shares	Restated 2024 Shares
For basic earnings per share	1,626,449,290	1,489,552,073
Effect of dilution of share options	307,680	177,531
For diluted earnings per share	1,626,756,970	1,489,729,604

To ensure comparability and transparency, the basic and diluted earnings per share figures for the prior period have been restated to account for the impact of the new shares issued from the capital raise, refer to note 18. The basic and diluted earnings per share for the current and restated prior period include an "implied bonus" element. This bonus element arises from the 7% discount on the capital raise, which means more shares were issued than if they had been sold at the full market price. The current year figures have been adjusted as if those bonus shares were in place for the entire financial year, rather than just from the issue date.

The 2025 reported basic earnings per share is 25.87 cents (restated 2024: 0.37 cents).

The 2025 reported diluted earnings per share is 25.86 cents (restated 2024: 0.37 cents).

8. Reconciliation of profit after taxation with cash flow from operating activities

	2025 $M	2024 $M
Profit after taxation	420.7	5.5
Non-cash items		
Depreciation	200.7	168.4
Deferred taxation expense	18.1	239.5
Fixed asset write-offs and impairment	0.4	1.0
Reversal of fixed asset impairment - flood-related	-	(0.3)
Equity-accounted (earnings)/loss from associate and joint ventures	(3.4)	4.5
Property, plant and equipment fair value revaluation	2.8	11.0
Investment property fair value (increase)/decrease	(127.5)	15.3
Derivatives fair value decrease/(increase)	2.0	(0.9)
Items not classified as operating activities		
Loss on asset disposals	0.7	1.3
Decrease/(increase) in provisions and property, plant and equipment retentions and payables	6.9	(26.7)
Decrease/(increase) in investment property retentions and payables	16.8	(0.9)
Increase in investment property lease incentives and receivables	(26.9)	(8.0)
Items recognised directly in equity	0.4	0.3
Movement in working capital		
Increase in trade and other receivables	(8.2)	(30.7)
Increase in taxation payable	10.9	66.8
(Decrease)/increase in accounts payable and provisions	(39.9)	51.4
Increase in other term liabilities	(0.2)	(1.2)
Net cash flow from operating activities	474.3	496.3

9. Cash and cash equivalents

	2025 $M	2024 $M
Short-term deposits	560.2	210.4
Cash and bank balances	7.6	9.3
Total cash and cash equivalents	567.8	219.7

Cash and bank balances earn interest at daily bank deposit rates. During the year, surplus funds were deposited on the overnight money market or term deposit at a rate of 3.10% to 5.85% (2024: at a rate of 5.35% to 6.00%).

At 30 June 2025, Auckland Airport held total cash and cash equivalents of $567.8 million (2024: $219.7 million). The short-term deposits at 30 June 2025 ranged from $50.0 million to $150.0 million and were spread across six financial institutions to minimise credit risk, with those being ANZ Bank, ASB Bank, Bank of China, Bank of New Zealand, MUFG Bank and Westpac New Zealand (2024: $20.0 million to $80.0 million across four financial institutions). These financial institutions had a credit rating of 'A' or above from Standard & Poor's. The level of deposits at each financial institution recognises a balance between returns and credit risk.

Further details of Auckland Airport's credit risk objectives and policies is available in note 16(d).

10. Trade and other receivables

	2025 $M	2024 $M
Trade receivables	26.5	18.7
Less: Expected credit losses	(1.2)	(1.2)
Net trade receivables	25.3	17.5
Prepayments	12.3	12.9
GST receivable	8.4	7.8
Revenue accruals and other receivables	44.5	44.1
Total trade and other receivables	90.5	82.3

Allowance for impairment
Trade receivables have general payment terms of the 1st or the 20th of the month following invoice. The group has assessed its expected credit losses including a general provision based on lifetime expected losses combined with specific provisions for individual debtors where there is evidence that the group will not be able to collect the receivable (refer note 2(k)).

11. Property, plant and equipment

(a) Reconciliation of carrying amounts at the beginning and end of the year

	Land $M	Buildings and services $M	Infrastructure $M	Runway, taxiways and aprons $M	Vehicles, plant and equipment $M	Total $M
Year ended 30 June 2025						
Balances at 1 July 2024						
At fair value	4,379.4	2,051.7	875.4	412.4	-	7,718.9
At cost	-	-	-	-	245.9	245.9
Work in progress at cost	-	582.4	112.4	361.2	33.6	1,089.6
Accumulated depreciation	-	-	(68.2)	(29.7)	(201.5)	(299.4)
Balances at 1 July 2024	4,379.4	2,634.1	919.6	743.9	78.0	8,755.0
Additions and transfers within property, plant and equipment	9.3	545.0	128.3	237.7	71.9	992.2
Transfers from/(to) investment property	4.7	1.3	-	-	-	6.0
Disposals	-	-	(0.7)	-	-	(0.7)
Fair value change recognised in the revaluation reserve	234.1	-	-	-	-	234.1
Fair value change recognised in the income statement	(2.8)	-	-	-	-	(2.8)
Impairment	-	-	-	-	(0.1)	(0.1)
Write-offs	-	-	(0.1)	(0.2)	-	(0.3)
Depreciation	-	(118.4)	(25.3)	(31.3)	(25.7)	(200.7)
Movement to 30 June 2025	245.3	427.9	102.2	206.2	46.1	1,027.7
Balances at 30 June 2025						
At fair value	4,624.3	2,425.0	1,009.1	478.0	-	8,536.4
At cost	-	-	-	-	312.0	312.0
Work in progress at cost	0.4	755.4	106.2	533.1	39.2	1,434.3
Accumulated depreciation	-	(118.4)	(93.5)	(61.0)	(227.1)	(500.0)
Balances at 30 June 2025	4,624.7	3,062.0	1,021.8	950.1	124.1	9,782.7

Additions for the year ended 30 June 2025 include capitalised interest of $60.9 million (2024: $45.0 million).

During the year, estimated useful lives were revised for car park facilities and surrounding infrastructure scheduled for redevelopment to accommodate the construction of new regional stands at the domestic terminal. This change in estimate resulted in an increase in depreciation expense of $7.0 million for the year ended 30 June 2025 and an expected additional depreciation of approximately $5.7 million annually over the remaining useful life of these assets.

The group includes leased properties within property, plant and equipment when the properties are held for the purpose of airport operations.

The following categories of property, plant and equipment are leased to tenants:

- Aeronautical land, including land associated with aircraft, freight and terminal use carried at $355.9 million (30 June 2024: $339.7 million);
- Land associated with retail facilities within terminal buildings carried at $1,795.9 million (30 June 2024: $1,664.5 million); and
- Terminal building premises (within buildings and services), being 15% of total floor area and carried at $369.0 million (30 June 2024: 15% of total floor area or $311.7 million).

	Land	Buildings and services	Infrastructure	Runway, taxiways and aprons	Vehicles, plant and equipment	Total
	$M	$M	$M	$M	$M	$M
Year ended 30 June 2024						
Balances at 1 July 2023						
At fair value	4,387.8	1,401.5	735.4	416.9	-	6,941.6
At cost	-	-	-	-	246.0	246.0
Work in progress at cost	-	500.8	73.5	71.1	18.2	663.6
Accumulated depreciation	-	(72.5)	(27.8)	(2.0)	(200.6)	(302.9)
Balances at 1 July 2023	4,387.8	1,829.8	781.1	486.0	63.6	7,548.3
Additions and transfers within property, plant and equipment	-	417.7	183.0	285.5	33.1	919.3
Transfers from/(to) investment property	(8.4)	-	-	-	-	(8.4)
Disposals	-	-	(1.3)	-	-	(1.3)
Revaluation recognised in property, plant and equipment revaluation reserve	-	456.2	-	-	-	456.2
Revaluation recognised in the income statement	-	(11.0)	-	-	-	(11.0)
Impairment	-	-	(1.0)	-	-	(1.0)
Impairment through revaluation reserve – flood-related	-	21.0	-	-	-	21.0
Impairment through the income statement – flood-related	-	0.2	-	-	0.1	0.3
Depreciation	-	(79.8)	(42.2)	(27.6)	(18.8)	(168.4)
Movement to 30 June 2024	(8.4)	804.3	138.5	257.9	14.4	1,206.7
Balances at 30 June 2024						
At fair value	4,379.4	2,051.7	875.4	412.4	-	7,718.9
At cost	-	-	-	-	245.9	245.9
Work in progress at cost	-	582.4	112.4	361.2	33.6	1,089.6
Accumulated depreciation	-	-	(68.2)	(29.7)	(201.5)	(299.4)
Balances at 30 June 2024	4,379.4	2,634.1	919.6	743.9	78.0	8,755.0

11. Property, plant and equipment CONTINUED

(b) Carrying amounts measured at historical cost less accumulated depreciation

	Land	Buildings and services	Infrastructure	Runway, taxiways and aprons	Vehicles, plant and equipment	Total
	$M	$M	$M	$M	$M	$M
Year ended 30 June 2025						
At historical cost	162.9	2,106.8	949.0	492.4	315.5	4,026.6
Work in progress at cost	0.4	755.4	106.2	533.1	39.2	1,434.3
Accumulated depreciation	-	(760.3)	(249.0)	(264.9)	(228.7)	(1,502.9)
Net carrying amount	163.3	2,101.9	806.2	760.6	126.0	3,958.0
Year ended 30 June 2024						
At historical cost	154.1	1,731.4	815.3	514.0	268.9	3,483.7
Work in progress at cost	-	582.4	112.4	361.2	33.6	1,089.6
Accumulated depreciation	-	(715.5)	(234.2)	(256.1)	(221.9)	(1,427.7)
Net carrying amount	154.1	1,598.3	693.5	619.1	80.6	3,145.6

(c) Revaluation of land, buildings and services, infrastructure, runway, taxiways and aprons

At the end of each reporting period, the group makes an assessment of whether the carrying amounts differ materially from fair value and whether a revaluation is required. The assessment considers movements in the capital goods price index since the previous valuation, mid-year desktop reviews by the previous valuers, and changes in valuations of investment property as an indicator of property, plant and equipment valuation movement.

Valuations are completed in accordance with the company's asset valuation handbook, which is prepared in accordance with financial reporting and valuation standards. Management reviews the key inputs, assesses valuation movements and holds discussions with the valuers as part of the process. Discussions about the valuation processes and results are held between the group's management and the Board.

Land assets were independently valued by Savills Limited (Savills), Colliers International (Colliers), CB Richard Ellis Limited (CBRE) and Aon Risk Solutions (AON) as at 30 June 2025.

Buildings and services, infrastructure and runway, taxiways and aprons were not revalued at 30 June 2025. The assessment is that there is not a material difference between the carrying value and the fair value of those asset classes at 30 June 2025.

The valuation approach for buildings and services, infrastructure and runway assets is the optimised depreciated replacement cost method. The assessment of fair value was supported by an independent review of potential changes in the replacement cost for those assets as at 30 June 2025. The independent review considered movements in relevant capital goods price index subcategories.

Building and services assets were independently valued by Beca Projects NZ Limited (Beca) at 30 June 2024.

Infrastructure and Runway, taxiways and aprons assets were independently revalued by Beca as at 30 June 2023.

Impairment and write-offs – flood damage

In the prior year ended 30 June 2024 the group reversed impairments related to the January 2023 flood event. The repair and replacement of damaged assets is almost complete, save for a critical escalator in the arrivals hall, which is planned to be completed during the 2025 calendar year. The group assessed that no further flood-related impairments were required during the year ended 30 June 2025.

Further details are provided in note 3e.

Fair value measurement

The valuers use different approaches for valuing different asset groups. Where the fair value of an asset is able to be determined by reference to market-based evidence, such as sales of comparable assets, the fair value is determined using this information. Where fair value of the asset is not able to be reliably determined using market-based evidence, discounted cash flows or optimised depreciated replacement cost is used to determine fair value. Assets acquired or constructed after the date of the latest revaluation are carried at cost, which approximates fair value.

The group's land, buildings and services, infrastructure, runway, taxiways and aprons are all categorised as Level 3 in the fair value hierarchy as described in note 2(e). During the year, there were no transfers between the levels of the fair value hierarchy.

The table below summarises the valuation approach and the principal assumptions used in establishing the fair values:

		2025		2024	
Asset valuation approach	**Inputs used to measure fair value**	**Range of significant inputs**	**Weighted average**	**Range of significant inputs**	**Weighted average**
Land					
Airfield land, including land for runway, taxiways, aprons and approaches	Rate per sqm prior to holding costs (excluding approaches)	$152 – 190	$170	$105 – 182	$138
Market value alternative use valuation plus development and holding costs to achieve land suitable for airport use and direct sales comparison	Holding costs per sqm (excluding approaches)	$69 – 93	$81	$53 – 98	$72
	Holding period (excluding approaches)	5.0 years	N/A	5.0 years	N/A
	Airfield land discount rate	11.00%	N/A	12.00%	N/A
	Rate per sqm (approaches)	$12 – 95	$23	$20 – 127	$38
Reclaimed land seawalls	Unit costs of seawall construction per m	$5,537 – 11,916	$8,950	$5,279 – 11,361	$8,533
Optimised depreciated replacement cost	Unit costs of reclamation per sqm	$218 – 218	$218	$208 – 208	$208
Aeronautical land, including land associated with aircraft, freight and terminal uses	Rate per sqm (excluding commercially leased assets)	$157 – 1,057	$354	$160 – 1,083	$306
Discounted cash flow cross-referenced to a market capitalisation of net revenues as indicated by market activity from comparable transactions and direct sales comparison	Market rent (per sqm) – average	$13 – 712	$199	$52 – 1691	$209
	Market capitalisation rate – average	4.69 – 7.03%	5.82%	5.00 – 6.50%	5.76%
	Terminal capitalisation rate	5.00 – 7.25%	6.14%	4.75 – 6.75%	6.10%
	Discount rate	6.75 – 8.50%	7.83%	5.00 – 8.50%	7.60%
	Rental growth rate (per annum)	2.57 – 2.92%	2.77%	2.68 – 3.05%	2.98%
Land associated with car park facilities	Discount rate	9.00 – 13.00%	10.94%	9.25 – 13.50%	11.23%
Discounted cash flow cross-referenced to a market capitalisation of net revenues as indicated by market activity from comparable transactions	Terminal capitalisation rate	6.50 – 8.50%	7.43%	6.75 – 8.75%	7.49%
	Revenue growth rate (per annum)	-0.42 – 8.49%	4.17%	0.83 – 12.96%	7.02%
Land associated with retail facilities within terminal buildings	Discount rate	9.50 – 10.25%	10.23%	9.50 – 10.38%	10.35%
Discounted cash flow cross-referenced to a market capitalisation of net revenues as indicated by market activity from comparable transactions	Terminal capitalisation rate	7.75 – 8.25%	7.76%	8.25 – 8.25%	8.25%
	Revenue growth rate (per annum)	-6.10 – 5.40%	5.11%	-9.08 – 2.96%	2.62%
	Market capitalisation rate	6.38 – 12.75%	6.53%	7.00 – 12.50%	7.15%
Other land					
Direct sales comparison	Rate per sqm	$100 – 223	$126	$100 – 226	$131

11. Property, plant and equipment CONTINUED

Asset valuation approach	Inputs used to measure fair value	2025 Range of significant inputs	2025 Weighted average	2024 Range of significant inputs	2024 Weighted average
Buildings and services					
Terminal buildings					
Optimised depreciated replacement cost	Unit costs of construction per sqm	$2,942 – 26,334	$13,893	$2,942 – 26,334	$13,893
Other buildings					
Optimised depreciated replacement cost	Unit costs of construction per sqm	$1,904 – 16,220	$4,279	$1,904 – 16,220	$4,279
Infrastructure					
Water and drainage					
Optimised depreciated replacement cost	Unit costs of pipe construction per m	$180 – 13,600	$580	$180 – 13,600	$580
Electricity					
Optimised depreciated replacement cost	Unit costs of electrical cabling construction per m	$174 – 556	$411	$174 – 556	$411
Roads					
Optimised depreciated replacement cost	Unit costs of road and footpaths construction per sqm	$52 – 273	$105	$52 – 273	$105
Other infrastructure assets					
Optimised depreciated replacement cost	Unit costs of navigation aids and lights	$4,345 – 11,296	$7,645	$4,345 – 11,296	$7,645
	Unit costs of fuel pipe construction per m	$4,049 – 43,387	$4,735	$4,049 – 43,387	$4,735
Runway, taxiways and aprons					
Optimised depreciated replacement cost	Unit costs of concrete pavement construction per sqm	$436 – 1,288	$643	$436 – 1,288	$643
	Unit costs of asphalt pavement construction per sqm	$181 – 1,244	$343	$181 – 1,244	$343

The valuation inputs for land are from the 2025 valuation, while the prior year's comparatives are from the 2023 valuation of these assets. The valuation inputs for buildings and services are unchanged from the 2024 valuation. The valuation inputs for infrastructure and runways, taxiways and aprons are unchanged from the 2023 valuation. These asset classes were not revalued in 2025 because the carrying value was not assessed to be materially different from fair value.

The table below includes descriptions of different valuation approaches:

VALUATION APPROACH	DESCRIPTION
Income capitalisation approach	A valuation methodology that determines fair value by capitalising a property's sustainable net income at an appropriate market-derived capitalisation rate, with subsequent capital adjustments for near-term events, typically including letting-up allowances for vacancies and pending expiries, expected short-term capital expenditure, and the present value of any difference between contract and market rentals.
Discounted cash flow analysis	A valuation methodology that requires the application of financial modelling techniques. Discounted cash flow analysis requires explicit assumptions to be made regarding the prospective income and expenses of a property, with such assumptions pertaining to the quantity, quality, variability, timing and duration of inflows and outflows over an assumed holding period. The assessed cash flows are discounted to present value at an appropriate market-derived discount rate to determine fair value.
Direct sales comparison approach	A valuation methodology whereby the subject property is compared to recently sold properties of a similar nature with fair value determined through the application of positive and negative adjustments for their differing attributes.
Residual value approach	A valuation technique used primarily for property that is undergoing, or is expected to undergo, redevelopment. Fair value is determined through the estimation of a gross realisation on completion of the redevelopment, with deductions made for all costs associated with converting the property to its end use, including finance costs and a typical profit margin for risks assumed by the developer.
Market value alternative use (MVAU)	A valuation methodology used to determine the replacement cost of specialised airport land where there is no market-based evidence for sales of such land. The fair value is based on the estimated amount for which raw land of comparable size and location should exchange on the date of valuation between a willing buyer and a willing seller in an arm's-length transaction after proper marketing. It assumes an alternative land use plan as an urban town centre, explicitly ignoring the existing use as an airport. A new alternative land use plan was developed during the year ended 30 June 2025 and reflects updated climate related considerations. Estimated development and holding costs to achieve land suitable for airport use are then added to the estimated cost of raw land.
Optimised depreciated replacement cost (ODRC)	A valuation methodology whereby fair value is determined by calculating the cost of constructing a modern equivalent asset at current market-based input cost rates, adjusted for the remaining useful lives of the assets (depreciation) and any sub-optimal use of the assets in their current application (optimisation). These inputs are deemed unobservable.

11. Property, plant and equipment CONTINUED

The table below summarises each registered valuer's valuation of property, plant and equipment:

Asset classification	30 June 2025 Valuer	30 June 2025 $M	30 June 2024 Valuer	30 June 2024 $M
Airfield land, including land for runway, taxiways, aprons and approaches[1]	Savills	1,185.0	Savills	1,014.0
Reclaimed land seawalls[1]	AON / Savills	350.7	AON / Savills	348.1
Aeronautical land, including land associated with aircraft, freight and terminal uses[1]	Colliers / Savills	577.7	JLL / Savills	566.2
Land associated with car park facilities[1]	CBRE / Savills	423.4	CBRE / Savills	507.0
Land associated with retail facilities within terminal buildings[1]	CBRE / Savills	1,795.9	CBRE / Savills	1,664.5
Other land[1]	CBRE / Savills	292.0	CBRE / Savills	279.6
Terminal buildings[2]	Beca	2,416.3	Beca	2,033.2
Other buildings[2]	Beca	645.7	Beca	600.9
Water and drainage[3]	Beca	267.4	Beca	227.9
Electricity[3]	Beca	172.7	Beca	140.2
Roads[3]	Beca	295.2	Beca	308.2
Other infrastructure assets[3]	Beca	286.5	Beca	243.3
Runway, taxiways and aprons[4]	Beca	950.1	Beca	743.9
Assets carried at fair value		9,658.6		8,677.0
Vehicles, plant and equipment (carried at cost less accumulated depreciation)	N/A	124.1	N/A	78.0
Balance at 30 June		9,782.7		8,755.0

1 Land assets were revalued at 30 June 2025. This class was last revalued at 30 June 2023.
2 At 30 June 2025, the assessment is there is no material change in the fair value of buildings and services assets compared with carrying values. This class was last revalued at 30 June 2024.
3 At 30 June 2025, the assessment is there is no material change in the fair value of infrastructure assets compared with carrying values. This class was last revalued at 30 June 2023.
4 At 30 June 2025, the assessment is there is no material change in the fair value of runways, taxiways and apron assets compared with carrying values. This class was last revalued at 30 June 2023.

The following table shows the impact on the fair value due to a change in a significant unobservable input:

		Fair value measurement sensitivity to significant:	
		Increase in input	Decrease in input
Unobservable inputs within the income capitalisation approach			
Market rent	The valuer's assessment of the net market income attributable to the property	Increase	Decrease
Market capitalisation rate	The rate of return, determined through analysis of comparable market-related sales transactions, that is applied to the market rent to assess a property's value	Decrease	Increase
Unobservable inputs within the discounted cash flow analysis			
Discount rate	The rate, determined through analysis of comparable market-related sales transactions, that is applied to a property's future net cash flows to convert those cash flows into a present value	Decrease	Increase
Terminal capitalisation rate	The rate that is applied to a property's sustainable net income at the end of an assumed holding period to derive an estimated future market value	Decrease	Increase
Rental growth rate	The annual growth rate applied to the market rent over an assumed holding period	Increase	Decrease
Unobservable inputs within the residual value approach			
Gross development value	The estimated market value once the redevelopment is completed	Increase	Decrease
Cost of development	An estimate of the costs associated with converting the property to its end use, including finance costs and a typical profit margin for risks assumed by the developer	Decrease	Increase
Discount rate	The rate, determined through analysis of comparable market-related sales transactions, that is applied to a property's future net cash flows to convert those cash flows into a present value	Decrease	Increase
Market capitalisation rate	The rate of return, determined through analysis of comparable market-related sales transactions, that is applied to the market rent to assess a property's value	Decrease	Increase
Unobservable inputs within the direct sales comparison approach			
Rate per sqm	The rate per square metre of recently sold properties of a similar nature	Increase	Decrease
Unobservable inputs within market value alternative use (MVAU) plus holding costs			
Rate per sqm prior to holding costs	The assumed rate per square metre, based on recently sold properties, for which the group would acquire land, assuming it had not been designated for its existing use	Increase	Decrease
Holding costs per sqm	The costs of holding land while being developed to achieve land suitable for airport use	Increase	Decrease
Holding period	The expected holding period to achieve land suitable for airport use	Increase	Decrease
Unobservable inputs within optimised depreciated replacement cost (ODRC)			
Unit costs of construction	The costs of constructing various asset types based on a variety of sources, including recent local competitively tendered construction works, published cost information, the valuer's database of costing information and experience of typical industry rates and indexed historical cost information	Increase	Decrease

12. Investment properties

The table below summarises the movements in fair value of investment properties:

	Retail and service $M	Industrial $M	Vacant land $M	Other $M	Total $M
Year ended 30 June 2025					
Balance at the beginning of the year	573.3	2,059.8	324.9	165.9	3,123.9
Additions	48.5	45.7	-	-	94.2
Transfers from/(to) property, plant and equipment (note 11)	(2.3)	2.0	(0.2)	(5.5)	(6.0)
Investment property fair value change	21.0	75.2	24.7	6.6	127.5
Lease incentives capitalised	19.8	1.8	-	-	21.6
Lease incentives amortised	(3.2)	(2.6)	-	0.1	(5.7)
Spreading of fixed rental increases	1.0	9.8	-	0.2	11.0
Net carrying amount	658.1	2,191.7	349.4	167.3	3,366.5
Year ended 30 June 2024					
Balance at the beginning of the year	406.4	1,866.1	435.8	173.8	2,882.1
Additions	131.6	100.8	5.2	3.1	240.7
Transfers from/(to) property, plant and equipment (note 11)	(0.7)	14.0	(4.9)	-	8.4
Transfers within investment property	26.0	93.1	(119.1)	-	-
Investment property fair value change	8.2	(20.3)	7.9	(11.1)	(15.3)
Lease incentives capitalised	1.8	4.0	-	-	5.8
Lease incentives amortised	-	(3.8)	-	(0.2)	(4.0)
Spreading of fixed rental increases	-	5.9	-	0.3	6.2
Net carrying amount	573.3	2,059.8	324.9	165.9	3,123.9

Additions for the year ended 30 June 2025 include capitalised interest of $4.4 million (2024: $9.7 million).

The group's investment properties are all categorised as Level 3 in the fair value hierarchy, as described in note 2(e). During the year, there were no transfers of investment property between levels of the fair value hierarchy.

The basis of valuation is market value, based on each property's highest and best use. The valuation methodologies used were a direct sales comparison or a direct capitalisation of rental income, using market comparisons of capitalisation rates, supported by a discounted cash flow approach. Investment property being constructed will be measured at cost until it is sufficiently advanced to be valued. Further details of the valuation methodologies and sensitivities are included in note 11(c). The valuation methodologies are consistent with prior years.

All valuations have been reviewed by management, which have determined the valuations to be appropriate as at 30 June 2025.

The principal assumptions used in establishing the valuations were as follows:

Asset classification and valuation approach	Inputs used to measure fair value	2025 Range of significant inputs	2025 Weighted average	2024 Range of significant inputs	2024 Weighted average
Retail and service					
Discounted cash flow cross-referenced to a market capitalisation of net revenues as indicated by market activity from comparable transactions	Market rent (per sqm)	$60 - $2,031	$740	$33 - $1,361	$681
	Market capitalisation rate	4.59% - 8.16%	6.54%	4.51% - 7.97%	6.70%
	Terminal capitalisation rate	4.75% - 7.25%	6.95%	4.75% - 8.00%	6.96%
	Discount rate	6.88% - 9.00%	8.39%	6.75% - 8.75%	8.45%
	Rental growth rate (per annum)	2.68% - 2.92%	2.77%	2.02% - 3.19%	2.97%
Industrial					
Discounted cash flow cross-referenced to a market capitalisation of net revenues as indicated by market activity from comparable transactions	Market rent (per sqm)	$87 - $357	$219	$153 - $356	$201
	Market capitalisation rate	5.15% - 6.84%	5.72%	5.15% - 7.17%	5.76%
	Terminal capitalisation rate	5.38% - 7.12%	6.03%	5.25% - 7.25%	6.05%
	Discount rate	7.63% - 9.00%	7.94%	7.50% - 9.00%	7.98%
	Rental growth rate (per annum)	2.68% - 2.92%	2.87%	2.68% – 2.98%	2.90%
Vacant land					
Direct sales comparison and residual value	Rate per sqm	$6 - $1,200	$188	$186 - $1,150	$186
Other					
Discounted cash flow cross-referenced to a market capitalisation of net revenues as indicated by market activity from comparable transactions	Market rent (per sqm)	$376 - $413	$324	$60 - $424	$286
	Market capitalisation rate	4.90% - 7.18%	6.05%	5.03% - 7.46%	6.21%
	Terminal capitalisation rate	6.00% - 7.25%	6.33%	5.25% - 8.12%	6.64%
	Discount rate	7.25% - 9.00%	7.64%	6.75% - 9.00%	7.95%
	Rental growth rate (per annum)	2.57% - 2.82%	2.71%	2.50% - 2.98%	2.78%

12. Investment properties CONTINUED

The fair value of investment properties valued by each independent registered valuer is outlined below:

	2025 $M	2024 $M
Colliers International	987.2	841.1
Savills Limited	1,192.1	1,122.9
Jones Lang LaSalle Limited	1,186.7	857.0
Investment property carried at cost	0.5	302.9
Total fair value of investment properties	3,366.5	3,123.9

The investment properties assigned to valuers are rotated across the portfolio every three years, with the most recent rotation occurring in June 2025. All valuers are registered valuers and industry specialists in valuing the above types of investment properties.

The table below summarises income and expenses related to investment properties:

	2025 $M	2024 $M
Rental income for investment properties	141.3	116.6
Recoverable cost income	18.7	11.8
Direct operating expenses for investment properties that derived rental income	(25.7)	(14.7)
Direct operating expenses for investment properties that did not derive rental income	(1.9)	(3.9)

The following categories of investment property are leased to tenants:

- Retail and service carried at $658.1 million (30 June 2024: $573.3 million);
- Industrial carried at $2,191.7 million (30 June 2024: $2,059.8 million); and
- Other investment property carried at $167.3 million (30 June 2024: $165.9 million).

The above values include the land associated with these properties.

13. Associate and joint ventures

(a) Tainui Auckland Airport Hotel Limited Partnership & Tainui Auckland Airport Hotel 2 Limited Partnership (joint ventures)

Auckland Airport and Tainui Group Holdings Limited have formed the following joint ventures:

- Tainui Auckland Airport Hotel Limited Partnership, which owns and operates a 4-star plus, 263-room Novotel hotel, which has operated since May 2011.
- Tainui Auckland Airport Hotel 2 Limited Partnership, which owns and operates a 5-star plus, 311-room Pullman hotel. The new Pullman Hotel was opened on 13 December 2023.

The group and Tainui Group Holdings each hold a 50% stake in the partnerships. The hotels are both adjacent to the international terminal at Auckland Airport and are operated on the partnerships' behalf by Accor Hospitality.

The partnerships have a balance date of 31 March.

The financial information for equity accounting purposes has been extracted from audited accounts for the period to 31 March 2025 and management accounts for the balance of the year to 30 June 2025.

Two of Auckland Airport's senior management staff are directors on the boards of both the Tainui Auckland Airport Hotel Limited Partnership and the Tainui Auckland Airport Hotel 2 Limited Partnership. No directors' fees are paid in relation to these appointments but the skills and experience of these directors are being utilised to protect and grow Auckland Airport's investment.

The hotels are categorised as Level 3 in the fair value hierarchy (as described in note 2(e)) and the valuation methodology used was a direct capitalisation of expected cash flows supported by a discounted cash flow approach.

At 31 March 2025, independent valuations were performed by CBRE for the Novotel hotel and Pullman hotel.

- The fair value of the Novotel hotel was determined to be $130.0 million, resulting in no valuation change for the joint venture (31 March 2024: $9.5 million loss for the joint venture, of which the group's share was $4.75 million).
- The fair value of the Pullman hotel was determined to be $166.0 million, resulting in a $7.0 million valuation loss for the joint venture. The group's share of the loss was $3.5 million (31 March 2024: $9.0 million loss for the joint venture, of which the group's share was $4.5 million).

Other transactions with the partnerships are as follows:

	Tainui Auckland Airport Hotel Limited Partnership		Tainui Auckland Airport Hotel 2 Limited Partnership	
	2025	**2024**	**2025**	**2024**
	$M	**$M**	**$M**	**$M**
Rental income received	0.9	1.0	2.0	0.4
Future minimum rentals receivable under non-cancellable operating lease	11.3	12.4	33.3	34.6

(b) Queenstown Airport Corporation Limited (associate)

The group has a 24.99% stake in Queenstown Airport Corporation Limited (Queenstown Airport). One of Auckland Airport's senior management staff is on the Board of Queenstown Airport.

The group considers there are no impairment indicators of its investment in its share of Queenstown Airport.

Summary financial information

The information below reflects the full amounts in the financial statements of the associate and joint ventures (not the group's share of those amounts) before adjustments for depreciation expense and investment property revaluation gains to align the accounting policies with those of the group.

	Tainui Auckland Airport Hotel Limited Partnership		Tainui Auckland Airport Hotel 2 Limited Partnership		Queenstown Airport Corporation Limited	
	2025	**2024**	**2025**	**2024**	**2025**	**2024**
	$M	**$M**	**$M**	**$M**	**$M**	**$M**
Revenue	29.5	30.6	27.0	10.5	79.9	64.7
EBITDA	7.1	9.5	2.5	(0.4)	57.3	46.1
Profit after taxation	2.3	4.5	(10.4)	(9.2)	29.4	16.4
Other comprehensive income/(loss)	-	-	-	-	56.3	(0.1)
Total comprehensive income for the year	2.3	4.5	(10.4)	(9.2)	85.7	16.3
Distributions						
Repayment of partner contribution/ dividends received	-	8.6	-	-	21.2	14.8
Auckland Airport share of repayment of partner contribution/dividends received	-	4.3	-	-	5.3	3.7

13. Associate and joint ventures CONTINUED

	Tainui Auckland Airport Hotel Limited Partnership		Tainui Auckland Airport Hotel 2 Limited Partnership		Queenstown Airport Corporation Limited	
	2025	2024	2025	2024	2025	2024
	$M	$M	$M	$M	$M	$M
Current assets	8.0	7.5	0.5	1.9	5.9	6.3
Non-current assets	56.9	57.7	181.5	213.5	617.3	520.0
Total assets	64.9	65.2	182.0	215.4	623.2	526.3
Current liabilities	4.7	4.7	6.7	6.8	24.1	16.2
Current financial liabilities	-	-	-	-	53.1	-
Non-current liabilities	10.3	10.2	15.1	-	34.8	31.1
Non-current financial liabilities	49.3	49.3	108.0	103.3	0.2	32.5
Shareholders' equity	0.6	1.0	52.2	105.3	511.0	446.5
Total equity and liabilities	64.9	65.2	182.0	215.4	623.2	526.3
Auckland Airport ownership	50.00%	50.00%	50.00%	50.00%	24.99%	24.99%
Auckland Airport share of shareholders' equity	0.3	0.5	26.1	52.7	127.7	111.6
Investment property depreciation and revaluation adjustment	34.4	32.4	(0.2)	(21.8)	-	-
Goodwill	6.1	6.1	-	-	-	-
Gain on purchase	-	-	-	-	(0.9)	(0.9)
Carrying value of investment	40.8	39.0	25.9	30.9	126.8	110.7

Movement in the group's carrying amount of investment in associate and joint ventures

	Note	2025 $M	2024 $M
Investment in associate and joint ventures at the beginning of the year		180.6	193.1
Further investment in joint ventures		0.8	-
Share of profit/(loss) of associate and joint ventures		6.9	4.8
Revaluation of investment property		(3.5)	(9.3)
Share of reserves of associate and joint ventures	19(f)	14.0	-
Share of dividends received or repayment of partner contribution		(5.3)	(8.0)
Investment in associate and joint ventures at the end of the year		193.5	180.6

14. Accounts payable and accruals

	2025 $M	2024 $M
Employee entitlements	13.1	11.9
Property, plant and equipment retentions and payables	84.0	90.9
Investment property retentions and payables	7.4	24.2
Trade payables	0.5	19.2
Interest payables	18.5	22.0
Other payables and accruals	38.8	36.8
Total accounts payable and accruals	162.3	205.0

The amount owing to the related parties at 30 June 2025 is nil (2024: $2.5 million), refer note 23.

15. Provisions

Firefighting foam contaminated water and soil clean-up

Per and PolyFluoroalkyl Substances (PFAS) containing firefighting foam has been widely used in the airport sector, globally and throughout New Zealand. At Auckland Airport there is evidence of varying levels of PFAS contamination derived from historical firefighting foams. Auckland Airport recognises the potential long-term environmental and health impacts associated with these substances, and is committed to taking a risk-based and proactive approach to monitoring, risk assessment and PFAS management.

The group has identified PFAS contaminated discharges which it has a current obligation to address in accordance with the Resource Management Act. During the year ended 30 June 2025, the group has detected an additional volume of previously unidentified low level PFAS increasing its provision for anticipated remediation costs to $15.9 million (2024: $13.4 million).

The group discloses a contingent liability for PFAS contamination within tenant leased areas. While tenants are responsible for the management of PFAS associated with their past activities, the group may be exposed to additional costs of managing PFAS if it is not appropriately contained. Refer to note 22 for further details.

The group also discloses a contingent liability for areas within its control where contamination exists but is appropriately contained. Refer to note 22 for further details.

Noise mitigation

Annual projections of aircraft noise levels determine requirements for Auckland Airport to fund noise mitigation packages for dwellings and schools affected by aircraft noise.

The company makes an annual offer to affected landowners and, on acceptance of an offer, the group records a provision for the estimated cost of installing that year's mitigation packages. The annual cost varies depending on the extent of properties affected and the number of offers accepted.

	Foam disposal $M	Noise mitigation $M	Total $M
Year ended 30 June 2025			
Opening balance	13.4	0.4	13.8
Provisions made during the year	3.0	0.6	3.6
Expenditure for the year	(0.5)	(0.4)	(0.9)
Total provisions at year end	15.9	0.6	16.5
Year ended 30 June 2024			
Opening balance	7.1	0.4	7.5
Provisions made during the year	7.2	0.4	7.6
Expenditure for the year	(0.9)	(0.4)	(1.3)
Total provisions at year end	13.4	0.4	13.8

16. Financial assets and liabilities

	Notes	2025 $M	2024 $M
Current financial assets			
Financial assets at amortised cost			
Cash and cash equivalents	9	567.8	219.7
Trade and other receivables		69.8	61.6
		637.6	281.3
Derivative financial instruments			
Interest rate swaps - cash flow hedges		-	1.0
Forward exchange contracts		0.1	0.2
		0.1	1.2
Total current financial assets		**637.7**	**282.5**
Non-current financial assets			
Derivative financial instruments			
Cross-currency interest rate swaps		33.1	11.0
Interest rate swaps – fair value hedges		8.6	36.0
Interest rate swaps – cash flow hedges		19.7	6.5
Forward exchange contracts		0.1	-
Total non-current financial assets		**61.5**	**53.5**
Total financial assets		**699.2**	**336.0**
Current financial liabilities			
Financial liabilities at amortised cost			
Accounts payable and accruals	14	162.3	205.0
Short-term borrowings	16(a)	380.5	281.4
		542.8	486.4
Derivative financial instruments			
Interest rate swaps – cash flow hedges		0.5	-
Forward exchange contracts		-	0.3
		0.5	0.3
Total current financial liabilities		**543.3**	**486.7**
Non-current liabilities			
Financial liabilities at amortised cost			
Term borrowings	16(a)	2,106.8	2,403.3
Other term liabilities		2.1	2.3
		2,108.9	2,405.6
Derivative financial instruments			
Interest rate swaps – cash flow hedges		23.2	6.5
Interest rate swaps – fair value hedges		1.2	8.2
Forward exchange contracts		0.2	0.1
Cross-currency interest rate swaps		3.0	9.8
		27.6	24.6
Total non-current financial liabilities		**2,136.5**	**2,430.2**
Total financial liabilities		**2,679.8**	**2,916.9**

The cross-currency interest rate swaps consist of both a fair value hedge component and a cash flow hedge component.

Amounts subject to potential offset

The group's derivative financial instruments are subject to enforceable master netting arrangements. Each agreement allows the parties to elect net settlement of the relevant financial assets and liabilities in the event of default of the other party. The group's financial statements do not offset assets and liabilities with the same counterparties. Instead, it reports each derivative as either an asset or liability. However, if offsets were enforced by either party, the potential net amounts (assets less liabilities) would be derivative financial assets of $33.5 million (2024: derivative financial assets of $29.8 million).

(a) Borrowings

At the balance date, the following borrowings were in place for the group:

	Maturity	Coupon[1]	2025 $M	2024 $M
Current				
Commercial paper	< 3 months	Floating	130.5	118.4
Bank facility	16-08-2024	Floating	-	13.0
Bonds	10-10-2024	3.51%	-	150.0
Bonds	13-10-2025	Floating	150.0	-
Bonds	17-04-2026	Floating	100.0	-
Total short-term borrowings			380.5	281.4
Non-current				
Bank facility	3-11-2025	Floating	-	12.0
Bank facility	31-08-2026	Floating	-	70.0
Bank facility	31-08-2028	Floating	15.0	70.0
Bank facility	14-09-2028	Floating	85.0	40.0
Bonds	13-10-2025	Floating	-	150.0
Bonds	17-04-2026	Floating	-	100.0
Bonds	9-05-2028	5.67%	233.7	226.6
Bonds	17-11-2026	3.29%	148.9	142.4
Bonds	17-11-2028	5.29%	150.0	150.0
Bonds	2-11-2029	6.22%	260.3	255.4
Bonds	15-11-2030	5.45%	250.0	250.0
AMTN notes[2]	23-09-2027	4.50%	280.6	275.0
AMTN notes[2]	4-12-2031	5.45%	279.9	271.1
AMTN notes[2]	16-11-2033	6.48%	403.4	390.8
Total term borrowings			2,106.8	2,403.3
Total				
Commercial paper			130.5	118.4
Bank facilities			100.0	205.0
Bonds			1,292.9	1,424.4
AMTN notes			963.9	936.9
Total borrowings			2,487.3	2,684.7

1 The coupon interest rate is the interest rate received by the group's lenders and does not reflect the group's total cost of borrowing. The group's total cost of borrowing may be higher or lower than the coupon, reflecting the impacts of hedging and amortised transaction costs.
2 The AMTN notes are denominated in Australian dollars.

16. Financial assets and liabilities CONTINUED

Movement in borrowings

	2025 $M	2024 $M
Total borrowings at the beginning of the year	2,684.7	1,817.1
Decrease in borrowings during the year	(655.0)	(845.3)
Increase in borrowings during the year	412.1	1,686.3
Amortisation of premium received for issue at non-market rates	(0.5)	(0.5)
Revaluation of foreign denominated debt for changes in FX rate	(13.9)	9.9
Revaluation of debt in fair value hedge relationship	59.9	17.2
Total borrowings at the end of the year	2,487.3	2,684.7

Bank facilities

Borrowings under the drawn bank facilities and standby bank facilities are supported by a negative pledge deed.

In the year ended 30 June 2025, the group reduced its bank facilities, which has been enabled by the additional liquidity from the capital raise, with the following bank finance activity:

- The $100 million facility with Mizuho Bank Ltd matured in August 2024.

The following facilities were cancelled prior to maturity:

- The $70 million facility with Mizuho Bank Ltd that was set to mature in August 2026.
- The $40 million facility with ANZ Bank New Zealand Limited that was set to mature in August 2026.
- The $150 million facility with Bank of New Zealand that was set to mature in May 2025.
- The $40 million facility with Westpac New Zealand Limited that was set to mature in August 2026.
- The $50 million facility with MUFG Bank, Ltd (Auckland Branch) that was set to mature in November 2025.
- A $25 million portion of the $110 million facility with MUFG Bank, Ltd (Auckland Branch), retaining $85 million that will mature in August 2027.
- The $125 million facility with China Construction Bank that was set to mature in November 2025.
- The $125 million facility with Commonwealth Bank of Australia that was set to mature in November 2025.
- A $25 million portion of the $125 million facility with Commonwealth Bank of Australia, retaining $100 million that will mature in November 2025.

As at 30 June 2025, the company had undrawn bank facilities of $355.0 million (30 June 2024: $1,000.0 million).

The net effect of the above bank facility activity was a decrease in total available facilities of $750 million.

Bonds and notes

Borrowings under the bond programme are supported by a master trust deed. They are unsecured and unsubordinated.

In the year ended 30 June 2025, the group repaid the $150.0 million six-year 3.51% fixed-rate bond at maturity in October 2024.

(b) Hedging activity and derivatives

Cash flow hedges

At 30 June 2025, the group held interest rate swaps where it pays a fixed rate of interest and receives a variable rate on the notional amount (in NZD). The notional amount of the interest rate swaps in a cash flow hedge at 30 June 2025 is NZD1,950.0 million (2024: NZ$1,304.0 million). These interest rate swaps are designated as cash flow hedges of the future variable interest rate cash flows on existing and future bank facilities, commercial paper and floating rate bonds. The interest payment frequency on these borrowings is quarterly.

For cash flow hedges, the effective part of the changes in fair value of the hedging derivative are deferred in other comprehensive income, and are transferred to the income statement when the hedged item affects the income statement. Any gain or loss relating to the ineffective portion of the hedging instrument in cash flow hedge relationships are recognised in the income statement.

During the year, the group assessed the remaining cash flow hedges to be highly effective and therefore it continues to qualify for hedge accounting.

Cross-currency swaps

The cross-currency interest rate swaps transform a series of known fixed interest rate cash flows in a foreign currency to floating rate NZD cash flows, mitigating exposure to fair value changes in the AMTN notes.

For hedge accounting purposes, these swaps are aggregated and designated as two cash flow hedges and a fair value hedge. The fair value component transforms Australian fixed interest rates to Australian floating interest rates, respectively.

The change in the fair value of the hedged risk is attributed to the carrying value of the AMTN debt. This debt revaluation is recognised in the income statement to offset the mark-to-market revaluation of the hedging derivative.

The cross-currency basis element of the cross-currency interest rate swaps are excluded from the hedge designation and are separately recognised in other comprehensive income in a cost of hedging reserve. Additional detail on the treatment of the basis component can be found in note 19(e) – Cost of hedging reserve.

The cash flow components are hedge accounted as described above under Cash flow hedges.

At inception, each hedge relationship is formalised in hedge documentation. Hedge accounting is discontinued when the hedge instrument expires or is sold, terminated, exercised or no longer qualifies for hedge accounting. Auckland Airport determines the existence of an economic relationship between the hedging instrument and the hedged item based on the currency, amount and timing of respective cash flows, reference interest rates, tenors, repricing dates, maturities and notional amounts. Auckland Airport assesses whether the derivative designated in each hedging relationship is expected to be, and has been, effective in offsetting the changes in cash flows of the hedged item using the hypothetical derivative method.

Derivatives in hedge relationships are designated based on a hedge ratio of 1:1. In these hedge relationships the main source of ineffectiveness is the effect of the counterparty and Auckland Airport's own credit risk on the fair value of the derivatives, which is not reflected in the change in the fair value of the hedged item attributable to changes in interest rates.

Gains or losses on the fixed interest bonds, derivatives and AMTN notes in a hedging relationship with fair value hedges recognised in the income statement in interest expense during the period were:

	2025 $M	2024 $M
Gains/(losses) on the AMTN notes	(27.5)	(17.0)
Gains/(losses) on the bonds	(18.5)	(10.2)
Gains/(losses) on the derivatives	45.8	25.6

Gains or losses on the ineffective hedging component of the swaps recognised in the income statement relating to counterparty risk during the period were:

	2025 $M	2024 $M
Credit valuation adjustments on hedges qualifying for hedge accounting	(2.0)	1.2
Change in fair value of forward exchange contracts not hedge accounted	-	(0.3)
Derivative fair value change	(2.0)	0.9

16. Financial assets and liabilities CONTINUED

The details of the hedging instruments as at 30 June 2025 and 30 June 2024 are as follows:

As at 30 June 2025	Currency	Average rate	Maturity (years)	Notional amount of hedging instrument M	Statement of financial position line item	Carrying amount of the hedging instrument Assets $M	Carrying amount of the hedging instrument Liabilities $M	Change in value used for calculating hedge effectiveness $M
Cash flow hedges								
Interest rate swaps	NZD	3.43%	0 - 7	NZD1,950.0	Derivative financial instruments	8.6	23.7	(13.6)
Forward exchange contracts	EUR / NZD	0.5117	0 - 2	EUR35.3	Derivative financial instruments	0.1	-	(1.0)
	GBP / NZD	0.4704	0 - 2	GBP0.4	Derivative financial instruments	0.1	-	-
	USD / NZD	0.5773	1 - 3	USD1.7	Derivative financial instruments	-	0.2	-
Fair value hedges								
Interest rate swaps	NZD	Floating	1 - 4	NZD525.0	Derivative financial instruments	19.7	1.2	17.9
Fair value and cash flow hedges								
Cross-currency swaps	NZD / AUD	Floating	2 - 8	AUD860.0	Derivative financial instruments	33.1	3.0	28.2
Net hedging instruments						61.6	28.1	31.5

As at 30 June 2024	Currency	Average rate	Maturity (years)	Notional amount of hedging instrument M	Statement of financial position line item	Carrying amount of the hedging instrument Assets $M	Carrying amount of the hedging instrument Liabilities $M	Change in value used for calculating hedge effectiveness $M
Cash flow hedges								
Interest rate swaps	NZD	3.74%	0 - 5	NZD1,340.0	Derivative financial instruments	37.0	6.5	28.9
Forward exchange contracts	EUR / NZD	0.5528	0 - 1	EUR6.9	Derivative financial instruments	-	0.3	(0.2)
	GBP / NZD	0.4700	1 - 3	GBP0.4	Derivative financial instruments	-	0.1	(0.1)
	USD / NZD	0.6088	0 - 5	USD10.9	Derivative financial instruments	0.2	0.2	0.2
Fair value hedges								
Interest rate swaps	NZD	Floating	2 - 5	NZD525.0	Derivative financial instruments	6.5	8.2	(0.5)
Fair value and cash flow hedges								
Cross-currency swaps	NZD / AUD	Floating	3 - 9	AUD860.0	Derivative financial instruments	11.0	9.8	6.3
Net hedging instruments						54.7	24.9	34.7

All hedging instruments can be found in the derivative financial instrument's assets and liabilities in the statement of financial position. Items taken to the income statement have been recognised in the derivative fair value (decrease)/increase.

The details of hedged items as at 30 June 2025 and 30 June 2024 are as follows:

As at 30 June 2025	Statement of financial position line item	Carrying amount of the hedged item Assets	Carrying amount of the hedged item Liabilities	Accumulated amount of fair value hedge adjustments on the hedged item included in the carrying amount of the hedged item Assets	Accumulated amount of fair value hedge adjustments on the hedged item included in the carrying amount of the hedged item Liabilities	Change in value used for calculating hedge effectiveness
		$M	$M	$M	$M	$M
Cash flow hedges						
Aggregated variable interest rate exposure	Short-term/ Term borrowings	-	1,350.0	-	-	15.0
Highly probable forecast variable rate debt		-	-	-	-	(2.1)
Highly probable foreign denominated exposure		-	-	-	-	(0.2)
Fair value hedges						
Aggregated variable interest rate exposure	Term borrowings	-	542.9	-	17.9	(18.2)
Fair value and cash flow hedges						
AMTN notes	Term borrowings	-	963.9	-	28.8	(32.3)
Net hedged items		-	2,856.8	-	46.7	(37.8)

As at 30 June 2024	Statement of financial position line item	Carrying amount of the hedged item Assets	Carrying amount of the hedged item Liabilities	Accumulated amount of fair value hedge adjustments on the hedged item included in the carrying amount of the hedged item Assets	Accumulated amount of fair value hedge adjustments on the hedged item included in the carrying amount of the hedged item Liabilities	Change in value used for calculating hedge effectiveness
		$M	$M	$M	$M	$M
Cash flow hedges						
Aggregated variable interest rate exposure	Short-term/ Term borrowings	-	1,090.0	-	-	(20.3)
Highly probable forecast variable rate debt		-	-	-	-	(9.5)
Fair value hedges						
Aggregated variable interest rate exposure	Term borrowings	-	524.4	-	(0.6)	0.4
Fair value and cash flow hedges						
AMTN notes	Term borrowings	-	936.9	-	1.3	(9.4)
Net hedged items		-	2,551.3	-	0.7	(38.8)

16. Financial assets and liabilities CONTINUED

(c) Fair value

There have been no transfers between levels of the fair value hierarchy as described in note 2(e) in the year ended 30 June 2025 (2024: nil).

The carrying value closely approximates the fair value of cash, accounts receivable, dividend receivable, other non-current assets, accounts payable and accruals, provisions and other term liabilities. The carrying amount of the group's current and non-current borrowings issued at floating rates closely approximates their fair value.

The group's bonds are classified as Level 1 as described in note 2(e). The fair value of the bonds is based on the quoted market prices for these instruments at balance date. The group's AMTN notes are classified as Level 2. The fair value of the AMTN notes has been determined at balance date on a discounted cash flow basis using the AUD Bloomberg curve and applying discount factors to the future AUD interest payment and principal payment cash flows.

	2025		2024	
	Carrying amount $M	Fair value $M	Carrying amount $M	Fair value $M
Bonds	1,292.9	1,329.3	1,424.4	1,450.7
AMTN notes	963.9	976.6	936.9	965.6

The group's derivative financial instruments are interest rate swaps and cross-currency interest rate swaps. They arise directly from raising finance for the group's operations. All the derivative financial instruments are hedging instruments for financial reporting purposes.

The group's derivative financial instruments are classified as Level 2. The future cash flows are estimated using the key inputs presented in the table alongside. The cash flows are discounted at a rate that reflects the credit risk of various counterparties.

Instrument	*Valuation key inputs*
Interest rate swaps	Forward interest rates (from observable yield curves) and contract interest rates
Basis swaps	Observable forward basis swap pricing and contract basis rates
Cross-currency interest rate swaps	Forward interest and foreign exchange rates (from observable yield curves and forward exchange rates) and contract rates

(d) Financial risk management objectives and policies

(i) Credit risk

The group's maximum exposure to credit risk at 30 June 2025 is equal to the carrying value of cash, accounts receivable, dividends receivable and derivative financial instruments.

Credit risk is managed by restricting the amount of cash, marketable securities and derivative credit exposure that can be placed with any one institution, which will be either the New Zealand Government or a New Zealand registered bank with an appropriate international credit rating.

The group minimises its credit risk by spreading such exposures across a range of institutions, with Standard & Poor's credit ratings of 'A' or above (2024: 'A' or above).

The group's credit risk is also attributable to accounts receivable, which principally comprise amounts due from airlines, tenants and retail licensees. At 30 June 2025, the group identified $1.2 million of accounts receivable relating to customers who are at risk of not being able to meet their payment obligations (2024: $1.2 million), refer to note 10.

The group has a policy that manages exposure to credit risk by way of requiring a performance bond for material lease contracts or other customers whose credit rating or history indicates that this would be prudent. The value of performance bonds for the group is $2.1 million (2024: $2.3 million).

(ii) Liquidity risk

The group's objective is to maintain a balance between continuity of funding and flexibility through the use of borrowings on the money market, bank loans, commercial paper, AMTN notes and bonds.

To manage the liquidity risk, the group's policy is to maintain sufficient available funding by way of committed, but undrawn, debt facilities. As at 30 June 2025, this undrawn facility headroom was $355.0 million (2024: $1,000.0 million). The group's policy also requires the spreading of debt maturities.

Bank facilities

All bank facilities are multi-currency facilities.

Type : Multi-currency facility Bank	Maturity	Facility currency	2025 Available NZ $M	2025 Drawn NZ $M	2025 Undrawn NZ $M	2024 Available NZ $M	2024 Drawn NZ $M	2024 Undrawn NZ $M
ANZ Bank New Zealand	31-08-2026	NZD	-	-	-	40.0	-	40.0
Bank of China (New Zealand) Ltd	14-09-2028	NZD	85.0	85.0	-	85.0	40.0	45.0
Bank of New Zealand	26-05-2025	NZD	-	-	-	150.0	-	150.0
China Construction Bank Corporation Ltd	15-11-2026	NZD	-	-	-	125.0	-	125.0
Commonwealth Bank of Australia	3-11-2025	NZD	-	-	-	125.0	12.0	113.0
Commonwealth Bank of Australia	31-08-2026	NZD	95.0	-	95.0	95.0	-	95.0
Commonwealth Bank of Australia	3-11-2026	NZD	100.0	-	100.0	125.0	-	125.0
Industrial and Commercial Bank of China Limited	31-08-2028	NZD	90.0	15.0	75.0	90.0	70.0	20.0
Mizuho Bank, Ltd. Sydney Branch OBU	16-08-2024	NZD	-	-	-	100.0	13.0	87.0
Mizuho Bank, Ltd. Sydney Branch OBU	31-08-2026	NZD	-	-	-	70.0	70.0	-
MUFG Bank, Ltd.	2-11-2025	NZD	-	-	-	50.0	-	50.0
MUFG Bank, Ltd.	31-08-2027	NZD	85.0	-	85.0	110.0	-	110.0
Westpac New Zealand Limited	31-08-2026	NZD	-	-	-	40.0	-	40.0
		Total NZD equivalent	**455.0**	**100.0**	**355.0**	**1,205.0**	**205.0**	**1,000.0**

The following liquidity risk disclosures reflect all undiscounted principal repayments and interest payments resulting from recognised financial liabilities and financial assets as at 30 June 2025. The timing of cash flows for liabilities is based on the contractual terms of the underlying contract. Liquid non-derivative assets comprising cash and receivables are considered in the group's overall liquidity risk. The group ensures that sufficient liquid assets or committed funding facilities are available to meet all the required short-term cash payments and expects borrowings to roll over.

16. Financial assets and liabilities CONTINUED

Undiscounted cash flows on financial assets and liabilities

	Carrying amount $M	Contractual cash flows $M	< 1 year $M	1 to 3 years $M	3 to 5 years $M	> 5 years $M
Year ended 30 June 2025						
Financial assets						
Cash and cash equivalents	567.8	567.8	567.8	-	-	-
Accounts receivable	69.8	69.8	69.8	-	-	-
Derivative financial assets	61.7	67.7	16.5	28.7	12.8	9.7
Total financial assets	699.3	705.3	654.1	28.7	12.8	9.7
Financial liabilities						
Accounts payable, accruals and other term liabilities	(164.4)	(164.4)	(164.4)	-	-	-
Commercial paper	(130.5)	(131.0)	(129.9)	-	-	-
Bank facilities	(100.0)	(113.4)	-	-	(100.0)	-
Bonds	(1,292.9)	(1,500.5)	(250.0)	(375.0)	(400.0)	(250.0)
AMTN notes	(963.9)	(1,270.1)	-	(280.0)	-	(654.4)
Derivative financial liabilities	(28.1)	(30.8)	(10.6)	(18.3)	(2.2)	0.3
Interest payable	-	-	(119.6)	(206.7)	(134.1)	(115.3)
Total financial liabilities	(2,679.8)	(3,210.2)	(674.5)	(880.0)	(636.3)	(1,019.4)
Year ended 30 June 2024						
Financial assets						
Cash and cash equivalents	219.7	219.7	219.7	-	-	-
Accounts receivable	61.6	61.6	61.6	-	-	-
Derivative financial assets	54.7	72.5	10.2	26.4	16.1	19.8
Total financial assets	336.0	353.8	291.5	26.4	16.1	19.8
Financial liabilities						
Accounts payable, accruals and other term liabilities	(221.1)	(221.1)	(221.1)	-	-	-
Commercial paper	(118.4)	(119.0)	(117.2)	-	-	-
Bank facilities	(205.0)	(250.0)	(13.0)	(82.0)	(110.0)	-
Bonds	(1,424.4)	(1,725.9)	(150.0)	(400.0)	(375.0)	(500.0)
AMTN notes	(936.9)	(1,344.6)	-	-	(285.7)	(664.4)
Derivative financial liabilities	(24.9)	(27.9)	(9.6)	(16.6)	(1.7)	-
Interest payable	-	-	(143.5)	(243.7)	(176.6)	(178.4)
Total financial liabilities	(2,930.7)	(3,688.5)	(654.4)	(742.3)	(949.0)	(1,342.8)

(iii) ***Interest rate risk***

The group's exposure to market risk from changes in interest rates relates primarily to the group's borrowings. Borrowings issued at variable interest rates expose the group to changes in interest rates. Borrowings issued at fixed rates expose the group to changes in the fair value of the borrowings.

The group's policy is to manage its interest rate exposure using a mix of fixed and variable rate debt and interest rate derivatives that are accounted for as cash flow hedges or fair value hedges. The group's policy is to keep its exposure to borrowings at fixed rates of interest between parameters set out in the group's treasury policy. At year end, 76.3% (2024: 64.8%) of the borrowings (including the effects of the derivative financial instruments and cash and funds on deposit) were subject to fixed interest rates, which are defined as borrowings with an interest reset date greater than one year. The hedged forecast future interest payments are expected to occur at various dates between one month and four years from 30 June 2025 (2024: one month and five years).

At balance date, the group had the following mix of financial assets and liabilities exposed to New Zealand variable interest rate risk after considering hedging instruments:

	2025 $M	2024 $M
Financial assets		
Cash and cash equivalents	567.8	219.7
	567.8	219.7
Financial liabilities		
Bonds swapped to floating	275.0	275.0
Bank facilities	-	50.0
Floating rate notes	220.0	190.0
Commercial paper	31.0	44.0
AMTN notes	63.8	385.6
	589.8	944.6
Net exposure	22.0	724.9

Interest rate sensitivity

The following table demonstrates the sensitivity to a change in floating interest rates of plus and minus 100 basis points, with all other variables held constant, of the group's profit before tax and equity:

	2025 $M	2024 $M
Increase in interest rates of 100 basis points		
Effect on profit before taxation	(0.2)	(7.2)
Effect on equity before taxation	14.2	18.1
Decrease in interest rates of 100 basis points		
Effect on profit before taxation	0.2	7.2
Effect on equity before taxation	(13.7)	(17.3)

Significant assumptions used in the interest rate sensitivity analysis include the following:

- Effect on profit before tax and effect on equity is based on net floating rate debt and funds on deposit as at 30 June 2025 of $22.0 million (2024: $724.9 million). Interest rate movements of plus and minus 100 basis points have been applied to this floating rate debt to demonstrate the sensitivity to interest rate risk; and
- Effect on equity is the movement in the valuation of derivatives that are designated as cash flow hedges due to an increase or decrease in interest rates. All derivatives that are effective as at 30 June 2025 are assumed to remain effective until maturity. Therefore, any movements in these derivative valuations are taken to the cash flow hedge reserve within equity and they will reverse entirely by maturity date.

16. Financial assets and liabilities CONTINUED

(iv) Foreign currency risk

During the years ended 30 June 2025 and 30 June 2024, the group was exposed to foreign currency risk with respect to the Australian dollar, arising from AMTN notes. This exposure has been fully hedged by way of cross-currency interest rate swaps hedging both principal and interest.

The cross-currency interest rate swaps correspond in amount and maturity to the relevant borrowings with no residual foreign currency risk exposure.

The cross-currency interest rate swaps consist of a fair value hedge component and a cash flow hedge component. The effective movements on the fair value hedge component are taken to the income statement along with all movements of the hedged risk on the AMTN notes. The effective movements of the cash flow hedge components are all taken to the cash flow hedge reserve.

The net exposure at balance date is representative of what the group was and is expecting to be exposed to in the next 12 months from balance date.

The following sensitivity analysis is based on the foreign currency risk exposure to the Australian dollar in existence at 30 June 2025. Had the New Zealand dollar moved either up or down by 10%, with all other variables held constant, profit before taxation and equity before taxation would have been affected as follows:

	2025 $M	2024 $M
Increase in value of NZ dollar of 10%		
Impact on profit before taxation	-	-
Impact on equity before taxation	(7.0)	(1.4)
Decrease in value of NZ dollar of 10%		
Impact on profit before taxation	-	-
Impact on equity before taxation	8.5	1.7

Significant assumptions used in the foreign currency exposure sensitivity analysis include the following:

- Reasonably possible movements in foreign exchange rates were determined based on a review of the last two years' historical movements. A movement of plus or minus 10% has been applied to the exchange rates to demonstrate the sensitivity to foreign currency risk of the company's debt and associated derivative financial instruments; and
- The sensitivity was calculated by taking the spot rate as at balance date of 0.9263 for AUD (2024: 0.91275) and moving this spot rate by the reasonably possible movements of plus or minus 10% and then reconverting the foreign currency into NZD with the new spot rate. This methodology reflects the translation methodology undertaken by the group.

(v) Capital risk management

The group's objective is to maintain a capital structure mix of shareholders' equity and debt that achieves a balance between ensuring the group can continue as a going concern and providing a capital structure that maximises returns for shareholders and reduces the cost of capital to the group.

The appropriate capital structure of the group is determined from consideration of our target credit rating, comparison to peers, sources of finance, borrowing costs, general shareholder expectations, the ability to distribute surplus funds efficiently, future business strategies and the ability to withstand business shocks.

The group can maintain or adjust the capital structure by adjusting the level of dividends, changing the level of capital expenditure, issuing new shares, returning capital to shareholders or selling assets to reduce debt. The group monitors the capital structure on the basis of the gearing ratio in order to target a long term credit rating of A-. In the year to 30 June 2025, Auckland Airport continued with key capital management initiatives to maintain the financial position of the group.

The gearing ratio is calculated as net borrowings divided by net borrowings plus the market value of shareholders' equity. The gearing ratio as at 30 June 2025 is 12.8% (2024: 17.9%). The current long-term credit rating of Auckland Airport by Standard & Poor's at 30 June 2025 is 'A- Stable Outlook' (2024: 'A- Stable Outlook').

17. Distribution to shareholders

	Dividend payment/ reinvestment date	2025 $M	2024 $M
2023 final dividend of 4.00 cps	06 October 2023	-	58.9
2024 interim dividend of 6.75 cps	05 April 2024	-	99.6
2024 final dividend of 6.50 cps	4 October 2024	96.2	-
2025 interim dividend of 6.25 cps	04 April 2025	105.1	-
Total dividends distributed		201.3	158.5
less dividends reinvested			
2023 final dividend	06 October 2023	-	(20.5)
2024 interim dividend	05 April 2024	-	(38.2)
2025 interim dividend	04 April 2025	(48.3)	-
		(48.3)	(58.7)
Total dividends paid		153.0	99.8

Dividend reinvestment plan

The company has a dividend reinvestment plan. Under the plan, shareholders can elect to receive the value of their dividends in additional shares. The company considers whether the plan and any discount will apply to a dividend at each dividend announcement. The dividend reinvestment plan was temporarily suspended for the 2024 final dividend, paid in October 2024, due to its proximity to the equity raise in September 2024. The dividend reinvestment plan was reinstated for the 2025 interim dividend paid in April 2025 and the company offered a discount of 2.5%. Refer to note 18 for further details.

Shares issued in lieu of dividends are excluded from dividends paid in the statement of cash flows.

The 2024 final dividend was distributed during the year ended 30 June 2025, with $96.2 million paid in cash (30 June 2024: $20.5 million being reinvested and $38.4 million being paid in cash).

The 2025 interim dividend was distributed during the period ended 30 June 2025, with $48.3 million being reinvested and $56.8 million being paid in cash (30 June 2024: $38.2 million being reinvested and $61.4 million being paid in cash).

18. Issued and paid-up capital

	2025 $M	2024 $M	2025 Shares	2024 Shares
Opening number issued and paid-up capital at 1 July	1,739.9	1,680.8	1,479,784,490	1,472,279,341
Shares fully paid and allocated to employees by employee share scheme	0.4	0.4	54,185	92,355
Shares issued under the dividend reinvestment plan	48.3	58.7	6,284,286	7,412,794
Shares issued under the capital raise	1,374.9	-	201,438,848	-
Closing issued and paid-up capital at 30 June	3,163.5	1,739.9	1,687,561,809	1,479,784,490

All issued shares are fully paid and have no par value. The company does not limit the amount of authorised capital.

18. Issued and paid-up capital CONTINUED

The company has a dividend reinvestment plan, but this was temporarily suspended for the 2024 final dividend, paid in October 2024, due to its proximity to the equity raise in September 2024. The dividend reinvesment plan was reinstated for the 2025 interim dividend that was paid in April 2025. Refer to note 17 for further details.

Each ordinary share confers on the holder one vote at any shareholder meeting of the company and carries the right to dividends.

Capital Raise

On 16 September 2024, Auckland Airport announced an equity raise comprising a $1.2 billion underwritten private placement and a $200 million non-underwritten retail offer. The proceeds will support the group's planned capital investment programme and its targeted A- S&P credit rating and dividend policy. The additional liquidity enabled the reduction in debt and bank facilities as outlined in note 16(a).

The company issued a total of 201,438,848 ordinary shares under the private placement and retail offer. Shares were issued at an issue price of $6.95, representing a 7.0% discount to the ex-dividend adjusted last close price of $7.48 on 13 September 2024. Total capital raised of $1,374.9 million is net of directly attributable share issue costs of $25.1 million.

Share-based payment plans

As members of the group, the shares held by the Employee Share Purchase Plan and the Executive Long-Term Incentive Plans are eliminated from the group's issued and paid-up capital. When those shares are transferred out of the plans and vested to employees, they are recognised as an increase in issued and paid-up capital. Refer to note 20 – Share-based payment plans.

19. Reserves

(a) Cancelled share reserve

	2025 $M	2024 $M
Balance at 30 June	(609.2)	(609.2)

The cancelled share reserve records the premium above paid-up share capital incurred on the return of capital to shareholders and on-market buy-backs of ordinary shares.

(b) Property, plant and equipment revaluation reserve

	Note	2025 $M	2024 $M
Balance at 1 July		5,506.9	5,187.3
Reclassification to retained earnings		(3.7)	(20.4)
Revaluation		234.1	456.2
Flood-related fixed asset impairments	3(e)	-	21.0
Movement in deferred tax		-	(137.2)
Balance at 30 June		5,737.3	5,506.9

The property, plant and equipment revaluation reserve records the revaluation of land, buildings and services, infrastructure, runway, taxiways and aprons. The $234.1 million increase in revaluation reserve, during the year ended 30 June 2025, related only to land and had no impact on deferred tax (2024: $456.2 million increase in buildings and services, which was subject to deferred tax).

(c) Share-based payments reserve

	2025 $M	2024 $M
Balance at 1 July	1.9	2.0
Long-term incentive plan expense (net of deferred tax)	0.6	0.2
Reclassification to retained earnings on LTI not vested	(0.3)	(0.3)
Balance at 30 June	2.2	1.9

The share-based payments reserve records the value of historical equity-settled share-based payments provided to employees, including key management personnel, as part of their remuneration.

(d) Cash flow hedge reserve

	2025 $M	2024 $M
Balance at 1 July	20.2	31.6
Fair value change in hedging instruments	(37.0)	(9.1)
Transfers to the income statement relating to:		
Hedged transactions in the income statement	(5.0)	(6.7)
Movement in deferred tax	11.7	4.4
Balance at 30 June	(10.1)	20.2

The cash flow hedge reserve records the effective portion of the fair value of interest rate swaps that are designated as cash flow hedges. Amounts transferred to the income statement are included in interest expense and other finance costs.

(e) Cost of hedging reserve

	2025 $M	2024 $M
Balance at 1 July	(4.0)	(1.7)
Change in currency basis spreads (when excluded from designated hedges)	2.1	(3.1)
Movement in deferred tax	(0.8)	0.8
Balance at 30 June	(2.7)	(4.0)

The cost of hedging reserve captures changes in the fair value of the cost to convert foreign currency to NZD of the group's cross-currency interest rate swaps.

(f) Share of reserves of associate and joint ventures

	2025 $M	2024 $M
Balance at 1 July	62.1	62.1
Share of reserves of associate and joint ventures	14.0	-
Balance at 30 June	76.1	62.1

The share of reserves of associate and joint ventures records the group's share of movements in the cash flow hedge reserve and the property, plant and equipment revaluation reserve of the associate and joint ventures. The cash flow hedge reserve of the associate and joint ventures records the effective portion of the fair value of interest rate swaps that are designated as cash flow hedges. Amounts transferred to the income statement of the associate and joint ventures are included in the share of profit of the associate and joint ventures.

20. Share-based payment plans

(a) Employee share purchase plan

The purchase plan is open to all full-time and part-time employees (not directors) at an offer date. The company advances to the purchase plan all the monies necessary to purchase the shares under the purchase plan. The advances are repayable by way of deduction from the employee's regular remuneration. These advances are interest free.

The shares allocated under the purchase plan are held in trust for the employees by the trustees of the purchase plan during the restrictive period, which is the longer of three years or the period of repayment by the employee of the loan made by the trust to the employee in relation to the acquisition of shares.

Movement in ordinary shares allocated to employees under the purchase plan is as follows:

	2025 Shares	2024 Shares
Shares held on behalf of employees		
Opening balance	291,390	273,255
Shares issued during the year	152,200	-
Shares reallocated to employees	-	134,300
Shares fully paid and allocated to employees	(54,185)	(92,355)
Shares forfeited during the year	(21,320)	(23,810)
Total shares held on behalf of employees	368,085	291,390
Unallocated shares held by the purchase plan	122,775	101,540
Total shares held by the purchase plan	490,860	392,930

On 15 November 2024, 152,200 new shares were issued at a price of $7.35, being a 20% discount on the weighted average market selling price at which ordinary shares were sold on the NZX Main Board on 11 November 2024.

On 29 November 2023, 134,300 shares were reallocated from a surplus of shares held for a legacy long-term incentive plan. The shares were reallocated at a price of $6.19, being a 20% discount on the weighted average market selling price at which ordinary shares were sold on the NZX Main Board on 29 November 2023.

(b) Long-term incentive plans (LTI plans)

In 2024, the Board undertook an external review of the LTI scheme resulting in:

- A modification of the vesting rules for new offers under the existing hurdle-based plan, with a revised peer group; and
- The one-off introduction of a retention-based award.

(i) Hurdle-based LTI plan

Under the hurdle-based LTI plan, share rights are granted to participating executives with a three-year vesting period. Share rights, once vested and exercised, entitle the participating executives to receive shares in Auckland Airport.

The receipt of the shares, or vesting, is at nil cost to executives and subject to them remaining employed by Auckland Airport during the vesting period and achievement of total shareholder return (TSR) performance hurdles.

For 50% of the shares granted under the plans, all shares will vest if the TSR equals or exceeds the company's cost of equity plus 1% compounding annually as independently calculated. For the other 50% of shares granted, the proportion of shares that vest depends on Auckland Airport's TSR relative to a peer group.

- For LTI offers made before 30 June 2024, the peer group comprises the members of the Dow Jones Brookfield Airports Infrastructure Index (excluding Auckland Airport) at each grant date.
- For LTI offers made after 1 July 2024, after taking external advice, the peer group comprises of 10 NZX and ASX listed companies in the energy, infrastructure and logistics industries.

If the performance targets are not achieved or if executives depart from Auckland Airport before their share rights vest, such rights will be forfeited. The Board has residual discretion to reduce the number of shares that vest, or to waive the requirement to remain employed.

Share rights - Hurdle based LTI plan		Number of share rights					
Grant date	Vesting date	Balance at the beginning of the year	Granted during the year	Vested during the year	Forfeited during the year	Lapsed during the year	Balance at the end of the year
30 September 2021	30 September 2024	50,098	-	-	-	50,098	-
08 April 2022	30 September 2024	61,374	-	-	-	61,374	-
01 October 2022	30 September 2025	110,484	-	-	-	-	110,484
07 November 2022	30 September 2025	10,962	-	-	-	-	10,962
01 May 2023	30 September 2025	2,888	-	-	-	-	2,888
1 October 2023	30 September 2026	168,684	-	-	-	-	168,684
13 November 2023	30 September 2026	9,596	-	-	9,596	-	-
27 February 2024	30 September 2026	7,032	-	-	7,032	-	-
4 October 2024	30 September 2027	-	244,988	-	32,318	-	212,670
Total share rights		421,118	244,988	-	48,946	111,472	505,688

Fair value of share rights granted

The LTI plans are valued as nil-price in-substance options at the date at which they are granted using a probability weighted pay-off valuation model independently prepared. The following table lists the key inputs to the valuation.

Volatility estimates were derived using historical data over the past two years. The cost is recognised in the income statement over the vesting period, together with a corresponding increase in the share-based payment reserve in equity.

Grant date	Vesting date	Grant price	Risk-free interest rate range	Expected volatility of share price	Estimated fair value per share right	Share price at exercise
30 September 2021	30 September 2024	$7.26	1.00 – 1.55%	26.2%	$3.56	Lapsed
08 April 2022	30 September 2024	$7.33	1.00 – 1.55%	26.2%	$3.60	Lapsed
01 October 2022	30 September 2025	$7.64	1.18 – 4.18%	22.0%	$3.46	N/A
07 November 2022	30 September 2025	$7.54	1.18 – 4.18%	22.0%	$3.41	N/A
01 May 2023	30 September 2025	$8.74	1.18 – 4.18%	22.0%	$4.08	N/A
1 October 2023	30 September 2026	$7.81	5.28 - 5.74%	18.7%	$3.60	N/A
13 November 2023	30 September 2026	$7.86	5.28 - 5.74%	18.7%	$3.62	N/A
27 February 2024	30 September 2026	$8.12	5.28 - 5.74%	18.7%	$3.74	N/A
4 October 2024	30 September 2027	$7.33	3.77 - 3.80%	19.0%	$3.61	N/A

It has been assumed that participants will remain employed with the company until the vesting date.

The share-based payment expense relating to the LTI plan for the year ended 30 June 2025 is $0.2 million (2024: $0.2 million) with a corresponding increase in the share-based payments reserve (refer note 19(c)).

20. Share-based payment plans CONTINUED

(ii) Retention-based LTI one-off award

Under the retention-based LTI award, share rights were granted to participating executives with 30% subject to an 18-month vesting period and the remaining 70% subject to a three-year vesting period.

Share rights, once vested and exercised, entitle the participating executives to receive shares in Auckland Airport.

The receipt of the shares, or vesting, is at nil cost to executives and subject to remaining employed by Auckland Airport during the vesting period and Board discretion. No other hurdles exist for this scheme.

To the extent that executives leave Auckland Airport prior to vesting, the share rights are forfeited, subject to Board discretion.

Share rights - Retention based LTI plan			Number of share rights					
Grant date	Vesting date	Grant price	Balance at the beginning of the year	Granted during the year	Vested during the year	Forfeited during the year	Lapsed during the year	Balance at the end of the year
4 October 2024	31 March 2026	$7.33	-	10,573	-	-	-	10,573
4 October 2024	30 September 2027	$7.33	-	24,671	-	-	-	24,671
Total share rights			-	35,244	-	-	-	35,244

It has been assumed that participants will remain employed with the company until the vesting dates.

The share-based payment expense relating to the LTI plan for the year ended 30 June 2025 is $0.1 million with a corresponding increase in the share-based payments reserve (refer note 19(c)).

21. Commitments

(a) Property, plant and equipment

The group had contractual obligations to purchase or develop property, plant and equipment for $1,113.4 million at 30 June 2025 (2024: $439.9 million). These include works associated with the runway, aprons, terminals and landside projects.

(b) Investment property

The group had contractual obligations to either purchase, develop, repair or maintain investment properties for $188.0 million at 30 June 2025 (2024: $120.9 million).

(c) Operating lease receivable – group as lessor

The group has commercial properties owned by the company that produce rental income and retail concession agreements that produce retail income.

These non-cancellable leases have remaining terms of between one month and 26 years (2024: one month and 27 years). Most leases with an initial period more than three years include a clause to enable upward revision of the rental charge on contractual rent review dates according to prevailing market conditions.

A very small minority can be revised downwards under normal trading conditions.

Future minimum rental and retail income receivable under non-cancellable operating leases as at 30 June are as follows:

	2025 $M	2024 $M
Within one year	230.0	239.1
Between one and two years	191.8	138.9
Between two and three years	163.0	129.4
Between three and four years	151.7	106.2
Between four and five years	129.6	87.3
After more than five years	907.3	636.9
Total minimum lease payments receivable	1,773.4	1,337.8

22. Contingent liabilities

Noise mitigation

Auckland Airport Designation 1100, contained in the Auckland Unitary Plan, sets out the requirements for noise mitigation for properties affected by aircraft noise. The conditions include obligations on the company to mitigate the impact of aircraft noise through the installation of noise mitigation packages to existing dwellings and schools. The noise mitigation packages provide treatment of dwellings to achieve an internal noise environment of no more than 40dB. The company is required to subsidise 100% of treatment costs for properties in the high aircraft noise area and 75% in the medium aircraft noise area.

The aircraft noise contours included in Designation 1100 reflect the long-term predicted aircraft noise levels generated by aircraft operations from the existing runway and proposed northern runway. Annually, the company projects the level of noise that will be generated from aircraft operations for the following 12 months. These annual projections confirm which dwellings and schools are eligible for noise mitigation each year and offers are sent to those affected properties. It is at the discretion of the individual landowner whether they accept a noise mitigation package.

Projections are undertaken annually to determine eligibility, and the rate of acceptance of offers of treatment by landowners is variable. However, it is estimated that further costs on noise mitigation should not exceed $12.5 million (2024: $7.2 million).

Firefighting foam contaminated water and soil clean-up

As mentioned in note 15, the group recognises the potential long-term environmental and health impacts associated with PFAS substances and is committed to taking a risk-based and proactive approach to monitoring, risk assessment and PFAS management.

In addition to the provision at note 15, the group has detected further low-level PFAS contamination within a stockpile of fill material located on land within the group's control. There remains no environmental requirement or other obligation to remove the contaminated material, which is appropriately contained. Following updated modelling, the group re-estimated the contingent liability for managing the contaminated fill material at $14.9 million (30 June 2024: $13.4 million). The full extent of contamination, approach to be taken, and the cost of management is still being assessed.

The group is also aware of PFAS contamination within tenant leased areas. While tenants are responsible for the management of PFAS associated with their past activities, the group may be exposed to additional costs of managing PFAS if it is not appropriately contained. The group does not have sufficient information to estimate potential costs associated with PFAS from tenant leased areas.

23. Related party disclosures

(a) Transactions with related parties

All trading with related parties, including and not limited to rentals and other sundry charges, has been made on an arm's-length commercial basis, without special privileges, except for the provision of accounting and advisory services to Auckland International Airport Marae Limited at no charge.

No guarantees have been given or received.

Interest of directors in certain transactions

A number of the company's directors are also directors of other companies who transacted with the group on normal commercial terms during the reporting period. Any transactions undertaken with these entities have been entered into on an arm's-length commercial basis, without special privileges.

Material related parties

The group reports material related party relationships for entities where any transaction values exceed management's delegated authority and therefore require consideration by the Board. The Board actively manages potential conflicts of interest and directors remove themselves from any discussions or decisions regarding entities that they have an interest in.

The group has a material related party relationship with Fulton Hogan for construction contracts to develop property, plant and equipment, as reported in the tables below.

These transactions include the following:

	2025 $M	2024 $M
Fulton Hogan	55.0	76.6

23. Related party disclosures CONTINUED

Amounts owing to related parties are as follows:

	2025 $M	2024 $M
Fulton Hogan	-	2.5

Associate and joint ventures

Related party transactions with the following associate entities and joint ventures are disclosed at note 13:

- Tainui Auckland Airport Hotel Limited Partnership;
- Tainui Auckland Airport Hotel 2 Limited Partnership; and
- Queenstown Airport Corporation Limited.

The group's common director relationship with Tainui Group Holdings, the joint venture partner in the above hotel partnerships, ended on 1 December 2024.

(b) Key management personnel compensation

The table below includes the remuneration of directors and the senior management team:

	Note	2025 $M	2024 $M
Directors' fees		1.5	1.4
Senior management's salary and other short-term benefits		8.0	7.0
Total remuneration		9.5	8.4

24. Events subsequent to balance date

On 19 August 2025, the directors of Queenstown Airport declared a final dividend of $11.8 million for the year ended 30 June 2025. The group's share of the dividend is $2.9 million.

On 20 August 2025, the directors of Auckland Airport declared a final dividend of $118.2 million for the year ended 30 June 2025.

On 31 July 2025, the Group entered into new borrowing facilities of $650 million to support the continued delivery of its capital infrastructure programme bringing the total banking facilities to $1.1 billion.

Deloitte.

Independent Auditor's Report

To the Shareholders of Auckland International Airport Limited

Opinion

We have audited the consolidated financial statements of Auckland International Airport Limited (the 'Company') and its subsidiaries (the 'Group'), which comprise the consolidated statement of financial position as at 30 June 2025, and the consolidated income statement, statement of comprehensive income, statement of changes in equity and cash flow statement for the year then ended, and notes to the consolidated financial statements, including material accounting policy information.

In our opinion, the accompanying consolidated financial statements, on pages 144 to 196 present fairly, in all material respects, the consolidated financial position of the Group as at 30 June 2025, and its consolidated financial performance and cash flows for the year then ended in accordance with New Zealand Equivalents to IFRS Accounting Standards ('NZ IFRS') as issued by the External Reporting Board and IFRS Accounting Standards ('IFRS') as issued by the International Accounting Standards Board.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing ('ISAs') and International Standards on Auditing (New Zealand) ('ISAs (NZ)'). Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Consolidated Financial Statements* section of our report.

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

We are independent of the Group in accordance with Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* issued by the New Zealand Auditing and Assurance Standards Board and the International Ethics Standards Board for Accountants' *International Code of Ethics for Professional Accountants (including International Independence Standards)*, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

Our firm carries out other assignments for the Group in the areas of greenhouse gas inventory assurance reporting, trustee reporting and assurance reporting for airport-related regulatory disclosures, as well as non-assurance services provided to the Corporate Taxpayers Group of which the Company is a member. These services have not impaired our independence as auditor of the Company and Group. In addition to this, partners and employees of our firm deal with the Company and its subsidiaries on normal terms within the ordinary course of trading activities of the business of the Company and its subsidiaries. The firm has no other relationship with, or interest in, the Company or any of its subsidiaries.

Key audit matters

Key audit matters are those matters that, in our professional judgement, were of most significance in our audit of the consolidated financial statements of the current period. These matters were addressed in the context of our audit of the consolidated financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Key audit matter	How our audit addressed the key audit matter
Fair Value of Revalued Property, Plant and Equipment	
Land, buildings and services, runway, taxiways, aprons and infrastructure property, plant and equipment ('Revalued PPE') are recorded on the consolidated statement of financial position at their fair value at the date of revaluation less any subsequent accumulated depreciation and impairment losses (if any). The Group revalues these assets at regular intervals that are sufficient to ensure that the carrying values are not materially different to their fair values. The carrying value of Revalued PPE as at 30 June 2025 is $9,658.6 million. Land assets were revalued at 30 June 2025. A revaluation gain of $234.1 million is recognised in other comprehensive income (revaluation reserve), and a revaluation loss of $2.8 million is recognised in the income statement. Buildings and services assets were last revalued at 30 June 2024. Infrastructure and Runway, taxiways and aprons assets were last revalued at 30 June 2023. The Group did not carry out revaluations in 2025 on these assets as it assessed there has been no material change in fair values. The Group's assessment considered movements in the relevant capital goods price indices and other relevant market indicators. Note 11 to the financial statements provides summary information about each class of Revalued PPE, including descriptions of the valuation methodologies used in the latest valuations. We consider the fair value of Revalued PPE to be a key audit matter due to the materiality of the carrying amounts to the financial statements and the judgement involved in determining their fair values.	In relation to the land assets revalued in the current year, our audit procedures focused on the valuation process, methodologies and key inputs. We evaluated the Group's processes in respect of the independent valuations including the selected valuation methodologies, the internal data provided to the valuers where relevant, and the reconciliation of the valuations to the asset register. We evaluated the competence, objectivity and independence of the external valuers. This included assessing their professional qualifications and experience and obtaining representation from them regarding their independence and the scope of their work. We also met with the independent valuers to discuss and challenge key aspects of their valuations. Our procedures included: • Reading the valuation reports for all properties, considering whether the methodology applied was appropriate for the asset being valued; • Assessing the methodology for consistency with prior valuations and considering whether any changes to the methodology were required; • Testing the key inputs to the valuations across a sample of properties by agreeing information to underlying records and comparing assumptions against market data where available; and • Reviewing the valuations for any limitations of scope that would impact the reliability of the valuations. For all other PPE carried at fair value, our audit procedures focused on the appropriateness of the Group's assessment that the carrying value is not materially different to fair value. Our procedures included: • Assessing whether the capital goods price indices used by the Group are appropriate; • Comparing the capital goods price indices and other relevant inputs to observable market data and testing the accuracy of the Group's calculation of changes in fair values; and • Considering the appropriateness of the Group's assessment that carrying values are not materially different to fair value.

Key audit matter	How our audit addressed the key audit matter
Valuation of Investment Properties	
Investment properties of $3,366.5 million are recorded at fair value in the consolidated statement of financial position at 30 June 2025. A revaluation gain of $127.5 million is recognised in the consolidated income statement. Revaluations are carried out at least annually by independent registered valuers. Estimating the fair values requires judgement and the models used include both observable and non-observable inputs. Vacant land ($349.4 million) is valued using a direct sales comparison and residual value approach. Retail and service, industrial, and other investment properties ($3,017.1 million) are valued using the discounted cash flow approach or market capitalisation approach, or a combination of both. The significant assumptions in the valuations include the market rent, and rental growth, discount and capitalisation rates. Note 12 to the financial statements provides summary information about the investment properties held by the Group and quantitative information about the key inputs to the valuation models. Note 11 (c) describes the methodologies used and provides qualitative information about the sensitivity of the models to changes in the key inputs. We consider the valuation of investment properties to be a key audit matter due to the materiality of revaluation gains/losses and carrying amounts to the financial statements and the judgement involved in determining their fair values.	Our audit procedures focused on the appropriateness of the valuation methodologies and key inputs applied in the models. We evaluated the competence, objectivity and independence of the external valuers. This included assessing their professional qualifications and experience and obtaining representation from them regarding their independence and the scope of their work. We also met with the independent valuers to discuss and challenge key aspects of their valuations, as well as the impact the current macroeconomic conditions are having on the general market. We read the valuation reports for all properties and considered whether the methodology applied was appropriate for the property being valued. We performed testing on a sample of the valuation reports. Our procedures included: • Assessing the methodology for consistency with the prior period and considering whether any changes to the methodology were appropriate; • Testing the key inputs to the valuations by agreeing information to underlying records and comparing assumptions against market data where available; • Using our internal valuation specialists in assessing the appropriateness of the valuation methodology; and • Reviewing the valuations for any limitations of scope that would impact the reliability of the valuations.

Other information

The directors are responsible on behalf of the Group for the other information. The other information comprises the information in the Annual Report that accompanies the consolidated financial statements and the audit report.

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

Our responsibility is to read the other information and consider whether it is materially inconsistent with the consolidated financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If so, we are required to report that fact. We have nothing to report in this regard.

Directors' responsibilities for the consolidated financial statements

The directors are responsible on behalf of the Group for the preparation and fair presentation of the consolidated financial statements in accordance with NZ IFRS and IFRS, and 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, 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.

Auditor's responsibilities for the audit of the consolidated financial statements	Our objectives are to obtain reasonable assurance about whether the consolidated financial statements 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 ISAs and ISAs (NZ) 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 users taken on the basis of these consolidated financial statements. A further description of our responsibilities for the audit of the consolidated financial statements is located on the External Reporting Board's website at: https://www.xrb.govt.nz/standards/assurance-standards/auditors-responsibilities/audit-report-1-1/ This description forms part of our auditor's report.
Restriction on use	This report is made solely to the Company's shareholders, as a body. Our audit has been undertaken so that we might state to the Company's shareholders those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company's shareholders as a body, for our audit work, for this report, or for the opinions we have formed.

Deloitte Limited

Andrew Dick, Partner
for Deloitte Limited
Auckland, New Zealand
20 August 2025

Five-year summary

Five-year summary

FOR THE YEAR ENDED 30 JUNE 2025

Group income statement	2025 $M	2024 $M	2023 $M	2022 $M	2021[1] $M
Income					
Airfield income	170.9	150.5	86.6	60.9	64.0
Passenger services charge	278.2	241.6	132.9	33.8	24.2
Retail income	189.2	184.5	130.9	22.7	17.8
Rental income	203.2	180.6	170.6	129.7	115.2
Rates recoveries	15.3	13.1	12.7	8.6	7.8
Car park income	72.5	66.4	57.7	26.2	28.7
Interest income	31.8	6.4	3.2	0.3	4.9
Flood-related income	4.0	19.0	5.0	-	-
Other income	39.6	33.4	26.3	18.1	18.5
Total income	1,004.7	895.5	625.9	300.3	281.1
Expenses					
Staff	85.9	77.7	63.3	50.0	45.6
Asset management, maintenance and airport operations	136.4	118.9	89.8	66.7	53.4
Rates and insurance	41.4	35.6	31.8	21.0	20.8
Marketing and promotions	10.2	9.7	6.7	1.4	1.0
Professional services and levies	8.2	11.7	8.2	4.3	4.0
Fixed asset write-offs and impairment	0.4	1.0	4.8	6.9	2.5
Reversal of fixed asset impairment	-	-	(1.0)	-	(19.4)
Flood-related expense and impairment reversal	3.1	12.4	8.4	-	-
Other expenses	18.0	13.7	19.2	6.1	6.3
Expected credit losses/(release)	-	0.8	(2.4)	(0.6)	(4.2)
Total expenses	303.6	281.5	228.8	155.8	110.0
Earnings before interest expense, taxation, depreciation, fair value adjustments and investments in associate and joint ventures (EBITDAFI)[2]	701.1	614.0	397.1	144.5	171.1
Investment property fair value change	127.5	(15.3)	(139.7)	204.4	527.3
Property, plant and equipment fair value change	(2.8)	(11.0)	(15.6)	(1.4)	(7.5)
Derivative fair value change	(2.0)	0.9	(0.7)	1.7	(0.5)
Share of profit/(loss) of associate and joint ventures	3.4	(4.5)	11.1	(12.8)	21.1
Earnings before interest, taxation and depreciation (EBITDA)[2]	827.2	584.1	252.2	336.4	711.5
Depreciation	200.7	168.4	145.3	113.1	120.9
Earnings before interest and taxation (EBIT)[2]	626.5	415.7	106.9	223.3	590.6
Interest expense and other finance costs	72.3	72.4	62.7	53.7	94.0
Profit before taxation	554.2	343.3	44.2	169.6	496.6
Taxation expense	133.5	337.8	1.0	(22.0)	30.0
Profit after taxation attributable to the owners of the parent	420.7	5.5	43.2	191.6	466.6

1 The financial year 2021 has been restated following the IFRIC decision on cloud computing. Refer to note 2 of the financial statements.
2 EBITDAFI, EBITDA and EBIT are non-GAAP measures. Refer to note 3(d) for more information.

Group statement of comprehensive Income	2025 $M	2024 $M	2023 $M	2022 $M	2021[1] $M
Profit for the period	420.7	5.5	43.2	191.6	466.6
Other comprehensive income					
Items that will not be reclassified to the income statement					
Flood related fixed asset impairments	-	21.0	(21.0)	-	-
Property, plant and equipment net revaluation movements	234.1	456.2	218.6	75.8	769.9
Tax on the property, plant and equipment revaluation reserve	-	(137.2)	(40.4)	(128.5)	-
Movement in share of reserves of associate and joint ventures	14.0	-	11.2	13.9	8.2
Items that will not be reclassified to the income statement	248.1	340.0	168.4	(38.8)	778.1
Items that may be reclassified subsequently to the income statement					
Cash flow hedges					
Fair value gains/(losses) recognised in the cash flow hedge reserve	(37.0)	(9.1)	19.1	85.5	57.7
Realised (gains)/losses transferred to the income statement	(5.0)	(6.7)	0.2	9.1	12.1
Tax effect of movements in the cash flow hedge reserve	11.7	4.4	(5.4)	(26.5)	(19.5)
Total cash flow hedge movement	(30.3)	(11.4)	13.9	68.1	50.3
Movement in cost of hedging reserve	2.1	(3.1)	-	(0.8)	3.9
Tax effect of movements in the cash flow hedge reserve	(0.8)	0.8	-	0.2	(1.1)
Items that may be reclassified subsequently to the income statement	(29.0)	(13.7)	13.9	67.5	53.1
Total other comprehensive income/(loss)	219.1	326.3	182.3	28.7	831.2
Total comprehensive income for the period, net of tax attributable to the owners of the parent	639.8	331.8	225.5	220.3	1,297.8

1 The financial year 2021 has been restated following the IFRIC decision on cloud computing. Refer to note 2 of the financial statements.

Group statement of changes in equity	2025 $M	2024 $M	2023 $M	2022 $M	2021[1] $M
At 1 July	8,610.1	8,377.5	8,150.9	7,929.5	6,630.7
Profit for the period	420.7	5.5	43.2	191.6	466.6
Other comprehensive income/(loss)	219.1	326.3	182.3	28.7	831.2
Total comprehensive income	639.8	331.8	225.5	220.3	1,297.8
Shares issued	1,423.6	59.1	0.6	1.0	0.6
Long-term incentive plan	0.6	0.2	0.5	0.1	0.4
Dividend paid	(201.3)	(158.5)	-	-	-
At 30 June	10,472.8	8,610.1	8,377.5	8,150.9	7,929.5

1 The financial year 2021 has been restated following the IFRIC decision on cloud computing. Refer to note 2 of the financial statements.

Group balance sheet	2025 $M	2024 $M	2023 $M	2022 $M	2021[1] $M
Non-current assets					
Property, plant and equipment					
Land	4,624.7	4,379.4	4,387.8	4,319.1	4,705.7
Buildings and services	3,062.0	2,634.1	1,829.8	1,553.3	1,079.9
Infrastructure	1,021.8	919.6	781.1	616.6	551.7
Runways, taxiways and aprons	950.1	743.9	486.0	398.5	389.1
Vehicles, plant and equipment	124.1	78.0	63.6	98.6	100.1
	9,782.7	8,755.0	7,548.3	6,986.1	6,826.5
Investment properties	3,366.5	3,123.9	2,882.1	2,897.4	2,641.4
Investment in associate and joint ventures	193.5	180.6	193.1	166.5	154.4
Derivative financial instruments	61.5	53.5	45.0	28.1	29.2
	13,404.2	12,113.0	10,668.5	10,078.1	9,651.5
Current assets					
Cash	567.8	219.7	106.2	24.7	79.5
Trade and other receivables	90.5	82.3	51.6	28.5	25.4
Taxation receivable	-	-	1.4	21.6	20.9
Derivative financial instruments	0.1	1.2	1.6	-	-
	658.4	303.2	160.8	74.8	125.8
Total assets	14,062.6	12,416.2	10,829.3	10,152.9	9,777.3
Shareholders' equity					
Issued and paid-up capital	3,163.5	1,739.9	1,680.8	1,680.2	1,679.2
Cancelled share reserve	(609.2)	(609.2)	(609.2)	(609.2)	(609.2)
Property, plant and equipment revaluation reserve	5,737.3	5,506.9	5,187.3	5,040.2	5,099.9
Share-based payments reserve	2.2	1.9	2.0	2.1	2.0
Cash flow hedge reserve	(10.1)	20.2	31.6	17.7	(50.4)
Cost of hedging reserve	(2.7)	(4.0)	(1.7)	(1.7)	(1.1)
Share of reserves of associate and joint ventures	76.1	62.1	62.1	50.9	37.0
Retained earnings	2,115.7	1,892.3	2,024.6	1,970.7	1,772.1
	10,472.8	8,610.1	8,377.5	8,150.9	7,929.5
Non-current liabilities					
Term borrowings	2,106.8	2,403.3	1,388.3	961.0	1,172.8
Derivative financial instruments	27.6	24.6	25.3	15.7	67.9
Deferred tax liability	817.2	810.0	438.5	411.9	278.3
Other term liabilities	2.1	2.3	3.5	3.3	2.8
	2,953.7	3,240.2	1,855.6	1,391.9	1,521.8
Current liabilities					
Accounts payable	162.3	205.0	159.9	87.1	103.4
Taxation payable	76.3	65.4	-	-	-
Derivative financial instruments	0.5	0.3	-	0.9	1.9
Short-term borrowings	380.5	281.4	428.8	515.6	220.0
Provisions	16.5	13.8	7.5	6.5	0.7
	636.1	565.9	596.2	610.1	326.0
Total equity and liabilities	14,062.6	12,416.2	10,829.3	10,152.9	9,777.3

1 The financial year 2021 has been restated following the IFRIC decision on cloud computing. Refer to note 2 of the financial statements.

Group statement of cash flows	2025 $M	2024 $M	2023 $M	2022 $M	2021 $M
Cash flow from operating activities					
Cash was provided from:					
Receipts from customers	927.4	845.8	590.1	287.0	271.2
Insurance proceeds	12.9	11.9	3.2	-	-
Interest received	29.4	6.0	3.2	0.3	4.9
	969.7	863.7	596.5	287.3	276.1
Cash was applied to:					
Payments to suppliers and employees	(317.1)	(267.8)	(213.5)	(134.6)	(116.5)
Income tax paid	(104.5)	(31.5)	-	-	(0.6)
Interest paid	(73.8)	(68.1)	(57.9)	(51.5)	(98.0)
	(495.4)	(367.4)	(271.4)	(186.1)	(215.1)
Net cash flow from operating activities	474.3	496.3	325.1	101.2	61.0
Cash flow from investing activities					
Cash was provided from:					
Proceeds from sale of property, plant and equipment	-	-	-	0.4	0.4
Dividends from associate and joint ventures	5.3	8.0	1.8	3.0	5.0
	5.3	8.0	1.8	3.4	5.4
Cash was applied to:					
Purchase of property, plant and equipment	(937.8)	(847.2)	(465.1)	(224.8)	(141.9)
Interest paid – capitalised	(65.3)	(54.7)	(19.4)	(8.0)	(6.5)
Expenditure on investment properties	(106.6)	(230.1)	(106.8)	(39.8)	(58.1)
Investments in associates and joint ventures	(0.8)	-	(6.1)	(14.0)	(15.4)
	(1,110.5)	(1,132.0)	(597.4)	(286.6)	(221.9)
Net cash applied to investing activities	(1,105.2)	(1,124.0)	(595.6)	(283.2)	(216.5)
Cash flow from financing activities					
Cash was provided from:					
Increase in share capital	1,374.9	-	-	-	-
Increase in borrowings	412.1	1,686.3	753.0	200.6	105.0
Settlement of cross-currency interest rate swaps	-	-	-	(1.4)	79.6
	1,787.0	1,686.3	753.0	199.2	184.6
Cash was applied to:					
Decrease in borrowings	(655.0)	(845.3)	(401.0)	(72.0)	(714.9)
Dividends paid	(153.0)	(99.8)	-	-	-
	(808.0)	(945.1)	(401.0)	(72.0)	(714.9)
Net cash flow applied to financing activities	979.0	741.2	352.0	127.2	(530.3)
Net increase/(decrease) in cash held	348.1	113.5	81.5	(54.8)	(685.8)
Opening cash brought forward	219.7	106.2	24.7	79.5	765.3
Ending cash carried forward	567.8	219.7	106.2	24.7	79.5

Capital expenditure	2025 $M	2024 $M	2023 $M	2022 $M	2021 $M
Aeronautical	877.9	565.7	325.1	125.6	48.1
Retail	10.1	4.6	0.3	0.4	0.1
Property development	104.6	240.3	133.3	54.8	72.6
Infrastructure and other	45.0	71.2	53.4	67.7	75.1
Car parking	52.3	276.9	135.0	11.5	1.2
Total	1,089.9	1,158.7	647.1	260.0	197.1

Passenger, aircraft and MCTOW (maximum certificated take-off weight)	2025	2024	2023	2022	2021
Passenger movements					
International	10,306,188	10,059,268	7,773,555	1,340,875	602,125
Domestic	8,428,052	8,469,457	8,087,709	4,261,271	5,841,514
Aircraft movements					
International	52,179	53,024	42,423	18,315	15,106
Domestic	105,169	105,161	101,998	67,748	83,583
MCTOW (tonnes)					
International	5,156,065	5,209,020	4,043,717	2,115,127	1,771,014
Domestic	2,149,001	2,134,383	2,028,201	1,343,150	1,637,867

Corporate directory

Directors

Julia Hoare, Chair
Mark Binns
Mark Cairns
Grant Devonport
Dean Hamilton
Liz Savage
Tania Simpson
Christine Spring

Senior management

Carrie Hurihanganui, Chief Executive
Stewart Reynolds, Chief Financial Officer
Melanie Dooney, Chief Risk & Corporate Services Officer
Chloe Surridge, Chief Operations Officer
Scott Tasker, Chief Customer Officer
Mark Thomson, Chief Commercial Officer
Mary-Liz Tuck, Chief Strategic Planning Officer
Richard Wilkinson, Chief Digital Officer

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Company Secretary

Louise Martin, Head of Legal and Company Secretary

Auditors

External auditor – Deloitte Limited
Internal auditor – PricewaterhouseCoopers
Share registry auditor – Grant Thornton

This annual report is dated 20 August 2025 and is signed on behalf of the Board by:

Julia Hoare
Chair

Grant Devonport
Director

Auckland Airport

aucklandairport.co.nz