A Higher Altitude …..

Auckland Airport

Interim Results December 2011

….. And Still Climbing

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This interim results presentation dated 29 February 2012 provides additional comment on the media and financial materials released at the same date. As such, it should be read in conjunction with, and subject to, the explanations and views provided in that release.

A half year of high performance

Profit growth momentum delivered via a focus on strong business execution throughout the organisation

Clear goals combined with parallel execution of supporting initiatives expands choices and amenities for customers, powers up opportunities for Auckland Airport and grows returns for shareholders

Improving financial performance is pleasing against a backdrop of challenging times in the aeronautical, retail and property sectors in NZ, Australia and globally

	6 months to 31 Dec 2011	Movement from prior period ($m)	% Change
Revenue	215.867	17.597	8.9
EBITDAFI *	161.361	10.360	6.9
Reported profit	69.103	3.610	5.5
Underlying profit	70.791	9.255	15.0

* EBITDAFI means Earnings before interest, taxation, depreciation, fair value adjustments and investments in associates

The highs of the half

Auckland Airport staff and airport partners were a championship winning operations team, delivering a smooth, successful and safe RWC 2011

Daily services from the Chinese based carrier, China Southern Airlines commenced, contributing to a substantial lift in Chinese arrivals

Passenger spend rates in retail and car parking continue to perform strongly as we continue to refine our retail offering and online parking options

Significant long term planning undertaken including dialogue with airlines and independent experts to work towards a pathway for expanding domestic capacity

Auckland Airport

Changing shape of travel markets continues

In March 2009 our growth strategy placed a significant emphasis on targeting Asian passenger growth

Market dynamics continue to change with Asia becoming even more important to New Zealand as traditional markets are continuing to deliver, at best, lackluster growth

China Tourism Academy recorded China outbound tourism at 70 million trips in 2011 up more than 20% from 2010

United Nations World Tourism Organisation expects "to see China become the number one country in terms of both receiving and sending tourists in the next five to seven years"

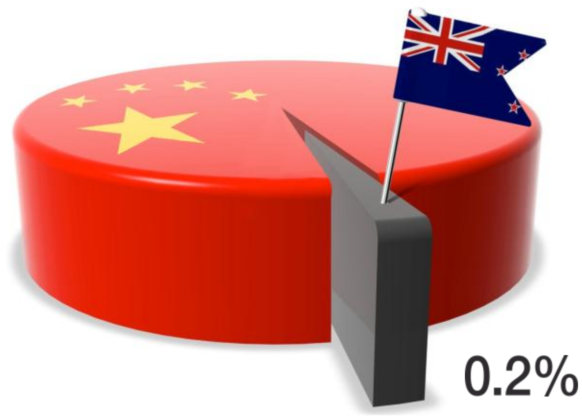
Imagining the possibilities

NZ received just 0.2% of the Chinese outbound tourism market in 2011

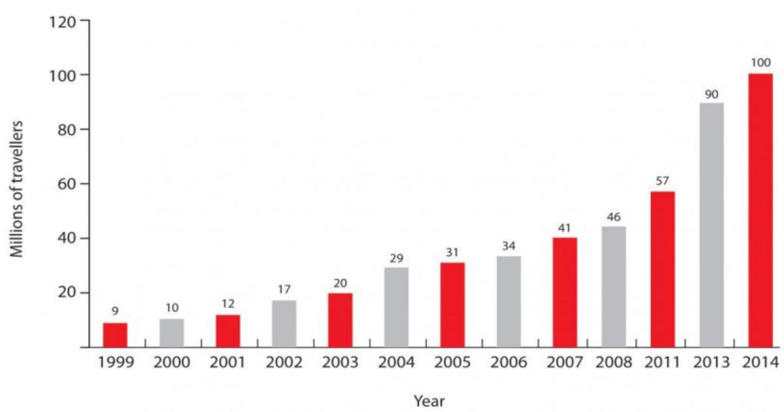
In 2011, Chinese visitors to NZ spent more than double German visitors and outstripped the American visitor market for total spend
(Source: International Visitor Survey Statistics for NZ)

Chinese average spend per trip in 2011 is the third highest, after Korea and Germany
(Source: International Visitor Survey Statistics for NZ)

If NZ could aim for just 1% of the Chinese outbound tourist market, their total spend in NZ would make China New Zealand's most important tourist market



THE LUCRATIVE AND FAST GROWING CHINESE OUTBOUND TRAVEL MARKET



Source: China Outbound Travel & Tourism Market (www.cottm.com)

Results in more detail

Passenger growth drives revenue drives profit

Total revenue of $215.9m (+ 8.9%), driven by increased passenger volumes, from RWC and new route developments

Exceptional retail revenue of $61.8m (+12.8%), rewarding the capital expenditure in prior year and the proactive landlord model

Underlying profit $70.8m (+15.0%) highlights operating leverage benefits

International passenger growth remains strong at Auckland (6.5%) and Queenstown (30.1%), and Cairns (6.7%) despite external challenges in aviation markets

Interim dividend for the six months of 4.4 cents per share, up 0.4 cents per share on FY11 interim (+10%)

Auckland Airport

Results overview

	6 months to 31 Dec 2011 ($m)	6 months to 31 Dec 2010 ($m)	% Change
Revenue	215.9	198.3	8.9
Expenses	54.5	47.3	15.3
EBITDAFI (Earnings before interest, taxation, depreciation, fair value adjustments and investments in associates)	**161.4**	**151.0**	6.9
Share of profit of associates	2.7	0.8	219.9
Gain on sale of associates	-	1.2	-
Investment property fair value increases	-	2.3	-
Derivative fair value change	(2.1)	1.4	(251.3)
Depreciation	31.8	28.7	10.5
Interest	35.0	35.8	(2.1)
Reported net profit after tax	**69.1**	**65.5**	5.5
Underlying profit	**70.8**	**61.5**	15.0

Underlying profits explained

	6 months to 31 Dec 2011			6 months to 31 Dec 2010		
	Reported earnings ($m)	Adjustments ($m)	Underlying earnings ($m)	Reported earnings ($m)	Adjustments ($m)	Underlying earnings ($m)
EBITDAFI per income statement	**161.4**	**0.0**	**161.4**	**151.0**	**0.0**	**151.0**
Share of profit of associates [1]	2.7	0.3	3.0	0.8	0.0	0.8
Gain on sale of an associate [2]	0.0	0.0	0.0	1.2	(1.2)	0.0
Derivative fair value increases/(decreases) [3]	(2.1)	2.1	0.0	1.4	(1.4)	0.0
Investment property fair value increases [4]	0.0	0.0	0.0	2.3	(2.3)	0.0
Depreciation	(31.8)	0.0	(31.8)	(28.7)	0.0	(28.7)
Interest expense and other finance costs	(35.0)	0.0	(35.0)	(35.8)	0.0	(35.8)
Other taxation expense [5]	(26.1)	(0.7)	(26.8)	(26.8)	0.9	(25.9)
Profit after tax	**69.1**	**1.7**	**70.8**	**65.5**	**(4.0)**	**61.5**

[1] Auckland Airport's share of the fair value movement in the derivative financial instrument that do not qualify for hedge accounting for the six months ended 31 December 2011 was a $0.281 million loss.

[2] The sale of Auckland Airport's joint venture investment in HMSC-AIAL was a one off gain of $1.240 million during the six months ended 31 December 2010.

[3] The fair valuation movement of the derivative financial instruments that do not qualify for hedge accounting put in place in conjunction with the US Private Placement (USPP) debt issuance in November 2010.

[4] The fair value increase of Auckland Airport's investment property portfolio. No fair value change was recorded as at 31 December 2011.

[5] Taxation adjustments as a result of adjustments 1 to 4 above.

Passenger growth resists aviation volatility

International passenger growth for 6 months to 31 December 2011		
	Movement from prior period ($m)	% Change
Auckland Airport	242,304	6.5
Queenstown Airport	27,469	30.1
Cairns Airport	26,769	6.7

Domestic passenger growth for 6 months to 31 December 2011		
	Movement from prior period ($m)	% Change
Auckland Airport	28,429	0.9
Queenstown Airport	14,857	3.9
Cairns Airport	2,740	0.2
Mackay Airport	33,809	6.3

Our delivery against passenger growth targets has been strong despite challenges in the aviation industry, tourism and global markets

At Auckland Airport, international passenger volumes were positively impacted by the RWC 2011 and new services (China arrivals up 21.8%, Singapore arrivals up 60.5%)

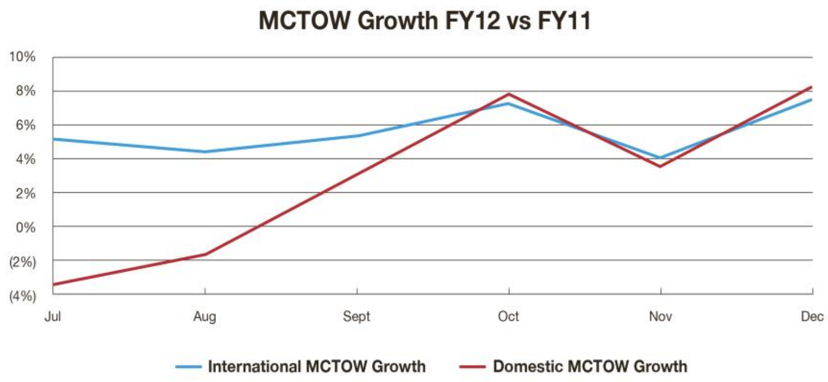
Cairns Airport volumes have held strong following the affects on tourism from floods, cyclones and the Japan earthquake

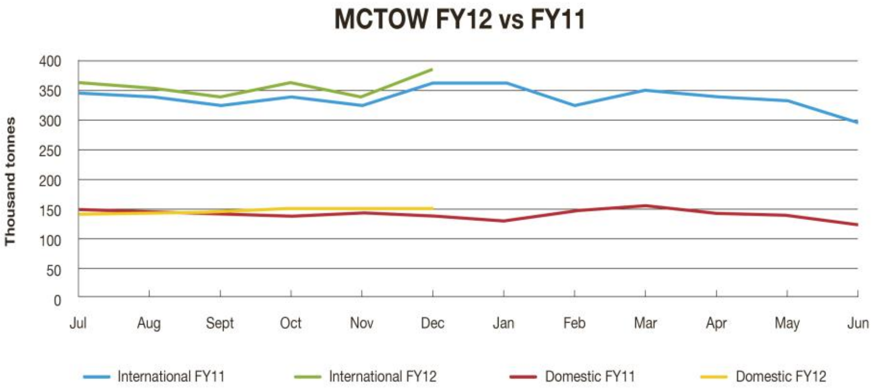
Queenstown passenger volumes were boosted by increases in capacity

Mackay Airport continues to be supported by growth in the Australian resources sector

Auckland Airport aircraft weight trends

MCTOW for 6 months to 31 December			
	2011 (tonnes)	2010 (tonnes)	% Change
International	2,132,005	2,018,464	5.6
Domestic	880,173	855,428	2.9
Total	3,012,178	2,873,892	4.8





Domestic MCTOW recovered from the dip in prior year following Pacific Blue's departure and increased services from Air NZ and Jetstar

International MCTOW growth in six months to December 2011 driven by new services

RWC benefits – real but modest

Arrivals by country for 6 months to 31 December			
	2011	2010	% Change
Australia	379,216	327,587	15.8
UK & Ireland	99,359	88,047	12.8
France	21,790	9,857	121.1
South Africa	14,288	7,789	83.4

Our estimate of the profit benefit from the RWC for Auckland Airport is $2 million before tax

Auckland Airport saw increased international passenger arrivals from rugby nations

Substitution of other travellers was evident – a decrease in New Zealander departures during the RWC period, but increase in New Zealander departures before and after as passengers adjusted travel patterns

Retail did benefit from an increase in the volume of customers and spend rates but mostly in lower yielding product categories

Car parking business saw a decrease in yield and revenue opportunities over the period due, in particular, to a decrease in the New Zealand business segment

The RWC required an investment in expenditure to maintain service during the peak period in R&M, cleaning and temporary staff

Strong revenue performance

	6 months to 31 Dec 2011 ($m)	6 months to 31 Dec 2010 ($m)	% Change
Airfield income	39.5	36.7	7.7
Passenger service charge	42.1	39.4	6.6
Terminal services charge	14.4	13.9	3.3
Retail income	61.8	54.8	12.8
Rental income	26.6	25.6	4.2
Car park income	18.6	17.1	8.8
Interest income	0.8	0.6	49.7
Other revenue	12.0	10.2	17.8
Total revenue	**215.9**	**198.3**	**8.9**

MCTOW and passenger growth boost Airfield and Passenger Service Charge revenue

Retail revenue shows exceptional growth from international terminal redevelopment

Car parking continues to deliver strong performance through online marketing and yield management

Other revenue growth of 17.8% due to higher tenant recoveries (rates, insurance and maintenance), higher transport licence revenue and the new Formule 1 Hotel revenue

Expenses growth fuelling revenue growth

	6 months to 31 Dec 2011 ($m)	6 months to 31 Dec 2010 ($m)	% Change
Staff	17.1	16.4	4.7
Asset management, maintenance and airport operations	18.8	16.3	15.5
Rates and insurance	4.5	3.9	14.3
Marketing and promotions	6.4	4.0	58.2
Other	7.8	6.7	15.7
Total operating expenses	**54.5**	**47.3**	**15.3**
Depreciation	31.8	28.7	10.5
Interest	35.0	35.8	(2.1)
Taxation	26.1	26.8	(2.3)

The RWC saw an increase in repairs, maintenance, cleaning, contracted services and temporary staff in the six months to December 2011. Further increases were in property maintenance (with higher recoverables) and volume related utility expenditure.

Council rates increased by 11% in the six months to December 2011 and insurance 24%. Most of these increases are recovered through tenants.

Marketing and promotions expenditure increased by $2.4m compared to the prior six month period but decreased over the six months to 30 June 2011.

Other costs increased due to doubtful debt provisions against a debt from the Marae Trust and direct hotel expenditure from the Formule 1 Hotel.

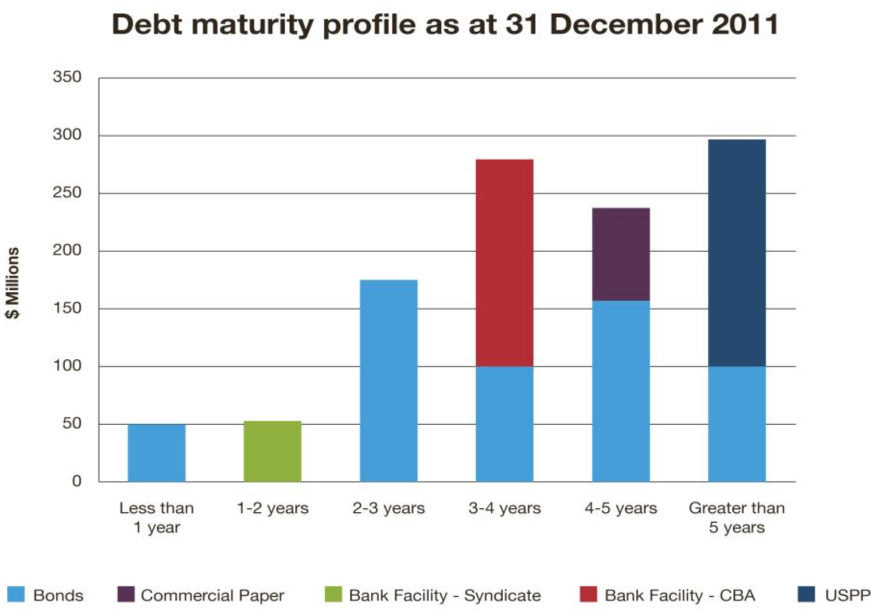
Busy debt refinancing period in 2011

The third and final series of the USPP was drawn down in July 2011.

A new six-year $100 million bond at 5.47% was issued in October 2011. A new multi-currency bank facility (NZD $135m and AUD $40m) with expiry date 31 January 2015 commenced in October 2011.

The standby facility was amended extending the expiry date to 10 March 2016 (from 2013).

Debt ratios	31 Dec 2011	31 Dec 2010
Average interest rate for the six months	6.51%	6.63%
Underlying EBITDAFI Interest cover ratio	4.19	3.93
Average debt maturity	4.88	4.56
Debt/Debt + equity	31.16%	35.75%



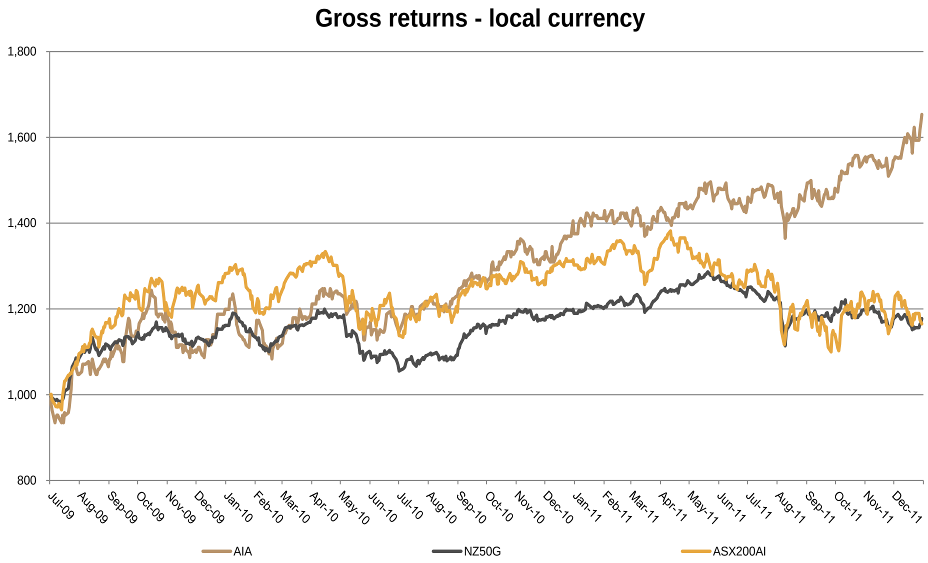
Commercial paper maturities are less than three months but are supported by committed bank facilities that mature in March 2016. As at 31 December 2011, $100 million was still outstanding on the maturing $275m CBA Facility, however this has been refinanced with the new CBA Facility agreed in October 2011 with a maturity date of 31 January 2015, therefore has been re-classified to the maturity bracket of 3-4 years.

Growth strategy driving results for shareholders

FY12 Interim dividend of 4.40 cps, a 10.0% increase from 4.00cps interim for FY11

Record date for dividend is 19 March 2012 with payment date on 2 April 2012

Dividend reinvestment plan suspended for this dividend



	Share Price Opening	Share Price Closing	Dividend (cps)	Total return (cps)	Total shareholder return (%)
1 July 2009 to 30 June 2010	1.61	1.87	0.082	0.342	21.2
1 July 2010 to 30 June 2011	1.87	2.23	0.087	0.447	23.9
1 July 2011 to 24 February 2012	2.23	2.47	0.044	0.284	12.7 *

*Over 8 months

Growing air services remains a top priority

Route development in Asia is showing real results through increased visitors from Singapore (up 60.5%) and China (up 21.8%) from prior period

United's new service to Houston awaits 787 aircraft delivery. "The 787 is coming to United mid-year, and one of our first routes will be Houston-Auckland, which we're very excited about" United Airlines COO Pete McDonald 23 January 2012

Asia still viewed as most important growth region

Continued support from Tourism New Zealand and Government

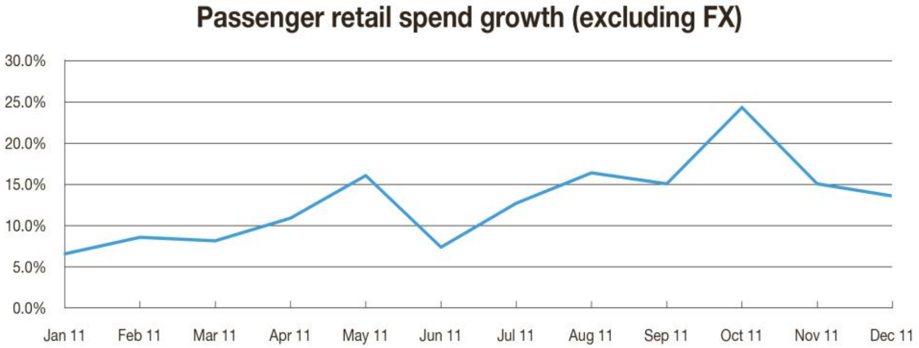
Challenging times for airlines means it is essential for Auckland Airport to ensure current services and potential new services are sustainable long-term

Positive developments (seasonal Air New Zealand Bali and Emirates Melbourne upgrade) and negative developments (Qantas withdrawal from LAX) highlight how different airlines are adapting their growth strategies to the current aviation challenges and opportunities

Retail sales growth continues post refurbishment

International terminal development boosting retail revenue in all areas:

- **Duty Free (arrivals and departures)**
- **Food and Beverage (outlets before and after security)**
- **Specialty stores**

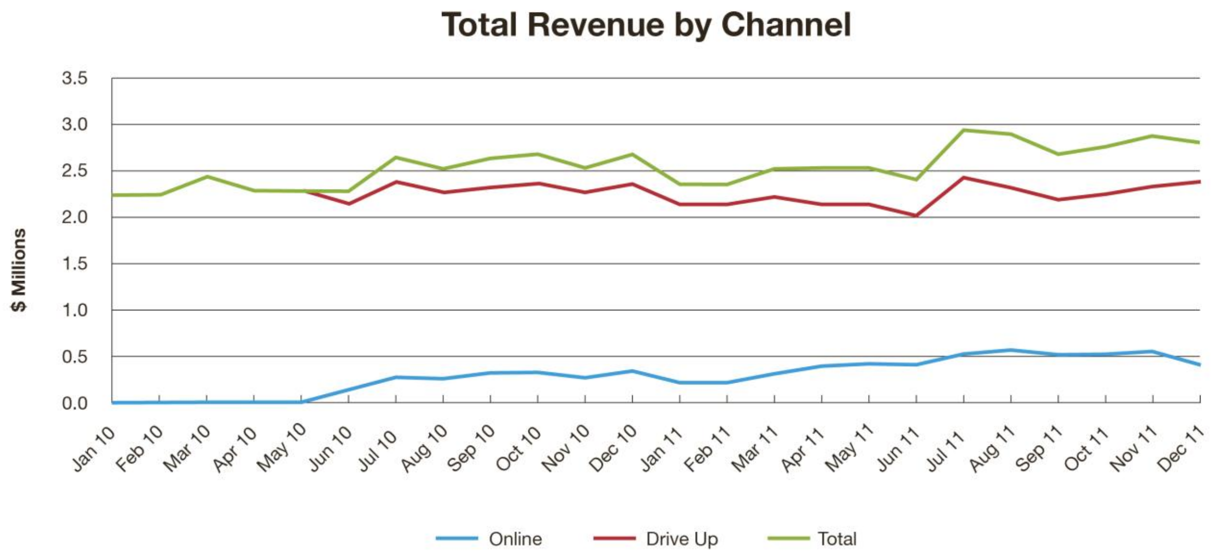


Passenger mix also contributed to retail income per international passenger increasing to $16.25 in the six months to 31 December 2011, from $15.35 in the six months to 31 December 2010

Continue to focus on improving the passenger experience and product (e.g. Emperor Lounge, inter-terminal bus)

Growth rates have been high for 12 months. Our expectations are for growth to continue but with the rate of growth easing.

Car park yield management delivers results



Online parking now makes up 18% of total car park revenue

Parking products available to suit all market requirements

Continuing to fine-tune our offers, our marketing and our add-on products to maximise car parking performance and revenue yield management

We are exploring how we can utilise this direct to consumer channel to improve the passenger experience in the terminals as well as retail spend rates

Property portfolio delivers

Property segment revenues up $1.8m (+10.0%) reflecting property development completions in a very tough market

New accommodation product performed very strongly. In December 2011, Novotel (20% owned) occupancy rates were 79% (average 72% in the six month period) and Formule 1 occupancy rates were 70% (average 55% in the six month period). The hotels have only been open for 7 and 4 months, respectively.

Toll warehouse facility nearing completion (March 2012)

Quad 5 building to be completed mid year

CEVA Logistics warehouse & office well underway

Two stand-alone speculative warehouse facilities under development to match demand unable to be met due to our current low vacancy levels

NQA continues to grow EBITDA

NQA Performance	6 months to 31 Dec 2011	6 months to 31 Dec 2010	% Change
Passenger Movements (million)			
International - Cairns (ex transits)	0.424	0.397	6.7
Domestic – Cairns & Mackay	2.301	2.265	1.6
Financial Performance (AU$m)			
Total revenue	57.3	53.4	7.4
Expenses	19.8	21.1	(6.1)
EBITDAFI	37.5	32.3	16.2
Profit after taxation	5.8	0.2	2284.9

Cairns performs strongly in light of global events such as Japan earthquake with international passenger numbers still up 6.7%

Revenue and EBITDAFI easily surpass prior period performance up 7.4% and 16.2% respectively

Cash dividends received relating to the six months period were AUD4.836m up from AUD3.805m (+27%)

We are highly supportive of NQA's growth plans and would invest further if an opportunity becomes available and the price was right

Queenstown international growth continues

Queenstown Airport Performance	6 months to 31 Dec 2011	6 months to 31 Dec 2010	% Change
Passenger Movements			
International	118,840	91,371	30.1
Domestic	399,070	384,213	3.9
Financial Performance ($m)			
Revenue	8.5	7.7	9.9
EBITDAFI	6.2	5.9	4.9
Profit after taxation	2.8	3.0	(5.1)

Passenger volume growth continues to surpass expectations with international passenger growth of 30.1%

Operating expenses up $0.5m from volume related expenditure, promotions and planning consultation

Depreciation and interest increase following capital expenditure investment resulting in a flat profit performance

First dividend of $0.822m was received on 31 August 2011 and a further $0.250m on 31 January 2012

Price consultation with airlines in progress

Auckland Airport commenced confidential aeronautical pricing consultation under the Airport Authorities Act in August 2011

Pricing consultation covers landing charges, passenger service charges and terminal service charges

The consultation process to date has been thorough, undertaken with BARNZ and a wide range of airlines

There are two key components in determining appropriate charges:

a) Forecasting the level of new investment over the next 5 year period which we believe can be managed to moderate levels inclusive of investment in domestic facilities

b) Delivering higher revenues through volume growth

Together these can alleviate the need for significant price increases.

Path towards lifting the domestic passenger experience

Current domestic process elements are experiencing constraints right through the processing chain from surface access through to aircraft aprons

The advent of larger jet aircraft operating today and proposed to be added will further exacerbate the issues

We have been engaging with the main domestic operators for almost a year and we believe a clear path is required for implementation to deliver required capacity before significant A320 aircraft deliveries occur in the middle of the decade

Our proposed pathway remains as signalled to the markets in August 2011 with a carefully staged approach, and we remain committed to a consultation process with a decision in May 2012

Looking ahead

We believe we provide a low risk exposure to the Asian growth story

Continuing to explore new partnerships, business extensions, information sources and technologies to increase New Zealand’s share of growth in the Asia-Pacific region

Quality execution of business strategies across the group will provide further opportunities for long term growth for shareholders

We are cautiously optimistic about our near term future prospects and expect profit for FY12 to be at the higher end of the previous guidance range of in the $130 millions (excluding fair value changes and one-off items)

Capital expenditure is forecast to be around $90 million

Questions?