

A couple stands in an airport terminal, looking out through a large glass wall at a large white airplane on the tarmac. The man is wearing a checkered shirt and jeans, and the woman is wearing a grey top and black skirt. A black suitcase is on the floor next to them. The sky is blue with some clouds.

Airport of the future

Our vision for the next 30 years

Today Auckland
Airport serves

120+
international
flights
every day

300+
domestic
flights
every day

22+
New Zealand
destinations

34+
international
destinations



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Our airport of the future

Auckland Airport is destined to grow quickly.

We want to preserve and enhance the friendly, convenient and efficient airport we have today as we cater for the significant increases in passenger numbers and flights that will occur.

We want the airport of the future to be a hub for travel in Australasia and the Pacific Rim and to provide an enjoyable and uniquely New Zealand experience for passengers and visitors.

To achieve this, we have developed a 30 year vision for Auckland Airport that is outlined in this document.

We are committed to creating an airport that Aucklanders and New Zealanders can be proud of.



**Auckland Airport
has a 30 year vision
for its future**

An aerial black and white photograph of Auckland Airport under construction in 1965. The image shows a long, straight runway extending from the bottom left towards the top right. To the right of the runway, there are several large, rectangular areas of land, some of which are being developed with roads and structures. The surrounding landscape is flat and appears to be a mix of agricultural fields and undeveloped land. The sky is clear and light-colored.

Where we have come from

The founders of Auckland Airport left us a wonderful legacy. Almost 50 years ago they thought ahead and started buying 1,500 hectares of land to give us the capacity to grow. It is a privilege to have this land and we must use it wisely.

This long-term planning has put us ahead of the game. We are continuing that legacy with a vision that stages development over the next 30 years, as and when we need it.

We've always planned well ahead and we are now the second largest international airport in Australasia

Auckland Airport today

We currently serve 14.5 million passengers and 150,000 flights every year.

We are the second largest airport in Australasia for international passengers and the second largest cargo port in New Zealand by value. We offer direct connections to more than 22 domestic and 34 international destinations.

There are more than 900 businesses in the vicinity of the airport, employing around 20,000 people; 12,000 of these are based on Auckland Airport's land.

Key features

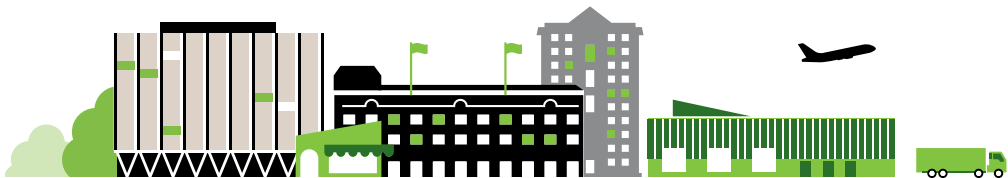
- More than three times New Zealand's population flew through Auckland Airport last year
- Auckland Airport and related business activity contributes \$3.5 billion to Auckland's economy
- Over 12,000 people work at Auckland Airport

We are only 35 minutes' drive from Auckland's CBD and can be reached by car, bus, shuttle and taxi. We provide parking for 7,000 cars.

The company is publicly listed on both the New Zealand and Australian stock exchanges and has more than 50,000 shareholders.

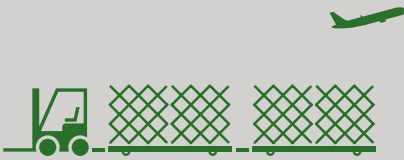
14.5 million

international and domestic passengers each year



900+

businesses around the airport



230,000

tonnes of airfreight each year makes us New Zealand's second largest cargo port by value



120+

international flights a day



300+

domestic flights a day



34+

international destinations



75%

of New Zealand's international arrivals and departures



20,000

jobs on and around the airport



**For a small country,
we punch above
our weight when it
comes to tourism**

Our contribution to the economy

Tourism is New Zealand's second largest industry generating \$9.8 billion for the country in export earnings in 2013.

Tourism also directly and indirectly accounts for nearly 9% of jobs in New Zealand.

Auckland Airport plays a significant role in tourism. We welcome 92% of the international passengers who travel to New Zealand on long haul flights and process 75% of all international arrivals.

We also play a significant part in international trade, with more than 230,000 tonnes of freight worth \$13 billion passing through our facilities every year.

In 2013, the activities of Auckland Airport and neighbouring businesses added \$3.5 billion to the Auckland economy and helped lift household incomes by \$1.9 billion. A total of 2.7 million international visitors travelled to New Zealand during that year.*

The New Zealand Tourism Industry Association has set a growth target of 6% growth in value of tourism every year through to 2025. Our vision enables us to contribute to that ambitious target for New Zealand.

Key features

- Tourism directly employs more than 172,000 people
- The airport plays a major role in tourism welcoming 75% of all international visitors to New Zealand

* Source: Insight Economics: Estimating the Regional Importance of Auckland Airport, February 2014

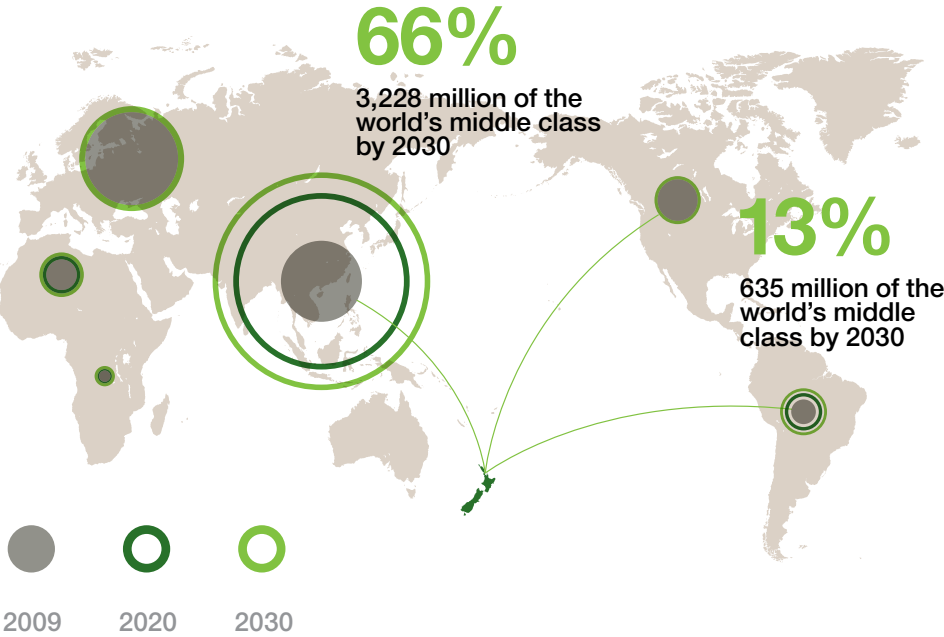
Emerging economies

The emerging economies of China, South-east Asia, India and South America are changing the dynamics of global air travel.

There has been a significant rise in the number of wealthy people in these economies. New Zealand is well located to take advantage of this growth. It is estimated that 66% of the population of China and India will take one international trip each year by 2032, and annual numbers of Chinese visitors to New Zealand are expected to double to 400,000 by 2020.

The growth of these economies has led to a significant increase in aircraft numbers. According to Airbus, emerging economies represent 50% of new aircraft demand for the next 20 years. Boeing expects the number of aircraft in China will triple in the next 20 years and that Chinese airlines will buy more than 5,500 new planes by 2030.

Auckland Airport is already experiencing growth in passengers and flights as a result of these changing trends in air travel.



Global middle class 2009–2030



Chinese carriers are expected to buy 5,500 new planes by 2030



Emerging economies represent 50% of new aircraft demand over the next 20 years



Annual numbers of Chinese visitors to New Zealand are expected to double to 400,000 by 2020



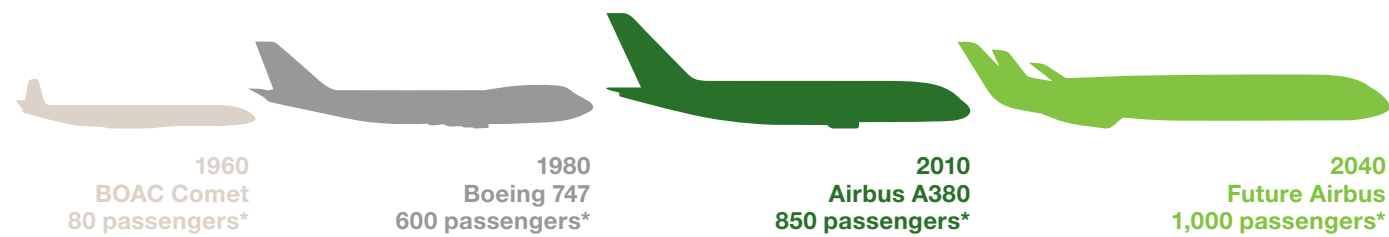
Two thirds of the population of China and India will take one international trip each year by 2032

Changes in aircraft design

The introduction of larger planes carrying more passengers has changed air travel while also supporting improved airline profitability.

In recent years Auckland Airport has experienced growth in passenger numbers, but the number of flights is not increasing at the same rate.

Our airline partners have told us that the changing balance of economic growth in the world and technological changes in the aviation industry have had a significant impact on the way they will operate over the next 30 years. These changes have influenced how Auckland Airport needs to develop. Our vision has been designed to respond to these needs.



* numbers are dependant on aircraft configuration

Planes are getting bigger, more efficient and will carry more people





14 million²⁰¹³
40 million²⁰⁴⁴
annual
passenger
movements

Our growth projections

The changes in international air travel and the aviation industry have influenced our growth forecasts and our long-term plans.

In the next ten years the number of passengers flying in and out of Auckland each year could almost double to 24 million passengers, and in the next 30 years we expect the number of passengers to triple to 40 million. To put this into context, Changi Airport in Singapore today experiences more than 50 million passengers a year.

The number of flights in and out of Auckland Airport every year is expected to nearly double to 260,000 in 2044.

This growth will play a key role in the future development of Auckland as a city and most directly in South Auckland. A significant proportion of New Zealand's projected population growth over the next 25 years is predicted to occur in South Auckland.

Auckland Airport is already a key transport, distribution and business hub in this area, and the growth we expect over the next 30 years means it will continue to be an important business location in the future.

Key features

- Global air traffic is expected to double in the next 15 years
- Airlines are using larger aircraft on both international and domestic routes
- Average aircraft capacity has grown by more than 25% over the past 20 years
- Passenger numbers will triple to 40 million in 30 years, while the number of flights will double, reflecting the increased use of larger aircraft

Auckland Airport as a global hub

Auckland Airport has the potential to develop as a hub for air travel in Australasia and the Pacific Rim. Our location also puts us in a good position to connect South America and Asia.

Australia's largest airports, Sydney, Melbourne and Brisbane all face challenges to grow as hub connections, compared with Auckland Airport.

Auckland's potential as a hub airport is enhanced because:

- our location positions us well to capture growth in the Pacific Rim
- we have the ability to expand our infrastructure in a staged and efficient way
- we are recognised by the Skytrax World Airport Awards as one of the world's top airports for passenger experience.

Auckland Airport is predicted by Airbus to become an 'aviation mega city' by 2030 with over 10,000 long-haul passengers per day.

As a hub airport in the Pacific Rim, we can provide many benefits to business, trade, tourism and other economic development beyond air travel. The area surrounding Auckland Airport is already developing and it will increasingly become a destination in its own right for activities complementing air travel. These range from business centres, hotel accommodation and hospitality, to shopping and recreational opportunities.

Our 30 year vision and the growth we forecast in passengers and flights will create approximately 27,000 more jobs and improve the incomes of Aucklanders, resulting in a stronger regional economy.

56+

national and international destinations



8 million

Auckland is the second largest airport in Australasia for international passenger traffic; 8 million in Auckland compared to 12 million in Sydney



\$13 billion

The airport handles more than 230,000 tonnes of freight each year, which is worth about \$13 billion



Auckland is predicted to be an aviation mega city by 2030

Our vision for Auckland Airport

The airport's 30 year vision is to build a world-class airport that supports airlines and aviation-related businesses to be economically successful and to boost Auckland's and New Zealand's economies.

We are planning to build the infrastructure we need in stages to ensure the vision is affordable, flexible and delivered in time. Growth in passengers and flights will be the trigger for our development.

The staged development over 30 years will amount to a multi-billion dollar investment by the airport.

Auckland Airport has also looked ahead, beyond our usual 30 year planning horizon. We believe that sometime after 2044 we will need to extend the length of the second runway by approximately 890 metres. We think that it is important that we share this with Auckland city now so it can appropriately plan for the future

Auckland Airport has made a submission on the Auckland Council's 30 year Unitary Plan outlining the need to protect its capacity to grow in the future.

Key features

- The first phase of a new combined international and domestic terminal will be established over the next five years
- A second runway will be built by around 2025
- Capacity to extend the length of the second runway after 2044

world-class terminal

Development of a world-class combined domestic and international terminal commences in stages, with the first stage established in the next five years



New Zealand themed

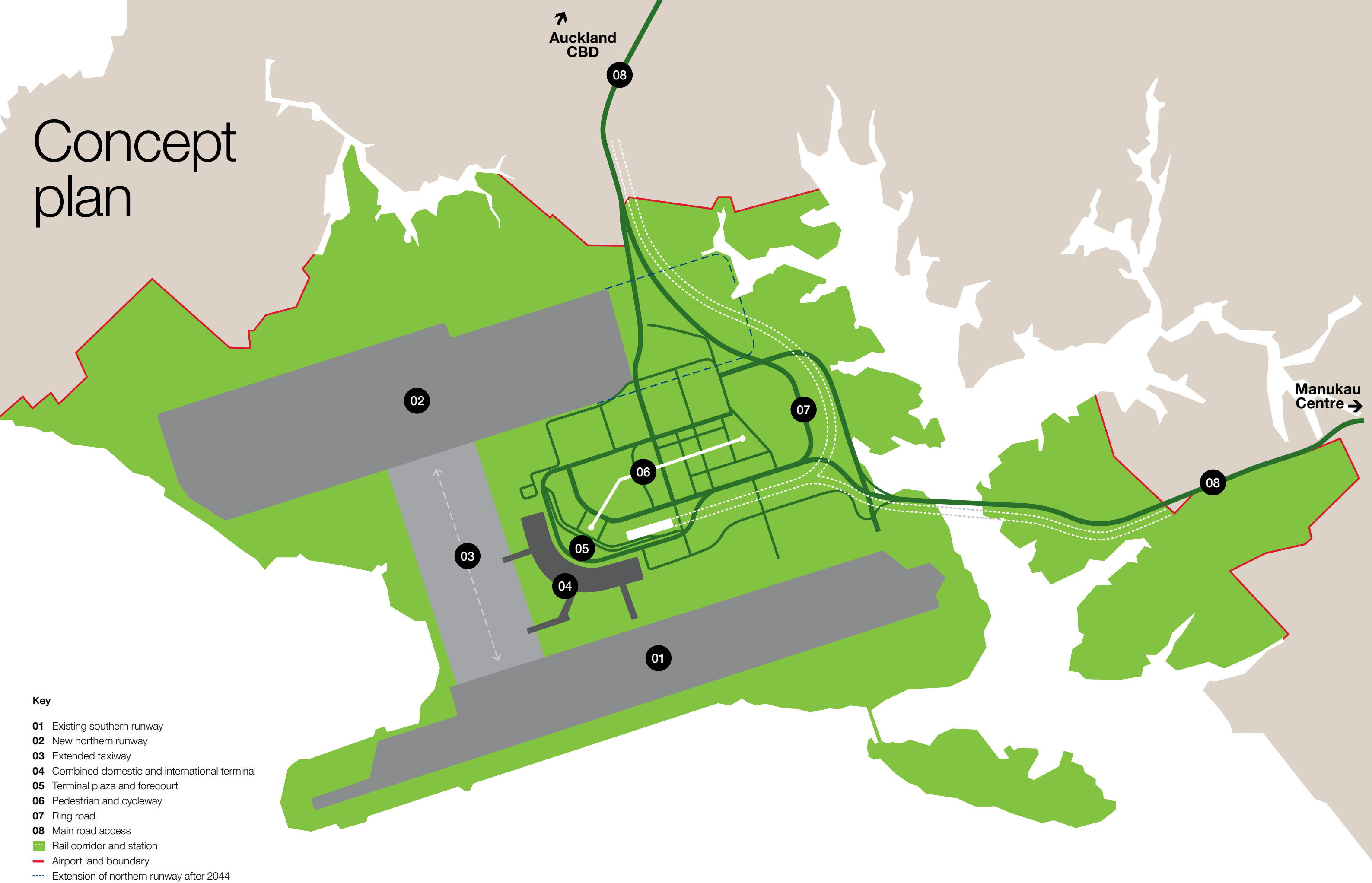
terminal plaza with hotels, new air traffic control tower and public spaces



We're a friendly, efficient and uniquely New Zealand airport, serving Asia and the Pacific Rim



Concept plan



- Key**
- 01 Existing southern runway
 - 02 New northern runway
 - 03 Extended taxiway
 - 04 Combined domestic and international terminal
 - 05 Terminal plaza and forecourt
 - 06 Pedestrian and cycleway
 - 07 Ring road
 - 08 Main road access
 - Rail corridor and station
 - Airport land boundary
 - Extension of northern runway after 2044

Terminal and surroundings

The first phase of the new terminal development will be built within approximately five years. It will be developed around the existing international terminal and will include facilities for domestic travel at the southern end of the building and international travel at the northern end.

We will retain the layout of the existing international terminal, with check-in and baggage reclaim on the ground floor and security screening and passport control on the upper level. This will enable more convenient passenger transfers for both international and domestic passengers. Multi-storeyed car-parking buildings will be built close to the terminal with connecting passenger walkways.

A new terminal plaza and forecourt will be created by the crescent-shaped space in front of the terminal building. It will provide a landscaped area for activities such as

public art programmes, temporary displays and events, as well as retail outlets. The design of this plaza will provide a memorable and uniquely New Zealand sense of arrival and departure from our country.

A new air traffic control tower, that will oversee both runways in the future, will be located in the centre of the plaza and a pedestrian-friendly walkway will link the terminal to the many businesses and recreational activities located around the airport.

Key features

- The first phase of the development of a new combined domestic and international terminal will be completed within five years
- Aircraft parking areas will increase from 56 to 94 spaces over the next 30 years
- Check-in and security will be centrally located, with domestic flights at the southern end and facilities for international flights at the northern end of the combined terminal
- There will be new multi-storeyed car-parking buildings
- A new terminal plaza with shops, hotels and businesses is planned

Our vision is for a new combined domestic and international terminal



New northern runway

Auckland Airport received approval to build a second runway 12 years ago. Changes in aircraft size and the number of flights mean it will not be needed for another 10 to 15 years.

The new runway will be located to the north of the new terminal and will run parallel with the existing southern runway. It will be 2,150 metres long and will primarily support aircraft such as the Airbus A320 and the Boeing 777 and 787. The northern runway will also need to be about 70 metres further to the north than we had previously planned, to allow more space between the runways for the efficient movement and parking of larger aircraft around the terminal.

Sometime after 2044 we believe the northern runway's operational length will

need to be extended by approximately 890 metres to improve its efficiency and meet the requirements of the larger aircraft Auckland is forecast to receive in the future. This will also create greater operational resilience for Auckland Airport should the southern runway need to be closed at any time.

To ensure we are able to operate an extended runway in 30 or more years, Auckland Airport is taking part in the Auckland Council's Unitary Plan process to ensure the city is aware of the airport's long-term requirements for the runway.

Key features

- The need for a second runway has been delayed for 10 to 15 years
- The first stage of the new runway will be 2,150 metres long
- More space for larger aircraft will shift the runway 70 metres further north
- Planning permission is being sought to be able to extend the second runway by 890 metres after 30 years

second runway

will be located north of the current runway. This gets underway in the next 10 to 15 years, with approval needed to extend it in 30+ years for larger aircraft.



The airport is constantly growing as New Zealand's gateway to the world

Meeting future aviation needs

Auckland Airport has carefully considered how to best respond to the future trends in air travel and airline operations.

After considering a range of options, we decided to go ahead with a design that will provide for larger aircraft with a terminal layout with three piers and a larger area between the two runways. The airfield is designed to enable planes to get to and from the terminal quickly with an enhanced ability to turn flights around.

Providing for domestic arrivals and departures at the southern end of the terminal will enable a faster turnaround for domestic flights than if the domestic terminal facilities were in the north as we had previously planned. This is particularly important for shorter domestic flights.

Additional aviation support buildings will be developed at the airport, including additional cargo and aircraft maintenance facilities. There will also be a new centrally located airport emergency service facility for rescue and firefighting requirements.

These airfield enhancements will give us a resilient airport that can accommodate growth in passenger and flight numbers and provide long-term capacity for both the terminal and runway system. These enhancements will result in better airport operations and efficiencies for airlines, and their passengers.

Key features

- The airfield has been designed to improve aircraft turnaround times
- There will be greater separation between the two runways and terminal to provide space for larger aircraft
- Domestic operations will be to the south of the terminal and international to the north, making it more efficient



A streamlined, seamless experience

Transport to and from the airport

Our transport vision will reduce congestion, improve travel times and be better for the environment.

We forecast the number of daily trips to and from the airport will increase from 63,000 today to 140,000 in 2044. The majority of these trips today are in private cars. To reduce congestion, the balance between private car use and other modes of transport will need to change.

Our 30 year vision includes a wide range of transport modes to provide Aucklanders and visitors with greater choice and flexibility. We are proposing better public transport, better parking facilities, improved pedestrian and cycle access, and a better roading network in and around the airport.

We have protected land for a rapid transit network connection to the airport and allowed for an underground station at the terminal. We have designed space for an additional express bus service, created extra bus lanes and improved facilities for local buses and shuttles.

For those who want to drive to the airport, we will upgrade the roading network and separate the terminal-bound traffic from that travelling to the business district and from commercial traffic. We will build two multi-storeyed car-parking buildings and pedestrian walkways will connect these buildings to the new terminal.

Key features

- There is provision for a future rapid transit network and underground station adjacent to the terminal
- A new road network will separate visitor, commercial and staff traffic
- A ring road system will cater for all transport modes; cars, shuttles, taxis, rail, bus, pedestrian and cycle
- Car-parking buildings will provide up to 20,000 spaces over 30 years
- A 'boulevard' for pedestrians and cyclists will connect the terminal to surrounding activities

improved access

Land for airport rapid transit network and station



We are working closely with Auckland Council and the Government to provide improved connections to the airport





The airport is
a destination in
its own right

The District

We call the land around the airport The District. It is growing and fast becoming a community hub with businesses, shops, hotel accommodation and recreation facilities. As the airport continues to grow, The District will become a destination in itself. Our development plans align with Auckland Council's aim of our city becoming the world's most-liveable city.

Key features

- Today nearly 20,000 people work around the airport which is more than the entire workforce of Newmarket
- 54% of workers in the Auckland region live within 30 minutes' drive of The District
- The District has a golf course, mountain bike trail, marae, walking trails, outdoor art gallery, football field and the historic Abbeville Estate function centre
- The District is a growing area for office complexes and hotel accommodation
- Shops, cafes, banks, a supermarket and a medical centre are located in The District

future plans

There are 308 hectares of land to be developed in The District – this is equivalent to over 300 rugby fields



Implementing the vision

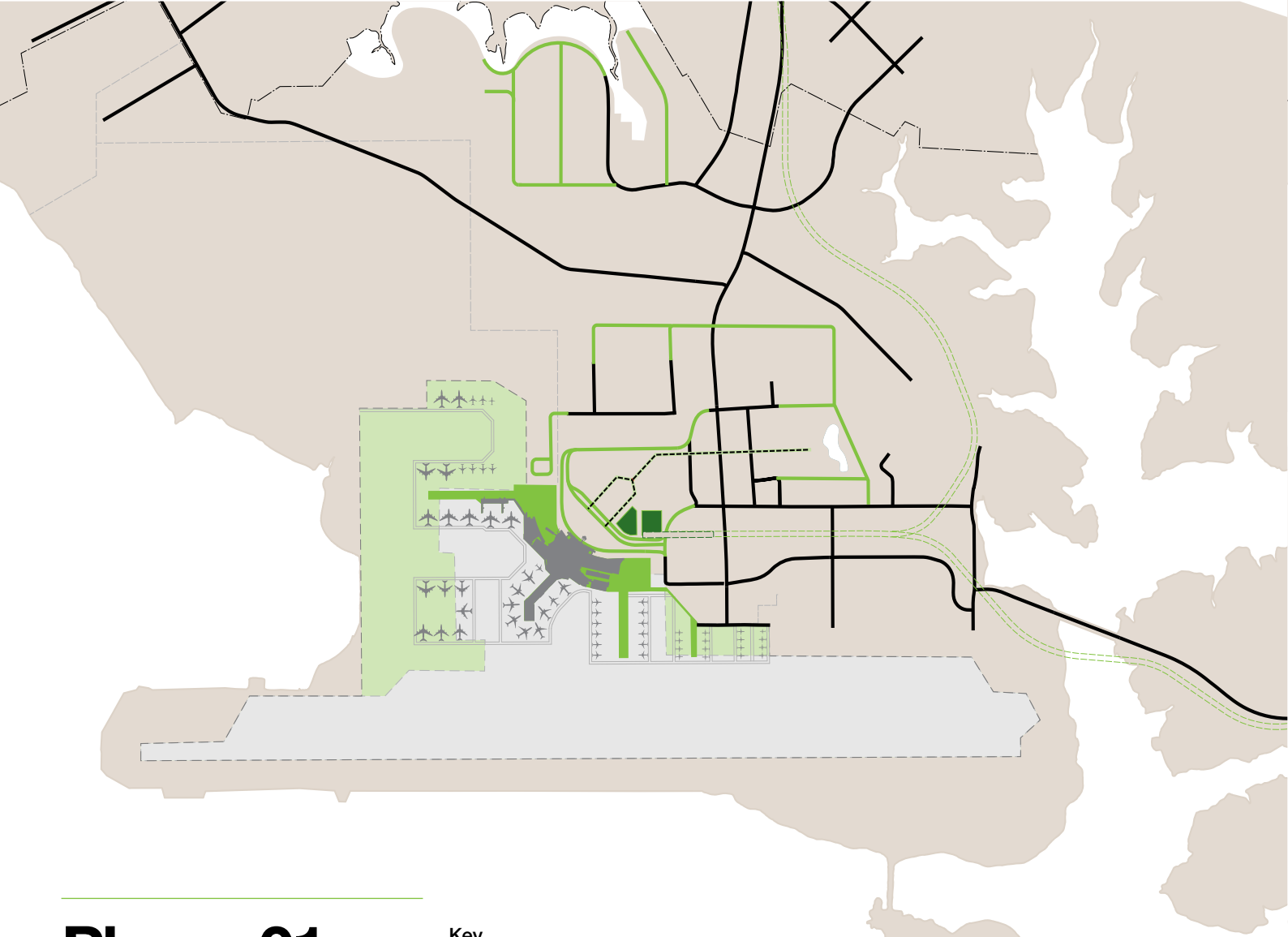
Our 30 year vision will be built in stages, triggered by the increase in numbers of passengers and flights.

Over time, it is likely that our vision will adapt to respond to new challenges and accommodate new opportunities.

We have broken the vision into four key phases. Although the actual timing of the development will be driven by demand, we have maps showing what we believe will be achieved by 2022, 2030 and 2044 and we also look beyond our 2044 horizon. These maps can be found on the following pages.

We plan to phase our development to match growth, working closely with the local community, businesses and Auckland Council





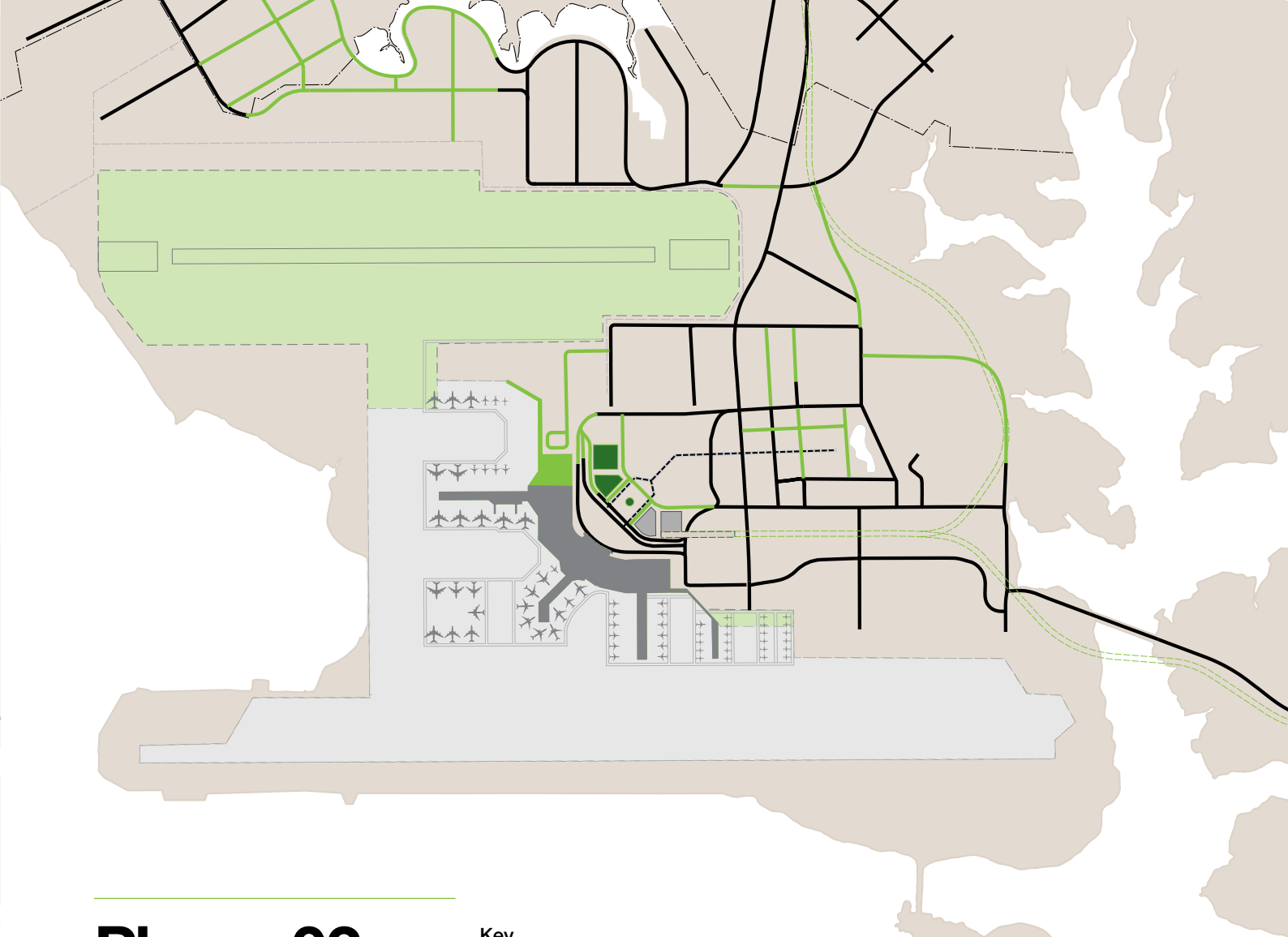
Phase 01

by 2022

- Key**
- Road network
 - Proposed roads
 - Proposed central connector
 - Terminal building
 - Proposed terminal building
 - Proposed terminal precinct buildings
 - Indicative extent of apron/runway
 - Proposed extent of apron/runway
 - Proposed rapid transit network
 - Proposed rapid transit station

**updated
terminal**
5+ years

- By 2022**
- First phase of the combined domestic and international terminal completed
 - Construction of first phase of terminal road network, bus and public transport access
 - Construction of the terminal plaza
 - Construction of improved parking facilities
 - Protection of rapid transit pathway and station



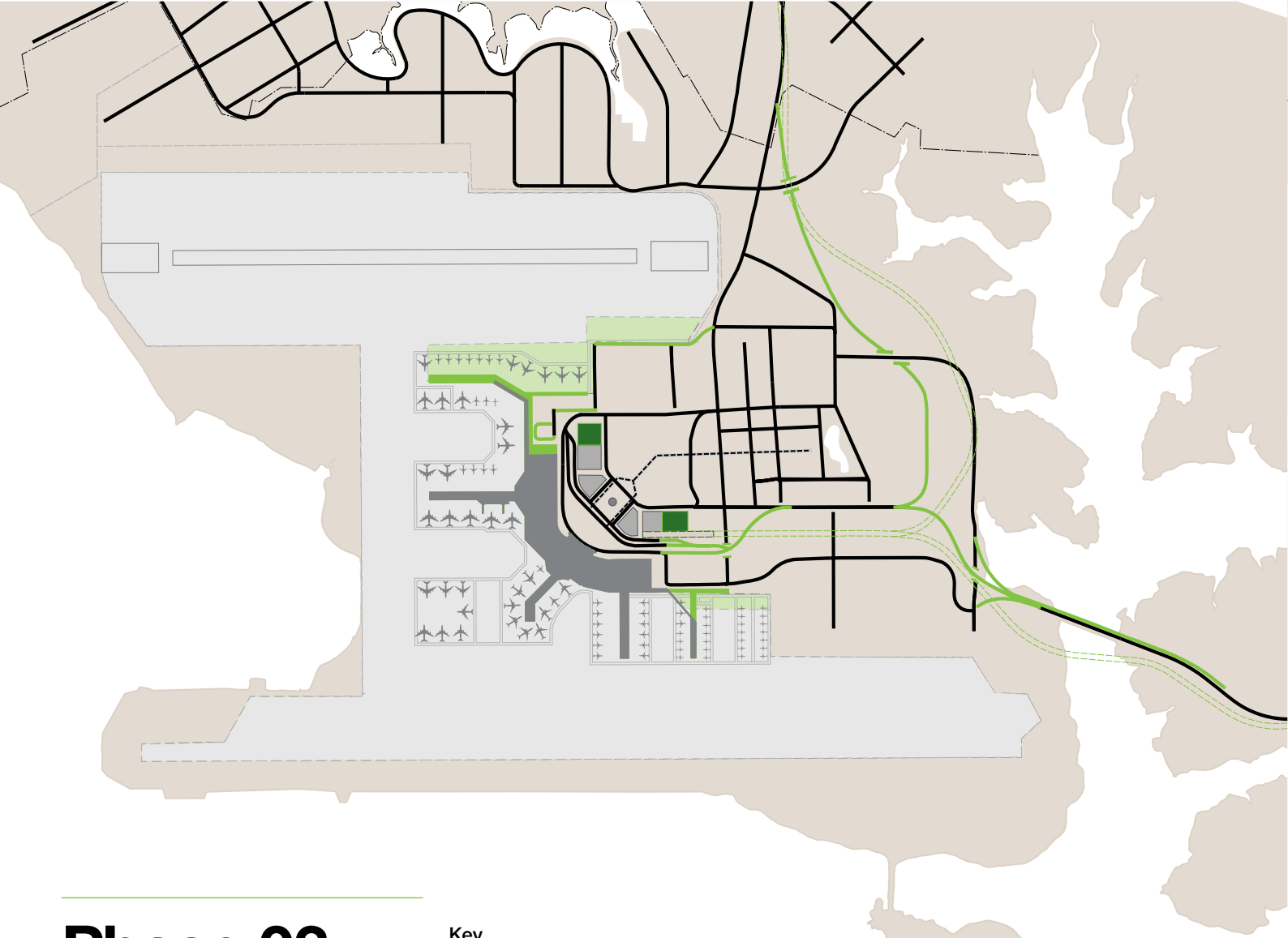
Phase 02

by 2030

- Key**
- Road network
 - Proposed roads
 - Pedestrian/cycle link
 - Open space
 - Terminal building
 - Proposed terminal building
 - Terminal precinct buildings
 - Proposed terminal precinct buildings
 - Proposed air traffic control tower
 - Indicative extent of apron/runway
 - Proposed extent of apron/runway
 - Proposed rapid transit network
 - Proposed rapid transit station

**northern
runway**
10+ years

- By 2030**
- New northern runway operational around 2025
 - Extension of terminal forecourt



Phase 03

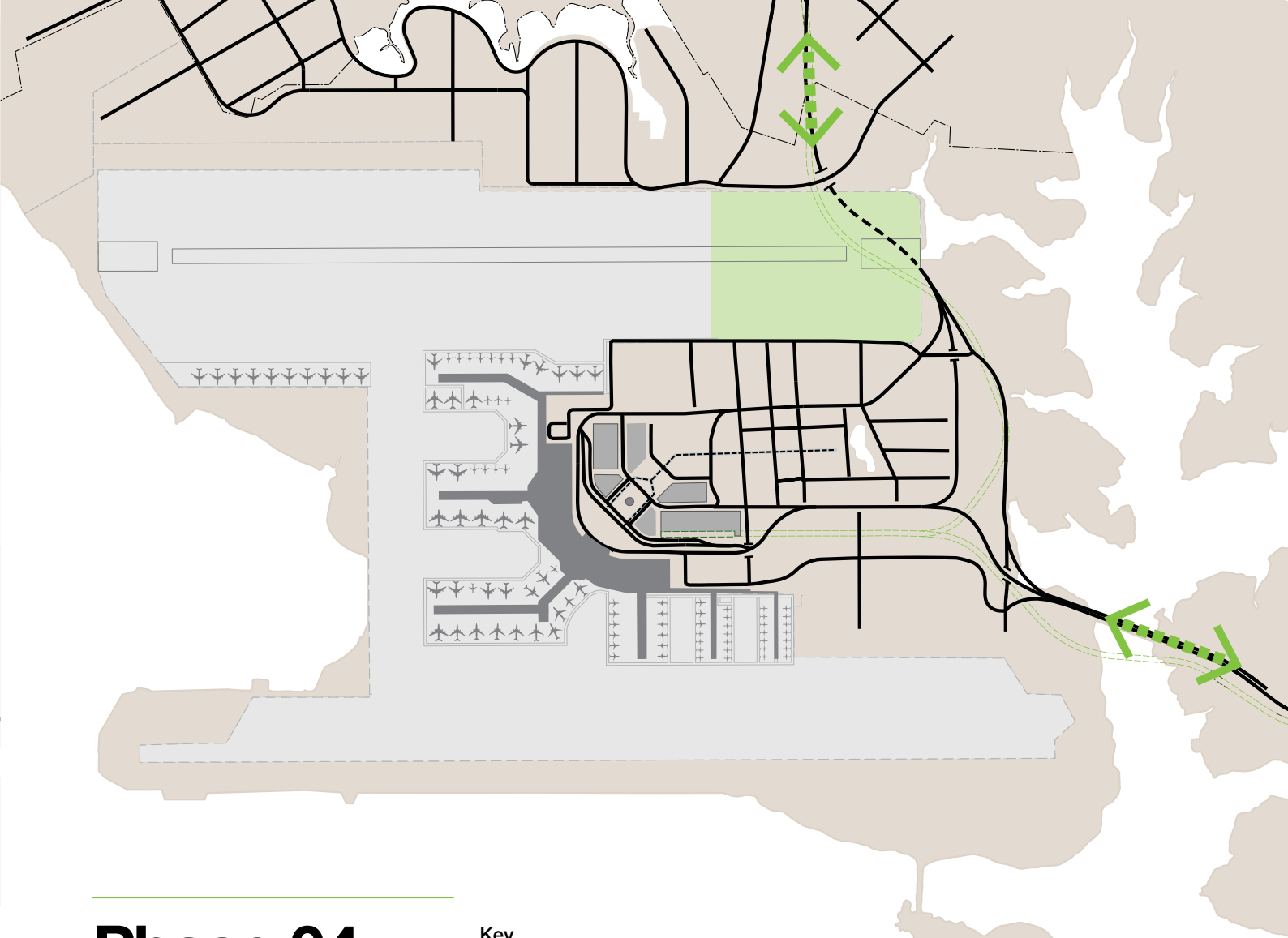
by 2044

- Key**
- Road network
 - Proposed roads
 - Central connector
 - Open space
 - Terminal building
 - Proposed terminal building
 - Terminal precinct buildings
 - Proposed terminal precinct buildings
 - Air traffic control tower
 - Indicative extent of apron/runway
 - Proposed extent of apron/runway
 - Proposed rapid transit network
 - Proposed rapid transit station



**terminal
expansion**
20+ years

- By 2044**
- Expansion of international and domestic piers



Phase 04

after 2044

- Key**
- Road network
 - Central connector
 - Open space
 - Terminal building
 - Terminal precinct buildings
 - Air traffic control tower
 - Indicative extent of apron/runway
 - Proposed extent of apron/runway
 - Proposed rapid transit network
 - Proposed rapid transit station
 - Major transport network to be determined



**extended
runway**
30+ years

- After 2044**
- The northern runway may be extended to its full length
 - Further development of roading network outside terminal precinct

Working with our neighbours

Auckland Airport recognises the importance of its role in our neighbouring communities. The growth of the airport directly benefits local areas through growing the economy and creating jobs.

Our vision supports Auckland Council's focus on improving the South Auckland economy and increasing household incomes and job opportunities.

The construction of the airport of the future will itself directly create thousands of jobs over the next 30 years.

A growing city and airport creates a noise impact for our neighbours. We are working to maximise the opportunity for the city from a growing airport and at the same time planning to keep impacts such as noise to a minimum.

We have made a submission on the Auckland Council's Unitary Plan that incorporates our 30 year vision and the noise contours for the northern runway and its possible extension after 2044.

We can delay the need for the northern runway to around 2025 by carefully managing the use of the existing runway. We are also making a commitment that aircraft will not use the new northern runway during the night from or to the east. These steps will significantly reduce the impact of the noise on the local communities.

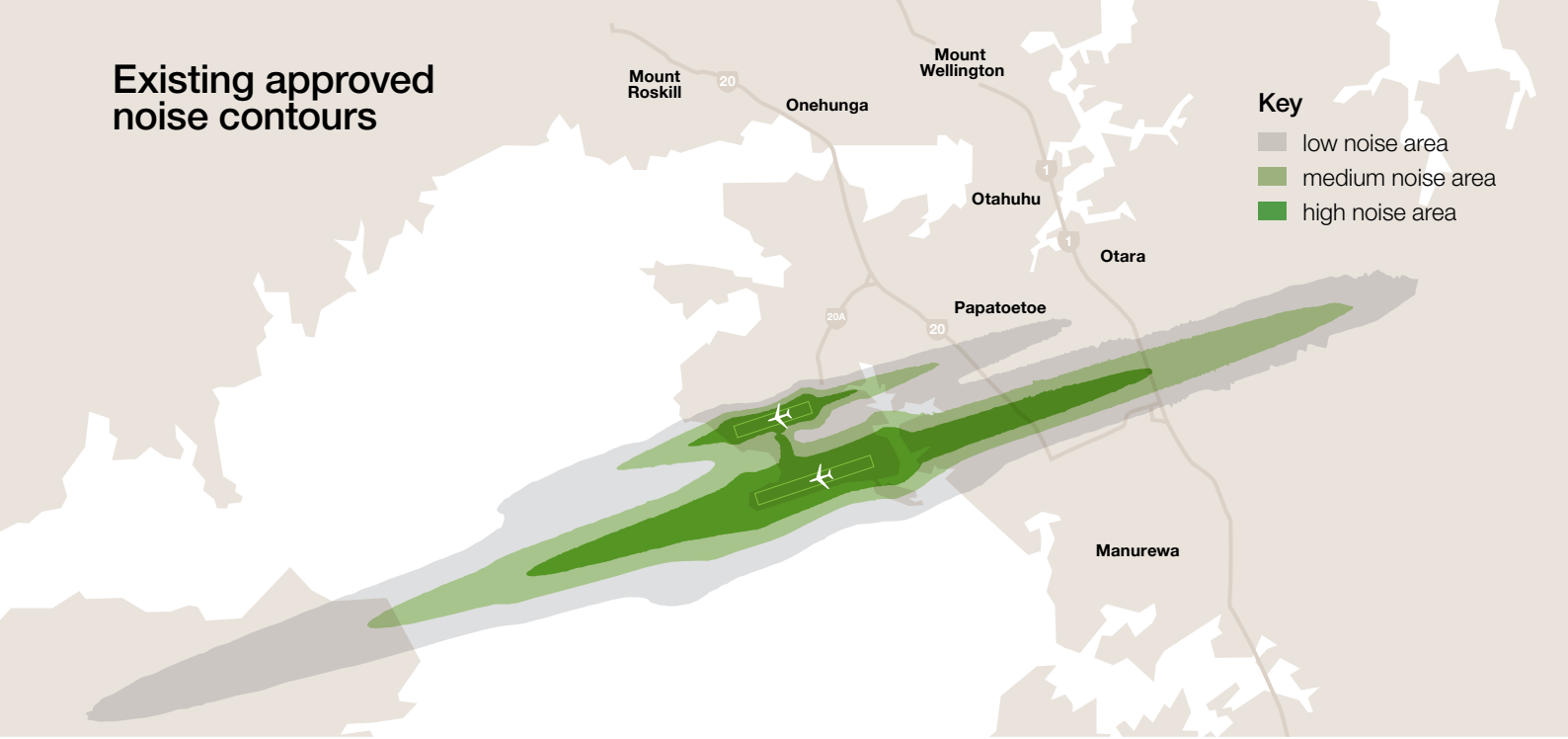
We will continue to work with our neighbours who are most affected by aircraft noise. The airport has a programme to provide assistance for measures that can reduce the impact of noise. These include acoustic treatment packages for insulation and ventilation for houses and schools.

For information go to: airportofthefuture.co.nz

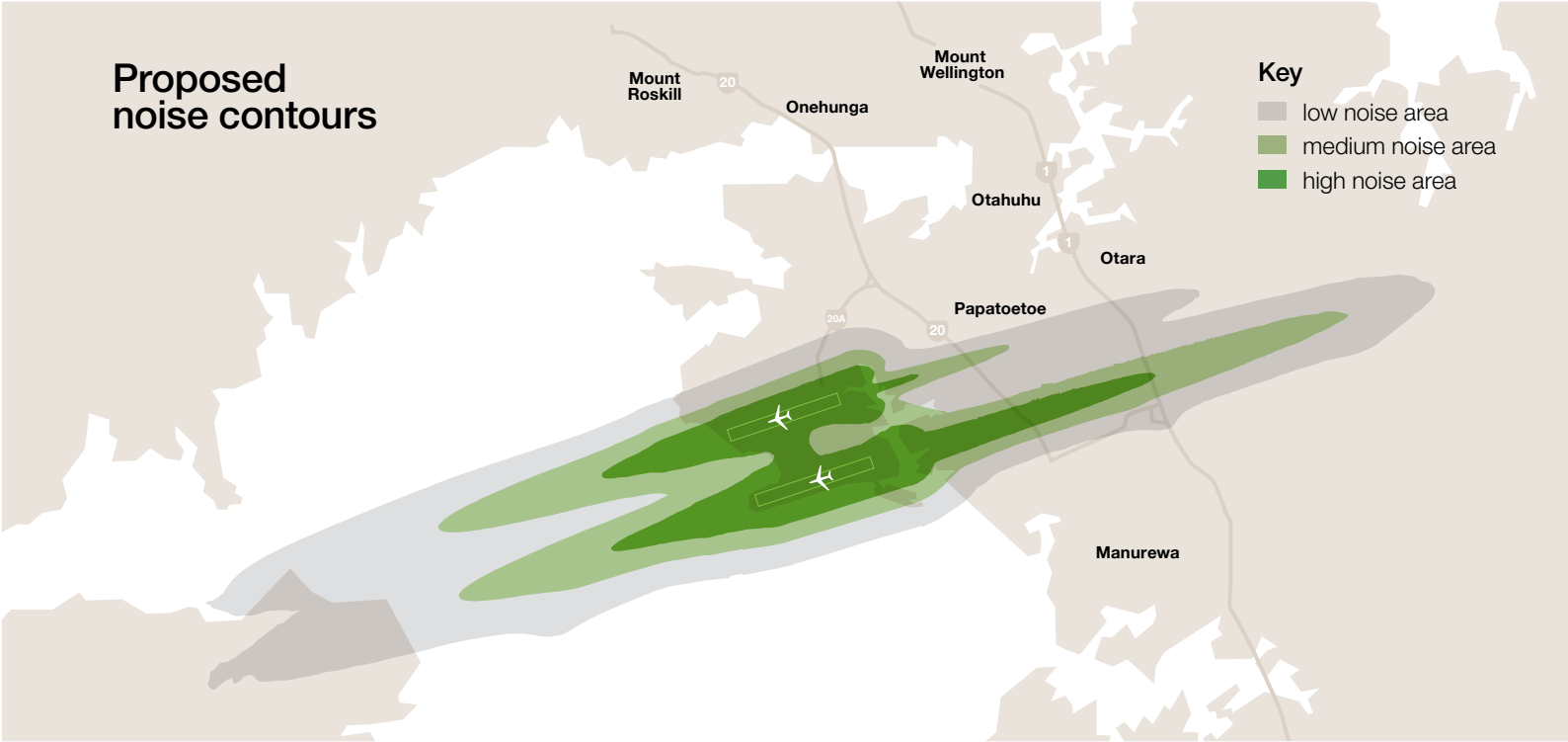
Key features

- The airport vision will help lift household incomes by \$1.4 billion by 2044
- Our second runway is not needed for another 10 to 15 years
- We may need to extend the runway after 2044 to meet demand
- Work continues to minimise noise impacts for our neighbours
- The northern runway will not serve flights to or from the east during the night

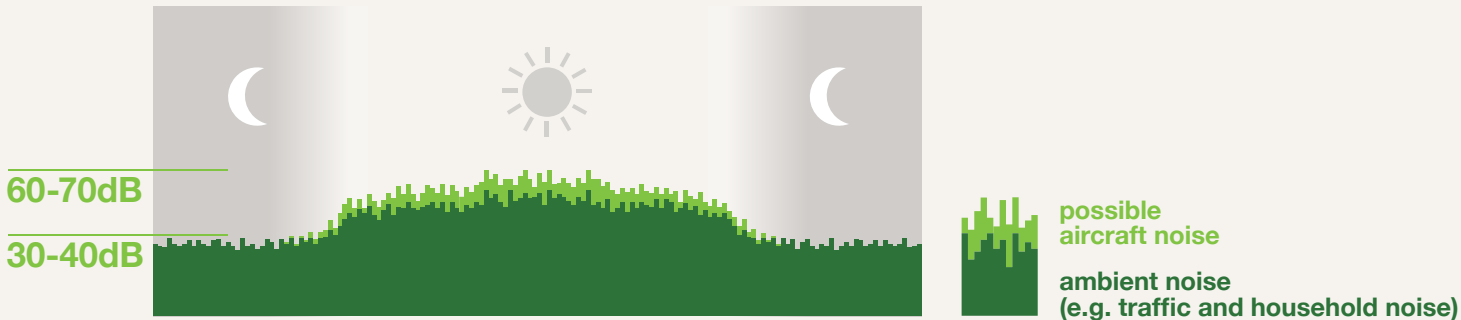
Existing approved noise contours



Proposed noise contours



Potential noise levels for new northern runway after 2044, day vs. night



This figure is an indicative representation of the potential noise environment in the medium noise area applying to the new northern runway after 2044. It is important to note that there will be no aircraft using the new northern runway from, or to, the east during the night.

Next steps

For more information about Auckland Airport's 30 year vision, you can go online at:

airportofthefuture.co.nz

The vision will be considered as part of the Auckland Council's Unitary Plan process. For more information about the Unitary Plan you can visit:

aucklandcouncil.govt.nz/unitaryplan

**As New Zealand's
premier travel, tourism
and business hub
Auckland Airport
is a vital part
of Auckland city**





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