



ANNUAL REVIEW & KAITIAKITANGA 2022



RETURN OF
INTERNATIONAL
FLIGHTS

FIRST
ELECTRIC FLIGHT
ARRIVES

TAXIWAY BRAVO
RECONSTRUCTION
UNDERWAY



2022
WELLINGTON AIRPORT
ANNUAL REVIEW &
KAITIAKITANGA

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KAITIAKITANGA

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INTRODUCTION

This has been a rollercoaster year for aviation. For Wellington Airport, it was bookended by travel reopenings, with the short-lived trans-Tasman bubble launched in April 2021 and the border once again opening in March 2022. It was a fitting end to the year that on 31 March exactly, Wellington Airport once again welcomed back flights from Australia.

In between these events, the trans-Tasman bubble was paused and New Zealand grappled with outbreaks of Covid-19 and further domestic lockdowns. Wellington Airport has remained resilient through this time, adapting quickly to changing rules and regulations and maintaining financial stability due to the planning and structures put in place from the beginning of the pandemic.

On the financial side, we have continued to ensure the Groups' capital adequacy. In September 2021 the Group issued \$125 million of retail bonds which fully repaid bank debt, and surplus funds are currently held in cash and short-term deposits. We have also refinanced our bank debt facilities, including the extension of bank term maturities to 2025 and 2026 and a reduction in overall bank facilities to pre-Covid levels of \$100 million.

We have continued to strongly focus on managing capital and operating costs and retaining the cost savings achieved last year where possible. At the same time, operating expenses have increased this year mainly due to variable costs in line with the growth in passenger numbers, Council rates and insurance.

We have continued to seize the opportunities presented by Covid and completed essential works needed for regulatory, resilience and safety reasons. This includes beginning reconstruction of our main taxiway for the first time since the Airport opened in 1959, and progressing our plans to implement the Airport Masterplan and terminal expansion.

Meanwhile, we made strides in our sustainability programme including welcoming our first electric flight, making further reductions in energy use, and launching a new community garden to establish a circular economy for terminal waste. We are looking forward to playing our role in the Government's Emissions Reduction Plan which sets out the path to Net Zero across every industry in New Zealand, and confident the aviation sector can meet its emissions targets through improved efficiency, new technology and alternative fuel options.

	Audited year ended 31 March 22	Audited year ended 31 March 21	Variance
Passengers Domestic	3,480,581	2,968,960	17.2%
Passengers International	48,667	162	29,941.4%
Aeronautical income	\$54.3m	\$34.0m	59.7%
Passenger services income	\$27.4m	\$22.1m	24.0%
Property/other income	\$13.8m	\$12.7m	8.7%
Operating expenses	(\$38.7m)	(\$32.8m)	(18.1%)
EBITDAF before subvention payment¹	\$56.8m	\$36.0m	57.7%
Net Profit/(Loss) After Tax	\$3.0m	(\$35.8m)	108.4%
Capital investment	\$17.8m	\$35.0m	(49.1%)

1. EBITDAF before subvention payment is a useful non-NZ GAAP measure of earnings which presents management's view of the underlying business operating performance. A reconciliation between Wellington Airport's NPAT and EBITDAF before subvention payment is set out in the NZX announcement and Note A1 of the Annual Report for the year ended 31 March 2022. No subvention payment was made in 2022.

Peter Coman
Chairman

Steve Sanderson
Chief Executive (2012 – 2022)



KEY HIGHLIGHTS

3.5m

DOMESTIC PASSENGERS

\$56.8m

EBITDAF

\$30.5m

OPERATING CASH FLOW

\$17.8m

CAPITAL INVESTMENT

WELCOMED BACK OUR TRANS-TASMAN NEIGHBOURS WITH A 250M BY 12M WELCOME WHĀNAU MURAL ON THE GRASS AT THE NORTHERN END OF THE RUNWAY

\$125 MILLION RETAIL BOND ISSUE AND REFINANCING OF BANK FACILITIES

TAXIWAY BRAVO RECONSTRUCTION UNDERWAY – THE FIRST SINCE 1959

WELCOMED OUR FIRST ELECTRIC AIRCRAFT TO THE CAPITAL

RETAIL STORES REMAINED OPEN AND WELCOMED NEW TE PAPA STORE

1,089 tonnes CO₂-e¹

GREENHOUSE GAS EMISSIONS

0

SERIOUS INJURIES

95/100

GRESB SUSTAINABILITY BENCHMARKING #2 IN AUSTRALASIAN AIRPORTS

93%

OF OUR PASSENGERS FEEL SAFE AND SECURE WHEN TRAVELLING THROUGH WELLINGTON AIRPORT

Left: Photo by Mark Tantrum

1. Scope 1, 2 and certain scope 3 (staff travel) emissions



RECOVERY

Through a year of highs and lows, Wellington Airport has remained resilient and in good spirits. Our investment in strong airline relationships has continued, and we are well positioned for a return to growth.

Domestically, the airport reached a high of 93% of pre-Covid travel in July 2021. Most regional routes were busier than prior to Covid as Kiwis took the opportunity to explore New Zealand while unable to venture abroad, particularly during the July school holidays. The number of travellers then plummeted in August due to nationwide lockdowns, dropping to 2% of pre-Covid levels.

The recovery from September was marked by the continuation of Auckland's lockdown. Despite these challenges, Wellington Airport was able to find silver linings such as the launch of a direct route to Whangarei and the Bay of Islands while transfer through Auckland was not possible.

At the end of the lockdown, travel began to recover quickly for services outside of Auckland which remained in lockdown. However, the arrival of the Omicron variant again significantly affected New Zealanders' ability and willingness to travel (as well as airlines capability to operate their full schedule). As the current outbreak peaked, domestic travel reached its low point in mid-March, but then recovered on average 7% per week to the end of the

financial year as New Zealanders looked to the future with more confidence.

On the international side, despite optimism at the beginning of the year, frequent pauses and the eventual suspension of trans-Tasman travel resulted in only 49,000 international passengers for the financial year, just over 15% of pre-Covid levels for the months operated. We are looking forward to the growth of travel and tourism through the year ahead, with both the pandemic and government policy on border restrictions having reached a period of greater predictability.

At the time of publication we have restored routes to Brisbane, Sydney, Melbourne and Fiji with Air New Zealand and Fiji Airways. Qantas and Jetstar will shortly resume trans-Tasman travel as well, providing a capacity boost and important competition on these routes. Jetstar will also resume services to the Gold Coast in June. Based on current schedules we anticipate almost 65% of Wellington's pre-Covid international capacity will be operating by July.

From Wellington Airport's perspective, recovery is looking very positive. We are keen to seize opportunities for new and different services to be provided, along with restoring previous connections. Kiwis are eager to travel and see the world after two years of closed borders, and demand is expected to grow back to pre-Covid levels by mid-decade.

With the right application of technology, air travel is expected to continue growing sustainably. To this end, we are working with airlines on plans for electric aircraft and sustainable fuels. We are excited about a future for air travel which places sustainability front and centre, while continuing to connect New Zealanders to the globe.

Left: Photo by Mark Tantrum

TRAVELLER

SERVICES



Throughout the year we have been working hard to maintain the vibe in the terminal, while continuing to revitalise our shopping and dining experience for travellers.

In July we welcomed Te Papa's satellite store to the airport, sharing a carefully curated range of products, representing all aspects of Aotearoa. This was shortly followed by the arrival of Lil' Rosie's, bringing a taste of the popular

Wellington-based Rosie's Red-Hot Cantina & Taco Joint to the terminal.

At the start of the financial year the period of strong domestic growth, coupled with the trans-Tasman border opening on 19 April, provided a much-needed boost to our airport operators and most were operating their usual pre-Covid hours.

Since the latest Omicron outbreak our on-site businesses and others who

depend on the airport have taken another hit. However, by working in partnership with our airport operators, we have ensured stores remain open and we are optimistic domestic numbers will bounce back quickly now that we are through the initial Omicron peak.

In the short term, we are working closely with retailers to provide support where needed, particularly for businesses who have been resource constrained



due to Omicron isolation requirements. Our primary goal is staff wellbeing and passenger experience, which has helped maintain all terminal services and retail at the highest and safest levels possible during this challenging time.

Left and below: Photos by Mark Tantrum
Above: Andy Spain Photography

RYDGES WELLINGTON AIRPORT

Guest volumes for the Rydges Wellington Airport hotel have continued to recover steadily following the impacts of the Delta & Omicron outbreaks during 2021 and early stages of 2022.

Demand for the hotel's conferencing facilities remained strong throughout the year, with Rydges implementing meticulous covid protocols which created a unique value proposition that resonated strongly with customers.





WELCOME WHĀNAU

At Wellington Airport we were excited to welcome back Australian visitors from April – July 2021 while the trans-Tasman bubble was operating. This saw the resumption of Air New Zealand and Qantas flights to Melbourne, Brisbane and Sydney.

Prime Minister Jacinda Ardern and Australian High Commissioner HE Patricia Forsythe were there to launch our first flights and celebrate with the Airport and Wellington business community.

The launch of the bubble, and the more recent reopening to tourists from March 2022, have brought many scenes of happy friends and whānau reunited after months or years apart. The toll Covid has taken on many is a reminder of the importance of air travel to connect us to loved ones. In our remote island nation, air travel is also essential for those whose livelihoods depend on international connections, bringing in critical goods and services, and expanding our horizons beyond our shores.

We are very happy to once again play our part in the social and economic connections between New Zealand and the world.

Left and below far right: Mark Tantrum Photography
Below left 1-3: Photos by Jeff McEwan



CASE STUDY



VACCINATION ROLL OUT

Our on-site Covid-19 vaccination programme is a good example of Wellington Airport innovating to protect our people.

In April 2021 we worked with the local DHB to set up an onsite vaccination clinic, commandeering the Emergency Operation Centre and transforming it into a clinic complete with waiting area, reception and recovery zones. A special vaccine fridge was ordered to keep the vaccine at the required temperature.

In total, 2000 jabs were administered over a six-week period with the help of nurses from the Karori Medical Centre. Those vaccinated included Airline staff, AVSEC employees, retail staff and Wellington Airport workers.

This onsite clinic played a key role in protecting our frontline workers and keeping Wellington Airport operating during a challenging time.



Wellington Airport has continued working closely with government agencies, airlines and other airports to weather the challenges of Covid, respond to health and safety needs, and implement changes to the Government's Alert Level and Traffic Light response systems. Our relationships with airlines, other airports and government departments have never been stronger as we have worked together to come up with solutions to the tremendous challenges presented by the pandemic.

While international travel has reopened, some temporary challenges remain. This includes ensuring the resilience of not only Wellington Airport staffing during Covid outbreaks and isolation requirements, but the many other

agencies on site at the Airport who collectively make air travel possible. We have worked with agencies such as Aviation Security and Air Traffic Control to discuss resilience plans under worst case scenarios. Even under best-case scenarios, scaling up resources to meet the demands of increased travel is challenging, and we are working hard to limit any impacts to passengers.

Other challenges include requirements for New Zealand Traveller Declarations, vaccination and pre-departure testing for anyone entering New Zealand. We are working with government agencies to ensure these processes are streamlined as much as possible, and to advocate for these to remain in place only for as long as they offer health benefits to protect travellers.

Our staff have worked extremely hard to understand and meet all regulatory requirements in a constantly changing environment. This has meant participation in government working groups at Chief Executive, senior executive and operational levels; maintaining strict levels of cleanliness, hygiene and mask use; meeting vaccination mandates; and clearly communicating rule changes to customers and Airport stakeholders.

As the pandemic continues to evolve, we are ready to implement any further changes that come our way. We are also hopeful for a return to near-normality and a more stable operating environment in the year to come.

Above: Photo by Mark Tantrum

COPING WITH COVID

OUR LEADERSHIP

TEAM

This year marks the end of a long period of leadership from some of the Airport's most recognisable faces. It was the last year of Chief Executive Steve Sanderson's decade-long tenure, and Tim Brown's 10 years as Chairman and 23 years as a Director of the Airport.

John Howarth, General Manager Infrastructure, announced his retirement after a 20 year relationship with the airport; and Leanne Gibson also stepped down during the year.

With all change comes opportunity, and the airport team is looking forward to a period of post-Covid growth led by Matt Clarke as CEO.



Tim Brown
Outgoing Chair

Tim Brown has been a Director of the airport since 1999 and has overseen almost its entire journey from part-privatisation in 1997. The 23-year period of his directorship has seen astounding change at the Airport, much of which has been driven by Tim Brown's enthusiasm and vision.

The terminal buildings have been entirely redeveloped and bear no resemblance to the "tin shed" of the 1990s, while the Airport campus has continued to grow, thrive and change despite the recent challenges of Covid-19.



Peter Coman
Chair

Wellington Airport's new Chair Peter Coman took up his role on 12 November, replacing the retiring Tim Brown. Peter is co-head of Australia and New Zealand for Morrison & Co. He has overseen a broad range of infrastructure investments in Australasia in the social infrastructure, renewable energy, healthcare and transport sectors.

OUR OWNERSHIP

Wellington Airport is jointly owned by Infratil (66%) and Wellington City Council (34%).

OUR BOARD

- Peter Coman** - Chair (from November 2021)
- Tim Brown** - Chair (to November 2021, retired April 2022)
- Alison Gerry** (retired June 2021)
- Andrew Foster**
- Phillippa Harford**
- Phillip Walker**
- Rachel Drew** (appointed April 2022)
- Wayne Eagleson**

From left to right:

Martin Harrington
Chief Financial Officer

Jenna Raeburn
General Manager
Corporate Affairs

Steve Sanderson
Chief Executive

Ayolt Wiertsema
General Manager
Aeronautical Operations

John Howarth
General Manager Infrastructure

Leanne Gibson
General Manager Facilities,
Transport and Technology

Jackie Holley
General Manager People and Culture

Matt Clarke
Chief Commercial Officer
Incoming Chief Executive

Above: Photo by Mark Tantrum

BUILDING FOR

SUSTAINABLE GROWTH



OUR MASTERPLAN

In December 2019, after a period of public consultation, we published the final version of the Airport's 20-year Masterplan. This outlines the developments required to respond to future demand and ensure our airport infrastructure is flexible and resilient to a changing climate.

Notwithstanding Covid-19, the Masterplan remains our blueprint for the future. While the timing of some developments has been affected, demand for air travel is still forecast to grow, and Wellington needs to be positioned to cater to the needs of

airlines and the travelling public safely and efficiently.

Wellington has one of the most space-constrained airports in the world, with water to the north and south, and nearby residential housing on two sides. As such, we are very mindful of our impact on neighbours and have developed plans with this in mind.

To enable future expansion, we have sought a designation to enable development of the Airport site and some of the Miramar Golf Course land to the East. A designation is a planning tool to enable future development. In May 2021 an independent hearing was held, which recommended letting

the designation proceed, subject to conditions around Airport noise and other impacts. This followed careful consideration by independent Commissioners, with submissions from the Airport and interested members of the public.

Since then, this decision has been appealed to the Environment Court. Wellington Airport is strongly of the view the expansion is in the best interests of Wellingtonians and will continue working through this process to support the future needs of the city and enable our climate response.

IMPORTANCE OF THE AIRPORT'S EXPANSION FOR SUSTAINABILITY

The expansion of the airport will allow us to meet the future needs of airlines and travelling Wellingtonians. While air traffic is expected to grow, this will occur in tandem with sustainable developments such as alternative fuel use, greater aircraft efficiency, and electrification.

It is a little-known fact that domestic aviation emissions have remained relatively flat in New Zealand over the last 20 years despite significant year-on-year increases in the number of people flying. These gains are largely due to technology advancements and improved airline procedures.

The expansion will also enable key actions in our sustainability programme, such as installation of alternative heating sources and a new Energy Centre; and flexibility to cater to future needs.

Currently, our space constraints allow little opportunity for new infrastructure, even if desirable for efficiency or sustainability reasons. More flexibility for the future will enable us to respond to changing needs, such as the introduction of electric aircraft from 2026. As one example, electric aircraft may carry fewer passengers and be more numerous, therefore requiring more aircraft stands and parking space.

Left: Photo by Jess Dougherty
Below: Artists impression of new Airport Fire Station



OTHER PROJECTS

Our investment programme has continued, although tempered by the impacts of a challenging year. We commenced the reconstruction of our major apron taxiway, named Taxiway Bravo, for the first time since 1959. This is essential upgrade work required for safety reasons, but will also provide benefits for resilience and stormwater management.

Another major resilience project is the replacement of our western and southern seawalls and breakwater. This infrastructure is nearing the end of its life and now requires full replacement rather than relying on ongoing repairs. The

seawall is absolutely vital to our climate change adaptation programme, as it protects the Airport runway and other assets from sea level rise, storm surge and increasing frequency and severity of weather events. It also protects City Council-owned roading and the major sewer pipes to and from Moa Point which carry the majority of Wellington's wastewater. We will continue to seek City Council funding for its share of the seawall resilience work which protects its assets.

We also began preparing the Miramar South School site for future development, which included consultation with residents to share and discuss an Integrated Design

Management Plan. The site will be home to airport catering and rental car services, and a depot for the new electric bus service launching in July 2022.

We have also progressed plans for the build of the Airport's new fire station on Coutts Street. This will replace an ageing Fire Service building with state-of-the-art facilities. Importantly, it also enables the existing site to be used for aviation purposes as part of the Airport's Masterplan. The new building is being designed to positively contribute to the streetscape, and public spaces will receive landscaping improvements to improve amenity for the surrounding neighbourhood.



KAITIAKITANGA

At Wellington Airport we are deeply conscious of our Environmental, Social and Governance (ESG) obligations and have embedded these across our organisation. Our Kaitiakitanga work programme covers a comprehensive range of actions to care for our people, community and environment.

While working hard to reduce our own emissions and environmental impact, an Airport is only one piece of the complex puzzle that makes the aviation system tick. We are working hard with airlines, contractors, engineers, Air Traffic Control and other onsite agencies to ensure all airport stakeholders are working together towards our sustainability goals.

To track our progress compared to other airports and infrastructure providers, we complete the GRESB Infrastructure Assessment annually. This validates and benchmarks our ESG performance data and reporting against other businesses. Our score this year increased 16 points from 2019 to 95/100, reflecting the growing maturity of our Kaitiakitanga programme and placing us second out of airports in Australasia.

To prepare for the introduction of mandatory climate-related disclosures from FY24, we have continued to develop our risk management approach. Detail is reported in the following pages.



OUR
PEOPLE



Wellington Airport staff have remained resilient and highly responsive despite uncertainty and challenges imposed by the pandemic over the last 12 months. Our people have successfully established new ways of working and maintained high levels of engagement and determination in 'getting the job done'. We are very proud of our people and continue to see our core values in play every day.

Those values are:

- Whānau Kotahi (one team)
- Diversity & Inclusion
- Be Exceptional
- Courage & Freedom
- Customer Obsessed

Staff communication, connection and wellness remain a growing priority. Our people come first, and we remain committed to recruiting and retaining

people who share a common set of values.

We seek people to help guide our decisions, inform how we work together and enable us to perform to our best. In return we provide a safe and supportive work environment and invest in a range of learning and development initiatives to grow their experience and help reach their career aspirations. We look forward to growing these opportunities over the

next 12 months as we recover from the business impacts of Covid and as staffing levels start to increase.

Diversity and inclusion remain imperative to ensure we attract and retain high performers and continue to be a great place to work. Alongside a range of social, community and wellbeing initiatives we also re-ran external workshops in early 2022 to help embrace Te Reo Māori, Tikanga and Kawa values and principles in our everyday mahi and wider conversations. Staff are offered annual Te Reo Māori workshops and the Airport is committed to establishing stronger working relationships with local Iwi.

Our demographic is diverse in age, ethnicity, background and experience.

Aviation is typically a male dominated industry, yet our total workforce is made up of 27% females, 72% males and 1% gender diverse staff. In the corporate office the balance is more evenly split with 38% females and 62% males. As we look to recruit new roles, we continue to address the overall balance throughout the airport and in senior management positions.

The practices we have embedded into our recruitment and development process to support this work include:

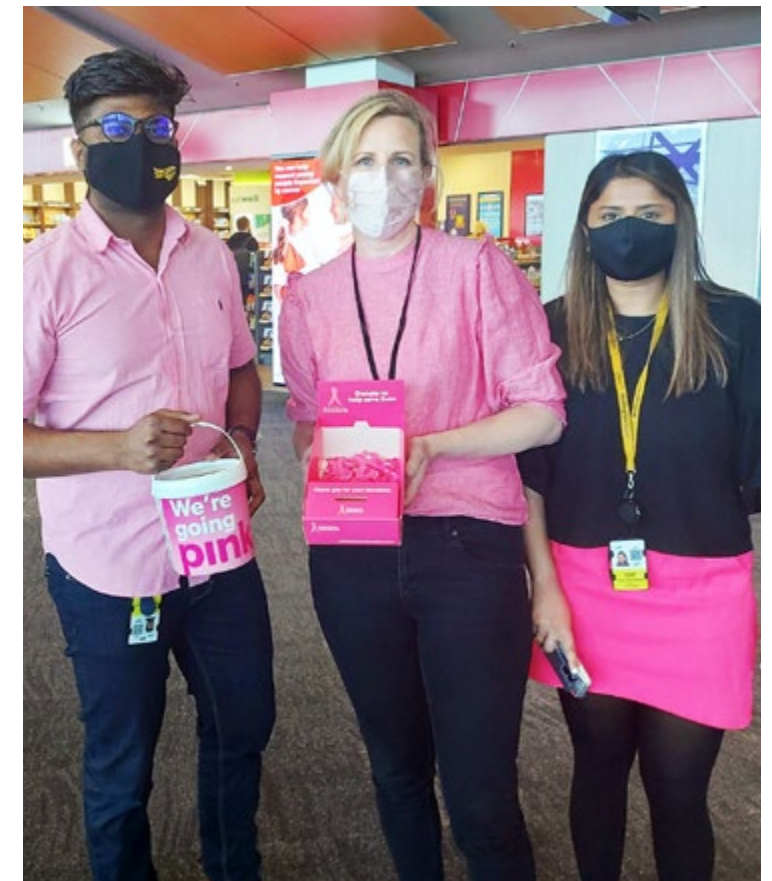
- ensuring gender diversity across

our interview panels

- reducing unconscious bias
- increasing the number of females we interview for historically male oriented roles
- encouraging female staff into leadership training and roles.

Our focus on engagement surveys and short 'pulse check' questionnaires enable us to capture staff feedback and take action to continuously improve our culture and overall staff experience.

Left: Duty Manager Hayley Brown
Below: Team members fundraising for the Breast Cancer Foundation Pink Ribbon Appeal in the terminal



OUR COMMITMENT TO

COMMUNITY



A SAFE WORKPLACE

Best practice health and safety processes have always been an integral part of our operations and will always be our number one priority.

The airport is certified by the Civil Aviation Authority (CAA). Under the CAA's Part 100 safety rules, we are required to achieve and maintain a Safety Management System, which aligns with the Health and Safety at Work Act 2015 and meets all safety regulations.

This year, like last, our well-established processes have enabled us to quickly respond to changing alert levels while ensuring both staff and the public are

safe. This includes changing signage and public announcements, assisting the Ministry of Health with a comprehensive vaccination roll out at the airport for all airport staff and stakeholders and developing processes to manage resource levels during the Omicron outbreak to enable operations to continue safely.

Our most recent in-terminal customer survey shows that 93% of our passengers feel safe and secure when travelling through Wellington Airport.

Throughout the year we maintained our airport safety management system with ongoing audits, inspections and improvements made to staff training

regimes. We also carried out regular emergency preparedness checks which included dealing with an armed offender in the main terminal, fire drills and tabletop scenarios. As part of these reviews, while flight numbers were low, we took the opportunity to spend additional time on staff training and collaboration with airport stakeholders to further improve our safety culture. This has led to initiatives to enhance safety on the airfield and in our baggage halls.

Going forward we will continue to review our health and safety processes to ensure they remain fit for purpose in our new post-Covid operational environment.



This year, despite the ongoing uncertainty caused by Covid-19 and the latest Omicron variant, we have provided support for a host of Wellington-based events, helping to showcase Wellington as one of the 'coolest little capitals' in the world.

This includes providing promotional support to Wellington On a Plate, Beervana, Te Papa – Surrealist Art: Masterpieces from Museum Boijmans Van Beuningen Surrealist and Rita Angus: New Zealand Modernist, the Wellington Jazz Festival, Aotearoa New Zealand Festival of the Arts, New Zealand Fringe Festival, the NZ Art

Show, and Cuba Dupa and World of WearableArt Awards Show (WOW), both of which were sadly cancelled at the last minute due to Covid.

From September to February we were proud to showcase our very own FTN Motion 'Streetdog', a locally-produced fully electric bike, in the terminal. Wellington Airport was one of the first ten adopters of this fully electric bike, demonstrating our commitment to a greener future and showcasing a practical and sustainable way for people to get around Wellington.

At the end of November the runway was transformed into a special wicket

to mark 100 days to go till the ICC Women's Cricket World Cup, which took place in March 2022.

We were proud to support these events which took place in collaboration with WellingtonNZ and Cricket Wellington, helping to create awareness of women's sport, cricket and the city.

Left: TEAM WLG Stakeholders participate in a quarterly table-top planning exercise
Above: The runway was transformed into a special wicket to mark 100 days to go till the ICC Women's Cricket World Cup. Photo by Mark Tantrum.

Below: Cystic Fibrosis Christmas Tree Festival adds sparkle to the terminal for a great cause. Mark Tantrum Photography



During the Christmas period, almost 50 businesses, community groups and organisations joined together in our annual Cystic Fibrosis Christmas Tree Festival, helping raise funds to provide vital and practical support for families with Cystic Fibrosis.

This year was our seventh year hosting the festival in partnership with Cystic Fibrosis NZ and we were proud to display the most trees ever. The annual event is always a highlight of the airport calendar year, raising much-needed funds and awareness for Cystic Fibrosis NZ while creating a lovely buzz and feeling of excitement in the terminal.

Following the success of last year's '12 Days of Christmas' and 'Love Local'

campaigns on our social channels, this year we ran both campaigns again to show our continued support for local businesses and promote Wellington region events. The 12 Days of Christmas campaign was a great success, reaching more than 700,000 people, 23% higher than last year.

Despite the challenges of Covid-19 from December onwards, Rongotai MP Paul Eagle was able to present Wild at Heart Spirit Awards to students who have gone the extra mile for their school and community.

We also ended the year on a high, celebrating thousands of community groups across the region as part of our 17th annual Wellington Airport Regional Community Awards.

The awards, organised in collaboration with Wellington Community Trust and the region's councils, recognise the work of volunteer groups in the areas of Arts and Culture, Education and Child/ Youth Development, Health and Wellbeing, Heritage and Environment and Sport and Leisure, as well as a Rising Star award. This year, we also introduced a new People's Choice category, giving the public an opportunity to vote for their favourite and most deserving group.

WELLfed took home the Supreme Award for the wonderful work they do nourishing communities through food and connections from their base in Cannons Creek. The People's Choice



Award was presented to Camp Quality, a volunteer-led organisation which provides fun, hope and happiness to children living with cancer.

In total, we received 270 nominations – our highest number of nominations since the awards first began in 2004. The award celebrations were presented virtually by Te Radar on 3 February, after initially postponing the in-person event from November due to Covid-19 restrictions.

We have also provided support for local community initiatives throughout the year. This includes funding towards club rooms at Lyall Bay Surf Life Saving Club, which opened in August this year, two new gazebos for Maranui Surf Life Saving Club and ongoing financial support for the Life Flight Trust.

We've also done what we can to help our neighbours; providing staff and equipment to help with working bees and helping deliver local community newsletters.

Top: WELLfed 2021 Wellington Airport Regional Community Awards Supreme winner. Photo by Elias Rodriguez
Middle:FTN Motion Streetdog electric bike, Photo by Alastair McKenzie
Bottom: Lyall Bay Surf Life Saving Club Photo by Nichole June Productions



OUR ENVIRONMENT



MANAGING NOISE

The location of Wellington Airport within 5 km of the CBD means we are truly a city airport, which brings all the advantages of connectivity and faster connections on the ground. However, it also means both the airport and its flight paths are in very close proximity to local residents, so we must take actions to minimise the impact of aircraft and construction noise on our neighbours.

We currently operate well within the noise limits and curfew conditions set by the Wellington City Council's District

Plan. The District Plan is currently under review and we are working closely with the Council to consider whether adjustments are required.

Our noise management is overseen by the Wellington Airport Noise Management Committee, which oversees our compliance with District Plan rules and works collaboratively between the airport, airlines, local residents and City Council representatives.

A key part of our Noise Management Plan is the Quieter Homes programme, which provides measures such as noise insulation and ventilation to the houses

most affected by aircraft noise. This programme has been very well received to date by homeowners who have had this work completed. We are continuing to roll out the programme despite the challenges of Covid-19, which has increased some construction timeframes and reduced the income which pays for the programme (as it is funded by a levy on aircraft movements through the airport). In this year we completed 15 property upgrades, with a further 34 acoustic designs currently underway.

Above: Photo by Mark Tantrum

Wellington Airport continues to incorporate sustainability across everything we do. As aviation rebuilds from COVID-19, we are embracing innovation and collaboration in ways that make a tangible difference. We will drive this change as leaders in local community, aviation sector, and nationwide.

We understand that the airport does not operate in a siloed environment and we therefore need to collaborate with our partners in the air and on the ground. Alongside our in-house teams we have actively engaged with our airline, commercial, engineering and community partners to drive technological innovation

and mitigate the impact of our airport's operations.

Through these partnerships, we're tackling the issues of waste generation, aircraft and terminal carbon emissions and growing consumption of potable water.

Our commitment to sustainability is enshrined in our 2030 goals, in which we have pledged to reduce :

- Our emissions and terminal building energy use by 30%
- Our waste to landfill by 30%
- Our potable water usage by 30%.

We are ramping up our participation

and alignment with industry standards to support our endeavors. This includes our current work to join the Airport Carbon Accreditation programme, the leading global emissions management certification which ensures airports are monitoring their carbon emissions and have effective reduction plans firmly in place.

However our work is far from over. Sustainability in aviation is rapidly developing and we look forward to the continued challenge of meeting our goals at Wellington Airport and at a sector and national level.

OUR 2030 COMMITMENT



30% ▼

REDUCTION IN
WIAL EMISSIONS



30% ▼

REDUCTION IN
WASTE TO LANDFILL



30% ▼

REDUCTION IN
MAIN TERMINAL
POTABLE WATER USE



REDUCING EMISSIONS, WASTE AND WATER USE

OUR KEY ACTIONS THIS YEAR

EMISSIONS REDUCTION

At Wellington Airport we are taking an approach of absolute reduction in resource use and emissions, rather than relying on carbon offsetting to achieve environmental goals. This requires real, tangible action and we are making strong progress across all areas.

In April 2020 we commenced a 24 month Building Management System (BMS) optimisation and analytics project to improve the efficiency of the Terminal's heating and cooling operations. We have managed to reduce energy consumption by 4.8% so far, representing a 65 ton reduction in emissions.

Outside the airport terminal, we have been working to combat aviation's greatest carbon source: aircraft emissions. Alongside Sounds Air, Air New Zealand, GHD and Blenheim and Nelson Airports, we have established the Electrification of Regional Aircraft (ERA) working group. As group technical lead, Wellington Airport is tasked with crafting understanding around the infrastructure and technical considerations necessary on the ground to support electric aircraft operations. Our work will continue

through the next four years and beyond, in anticipation of the arrival of Sounds Air's fully-electric ES-19 from 2026.

On the ground, we are pushing ahead with plans to introduce alternative energy sources to power our terminal building operations, with particular attention to solar. Over the next year we will carry out a comprehensive feasibility study to iron out the technical and financial considerations required to progress with the installation of a PV array. We are also developing plans for an Energy Centre and ground source heating, which form a critical part of our expansion plans and will enable us to cease use of gas boilers, one of our largest sources of emissions.

The past year has been significant in the development of legislation aimed at reducing emissions across all industries. Aviation is a notoriously difficult industry to decarbonise, owing to the current absence of practical high energy-density, non-hydrocarbon fuel alternatives; and this is recognised by the Climate Change Commission in its reports and recommendations. Despite this, technology is developing rapidly and Wellington Airport is leading the way, particularly in the development

of electric infrastructure. We intend to lead the aviation sector's role in New Zealand's non-negotiable goal of net-zero emissions by 2050. To support legislative development towards this goal, this past year we have contributed submissions to:

- Development of the Government's Emissions Reduction Plan;
- Development of the External Reporting Board's Taskforce on Climate Related Financial Disclosures (TCFD) Governance requirements.

We have already begun using these tools to help shape our approach to the monitoring, reporting and management of our emissions reduction approach. This is necessary to ensure that we continue to have an airport that is prepared for the forthcoming impacts of climate change, while helping mitigate the processes that contribute to it.

WASTE REDUCTION

We are also taking an active approach to dealing with terminal waste.

This year we have been excited to establish our partnership with local organisation For The Better Good (FTBG) to develop a local community garden, which will help establish a circular food economy from some of the airport's waste streams. We will continue to work with FTBG to develop the garden into a community space, which will be a source of education for local residents and schools in the area to learn more about developing productive gardens at home and effective composting.

Looking ahead, we have a waste audit in the pipeline to help gather a greater understanding of the nature of waste that the airport generates, and the types of operational solutions we can implement to help reduce our waste to landfill. We are also working with our waste solutions providers to simplify the way that we collect waste in the terminal, to make waste disposal as straight-forward and familiar as possible for our passengers.

WATER AND STORMWATER

We are currently working with our engineering partners to continuously improve our management of stormwater and runoff.

Our current reconstruction of Taxiway Bravo has provided a unique opportunity to gain access to some of our subterranean storm water systems to add interceptors, which will reduce even further the amount of pollutants that can run from the airport and surrounding areas to the sea.

In hand with this work, we carry out rigorous monitoring of the runoff and drainage systems that run through the airport precinct, to help ensure that a high quality of discharge and low level of contamination is continuously maintained.

In line with our 2030 goals, we are working to tackle the issue of increasing water consumption. To this end, we are currently working on establishing a clear, accurate understanding of the water that flows through our precinct and local community.

Alongside this, we are actively exploring ways we can harness and leverage our existing airport infrastructure, with support from innovative technology, to reduce the water used by our operation.

As part of this, we have standardized a range of measures into our maintenance, new-build and retrofit construction plans, including the incorporation of low-flow taps and reduced-flush toilets.

Moving forward, we are looking to incorporate rainwater harvesting setups into our future building construction works to help reduce reliance on potable water for non-potable uses.

Above: Photo by Mark Tantrum

TARGET AREAS	INITIATIVES	PROGRESS/NEXT STEPS	STATUS	
Internal Energy and Scope 1 & 2 Emissions Reduction	Electrification of Airport vehicle fleet	33%	On track	
	Investigation of solar energy source	✓ Feasibility Study		» Design
		» Procurement		» Construction
		» Complete		
		Building analytics to reduce Terminal energy use		4.8% reduction
		Assessment of energy requirements under Net Zero settings		✓ Airport Requirements Study
	Replacement of halogen lightbulbs with LED			» 60% of interior lights refitted with LEDs » 3/15 external apron towers to be replaced with LEDs in FY23
	Energy Centre and replacement of gas boilers	✓ Feasibility Study		✓ Design
		» Procurement		» Construction
		» Complete		
GreenStar 5* equivalent for all new buildings and retrofits		✓ Incorporated as standard design in all new-build and retrofit projects		
External Energy and Scope 3 Emissions Reduction (airlines)	Introduction of electric aircraft	✓ Successful test flight	On track	
		✓ Regional working group		
		✓ Energy Study underway		
		» Infrastructure design		
		» Infrastructure installation		
	» First flights 2026			
	Electrification of Ground Power for aircraft on the ground, to reduce fuel use at gates	✓ Infrastructure in place at 2/11 gates		» Operator trials to establish usage
		» Continued rollout to all gates		
		Performance Based Navigation (PBN) routes to shorten travel times and reduce fuel burn during arrival/landing		✓ Systems in place
	✓ PBN fully in place			
Airport Collaborative Decision Making (ACDM) to improve communication with airlines and streamline aircraft movements	✓ Software installed		✓ Stakeholders engaged	
	» Automation underway	» Processes live		

TARGET AREAS	INITIATIVES	PROGRESS/NEXT STEPS	STATUS
External Energy and Scope 3 Emissions Reduction (ground transport)	Provide common-use electric chargers for our airline electric airside ground support equipment (GSE) and vehicles	✓ Charger assessment	On track
		✓ Chargers installed at Gate 20 for EV Operations vehicles » Further chargers to be installed for future Facilities EVs	
External Energy and Scope 3 Emissions Reduction (ground transport)	Electric public bus service	✓ Provider selected	On track
		✓ Depot under development » Commence July 2022	
Reducing waste to landfill	Replace single use plastics	✓ MTB food retailers engaged on issue	On track
		» Waste Audit to identify areas for improvement » Retailers action elimination points	
	Coffee cup composting	✓ Community garden established	
		✓ Compost bins installed	
✓ Cups collected » Compost fully established » Garden productive			
Simplify bins and signage in terminal	✓ Evaluate options	On track	
	» Clear waste streams established		
Water Management	Improved stormwater management	✓ Two new interceptors being installed	On track
		» Renewed site-wide consents underway	
Water Management	Low-flow tap designs and reduced flush toilets to reduce potable water use	✓ Incorporated as standard design in all new-build and retrofit projects	On track
Biodiversity	Supporting local tree planting via Trees that Count	✓ In-terminal displays	Requires attention
		» Planting paused during Covid-19	
Biodiversity	Supporting Predator-Free Miramar Peninsula	✓ Traps installed around Airport perimeter	On track

KEY	
On track	On track
Requires attention	Requires attention
Delay/issue	Delay/issue



WELLINGTON AIRPORT WELCOMES FIRST ELECTRIC FLIGHT

On 1 November Wellington Airport was proud to welcome the future of sustainable air travel, as the first electric plane to fly into the capital touched down.

Climate Change Minister James Shaw, Mayor Andy Foster and several local Councillors were there to celebrate the milestone with us, and the Minister shared his optimistic views on the potential of emissions reduction technology in aviation.

The two-seat light aircraft, owned by Christchurch-based ElectricAir, flew across the Cook Strait, setting a record

for the world's longest flight over water by a pure electric plane.

Welcoming the ElectricAir plane provided a glimpse of what future sustainable air travel might look like.

Enabling electric aircraft on short-haul regional routes is key to future sustainable air travel and remains one of our key strategic priorities for the year ahead.

We are continuing to develop our electrification plan and ensure we have the right infrastructure in place to facilitate electric air travel from as early as 2026, when Sounds Air plans to launch some of New Zealand's earliest electric routes.

During the next year our continued work on this includes:

- Participating in Electrification of Regional Aircraft (ERA) working groups with airlines and key industry partners
- Researching technical requirements of expected electrical regional aircraft to identify appropriate ground charging solutions
- Assessing Wellington Airport's internal infrastructure and organising improvements in capacity in line with expected future demand and aircraft technical requirements
- Working with electricity supplier and grid maintenance entities to plan for increases in electricity necessary to power commercial operations.

Above: Photo by Mark Tantrum



REDUCING OUR TERMINAL ENERGY USE WITH SMARTER TECHNOLOGY

Commencing in April 2021, we have embarked on a 24 month Main Terminal Building (MTB) energy optimisation programme.

We have installed advanced building analytics to give increased accuracy around our understanding of the building's Heating, Ventilation and Air Conditioning energy use. Further, we have been working to increase automation in heating and cooling systems and overhaul sensors and digital configurations.

The aim of this work is to increase the intelligence of our building to ensure that energy use is synchronised with operational activity and demand. 11 months into the project, we have achieved significant results with a 4.8% reduction in HVAC energy use (normalised to account for lower passenger numbers during Covid).

Above: Photo by Cato Partners

CASE STUDY



COMMUNITY GARDEN DEVELOPMENT

Wellington Airport is excited to embark upon a joint venture with local organisation For the Better Good (FTBG) to establish a community garden on nearby Bridge Street.

This garden will enable reductions in organic and coffee cup waste, diverting it from landfill to the garden to help compost and grow sustainable crops. Produce grown within the garden will be redistributed into local food supplies to manifest a circular economy.

The garden will also act as a key source of education for local residents and schools. As the composting units and flower beds are developed, dedicated on-site and outreach sessions will be delivered to help improve composting and gardening knowledge throughout our community.

Above: For the Better Good's Edible Earth Garden in Cannons Creek Porirua

CLIMATE RELATED

DISCLOSURES

Wellington Airport supports the Taskforce for Climate Related Financial Disclosures (TCFD). The information below summarises how we are aligning with the TCFD recommendations. This reporting is currently voluntary, but we are well positioned for the introduction of mandatory disclosures from FY24

OUR TCFD ROADMAP			
2020	2021	2022	NEXT STEPS
<ul style="list-style-type: none"> Governance review completed. Metrics and targets established. Established the Executive Kaitiakitanga (Climate Risk) Committee. Conducted gap analysis against TCFD disclosure areas. Carried out high level scenario analysis and identification of climate-related risks and opportunities in risk management framework. 	<ul style="list-style-type: none"> Review of risk management process. All climate-related risks tagged in risk register as "Physical Risk" or "Transition Risk." Commenced review of Quantate risk management system. Submission in support of XRB early guidelines. First TCFD-aligned disclosures published in annual report. 	<ul style="list-style-type: none"> Beca engaged to lead refinement of risk management processes. Engagement with Wellington City Council to begin developing more detailed scenario analysis. Redevelop metrics and targets to ensure continued alignment with Net Zero goals. Engagement with industry to identify transition risks and opportunities. 	<ul style="list-style-type: none"> Further develop Scenario Analysis based on Regional Risk Assessment outputs. Review integration of climate-related risks and opportunities into strategy and planning.



GOVERNANCE AND OVERSIGHT OF CLIMATE-RELATED RISKS

Our Board has ultimate accountability for the management of business risks, including those related to climate change. The Board receives regular reporting and updates from the Executive-led Kaitiakitanga Committee, as well as via the Audit and Risk Committee's consideration of all business risks.

At a Management level, Management has day-to-day responsibility for identifying and managing climate-related risks and opportunities. Climate-related risks are identified through the risk register. Climate-related work programmes are the responsibility of the Executive team, the Executive Kaitiakitanga and Climate Committee and the Manager of Sustainability. The Kaitiakitanga Committee meets monthly to track progress against key initiatives and targets.

In addition to Management reporting,

Our Board has regularly sought views from external experts, including Victoria University climate scientists and Dr Rod Carr, Chair of the Climate Change Commission.

The Board annually reviews frameworks for climate-related risk reporting and management, regularly reviews business risks via the Audit and Risk Committee, and reviews risk disclosures annually prior to release.

CLIMATE RISK MANAGEMENT AND STRATEGY

Our Risk Management Framework and Risk Management Policy guides our approach to risk management. Climate change and climate-related risk is identified as a material issue and we have worked to separately identify all climate, environmental and other ESG risks in our risk management system.

We have engaged Beca as an external consultant to inform our further work on physical risk management and disclosures.

This will include:

- Reviewing and updating the risks we have identified, and our risk management systems;
- Further developing our Scenario Analysis based on the latest available information from NIWA and regional risk assessments;
- Further integration of climate risk into business strategy, and refinement of our strategic processes;
- Integration of this work into key resilience projects, most notably the replacement of our Seawall which is currently at an early design stage.

In order to fully inform our understanding of future scenarios and the impact on weather and sea level rise in Wellington, a region-wide view is required. This is being developed by the nine local and regional councils, led by Wellington City Council, as a Regional Risk Assessment. We are looking forward to working closely with local government as a key stakeholder in this work.

Above: Photo by Cato Partners

CLIMATE-RELATED RISKS AND CONTROLS

	RISKS	EXISTING AND FUTURE CONTROLS
PHYSICAL RISK		
Sea-level rise and storm surge	Damage to airport infrastructure, including seawalls and pavement.	<ul style="list-style-type: none"> • Inspections of airfield and seawalls. • Seawall renewal investment programme.
	Operational disruption due to flooding.	<ul style="list-style-type: none"> • Stormwater drainage capacity. • Maintenance programmes.
Increased rainfall and inundation	Airside operational disruption due to flooding.	<ul style="list-style-type: none"> • Stormwater drainage capacity. • Maintenance programmes.
	Business disruption due to failure of key utilities.	<ul style="list-style-type: none"> • Real-time Runway condition reporting. • Weather detection systems. • Inspection and reporting.
	Disruption to surface access to airport.	<ul style="list-style-type: none"> • Liaison with Wellington City Council, NZTA and Lets Get Wellington Moving re transport infrastructure resilience.
Increase in average temperature	Increased stress upon HVAC and building services.	<ul style="list-style-type: none"> • HVAC optimisation project. • Development of ground-sourced heat pump system. • Enhanced and standardised insulation on all new-build and retrofit projects.
	Reduced aircraft operational performance due to reduction in air density.	<ul style="list-style-type: none"> • Aircraft payload maintenance. • Runway optimisation.
Increase of drought events	Shortages in potable water supply for terminal operations.	<ul style="list-style-type: none"> • Incorporation of low flow water use design principles. • Future rainwater harvesting and use for non-potable water use.
Increase in wind and substantial weather events	Increase in disruption to aircraft operations.	<ul style="list-style-type: none"> • Improvements in flight planning software using advanced analytics to optimise flight planning. • New Southern Skies (NSS): a major programme by CAA and Airways to improve the management of New Zealand's airspace, enabling shorter journeys and lower emissions.
TRANSITION RISK		
Regulation	International Regulation restricting long haul sectors.	<ul style="list-style-type: none"> • Active contributions via submissions into regulatory development. • Pursue uptake of alternative fuel provisioning (SAFs, Hydrogen). • Participation in emissions reductions alliances.
	External decarbonisation policy, regulation and legislation constraining airport development.	<ul style="list-style-type: none"> • Active contributions via submissions into regulatory development. • Demonstrating necessity for additional apron space to service increased frequencies necessary for viable electric aircraft operations. • Demonstration of reduction in total journey fuel consumption enabled by point-to-point services over existing indirect connections.

CLIMATE-RELATED RISKS AND CONTROLS

RISKS	EXISTING AND FUTURE CONTROLS
Regulation (Continued) <p>External decarbonisation policy, regulation and legislation increasing the need for adaptation and mitigation expenditure</p>	<ul style="list-style-type: none"> Assessment of infrastructure required to service novel aircraft and incorporating into capex and opex forecasting. This is developed through: <ul style="list-style-type: none"> Establishment and contributions to: <ul style="list-style-type: none"> Electrification of Regional Aircraft (ERA) working group Engagement and consultation with Air NZ and Soundsair- the early adopters of electric/ SAF/ hydrogen aircraft technology.
Market <p>Passenger demand and forecasting affected by government policy or additional costs</p>	<ul style="list-style-type: none"> Maintain awareness of policy developments and input into government policy. Incorporation of carbon costs, policy and behavioural assumptions into forecasting. Providing infrastructure to maximise share of low/ zero emission aircraft.
<p>Inclusion of aviation into Emissions Reduction Plan targets</p>	<ul style="list-style-type: none"> Active contributions via submissions into regulatory development. Proactive adoption of infrastructure required to service low/ zero emissions aircraft, to ensure that current and future growth will remain within ERP constraints. New Zealand's unique geography and highly limited availability of viable alternative transport options mean that robust air links will remain critical. Therefore, excessive restrictions imposed by the ERP are unlikely to materialise.
<p>Competition from lower carbon transport alternatives</p>	<ul style="list-style-type: none"> New Zealand's unique geography and highly limited availability of viable alternative transport options mean that robust air links will remain critical. Proactive adoption of infrastructure required to service low/ zero emissions aircraft, to allow aviation to serve as a synergised sustainable link to other transport options, as opposed to a competitor.
Reputation <p>Public attitude to flying to due to flight shaming culture/ altered customer perceptions</p> <p>Public and investor scrutiny arising from failure to sufficiently address emissions.</p>	<ul style="list-style-type: none"> Adoption of infrastructure to service low/ zero emissions aircraft, to decouple emissions from growth and to decarbonise operations. Creating a zero/ low carbon airport by the reduction of Scope 1, 2 and 3 emissions via: <ul style="list-style-type: none"> Optimisation of building energy use. Providing electric public transport links to/ from the airport. Adopting alternative-energy sources on-site. Transitioning to an EV fleet.

CLIMATE-RELATED OPPORTUNITIES

OPPORTUNITY	DESCRIPTION	ELEMENT
Improved market share against alternative carbon-dependant transport modes	The introduction of electric aircraft on trans-strait routes provide an opportunity for a zero-emission alternative to other transport alternatives.	Financial Environment
Reduced vulnerability to volatility of fossil fuel prices	Switching to ground sourced heat pump technology, transitioning our vehicle fleets to EVs and avoiding use of stationary fuel combustion provides an opportunity to eliminate our exposure to fossil fuel cost fluctuations.	Financial
Reduction of aircraft noise	Introduction of new aircraft technologies may enable reductions in noise compared to current aircraft.	Reputation Environment H&S
Community engagement opportunities	Reduction of waste and improvement of carbon sequestration through gardening initiatives allow for community outreach opportunities.	Reputation Environment
Reduction of emissions and atmospheric pollutants	The adoption of non-fossil fuel dependant technology and in the air provides an opportunity to minimise greenhouse gas releases into atmosphere. In turn, this mitigates the impacts of airport and aircraft operations, allowing people to continue flying without harming our planet's fragile climate.	Reputation Environment

CLIMATE-RELATED METRICS AND TARGETS

Our approach to sustainability includes targets (with metrics) for carbon emissions, energy intensity, waste reduction and potable water.

Our targets are to:

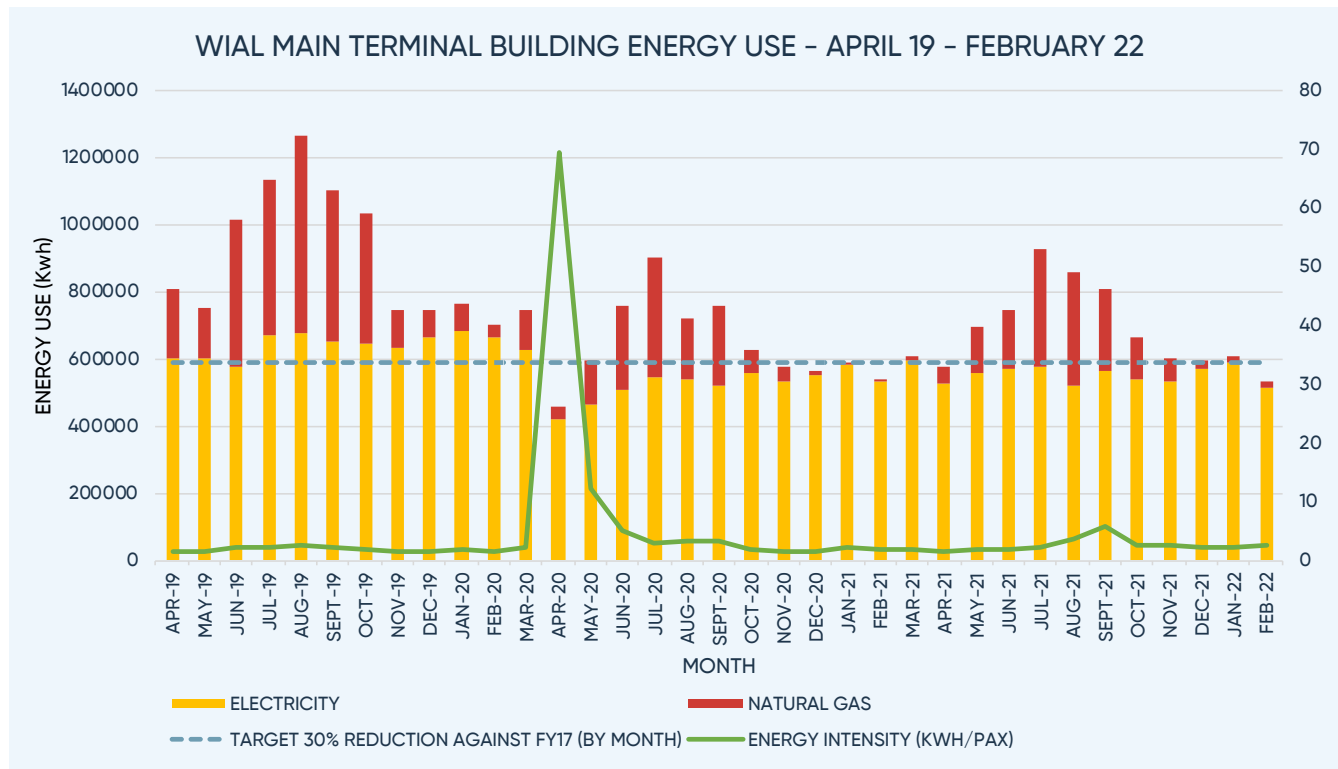
- Reduce absolute Scope 1, 2 and 3 (staff travel) carbon emissions by 30% from FY17 baseline levels by 2030
- Reduce electricity intensity by 30% from FY17 baseline levels by 2030
- Reduce operational waste intensity by 30% from FY17 baseline levels by 2030

We have achieved significant reductions across all areas during Covid-19. Our key goal for the next year is to hold on to efficiency gains and energy reductions wherever possible, rather than returning

to prior levels as passenger volumes return. As we emerge from Covid, we are redeveloping our 2030 targets into annualised goals, to ensure we remain on track year by year.

We will continue to review our climate metrics as our scenario analysis develops and we further consider our climate-related risks and opportunities and resilience strategies. We will also reassess our targets during FY23 to ensure they are aligned with the Government's Emissions Reduction Plan when it is released in May, and strong enough to play our required role in meeting New Zealand's Net Zero goals.

RESULTS

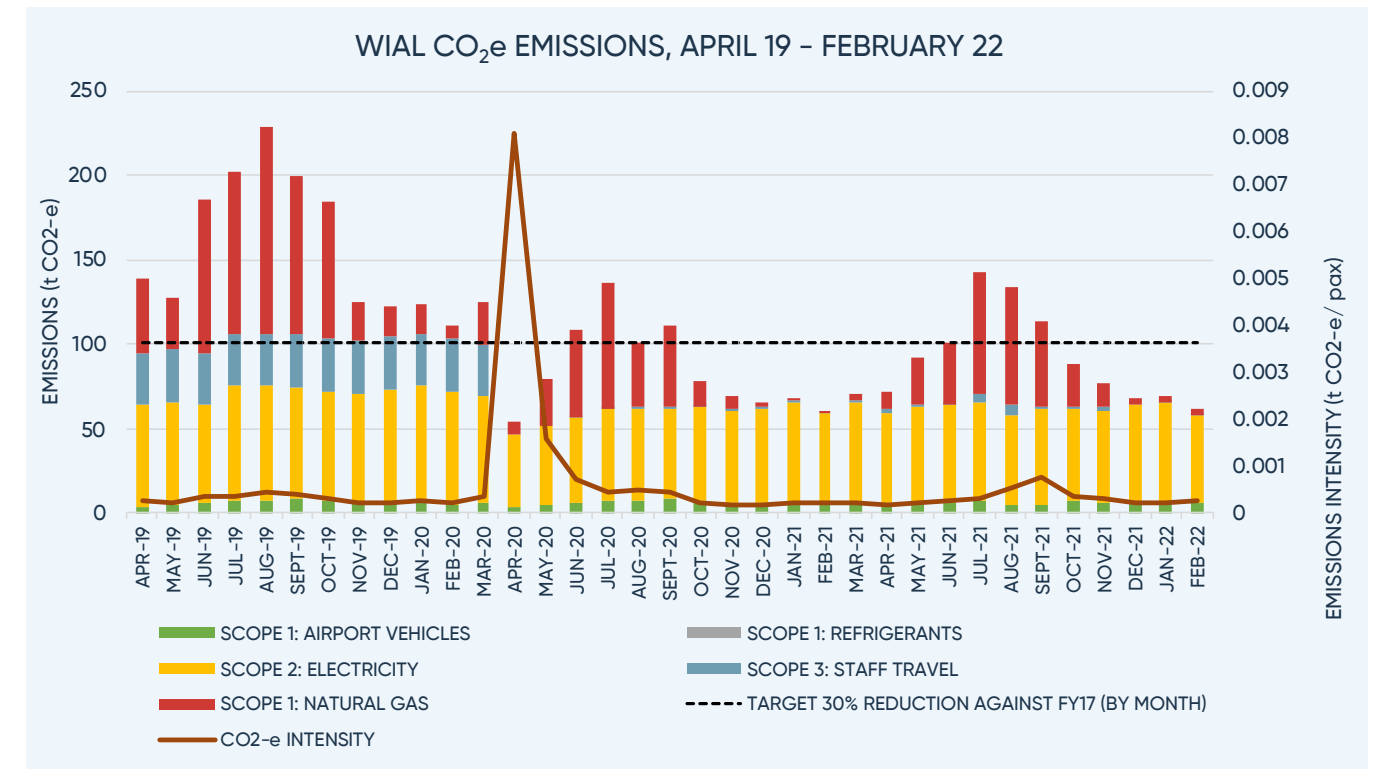


ENERGY

TOTAL GAS AND ELECTRICITY CONSUMPTION (KWH) TERMINAL ELECTRICITY

Significant savings that have stemmed from the optimisation of our Building Management System (BMS) are largely responsible for this. The resultant increases in automation, debugging of system inputs and refresh of system sensors has resulted in a 4.8% reduction in HVAC energy use in the first 11 months of the 24 month project.

Furthermore, an decrease in heating degree days and optimisation of boiler usage have reduced the amount of natural gas being used to heat our terminal.

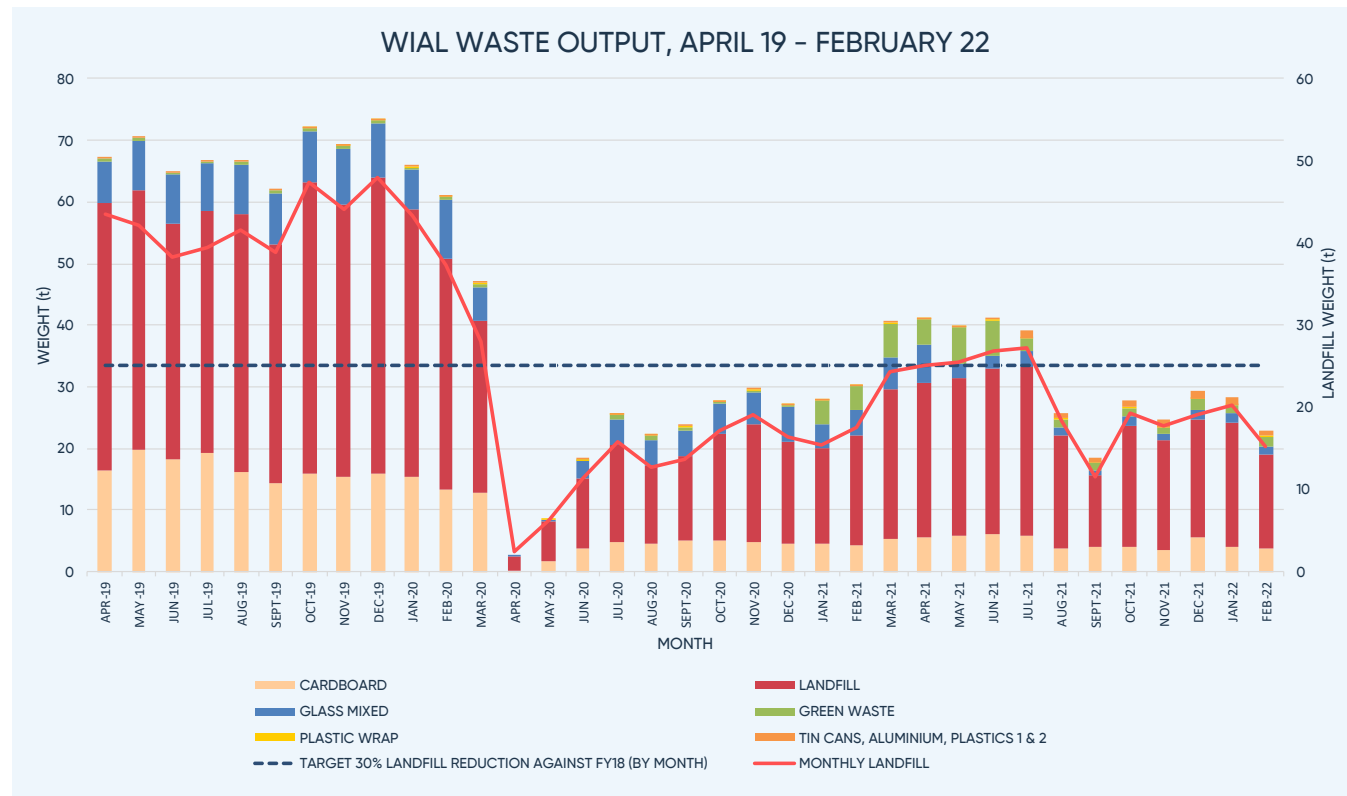


CARBON

WIAL EMISSIONS SCOPE 1, 2 AND 3

Our scope 1 (direct emissions from Wellington Airport-owned sources) and Scope 2 (indirect emissions from purchased energy used by our operations) have remained well below pre-covid levels, with our emissions at 1089t CO₂-e in FY22, vs 1872 t CO₂-e in FY20.

This is the direct result of significantly less boiler use for terminal heating, the realisation of our HVAC optimisation programme, our continued rollout of LED lighting and low levels of staff travel over the year. The relative maintenance of decreased emissions is evidenced by the stability of emissions intensity per passenger.



WASTE

OPERATIONAL SOLID MUNICIPAL WASTE

Our total waste volume has remained well beneath pre-Covid levels, despite increases in passenger numbers over as we recover from the impacts of Covid. This is due to increased of cardboard and green waste from ending up in landfill.

Our work continues to reduce our waste output and to continue the diversion of waste from landfill. Key initiatives that we are undertaking to pursue this include the creation of our community garden, the commissioning of an organisational waste audit and waste stream simplification.

