

5 May 2023

OC230376

Hon Kiri Allan  
 Associate Minister of Transport

## ADVICE ON THE CIVIL AVIATION AUTHORITY'S PRESENTATION "JOURNEY TO THE FUNDING REVIEW"

### Snapshot

You are meeting with the Civil Aviation Authority's (the Authority) Chair, Acting Chief Executive and Deputy Chief Executive System Practice and Design on 11 May 2023, to discuss the Authority's presentation "Journey to the Funding Review". To support you in your meeting, Te Manatū Waka has provided suggested talking points in **Annex 2**.

<b>Time and date</b>	4.30pm – 5.00pm, 11 May 2023
<b>Venue</b>	Executive Wing, 5.3R
<b>Attendees</b>	Janice Fredric, CAA Chair Dean Winter, Acting CAA Chief Executive John Kay, CAA Deputy Chief Executive System Practice and Design
<b>Officials attending</b>	Brent Johnston, Acting Deputy Chief Executive – System Performance & Governance Brett Thomson, Principal Advisor, Governance
<b>Agenda</b>	1. The Authority's presentation "Journey to the Funding Review"
<b>Talking points</b>	Suggested talking points are in <b>Annex 2</b>

### Contacts

Name	Telephone	First contact
Brent Johnston, Acting Deputy Chief Executive – System Performance & Governance	s 9(2)(a)	✓
Harriet Shelton, Manager, Governance		

## Advice on the Civil Aviation Authority's presentation "Journey to the Funding Review"

### Key points

- You are meeting with Janice Fredric (Chair), Dean Winter (Acting Chief Executive), and John Kay (Deputy Chief Executive System Practice and Design) of the Civil Aviation Authority (the Authority) on 11 May 2023 to discuss the Authority's presentation "Journey to the Funding Review."
- As this is your first time meeting Mr Winter and Mr Kay, their biographies are provided in **Annex 1**.
- The presentation follows your last meeting with the Authority's Chair and Chief Executive on 3 April 2023, in which you noted that the Authority could present the factors that are impacting its funding review to you (as Maritime New Zealand has done previously).
- The Authority provided its presentation to your office on 1 May 2023. Officials have reviewed the slides and are largely comfortable with the content. The table below provides additional context and consideration on some aspects of the presentation.
- You are due to receive briefing OC230333 - *Civil Aviation Authority - Consideration of funding proposals* in the week ending 5 May 2023. The briefing will seek your approval of a draft letter that provides feedback to the Authority on the proposed funding (review) options submitted to your office on 15 February 2023. Subject to your approval, we recommend that the letter is sent after consideration of the Authority's presentation on 11 May 2023.

*Further context and consideration of aspects of the Authority's presentation "Journey to the Funding Review"*

Content in "Journey to the Funding Review" presentation	Te Manatū Waka comments / considerations
<i>The Minister at the time directed a review into the organisation's culture</i>	The former Minister of Transport, Hon Phil Twyford, commissioned a Ministerial review into the Authority's culture. The resulting report made 31 recommendations to improve the Authority's organisational culture and the wellbeing of staff. In response to these recommendations, the CAA Board established a culture change programme <i>Te Kākano</i> which ran from June 2020 until it was considered business as usual in February 2022. The outputs from <i>Te Kākano</i> continue to be monitored through regular reporting to the Board.
There has been a dramatic drop in international visitor numbers, followed by rapid but uncertain increases –	It will take time for trends in international air travel to crystallise after a sustained period of uncertainty and change.

Content in "Journey to the Funding Review" presentation	Te Manatū Waka comments / considerations
<p>unlikely to settle until into a new normal (if ever) until 2025/26</p>	<p>Globally it is expected that air passenger volumes will return to pre-COVID-19 levels by December 2024. The Authority's forecasting supports this outlook, with international passenger volumes set to return to 89 percent of pre-COVID-19 levels in June 2024, and domestic passenger volumes presently at 90 percent of pre-COVID-19 levels.</p> <p>The current rates for the Authority's fees, levies and charges were set in 2016 and 2019 for CAA and AvSec, respectively. <sup>s 9(2)(g)(i)</sup></p>
<p>Continuing significant uncertainty about resources beyond the short term (1 year) which affects decisions relating to investment in people and systems</p>	<p>Since 2020, the Authority has been reliant on Crown funding through a liquidity facility to support delivery of its core functions. The liquidity facility was established to provide short-term financial support but has been extended for each of the last three financial years (to June 2024) on a year-to-year basis through the Budget process. <sup>s 9(2)(g)(i)</sup></p> <p>Recent confirmation that the Authority will be treated as a going concern in 2024/25 may ease some uncertainties.</p>
<p>The Authority was required to deplete all capital reserves and cash assets in order to access the Crown Liquidity Facility, which fills the gap between actual expenditure and revenue</p>	<p>In OC230082 you agreed that the Authority may partially restore its reserves from 1 July 2024 using surplus liquidity facility funding from 2023/24. <sup>s 9(2)(f)(iv)</sup></p> <p>While the Authority does not have, and is unable to restore, reserves in 2023/24 it may use its liquidity facility to address unforeseen shocks and unavoidable changes in operational activity, subject to approval from Transport Ministers and the Minister of</p>

Content in "Journey to the Funding Review" presentation	Te Manatū Waka comments / considerations
	Finance. This approach aims to replicate the support provided by reserves, but responding to shocks by this mechanism will take longer to implement.
Demands requiring a change in regulatory practice accelerating and requiring significant investment (i.e., traditional to modern regulation)	<p>The Authority is focused on modernising its regulatory approach to be a more intelligence-led and risk-based regulator (a modern regulator). We note that since 2020, significant additional activity has been required in response to the impacts of COVID-19. However, in addition to this, activity has needed to respond to changes to the operational / regulatory environment such as emerging technologies and changing risks in the aviation systems that were not contemplated in 2016 or 2020.</p> <p>s 9(2)(g)(i)</p> <p>The Authority's approach is supported by its draft <i>2023/24 Statement of Performance Expectations</i> and draft <i>2023 – 2028 Statement of Intent</i> which were provided to your office on 1 May 2023. Officials will provide you with further advice on these drafts next week but, in general, we note our support for the Authority's focus on becoming a modern regulator.</p>
As the international market recovers, there is the potential for screening demand to quickly change at airports – low resourcing levels can negatively impact on health, safety, and wellbeing impacts on staff;	<p>We acknowledge the Authority's concerns around the wellbeing of its staff. s 9(2)(g)(i)</p> <p>The presentation also notes, 'The correlation between passenger volumes and the risks that the Authority must manage through the discharge of its functions is not linear.' While this is an accurate statement, it is unclear what is driving the proposed increase in AvSec staffing levels in the Authority's funding options, beyond increased activity at the border.</p>

## Annex 1: Biographies



### **Dean Winter**

As the Director / Chief Executive of Civil Aviation is unavailable at the time of the meeting, he has delegated Mr Winter to attend in the capacity of Acting Director / Chief Executive.

Dean is Deputy Chief Executive Strategy, Governance, Risk and Assurance responsible for the executive management of the functions monitoring the performance and effectiveness of the Authority, the safety performance of the aviation sector.



### **John Kay**

*Deputy Chief Executive, System and Practice Design*

John is responsible for the Authority's policy development, regulatory strategy, and executive management of the following units or programmes of work: International and regulatory strategy (which includes the Authority's policy function), Operational policy, practice and guidance, Regulatory interventions, and New Southern Sky.

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**Annex 2: Talking Points**

Topic	Suggested talking points
<p><b>Funding review</b></p>	<p>We suggest you note that:</p> <ul style="list-style-type: none"> <li>officials are preparing a paper for Cabinet’s consideration on 31 May that seeks agreement to either restart the funding review immediately or after independent assurance of its recent value for money reviews is sought (likely in the 2024 calendar year).</li> </ul> <p>s 9(2)(f)(iv)</p> <p>You may wish to ask:</p> <ul style="list-style-type: none"> <li>what international travel trends is the Authority seeing, and how will these trends impact its funding options?</li> </ul>
<p><b>Reserves</b></p>	<p>You may wish to note that:</p> <ul style="list-style-type: none"> <li>the liquidity facility can be used to address unavoidable changes in operational activity, and unforeseen shocks, if they arise in 2023/24 with agreement from you, and the Ministers of Finance and Transport,</li> <li>officials will work through the impacts of the Crown funding options on reserves restoration, but this will not be confirmed until Cabinet has made its decision in May.</li> </ul>
<p><b>Resourcing</b></p>	<p>You may wish to ask:</p> <ul style="list-style-type: none"> <li>what is driving the requirement for additional AvSec FTE?</li> <li>what impact do the findings of the ICAO security audit have on AvSec staffing levels?</li> <li>why is additional resourcing required when the sector has not reached pre-COVID-19 activity levels?</li> </ul> <p>s 9(2)(g)(i)</p>

5 May 2023

OC230352

**Hon Kiri Allan**  
**Associate Minister of Transport**

## **MEETING WITH AUCKLAND INTERNATIONAL AIRPORT LIMITED CHIEF EXECUTIVE, APRIL 2023**

### **Snapshot**

Carrie Hurihanganui, Chief Executive of Auckland International Airport Limited (AIAL), has requested an opportunity to meet with you to discuss shared priorities and opportunities.

It is expected that the discussion may cover the:

- impacts and recovery from recent severe weather events in Auckland;
- ongoing impact and recovery from COVID-19
- recently publicised \$3.9 billion AIAL redevelopment programme
- implementation of the Civil Aviation Act
- s 9(2)(f)(iv) and
- upcoming FIFA Women's World Cup.

This meeting presents an opportunity to strengthen, endorse, and encourage the relationship between AIAL and Government agencies.

### **Contacts**

Name	Telephone	First contact
Bronwyn Turley – Deputy Chief Executive, Strategy and Regulatory Design	s 9(2)(a)	
Natasha Rave – Manager, Resilience and Security		✓

## Meeting With Auckland International Airport Limited Chief Executive, April 2023

### Key points

- You have accepted an invitation from the Chief Executive of Auckland International Airport Limited (AIAL), Carrie Hurihanganui, to meet and discuss shared priorities and opportunities.
- The details of this meeting have not yet been determined; neither has the agenda. The following matters may be raised:
  - impacts and recovery from recent severe weather events in Auckland
  - ongoing impact and recovery from COVID-19
  - recently publicised \$3.9 billion AIAL redevelopment programme
  - implementation of the Civil Aviation Act
  - s 9(2)(f)(iv)
  - upcoming FIFA Women's World Cup 2023
- A brief update and suggested speaking points for each of these matters have been provided below.

### Recent Severe Weather Events

*Auckland has been adversely impacted by two significantly severe weather events*

- 1 During the Auckland Anniversary Weekend floods, Auckland International Airport Limited (AIAL) and much of Auckland were adversely impacted by abnormally significant and concentrated rainfalls. From 12 to 16 February 2023, Auckland was further impacted by Cyclone Gabrielle, which introduced more abnormally significant and concentrated rainfalls, and significant winds, to much of the North Island.
- 2 The airport's storm water system was unable to cope with the volume of rain during the Auckland Anniversary Weekend, which led to the flooding of the international terminal. Many passengers were stranded in the terminal because of the flooding and the subsequent flight cancellations. s 9(2)(g)(i)
- 3 Within 48 hours the airport was able to resume flight operations, with workarounds for international departures. The airport was also required to replace carpets and wall linings within the terminal, which they were able to do while maintaining flight operations.
- 4 Lessons learned from the Auckland Anniversary Weekend flooding event were put in place during Cyclone Gabrielle which ensured the airport, and airlines, were able to prepare for stranded passengers, and could resume operations in a timely manner. The airport is now making upgrades to its stormwater system as part of a wider redevelopment programme.



*Suggested talking points regarding recent severe weather events:*

- I understand the international terminal was significantly affected by the Auckland Anniversary Weekend flooding event, and that you had to deal with hundreds of stranded passengers. The efforts your team put in to resume flight operations so quickly after this event are to be commended.
- I would like to better understand your experience of the support and engagement you received from Government during this event and its recovery, and what further support and engagement you may require.
- I am also aware that your team has openly shared the lessons learned from the flooding event with the aviation sector, including the other New Zealand airports, which will help with their readiness planning for future events.

## **COVID-19 Impacts and Recovery**

*The aviation sector is frustrated by the mandatory seven-day isolation*

- 5 AIAL considers that the mandatory seven-day isolation for cases is the only remaining COVID-19 measure which adversely impacts their operations. The aviation sector continues to call for a reduction or removal of the mandatory isolation period, as the current measure is perceived as contributing to capacity constraints in the aviation system.

*Auckland Airport is showing positive signs of recovery from the impacts of COVID-19*

- 6 The impacts of COVID-19 and subsequent government interventions, both domestically and internationally, have resulted in some difficult years for the aviation system, affecting individuals, airlines, and airports. In 2021, AIAL experienced its first ever full year underlaying loss, and it continues to be adversely impacted by the global labour shortage affecting all aspects of the aviation system.
- 7 AIAL recently announced a return to profitability for the first half of its 2023 Financial Year. Whilst the aviation sector is progressing in its recovery, it still has a way to go. Overall, AIAL has accommodated 7.6 million international and domestic travellers for the first half of the 2023 financial year, accounting for 71% of the same period pre-COVID in the 2019 financial year. Domestic passengers were 4.1 million (85% of the same period pre-COVID in the 2019 financial year) while international passenger numbers (including transits) were 3.5 million (60% of the same period pre-COVID in the 2019 financial year).
- 8 AIAL expects its total passenger numbers to recover to pre-pandemic levels during 2025, a position that is broadly consistent with International Air Transportation Association's outlook for global air travel. For the full 2023 financial year Auckland Airport is anticipating international passenger numbers will be around 70% of pre-COVID levels, with domestic passenger numbers at around 85%.

*Suggested talking points regarding COVID-19 impacts and recovery:*

- I understand that the aviation system was significantly affected by the use of border closures and travel restrictions to mitigate the spread of COVID-19, and that the impacts of these measures will continue to be felt for some time.

- The Government has publicly stated that the use of border restrictions will only be used as a last resort, and the Prime Minister has requested further advice on reducing the 7-day isolation period.
- It is promising to see that despite the ongoing impacts being felt across the aviation system, Auckland Airport has managed to make a return to profitability in the first half of the 2023 financial year.
- I encourage your continued engagement with officials at the Ministry of Transport and the Civil Aviation Authority, to ensure that airport needs continue to be reflected appropriately in the Governments transport policy.

## **Auckland Airport Redevelopment Programme**

*Auckland Airport has made a significant infrastructure investment*

- 9 Auckland Airport is underway with its biggest redevelopment since the airport opened in 1966. \$3.9 billion has been budgeted towards this programme, with \$2.2 billion allocated to a brand-new domestic terminal with full integration into the international terminal; and the remaining \$1.7 billion allocated to several supporting projects. Whilst aspects of this projects timing have been affected by its size and logistical complexity, and by recent severe weather events, the programme remains set for completion by 2028/29.
- 10 Among its many benefits, this programme is expected to deliver 12 new domestic aircraft gates (20% more than at the current domestic terminal). Each of these terminals will also support electric charging, which caters to the more sustainable and larger (passenger capacity) domestic jets that airlines are investing in.
- 11 The Board of Airlines Representatives New Zealand (BARNZ) and individual airlines have expressed concerns in the media about the costs of the redevelopment programme. They were frustrated that a public announcement was made by AIAL as airlines were under the impression that consultation was ongoing. They are concerned about the price of the redevelopment, as this cost will be passed onto travellers though increased airport fees, and ultimately ticket prices.
- 12 AIAL have expressed their surprise at the concerns raised by BARNZ and individual airlines, as consultation with major airlines and stakeholders began in 2011, and because the proposed pricing will be raised from what they consider to be priced low in reflection of the age of current infrastructure.

*Suggested talking points regarding the Auckland Airport redevelopment programme:*

- I see that Auckland Airport is pursuing a significant and exciting redevelopment programme. I am interested in learning more about the range of measures you are incorporating into this redevelopment to ensure the airport it is resilient and sustainable within the current and future climate.

## **Civil Aviation Act Implementation – Regulatory Airport Spatial Undertakings**

*The Civil Aviation Act is now being implemented*

- 13 On 5 April 2023, the Civil Aviation Bill received Royal assent and became the Civil Aviation Act 2023. The new Act will be in force from 5 April 2025. This Act will repeal and replace the Civil Aviation Act 1990 and the Airport Authorities Act 1966 with modern law that will provide a platform for safety, security, and economic regulation of civil aviation now and well into the future.
- 14 Over the next 24 months, the Ministry of Transport and the Civil Aviation Authority will be working to align civil aviation regulation with the new Act. For the Ministry of Transport, this includes setting up a new independent review function and establishing systems to support new regulatory functions of the Secretary for Transport; among these will be Regulatory Airport Spatial Undertakings (RASU's).

*Regulatory Airport Spatial Undertakings are a new function under the Civil Aviation Act*

- 15 The purpose of the RASU is to ensure that airport operators can show how they will provide for any infrastructure requirements (legislated) and delivery needs that a relevant government agency may have in relation to an airport. This will be linked to the airports master planning and pricing cycle.
- 16 Government agencies and airport operators are expected to take a collaborative approach to meeting their respective needs through a regulatory undertaking. RASUs will be agreed by the Secretary for Transport following consultation with the relevant agencies and they will be renewed up to every five years.
- 17 Border agencies have been engaging with Auckland over the last two years to ensure border agencies regulatory requirements and delivery needs are included within the airports master planning and capital works programmes.

*Suggested talking points regarding the Civil Aviation Act implementation:*

- I understand that airports have been, and will continue to be, closely engaged by the Border Executive Board in relation to the design and implementation of the new requirements for Regulatory Airport Spatial Undertakings under the new Civil Aviation Act 2023.

## **Border Executive Board**

*The Border Executive Board is an Interdepartmental Executive Board comprised of agencies with interests in the border system.*

- 18 The Border Executive Board was established under the Public Service Act 2020 to align and co-ordinate the strategic policy, planning, and budgeting activities of border agencies within the context of the border system.
- 19 The structure of the BEB supports its member agencies in delivering relevant cross-departmental initiatives. The members of the BEB are the:
- 19.1 New Zealand Customs Service (Chair)
  - 19.2 Ministry of Business, Innovation, and Employment
  - 19.3 Ministry of Foreign Affairs and Trade
  - 19.4 Ministry of Health

19.5 Ministry for Primary Industries

19.6 Ministry of Transport.

- 20 The Border Executive Board has regular engagement with AIAL, and directly with its Chief Executive. Recently, the BEB has raised concerns about the increased congestion for international passengers at the arrivals area of the airport. This issue is likely to be compounded during the FIFA Women's World Cup. As a result, AIAL has suggested a series of 'sprint' workshops with border agencies and Te Manatū Waka to try to find innovative ways to improve the passenger experience at the airport throughout this event.

### **FIFA Women's World Cup 2023**

*Aotearoa is a co-host for the FIFA Women's World Cup 2023*

- 21 Aotearoa and Australia are co-hosting the FIFA Women's World Cup from 20 July to 20 August 2023. FIFA modelling indicates that New Zealand could expect over 30,000 international visitors for this major event. Aotearoa host cities and stadium for the FIFA Women's World Cup 2023 are:

21.1 Auckland/Tāmaki Makaurau – Eden Park

21.2 Dunedin/Ōtepoti – Dunedin Stadium

21.3 Hamilton/Kirikiroa – Waikato Stadium

21.4 Wellington/Te Whanganui-a-Tara – Wellington Stadium

- 22 In Aotearoa, 15 team base camps have been confirmed across the four host cities and three regional centres (Tauranga, Palmerston North, and Christchurch) for the 15 qualified teams that will play group matches in Aotearoa. Each host city will also host its own FIFA Fan Festival at some point during the event.

*Suggested talking points regarding the FIFA Women's World Cup 2023:*

- The FIFA Women's World Cup is set to be one of the most significant events New Zealand has hosted in recent years. It presents an exciting opportunity to shine a spotlight on New Zealand, and on the value and visibility of women's sport, both domestically and internationally.
- With the expected influx in domestic and international passengers during this event, and as New Zealand's largest international airport, you will have a key role to play in the seamless running of the event.
- I understand you have been heavily involved in the preparations and planning for the event, both with the travel arrangements for FIFA participants and spectators. Are you confident that Auckland Airport is ready for the event, and is there any support you require from Government agencies?

s 9(2)(f)(iv)

### **Foot and Mouth Disease**

- 29 Following recent outbreaks of Foot and Mouth Disease (FMD) in Indonesia, the Ministry for Primary Industries (Biosecurity New Zealand) is leading a task force reviewing its FMD readiness and response plans. The Ministry of Transport has been actively engaging in this process through a series of inter-agency workshops.
  
- 30 Passengers who have been in a country with FMD in the past 30 days are required to undergo additional biosecurity risk assessment and screening processes upon arrival. If a FMD outbreak were to occur in a regular travel destination (e.g., Australia), the numbers of people required to undergo these additional biosecurity processes could result in lengthy delays and disrupt airport operations. As such, the Ministry of

Transport has been engaging closely with international airports, including AIAL on this matter.

*Suggested talking points regarding foot and mouth disease:*

- Foot and mouth disease presents a great risk to our economy, and our strategy remains centred on prevention.
- I understand that officials at the Ministry of Transport and the Ministry for Primary Industries are engaging with international airports on their readiness and response planning for this disease.
- I understand that the biosecurity measures which may become necessary could potentially cause processing delays at arrival. I encourage your continued engagement with the planning of officials at the Ministries of Transport and the Ministry for Primary Industries, to ensure that any necessary measures are well managed, and the disruption is minimised.

## Biographies

Carrie Hurihanganui - *Chief Executive, Auckland Airport*<sup>1</sup>



Carrie Hurihanganui has been Chief Executive of Auckland Airport since February 2022. Prior to joining Auckland Airport, Carrie was Chief Operating Officer at Air New Zealand, overseeing a global workforce of more than 9,000 people across 16 countries at its peak.

Carrie has over 22 years of operational and strategic experience in the aviation industry, having held several senior roles at Air New Zealand, leading customer experience transformation, maximising business growth and building high performing and engaged teams.

She left the airline in 2017 to join National Australia Bank (NAB) based in Melbourne as Executive General Manager Customer Experience before returning in 2018 to the Chief Ground Operations Officer role, before transitioning into the Chief Operating Officer role in 2020.

Carrie is passionate about building a better future grounded in purpose and people. She has a Bachelor of Business Studies from Massey University and has completed a number of advanced programmes of study, including INSEAD and Harvard.

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<sup>1</sup> Retrieved from: <https://corporate.aucklandairport.co.nz/about/senior-management>

## **ANNEX 1 – SUGGESTED TALKING POINTS**

- 1 We have prepared suggested talking points to act as a prompt for the topics discussed in this briefing.

### **Recent Severe Weather Events**

- 2 I understand the international terminal was significantly affected by the Auckland Anniversary Weekend flooding event, and that you had to deal with hundreds of stranded passengers. The efforts your team put in to resume flight operations so quickly after this event are to be commended.
- 3 I would like to better understand your experience of the support and engagement you received from Government during this event and its recovery, and what further support and engagement you may require.
- 4 I am also aware that your team has openly shared the lessons learned from the flooding event with the aviation sector, including the other New Zealand airports, which will help with their readiness planning for future events.

### **COVID-19 Impacts and Recovery**

- 5 I understand that the aviation system was significantly affected by the use of border closures and travel restrictions to mitigate the spread of COVID-19, and that the impacts of these measures will continue to be felt for some time.
- 6 The Government has publicly stated that the use of border restrictions will only be used as a last resort, and the Prime Minister has requested further advice on reducing the 7-day isolation period.
- 7 It is promising to see that despite the ongoing impacts being felt across the aviation system, Auckland Airport has managed to make a return to profitability in the first half of the 2023 financial year.
- 8 I encourage your continued engagement with officials at the Ministry of Transport and the Civil Aviation Authority, to ensure that airport needs continue to be reflected appropriately in the Governments transport policy.

### **Auckland Airport Redevelopment Programme**

- 9 I see that Auckland Airport has committed to a significant redevelopment programme. I am interested in learning more about the range of measures you are incorporating into this redevelopment to ensure the airport is resilient to, and sustainable within, the current and future climate.

### **Civil Aviation Act Implementation – Regulatory Airport Spatial Undertakings**

- 10 I understand that airports have been, and will continue to be, closely engaged by the Border Executive Board in relation to the design and implementation of the new requirements for Regulatory Airport Spatial Undertakings under the new Civil Aviation Act 2023.

### **FIFA Women's World Cup 2023**

- 11 The FIFA Women's World Cup is set to be one of the most significant events New Zealand has hosted in recent years. It presents an exciting opportunity to shine a spotlight on New Zealand, and on the value and visibility of women's sport, both domestically and internationally.
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s 9(2)(f)(iv)

### Foot and Mouth Disease

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