

# Monthly **investor update**



## Contents

24 February 2022

- January 2022 traffic highlights
- Operating statistics table
- Recent media releases

## January 2022 highlights

Group traffic summary	JANUARY			FINANCIAL YTD		
	2022	2021	% *	2022	2021	% *
Passengers carried (000)	618	583	6.0%	3,821	4,587	(16.7%)
Revenue Passenger Kilometres(m)	415	378	9.8%	2,581	3,056	(15.5%)
Available Seat Kilometres (m)	815	644	26.6%	4,519	5,635	(19.8%)
Passenger Load Factor (%)	50.9%	58.6%	(7.7 pts)	57.1%	54.2%	2.9 pts

Year-to-date RASK <sup>1</sup>	% change in reported RASK (incl. FX)	% change in underlying RASK (excl. FX)
Group	(4.6%)	(4.4%)
Short Haul	(9.7%)	(9.6%)
Long Haul	(16.2%)	(13.9%)

Please note that the available seat kilometre (capacity) numbers included in the tables within this disclosure do not include any cargo-only flights. This is because these capacity numbers are used to calculate passenger load factors and passenger RASK

\* % change is based on numbers prior to rounding.

<sup>1</sup> Reported RASK (unit passenger revenue per available seat kilometre) is inclusive of foreign currency impact, and underlying RASK excludes foreign currency impact.

# Monthly *investor update*



## Operating statistics table

Group	JANUARY			FINANCIAL YTD		
	2022	2021	% *	2022	2021	% *
Passengers carried (000)	618	583	6.0%	3,821	4,587	(16.7%)
Revenue Passenger Kilometres(m)	415	378	9.8%	2,581	3,056	(15.5%)
Available Seat Kilometres (m)	815	644	26.6%	4,519	5,635	(19.8%)
Passenger Load Factor (%)	50.9%	58.6%	(7.7 pts)	57.1%	54.2%	2.9 pts
<b>Short Haul Total</b>	<b>JANUARY</b>			<b>FINANCIAL YTD</b>		
	<b>2022</b>	<b>2021</b>	<b>% *</b>	<b>2022</b>	<b>2021</b>	<b>% *</b>
Passengers carried (000)	613	579	5.9%	3,789	4,536	(16.5%)
Revenue Passenger Kilometres(m)	360	331	8.6%	2,259	2,562	(11.8%)
Available Seat Kilometres (m)	615	482	27.7%	3,426	3,865	(11.4%)
Passenger Load Factor (%)	58.5%	68.8%	(10.3 pts)	65.9%	66.3%	(0.4 pts)
<b>Domestic</b>	<b>JANUARY</b>			<b>FINANCIAL YTD</b>		
	<b>2022</b>	<b>2021</b>	<b>% *</b>	<b>2022</b>	<b>2021</b>	<b>% *</b>
Passengers carried (000)	596	565	5.5%	3,630	4,434	(18.1%)
Revenue Passenger Kilometres(m)	316	302	4.7%	1,805	2,333	(22.7%)
Available Seat Kilometres (m)	485	387	25.1%	2,536	3,045	(16.7%)
Passenger Load Factor (%)	65.2%	77.9%	(12.7 pts)	71.2%	76.6%	(5.4 pts)
<b>Tasman / Pacific</b>	<b>JANUARY</b>			<b>FINANCIAL YTD</b>		
	<b>2022</b>	<b>2021</b>	<b>% *</b>	<b>2022</b>	<b>2021</b>	<b>% *</b>
Passengers carried (000)	17	14	22.4%	159	102	56.2%
Revenue Passenger Kilometres(m)	44	30	48.4%	454	228	99.0%
Available Seat Kilometres (m)	131	94	38.7%	890	819	8.6%
Passenger Load Factor (%)	33.6%	31.4%	2.2 pts	51.0%	27.8%	23.2 pts
<b>Long Haul Total</b>	<b>JANUARY</b>			<b>FINANCIAL YTD</b>		
	<b>2022</b>	<b>2021</b>	<b>% *</b>	<b>2022</b>	<b>2021</b>	<b>% *</b>
Passengers carried (000)	5	5	17.5%	32	50	(36.2%)
Revenue Passenger Kilometres(m)	55	46	18.6%	322	494	(34.7%)
Available Seat Kilometres (m)	199	162	23.1%	1,093	1,770	(38.2%)
Passenger Load Factor (%)	27.5%	28.5%	(1.0 pts)	29.5%	27.9%	1.6 pts
<b>Asia</b>	<b>JANUARY</b>			<b>FINANCIAL YTD</b>		
	<b>2022</b>	<b>2021</b>	<b>% *</b>	<b>2022</b>	<b>2021</b>	<b>% *</b>
Passengers carried (000)	2	2	(12.2%)	9	25	(62.7%)
Revenue Passenger Kilometres(m)	14	16	(13.1%)	84	229	(63.0%)
Available Seat Kilometres (m)	82	116	(29.4%)	582	979	(40.5%)
Passenger Load Factor (%)	17.4%	14.2%	3.2 pts	14.5%	23.4%	(8.9 pts)
<b>Americas</b>	<b>JANUARY</b>			<b>FINANCIAL YTD</b>		
	<b>2022</b>	<b>2021</b>	<b>% *</b>	<b>2022</b>	<b>2021</b>	<b>% *</b>
Passengers carried (000)	4	3	36.1%	23	25	(10.3%)
Revenue Passenger Kilometres(m)	41	30	36.1%	238	265	(10.3%)
Available Seat Kilometres (m)	118	46	154.9%	510	791	(35.5%)
Passenger Load Factor (%)	34.5%	64.6%	(30.1 pts)	46.6%	33.5%	13.1 pts

\* % change is based on numbers prior to rounding

Air New Zealand operates primarily in one segment, its primary business being the transportation of passengers and cargo on an integrated network of scheduled airline services to, from and within New Zealand. The following operational data and statistics is additional supplementary information only.



## Media Releases

(during the period 5 February 2022 to 23 February 2022)

### Precious cargo – Air New Zealand carries RATs to the rescue

14 February 2022

Air New Zealand is helping to bring in tens of millions of Rapid Antigen Tests (RATs) to support Aotearoa's Covid response over the coming months.

The airline is operating nine charter flights through to 20 February, and Air New Zealand's General Manager Cargo Anna Palairret says there are plenty more in the works.

"Operating these charter flights was a no brainer. There is a real urgency to bring Rapid Antigen Tests into New Zealand, and we're proud to be playing our part in getting them here. It's truly been a fantastic team effort between Air New Zealand, Ministry of Health and the freight forwarders.

"We've been operating charters for RAT kits since December, but things are really ramping up now. In addition to charters, we've also been making use of capacity on commercial flights. Where we've got space, we're using it for RATs. While we are constrained by available aircraft and operating crew for charter flights, having our 777-300 back in action from last week will help to increase cargo capacity across the network.

"We know the demand is there, and our teams are doing everything they can to try and fulfil it."

Air New Zealand has seen its cargo business skyrocket over the past two years, with an estimated 200 million tonnes of product carried since 2020.

### Aotearoa welcomes back Air New Zealand's first 777

8 February 2022

After almost 600 days on the ground, Air New Zealand's flagship B777-300 is soaring over Tāmaki Makaurau once again.

Designated ZK-OKQ, the aircraft last flew on 20 June 2020 between Melbourne and Auckland before being grounded due to the pandemic. It has spent the last four weeks getting a maintenance makeover in Auckland to bring it back into service and will now be used to do what it does best, connecting New Zealand to the world.

The aircraft will initially fly cargo-only services between New Zealand, Australia, and Los Angeles, carrying fresh New Zealand produce to the world – including salmon, lamb and seafood, as well as pharmaceutical and e-commerce goods.

Air New Zealand Chief Operational Integrity and Safety Officer Captain David Morgan says the return of the airline's first 777 aircraft is an incredibly special day for the airline and is a sign that the tides are turning.

"After the past 24 months of predominately operating a domestic business, seeing our iconic B777 back in action will be an emotional moment for many Air New Zealanders. This particular 777 was the first in our fleet so it's fitting that it once again flies the Koru in our skies.

"It's a positive sign there is light at the end of the tunnel, and while it's only flying cargo to begin with, we are hopeful that as the border restrictions continue to ease, we will be welcoming customers back on board soon.

"Our cargo business is right in the middle of its busiest season with New Zealand products in high demand around the globe so this extra belly space is a much-needed boost for New Zealand exporters."

# Monthly **investor update**



ZK-OKQ will be operating its first cargo service on Thursday 10 February between Auckland and Melbourne.

The airline will be keeping a close eye on international demand and, when appropriate, will bring further B777-300s into service.