

Media Release

Media release
28 February 2019

Air New Zealand announces interim profit of \$211 million and maintains interim dividend of 11.0 cents per share

Air New Zealand today announced earnings before taxation of \$211 million for the six month period ended 31 December 2018, compared to \$323 million in the prior period. Net profit after taxation was \$152 million.

Shareholders of Air New Zealand will receive a fully imputed interim dividend of 11.0 cents per share, in-line with the prior period. The dividend will be paid on 27 March, to shareholders on record as at 15 March.

Chairman Tony Carter thanked the team of over 12,000 Air New Zealanders for their hard work and customer focus during a very challenging operational period for the airline.

Key drivers of the interim result included operating revenue growth of 7.1 percent, which was more than offset by a 28 percent increase in fuel price and increased operational costs. Operating cash flow of \$475 million remained strong despite the headwinds faced over the period.

At a time when the New Zealand market has seen foreign competitors reduce capacity or exit services completely, Air New Zealand continues to support strong market development activities to stimulate inbound visitors to the country. Recent route launches to Chicago and Taipei have performed ahead of expectations, and the airline recently launched a third daily service from Auckland to Singapore, in conjunction with its alliance partner Singapore Airlines.

Looking ahead to the remainder of the year, Chief Executive Officer Christopher Luxon acknowledged the rate of growth in the New Zealand market is slowing from previous years to be more in-line with other developed markets. Accordingly, the airline will be reviewing its network, fleet and cost base to reflect the new environment.

“While we continue to expect solid growth across our key markets including domestic New Zealand, we cannot ignore signals that the rate of growth has slowed somewhat from prior years. We pride ourselves at Air New Zealand on being nimble and able to quickly adjust our business to reflect the changing macro environment and this time is no different.”

The airline’s comprehensive review of its network, fleet and cost base is progressing well and an update is expected by the end of next month.

Air New Zealand remains committed to its Pacific Rim strategy and connecting New Zealanders to each other and the world. To support that commitment, earlier this week the airline announced it has reduced its lowest fares across the domestic network.

Mr Luxon said “we are committed to ensuring that air travel is more affordable than ever for Kiwis, whether they are flying from the main centres or from regional airports. With prices as low as \$39, and with our unmatched network of over 400 flights a day to 20 different destinations in New Zealand, there has never been a better time to get out and explore this amazing country.”

Outlook

Air New Zealand issued a revised outlook for the 2019 financial year on 30 January, prompted by slower revenue growth expectations in the second half of the year. The airline today reaffirms that outlook statement for the financial year ending 30 June 2019.

Based upon current market conditions and assuming an average jet fuel price of US\$75 per barrel for the second half of the financial year, 2019 earnings before taxation is expected to be in the range of \$340 million to \$400 million.

Interim Financial Highlights

- Operating revenue of **\$2.9 billion**, up 7.1%
- Earnings before taxation of **\$211 million**, down 35%
- Net profit after taxation of **\$152 million**, down 34%
- Operating cash flow of **\$475 million**, down 0.8%
- Fully imputed interim dividend of **11.0 cents per share**, consistent with prior period

Ends

Issued by Air New Zealand Public Affairs ph +64 21 747 320

A STAR ALLIANCE MEMBER 

AIR NEW ZEALAND 

INTERIM FINANCIAL RESULTS

2019

28 FEBRUARY 2019

NZX: **AIR** | ASX: **AIZ** | US OTC: **ANZFY**



Forward-looking statements

This presentation contains forward-looking statements. Forward-looking statements often include words such as “anticipate”, “expect”, “intend”, “plan”, “believe”, “continue” or similar words in connection with discussions of future operating or financial performance.

The forward-looking statements are based on management's and directors' current expectations and assumptions regarding Air New Zealand's businesses and performance, the economy and other future conditions, circumstances and results. As with any projection or forecast, forward-looking statements are inherently susceptible to uncertainty and changes in circumstances. Air New Zealand's actual results may vary materially from those expressed or implied in its forward-looking statements.

The Company, its directors, employees and/or shareholders shall have no liability whatsoever to any person for any loss arising from this presentation or any information supplied in connection with it. The Company is under no obligation to update this presentation or the information contained in it after it has been released.

Nothing in this presentation constitutes financial, legal, tax or other advice.

Business update

Christopher Luxon

Chief Executive Officer

AIR NEW ZEALAND 



A STAR ALLIANCE MEMBER 

An agile culture, focused on quickly adjusting to changing market dynamics

- Strong interim result despite significantly higher fuel prices and the financial impact of schedule disruptions related to B787-9 engine maintenance
- While revenue growth was robust in 1H, weaker than expected forward bookings outlook in 2H suggest a shift in demand dynamics
- Looking ahead, expect growth but at a slower level, as indicated in revised 2019 earnings outlook¹
 - Most visible in forward bookings for domestic leisure and inbound tourism traffic
 - Closely monitoring other channels and markets
- Comprehensive review of network, fleet and cost base progressing well, with update expected by the end of next month
 - Focus on return to earnings growth and ROIC improvement in the lower revenue growth environment

¹ As disclosed on 30 January 2019.

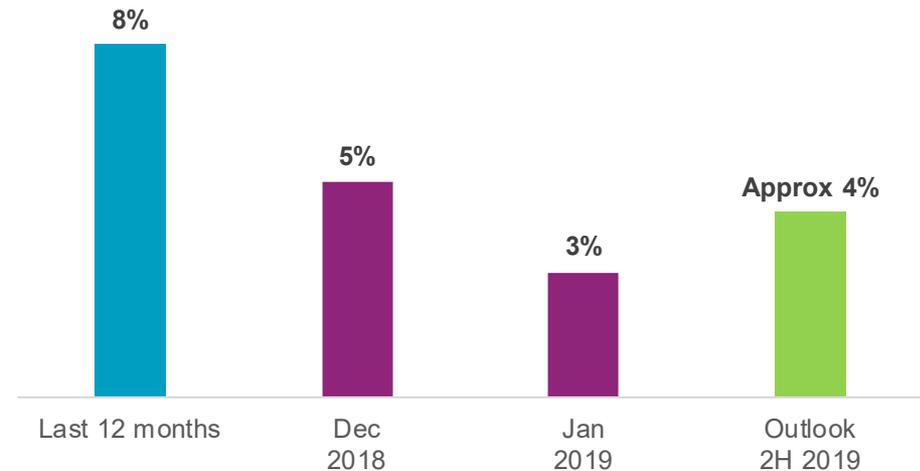




Domestic revenue still growing but at a slower rate, following 12 months of high single-digit growth

- In the past 12 months, Domestic revenue growth has been very strong
- This high rate of growth began to taper off in December and January, along with softer forward booking trends
- Growth still forecast across the remainder of the financial year, albeit at a slower rate
- Position in our core domestic market remains unmatched
 - Market share position has improved in the past year
 - World class regional network, flying to 20 destinations across the country
 - Remain focused on stimulating profitable demand

Domestic revenue growth
(year on year)



Utilising a variety of levers to respond to slower revenue growth environment



Reduced
capacity growth



Transform
Domestic pricing



Market
development

Maintaining our strategic focus and competitive advantage on the Pacific Rim



Leveraging our competitive advantages to connect New Zealanders with each other and the world

- Grow our home market with unmatched network and service offerings
- Explore profitable growth opportunities
- Increasing connection opportunities via Auckland
- Leveraging strength from alliance partnerships



Financial review

Jeff McDowall
Chief Financial Officer

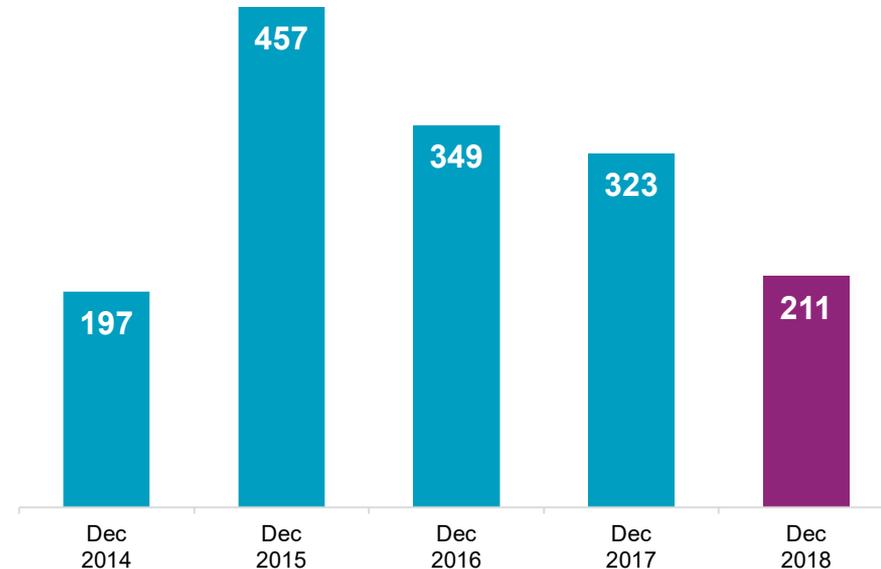


Financial highlights of 1H 2019

- Operating revenue **\$2.9 billion, up 7.1%**
- Earnings before taxation **\$211 million, down 35%**
- Net profit after taxation **\$152 million, down 34%**
- Operating cash flow **\$475 million, down 0.8%**



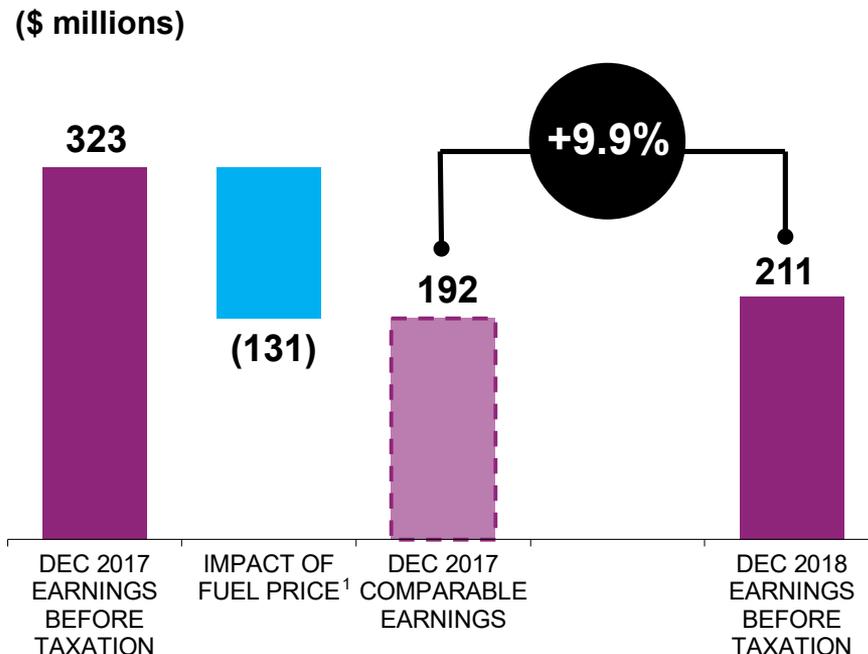
Earnings before taxation
(\$ millions)





Robust earnings growth after adjusting for fuel price headwind of \$131 million

- Underlying performance relatively strong, driven by revenue growth
- Net fuel price increased 28% for the period
 - Driven by an average jet fuel price of US\$87 per barrel compared to US\$67 per barrel in the prior period
 - Partially offset by increased hedging gains of \$15 million
- This resulted in a net fuel price headwind of \$131 million for the six month period alone – compared to a headwind of \$135 million for the full 2018 financial year.



¹ \$131 million impact related to fuel price increase; details on fuel cost movement provided in supplementary slides.

Benefits of strong revenue growth in 1H 2019 more than offset by challenging cost environment



Revenue

- Passenger revenue excluding FX **up 5.1%**; reported up 6.5%
 - Strong demand **up 5.3%** on capacity growth of **4.3%**
 - RASK excluding FX **up 0.8%**; reported up 2.1%
- Cargo revenue excluding FX **up 5.1%**; reported up 8.1%

Cost

- CASK¹ **increased slightly, up 1.6%**
 - Reported CASK including impact of fuel price up 9.5%
 - Non-fuel price increases partially offset economies of scale and efficiencies
- Reported fuel cost up \$179 million, 38%² driven by:
 - Average fuel price increase (net of hedging benefits) of **\$131 million, up 28%**
 - Weaker NZD adversely impacted fuel cost by \$40 million
 - Additional volume reflects capacity growth, offset by new aircraft efficiencies

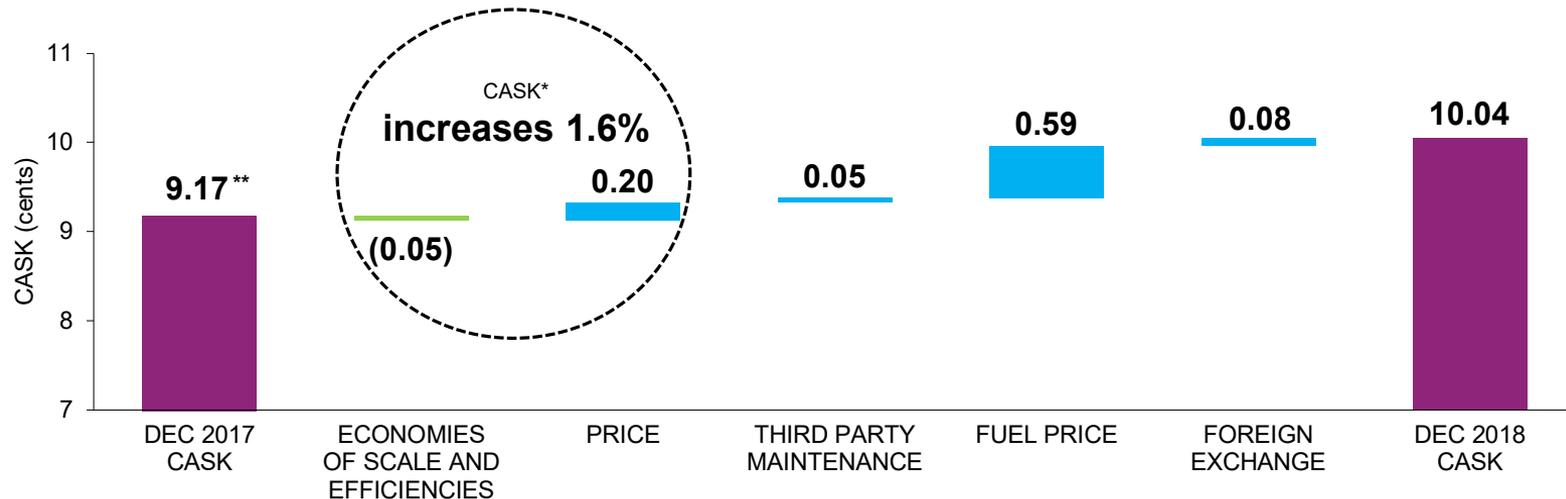
¹ Excluding fuel price movement, FX and third party maintenance.

² Fuel cost movement details provided in supplementary slides.



CASK* performance impacted by increased operational costs

- CASK* up **1.6%**, as non-fuel price increases and the costs associated with providing greater operational resilience more than offset economies of scale and efficiencies
 - Reported CASK increased 9.5%, driven by fuel price increase of 28%



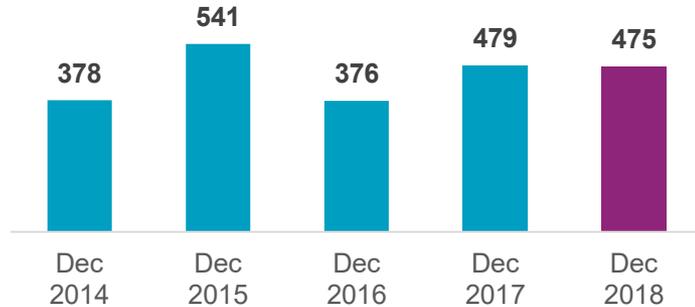
* Excluding fuel price movement, FX and third party maintenance.

** December 2017 comparative restated to reflect the adoption of NZ IFRS 15.

Robust operating cash flow and financial resilience in a challenging environment



Operating cash flow (\$ millions)



- Strong operating cash flow of \$475 million, in-line with prior period
 - Strength in working capital cash flow and timing of tax payments offset by reduced earnings
- Stable outlook **Baa2** rating from Moody's
- Gearing of 56.4%, an increase of 4.0 percentage points from June 2018, driven by continued investment in fleet
 - Going forward we expect to return to target range of 45% to 55%
- Fully imputed interim dividend of **11.0** cents per share, consistent with the prior period
 - Looking through short-term earnings volatility to provide shareholders with a consistent and sustainable dividend

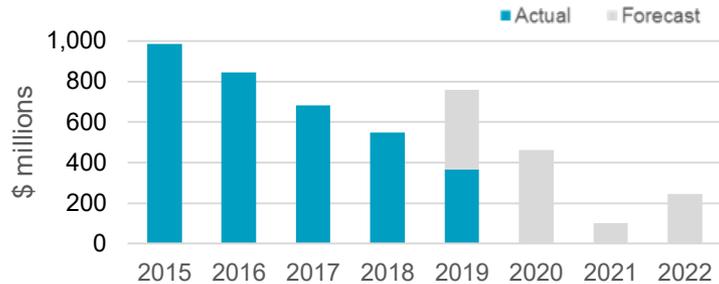
Interim dividend declared (cents per share)





Current fleet programme will wind down after 18 months

Actual and forecast aircraft capital expenditure*



- Forecast investment of **\$1.2 billion** in aircraft and associated assets through to 2022
- Assumes NZD/USD = 0.67
- No assumptions on B777-200 replacement capital expenditure are included in current forecast
 - Announcement expected in Q4 of current financial year

Aircraft delivery schedule (as at 31 December 2018)

		Number in existing fleet	Number on order	Delivery Dates (financial year)			
				2H 2019	2020	2021	2022
Owned fleet on order	Airbus A320/A321 NEOs	1	12**	5	4	-	3
	ATR72-600	21	8	2	6	-	-
Operating leased aircraft	Boeing 787-9	1	1	-	1	-	-
	Airbus A320/A321 NEOs	2	3	2	1	-	-

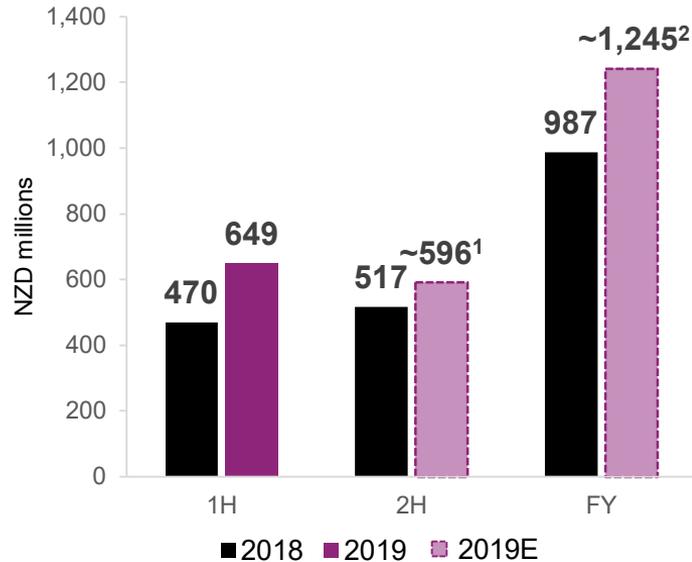
* Includes progress payments on aircraft.

** Does not reflect two additional A321 NEO aircraft on order for expected delivery in FY2024.

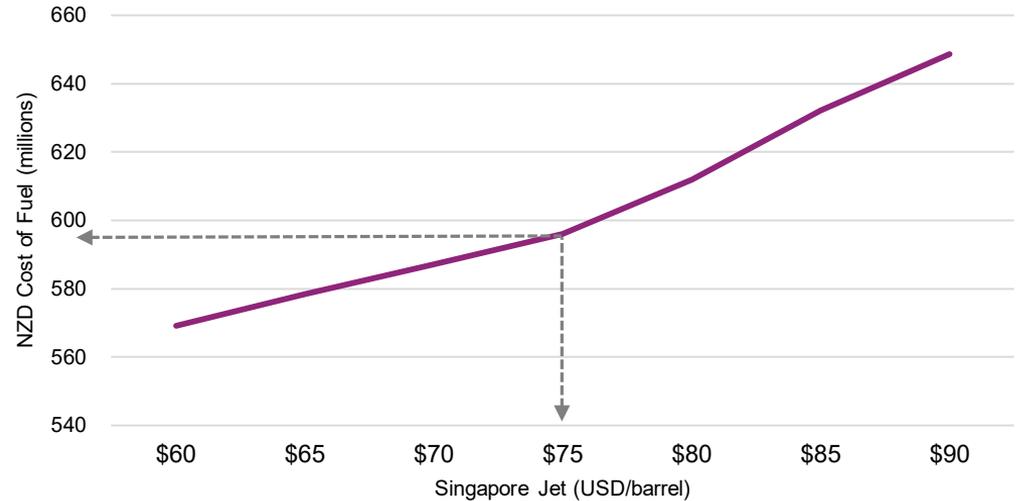


Fuel cost outlook and sensitivities for the remainder of FY2019

2019 Fuel cost outlook



2H 2019 Fuel cost¹ sensitivity (inclusive of hedging)



¹ Assumes an average jet fuel price of US\$75 per barrel for the second half of the 2019 financial year and a NZD/USD rate of 0.67.

² Assumes an average jet fuel price of US\$81 per barrel for the full 2019 financial year.

Outlook

Christopher Luxon

Chief Executive Officer



Moderated capacity growth in 2H to better reflect slower rate of revenue growth



Sector	1H 2019 capacity	2H 2019 capacity	2H Commentary	Full year capacity	Previous full year capacity plan ¹
Domestic	+2.9%	~+3%	<ul style="list-style-type: none"> Trunk growth in 2H reflects increased services into Dunedin and Queenstown Regional growth driven by additional services to Palmerston North and Tauranga, as well as growth in regional routes to/from Christchurch 	~+3%	+3% to +5%
Tasman & Pacific Islands ²	+7.9%	~+4%	<ul style="list-style-type: none"> Arrival of A321 NEO aircraft Additional Tasman frequency driving growth following the end of the Virgin Australia alliance Rationalising Pacific Islands capacity growth on the Honolulu, Denpasar and Apia routes 	~+6%	+7% to +9%
International Long-haul	+2.7%	~+4%	<ul style="list-style-type: none"> Driven by new Taipei and Chicago routes Second bank of flying on Auckland – Singapore route from the end of March 2019 Offset by reduced flying to San Francisco and LA 	~+4%	+3% to +5%
Group	+4.3%	~+4%		~+4%	+4% to +6%

¹ As disclosed at the 2018 Annual Results on 23 August 2018.

² Pacific Islands includes Bali and Honolulu.



2019 outlook provided on 30 January reaffirmed

Air New Zealand issued a revised outlook for the 2019 financial year on 30 January, prompted by slower revenue growth expectations in the second half of the year. The airline reaffirms that outlook statement for the financial year ending 30 June 2019.

Based upon current market conditions and assuming an average jet fuel price of US\$75 per barrel for the second half of the financial year, **2019 earnings before taxation is expected to be in the range of \$340 million to \$400 million.**

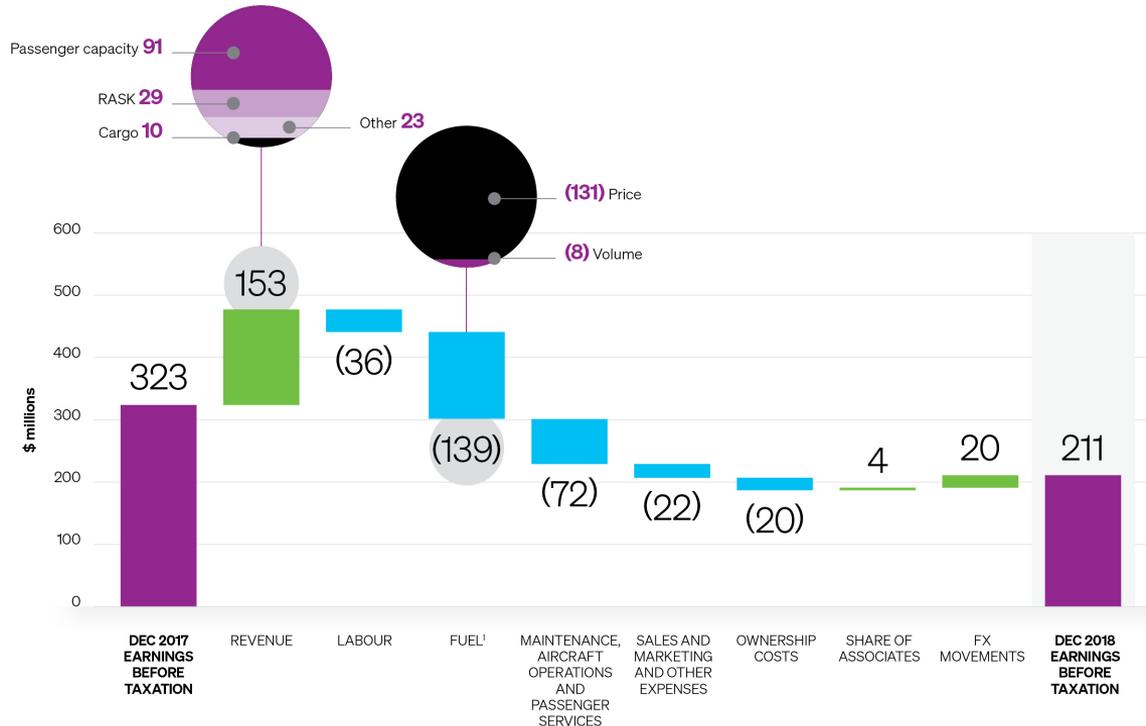


Thank you

Supplementary slides



Changes in profitability waterfall



Additional commentary

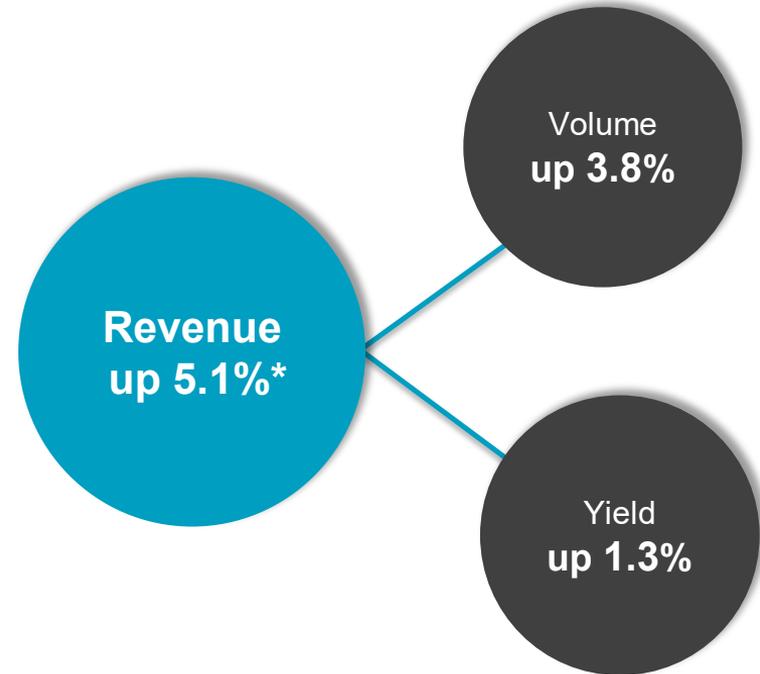
- Labour costs increased faster than capacity, driven by activity and rate increases as well as crew inefficiencies due to the B787-9 engine issues, partially offset by reduced incentive payments
- Maintenance, aircraft operations and passenger services costs reflect 4.3% capacity growth, pricing increases and third party maintenance activity
- Sales and marketing increase related to launching new Chicago and Taipei routes and higher commissions
- Ownership costs increased due to new aircraft offset by lower funding costs

¹ Excludes FX of \$40 million. For further details refer to Fuel Cost Movement slide 23.

Solid performance from the cargo business with higher volumes and yield



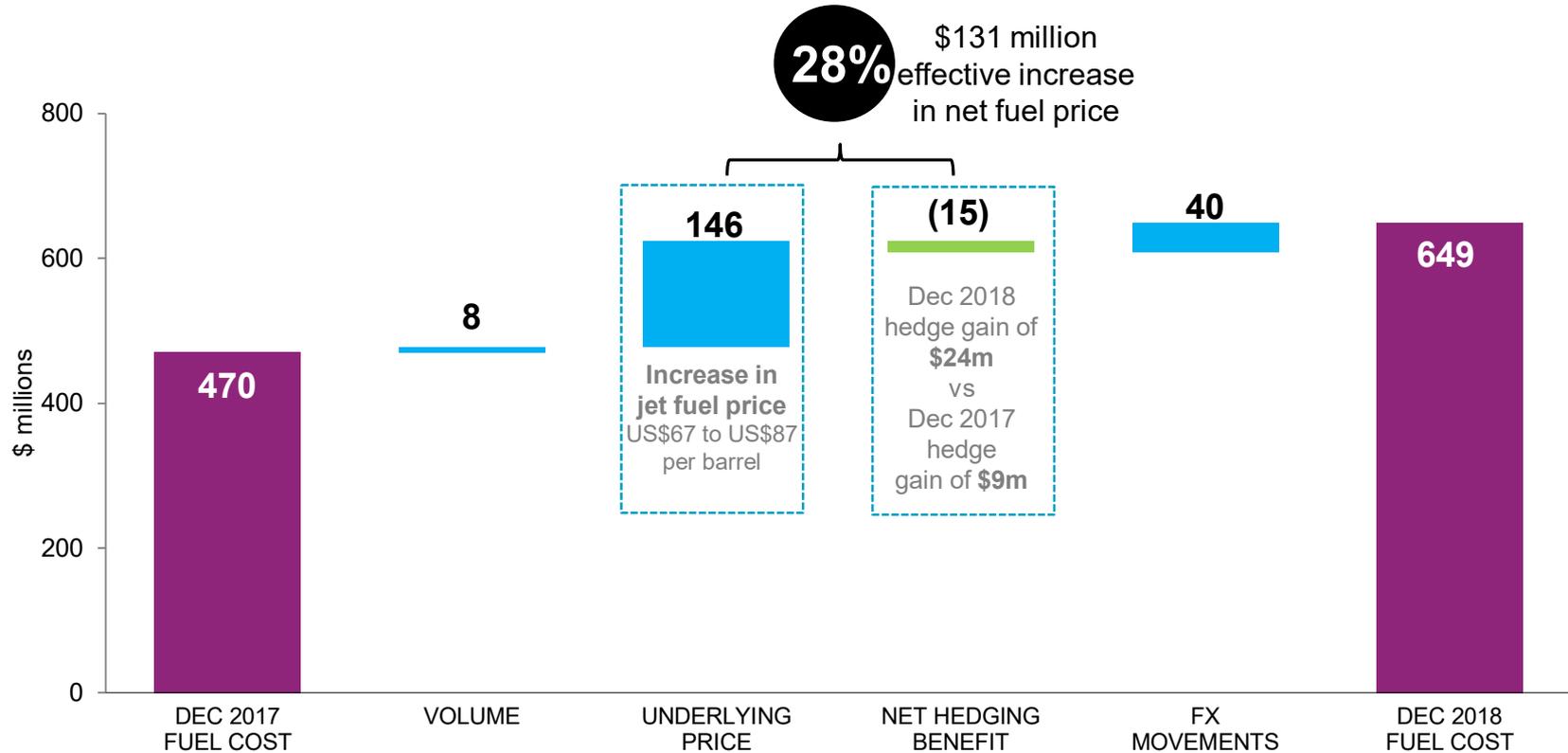
- Strong volume growth related to:
 - Increased capacity across North America and the Pacific Islands
 - Continued strength from high density cargo loads from Japan to the United States
 - Stronger loads in Europe and Japan
 - Offset by lower uplift across the Tasman
- Yield improvements driven by:
 - Higher value product mix



* Reported Cargo revenue increased 8.1%, inclusive of foreign exchange impact.



Fuel cost movement in the period





Hedging update

Fuel hedging

- 80% of estimated volumes hedged in 2H 2019¹
- 51% of 1H 2020¹ estimated volumes currently hedged
- Jet-Brent Crack Spreads entered into in 1H 2019¹ to manage volatility of the spread between Singapore Jet and Brent Crude prices

Foreign exchange hedging

- 2H 2019¹ hedges for US\$501 million at a NZD/USD rate of 0.69
- 2020¹ hedges for US\$448 million at a NZD/USD rate of 0.68

¹ Refers to Air New Zealand's financial year rather than a calendar year.



Financial overview

	Dec 2018 \$M	Dec 2017 \$M	Movement \$M	Movement %
Operating revenue	2,927	2,732	195	7.1%
Earnings before taxation	211	323	(112)	(35%)
Net profit after taxation	152	232	(80)	(34%)
Operating cash flow	475	479	(4)	(1%)
Cash position*	1,217	1,343	(126)	(9%)
Gearing*	56.4%	52.4%		(4.0 pts)
Ordinary dividends declared**	11.0 cps	11.0 cps		-

* Comparative is for 30 June 2018.

** Dividends are fully imputed.



Group performance metrics

	Dec 2018	Dec 2017	Movement*
Passengers carried ('000s)	8,895	8,530	4.3%
Available seat kilometres (ASKs, millions)	23,084	22,138	4.3%
Revenue passenger kilometres (RPKs, millions)	19,244	18,274	5.3%
Load factor	83.4%	82.5%	0.9 pts
Passenger revenue per ASKs as reported (RASK, cents)	10.8	10.6	2.1%
Passenger revenue per ASKs, excluding FX (RASK, cents)	10.7	10.6	0.8%

* Calculation based on numbers before rounding.



Domestic

	Dec 2018	Dec 2017	Movement*
Passengers carried ('000s)	5,755	5,564	3.4%
Available seat kilometres (ASKs, millions)	3,591	3,491	2.9%
Revenue passenger kilometres (RPKs, millions)	2,970	2,851	4.2%
Load factor	82.7%	81.7%	1.0 pts
Passenger revenue per ASKs as reported (RASK, cents)	22.5	21.6	4.1%
Passenger revenue per ASKs, excluding FX (RASK, cents)	22.4	21.6	3.7%

* Calculation based on numbers before rounding.



Tasman & Pacific Islands¹

	Dec 2018	Dec 2017	Movement*
Passengers carried ('000s)	2,074	1,938	7.0%
Available seat kilometres (ASKs, millions)	7,072	6,553	7.9%
Revenue passenger kilometres (RPKs, millions)	5,832	5,385	8.3%
Load factor	82.5%	82.2%	0.3 pts
Passenger revenue per ASKs as reported (RASK, cents)	9.9	10.0	(1.4%)
Passenger revenue per ASKs, excluding FX (RASK, cents)	9.8	10.0	(2.0%)

¹ Pacific Islands including Bali and Hawaii.

* Calculation based on numbers before rounding.



International

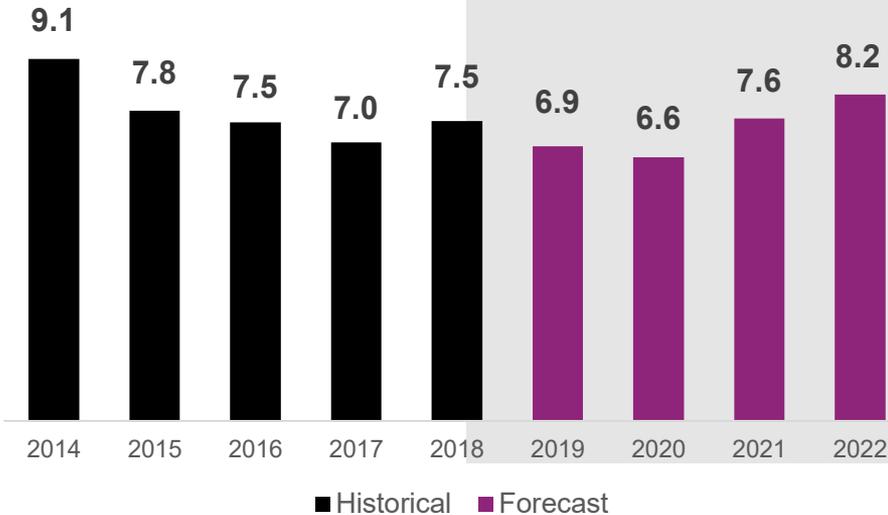
	Dec 2018	Dec 2017	Movement*
Passengers carried ('000s)	1,066	1,028	3.7%
Available seat kilometres (ASKs, millions)	12,421	12,094	2.7%
Revenue passenger kilometres (RPKs, millions)	10,442	10,038	4.0%
Load factor	84.1%	83.0%	1.1 pts
Passenger revenue per ASKs as reported (RASK, cents)	8.0	7.7	3.1%
Passenger revenue per ASKs, excluding FX (RASK, cents)	7.8	7.7	0.6%

* Calculation based on numbers before rounding.



Projected aircraft in service and fleet age

Aircraft fleet age in years (seat weighted)



	2019	2020	2021	2022
Boeing 777-300ER *	7	7	7	7
Boeing 777-200ER *	8	8	8	8
Boeing 787-9	13	14	14	14
Airbus A320	25	19	19	16
Airbus A320/A321 NEO	10	15	15	18
ATR72-600	23	29	29	29
ATR72-500	6	-	-	-
Bombardier Q300	23	23	23	23
Total Fleet	115	115	115	115

* Excludes short-term leases which provide cover for the Boeing 787-9 engine issues.



Glossary of key terms

Available Seat Kilometres (ASKs)	Number of seats operated multiplied by the distance flown (capacity)
Cost/ASK (CASK)	Operating expenses divided by the total ASK for the period
Gearing	Net Debt / (Net Debt + Equity); Net Debt includes capitalised aircraft operating leases
Net Debt	Interest-bearing liabilities, less bank and short-term deposits, net open derivatives held in relation to interest-bearing liabilities and interest-bearing assets, plus net aircraft operating lease commitments for the next twelve months multiplied by a factor of seven (excluding short-term leases which provide cover for Boeing 787-9 engine issues)
Passenger Load Factor	RPKs as a percentage of ASKs
Passenger Revenue/ASK (RASK)	Passenger revenue for the period divided by the total ASK for the period
Revenue Passenger Kilometres (RPKs)	Number of revenue passengers carried multiplied by the distance flown (demand)
Yield (referring to Cargo)	Cargo revenue for the period divided by freight tonne kilometres

The following non-GAAP measures are not audited: CASK, Gearing, Net Debt, RASK and Yield. Amounts used within the calculations are derived from the condensed Group interim financial statements where possible. The interim financial statements are subject to review by the Group's external auditors. The non-GAAP measures are used by management and the Board of Directors to assess the underlying financial performance of the Group in order to make decisions around the allocation of resources.

Find more information about Air New Zealand

Resources

Investor website: www.airnewzealand.co.nz/investor-centre

Monthly traffic updates: www.airnewzealand.co.nz/monthly-operating-data

Quarterly fuel hedging disclosure: www.airnewzealand.co.nz/fuel-hedging-announcements

Corporate governance: www.airnewzealand.co.nz/corporate-governance

Sustainability: <https://www.airnewzealand.co.nz/sustainability>

Contact information

Email: investor@airnz.co.nz

Share registrar: enquiries@linkmarketservices.com



AIR NEW ZEALAND 

A STAR ALLIANCE MEMBER 

INTERIM
FINANCIAL
REPORT
2019

Letter from the Chairman and Chief Executive Officer

Demonstrating resilience

Solid financial performance in a challenging environment.



Air New Zealand has today announced earnings before taxation for the first six months of the 2019 financial year of \$211 million. Whilst this represents a 35 percent decrease compared with the prior period result of \$323 million, it is a solid performance given the external challenges that have impacted the airline in the past six months.

Although operating revenue performed strongly, increasing 7.1 percent to \$2.9 billion, this growth was more than offset by operational cost headwinds. Fuel prices increased by 28 percent, or \$131 million, as macroeconomic volatility

impacted the commodity markets, including jet fuel prices which represent the airline's second largest cost.

Additionally, our network saw further disruption in the first half of the 2019 financial year as a result of not being able to operate an optimal network schedule while we await the return of the remaining Rolls-Royce Trent 1000 engines which operate on our Boeing 787-9 fleet.

While the Trent 1000 engine issues are not within our direct control, how we choose to respond certainly is. In this context, we could not be prouder of the

way our people have gone above and beyond to mitigate the impact of the network disruption on our customers. This shows how crucial our culture is to the organisation. When you have people who are engaged and focused on delivering the best possible customer experience no matter what challenges arise, that is what drives customer loyalty and a sustainable business.

Maintaining the interim dividend

The Board is pleased to declare a fully imputed interim dividend of 11.0 cents per share, consistent with the prior period. This dividend reflects the Board's commitment to its distribution policy that looks through short-term earnings volatility to provide a consistent and sustainable ordinary dividend.

The airline continues to maintain a stable investment grade credit rating from Moody's of Baa2. Gearing was 56.4 percent, an increase from 52.4 percent at the end of the 2018 financial year, reflecting the investment in new aircraft as the current fleet programme nears its completion. Going forward we expect gearing levels to return to our previously communicated target range. Operating cash flow remained strong at \$475 million, in-line with last year, and cash on hand was \$1.2 billion.

New routes and fleet update

Turning to new and exciting changes for our network, we recently launched direct services to Taipei and Chicago which have exceeded our expectations. Both destinations are well suited to stimulate additional tourism traffic to New Zealand, as well as driving strong interest from Kiwi travelers. We are also excited to now be offering three daily services to Singapore, in conjunction with our alliance partner Singapore Airlines.

Operating revenue growth of:

7.1
percent

Cash on hand of:

\$1.2
billion

Net profit after taxation of:

\$152
million

Interim dividend declared of:

11.0
cents per share



Left to right

Tony Carter; Chairman
Christopher Luxon; Chief Executive Officer

Domestically, we will be trialling a new jet service between Auckland and Invercargill beginning in August. This new service is another example of our commitment to supercharge New Zealand's success in the regions. The direct service will enable the Southland region to attract more visitors as well as improve connectivity for business travelers.

In addition to this, we have recently announced some incredible new fares on our Domestic network, making domestic travel more affordable than ever. Our customers will now be able to fly domestically for as low as \$39 each way. We believe this will stimulate domestic tourism and encourage both New Zealanders and visitors alike to see as much of this beautiful country as they can.

Our expected aircraft capital expenditures through to 2022 will be approximately \$1.2 billion, with a key component of that investment being the Airbus A320/321 NEO aircraft. We recently received the first four units of the larger Airbus A321 NEO, which are operating on the Tasman and Pacific Islands routes and we will be receiving further units across the remainder of the financial year.

Looking ahead

As we look ahead to the remainder of the year, we are starting to see a slower rate of demand growth from previous years. This will result in revenue growth and profit that is lower than we had originally anticipated, despite the fact that jet fuel prices have decreased from the higher levels we experienced in the first half of the financial year.

Contents

Letter from the Chairman and Chief Executive Officer _____ 2
 Financial Commentary _____ 4
 Change in Profitability _____ 6
 Condensed Interim Financial Statements _____ 7
 Independent Review Report _____ 15

Air New Zealand is known for being nimble and able to quickly adjust our business to reflect the changing macro environment. It is one of the key competitive advantages that sets us apart from other airlines.

Accordingly, we are undertaking a review of our network, fleet and cost base to ensure continued strong profitability and financial resilience in the future. This review will be comprehensive and is about ensuring that we are well set up to execute in this new, lower growth environment.

Outlook

Air New Zealand issued a revised outlook for the 2019 financial year on 30 January, prompted by slower revenue growth expectations in the second half of the year. The airline reaffirms that outlook statement for the financial year ending 30 June 2019.

Based upon current market conditions and assuming an average jet fuel price of US\$75 per barrel for the second half of the financial year, 2019 earnings before taxation is expected to be in the range of \$340 million to \$400 million.

Tony Carter
Chairman

Christopher Luxon
Chief Executive Officer

28 February 2019

Operating revenue of:

\$ **2.9**
billion

Earnings before taxation of:

\$ **211**
million

Operating cash flow of:

\$ **475**
million

Financial Commentary

Strong revenue performance in the period was more than offset by increased operational costs, in particular fuel costs, which were impacted by a 28 percent increase in fuel price. Despite the challenging operational environment, the Group delivered earnings before taxation for the first six months of the 2019 financial year of \$211 million.

Revenue

Operating revenue for the period increased 7.1 percent to \$2.9 billion, an increase of \$195 million. Excluding the impact of foreign exchange, operating revenue increased 5.6 percent.

Passenger revenue increased by 6.5 percent to \$2.5 billion, reflecting higher capacity across the network as well as unit revenue growth. Excluding the impact of foreign exchange, passenger revenue was up 5.1 percent.

Capacity (Available Seat Kilometres, ASK) increased 4.3 percent this period, driven by network wide growth. Demand (Revenue Passenger Kilometres, RPK) grew ahead of capacity at 5.3 percent, resulting in an increased load factor of 83.4 percent for the period.

Passenger Revenue per Available Seat Kilometre (RASK) improved 2.1 percent as a result of pricing dynamics and increased demand, particularly on Domestic routes. Excluding the impact of foreign exchange, RASK improved 0.8 percent.

International long-haul capacity grew 2.7 percent due to additional frequency to Houston, and the commencement of new services to Chicago and Taipei at the end of the 2018 calendar year. Demand on international long-haul routes increased 4.0 percent, with load factor increasing 1.1 percentage points to 84.1 percent. International long-haul RASK increased by 3.1 percent reflecting positive pricing dynamics, improved demand and strong performance on the new routes. Excluding the impact of foreign exchange, RASK increased 0.6 percent.

Short-haul capacity grew 6.2 percent, driven by increased frequency to Honolulu and Denpasar as well as additional capacity on the Tasman following the end of the alliance with Virgin Australia. Increased frequency on domestic main trunk routes such as Auckland to Queenstown and Dunedin also contributed to the growth. Demand growth of 6.9 percent was slightly ahead of capacity, with load factors improving by 0.5 percentage points to 82.5 percent. Short-haul RASK grew 0.6 percent, or 0.1 percent excluding the impact of foreign exchange, driven largely by Domestic and Tasman demand, partially offset by capacity growth in the Pacific Islands.

Cargo revenue was \$213 million, an increase of \$16 million or 8.1 percent. Excluding the impact of foreign exchange, cargo revenue was up 5.1 percent. This growth reflects improved volumes of 3.8 percent and a 1.3 percent increase in yield.

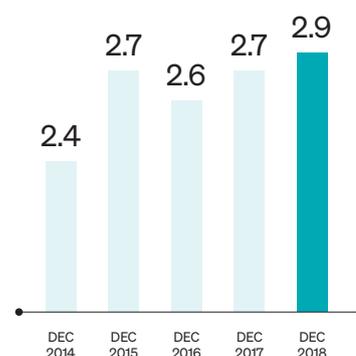
Contract services and other revenue was \$217 million, an increase of 14 percent, due to higher third party maintenance as well as additional ancillary revenue.

Expenses

Operating expenditure increased by \$287 million or 14 percent compared to the prior period largely due to higher fuel prices. Excluding the additional \$131 million related to increased fuel prices, the impact of unfavourable foreign exchange movements and third party maintenance costs, operating expenditure increased 6.4 percent on a 4.3 percent increase in capacity.

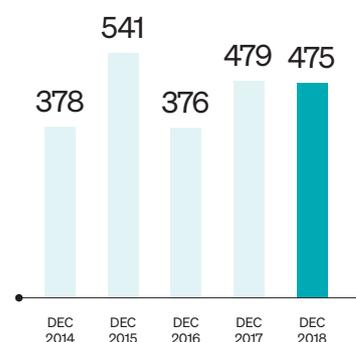
Operating revenue

(\$ billions)



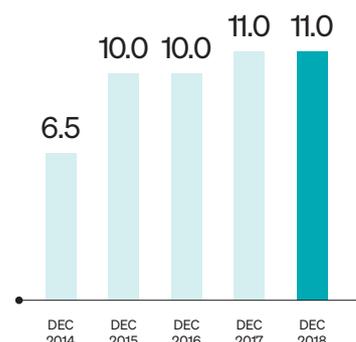
Operating cash flow

(\$ millions)



Interim dividends declared

(cents per share)



Costs per ASK (CASK) increased 9.5 percent, including fuel price increases, foreign exchange and increased costs related to third party maintenance contracts. Excluding those items, CASK grew 1.6 percent, as non-fuel price increases and the costs associated with providing greater operational resilience were only marginally offset by economies of scale and efficiencies.

Labour costs were \$672 million, up \$37 million or 5.8 percent. Excluding the impact of foreign exchange, labour costs increased 5.7 percent. The higher cost was driven by rate and activity increases as well as crew inefficiencies due to the Boeing 787-9 engine issues. These increases were partially offset by reduced incentive payments.

Fuel costs were \$649 million, increasing by \$179 million or 38 percent. The largest driver of this increase was underlying fuel prices which were \$146 million higher, however this was partially offset by increased hedging benefits of \$15 million. This resulted in a net price related increase of \$131 million or 28 percent. In addition to this, a weaker New Zealand Dollar resulted in a \$40 million unfavourable movement from foreign exchange. Volume growth resulted in additional costs of \$8 million or 1.7 percent, reflecting capacity growth offset by new aircraft efficiencies.

Aircraft operations, passenger services and maintenance costs were \$698 million, an increase of \$83 million or 13 percent. This was driven by additional capacity, price increases and costs associated with providing greater operational resilience.



Our first Airbus A321 NEO – ZK-NNA – is the first of 20 new Airbus NEO aircraft (14 A321 NEOs and six A320 NEOs) to join our fleet.

In addition, higher jet fleet maintenance, growth in the fleet and increased third party maintenance activity drove higher maintenance costs.

Sales and marketing and other expenses increased by \$26 million or 8.6 percent, due to promotional activity for the new international routes of Taipei and Chicago, additional digital spend and higher commission activity.

Ownership costs increased by \$24 million or 6.1 percent, reflecting an increase in aircraft depreciation due to delivery of new aircraft, offset by lower funding costs.

The impact of foreign exchange rate changes on the revenue and cost base in the period resulted in an unfavourable foreign exchange movement of \$18 million. After taking into account a \$38 million favourable movement in hedging, overall foreign exchange had a net \$20 million positive impact on the Group result for the period.

Share of Earnings of Associates

Share of earnings of associates has increased by \$4 million to \$19 million for the period, reflecting further growth in engine volumes from the Christchurch Engine Centre.

Cash and Financial Position

Cash on hand at 31 December 2018 was \$1.2 billion, a decrease of \$126 million from 30 June 2018, as strong operating cash flow in the period was offset by investment in aircraft and dividend payments.

The new Airbus A321 NEO has 214 seats – 46 more than our current international A320 fleet.

Operating cash flows of \$475 million remained in-line with the prior period, reflecting lower earnings offset by strong working capital cash flow and the timing of tax payments.

Net gearing, including capitalised aircraft operating leases, increased 4.0 percentage points to 56.4 percent, largely due to continued investment in our fleet as we near the end of the fleet replacement programme.

A fully imputed interim ordinary dividend of 11.0 cents per share has been declared, which is in-line with the prior period and reflects the Board's commitment to provide a consistent and sustainable ordinary dividend.

Dividend
Record date:

**15 March
2019**

Dividend
Payment date:

**27 March
2019**

Change in Profitability

The key changes in profitability, after isolating the impact of foreign exchange movements, are set out in the table below*:

December 2017 earnings before taxation	\$323m	
Passenger capacity	\$91m	- Capacity increased by 4.3 percent from growth across the network including increased frequency on Honolulu and Houston as well as the launch of new routes to Chicago and Taipei, and Domestic and Tasman growth
Passenger RASK	\$29m	- Revenue per Available Seat Kilometre (RASK) improved 0.8 percent excluding FX driven by strong demand on the Domestic routes. Loads increased by 0.9 percentage points to 83.4 percent - Long-haul RASK increased by 0.6 percent excluding FX and loads increased 1.1 percentage points to 84.1 percent - Short-haul RASK was consistent with the prior year improving by 0.1 percent excluding FX and loads improved 0.5 percentage points
Cargo revenue	\$10m	- Higher cargo revenue due to increased volumes of 3.8 percent and yields of 1.3 percent
Contract services and other revenue	\$23m	- Increase in third party maintenance and ancillary revenue
Labour	-\$36m	- Increased activity arising from capacity growth, general rate increases and crew inefficiencies offset by reduced incentive payments
Fuel	-\$139m	- The average fuel price increased 28 percent compared to the prior year (net of hedging benefits) resulting in \$131 million of additional costs. Volume growth increased fuel costs by 1.7 percent due to additional capacity offset by fleet efficiencies arising from delivery of new aircraft
Maintenance	-\$27m	- Increase in jet fleet maintenance, growth in fleet and third party maintenance work
Aircraft operations and passenger services	-\$45m	- Increased activity combined with higher prices
Sales and marketing and other expenses	-\$22m	- Increased marketing spend on launch of new routes, higher commission volumes due to increased activity and greater digital investment
Depreciation, lease and funding costs	-\$20m	- Increase in depreciation reflecting new aircraft deliveries offset by lower funding costs
Net impact of foreign exchange movements	\$20m	- Favourable impact of currency movements on revenue and foreign exchange hedging gains offset by unfavourable impact on costs
Share of earnings of associates	\$4m	- Improved earnings from Christchurch Engine Centre driven by growth in engine volumes
December 2018 earnings before taxation	\$211m	

*The numbers referred to in the Financial Commentary on the previous page have not isolated the impact of foreign exchange.



Statement of Financial Performance (unaudited)

For the six months to 31 December 2018

	NOTES	6 MONTHS TO 31 DEC 2018 \$M	6 MONTHS TO 31 DEC 2017 \$M
Operating Revenue			
Passenger revenue		2,497	2,345
Cargo		213	197
Contract services		92	83
Other revenue		125	107
	3	2,927	2,732
Operating Expenditure			
Labour		(672)	(635)
Fuel		(649)	(470)
Maintenance		(193)	(159)
Aircraft operations		(345)	(312)
Passenger services		(160)	(144)
Sales and marketing		(178)	(167)
Foreign exchange gains/(losses)		29	(9)
Other expenses		(150)	(135)
		(2,318)	(2,031)
Operating Earnings (excluding items below)		609	701
Depreciation and amortisation		(278)	(258)
Rental and lease expenses		(122)	(116)
Earnings Before Finance Costs, Associates and Taxation		209	327
Finance income		22	18
Finance costs		(39)	(37)
Share of earnings of associates (net of taxation)	2(a)	19	15
Earnings Before Taxation		211	323
Taxation expense		(59)	(91)
Net Profit Attributable to Shareholders of Parent Company		152	232
Per Share Information:			
Basic earnings per share (cents)		13.5	20.7
Diluted earnings per share (cents)		13.4	20.4
Interim dividend declared per share (cents)		11.0	11.0
Net tangible assets per share (cents)		169	175

These condensed financial statements have not been audited. They have been the subject of review by the auditor pursuant to NZ SRE 2410 Review of Financial Statements Performed by the Independent Auditor of the Entity, issued by the External Reporting Board. The accompanying notes form part of these financial statements.

Statement of Comprehensive Income (unaudited)

For the six months to 31 December 2018

	6 MONTHS TO 31 DEC 2018 \$M	6 MONTHS TO 31 DEC 2017 \$M
Net Profit for the Period	152	232
Other Comprehensive Income:		
Items that will not be reclassified to profit or loss:		
Actuarial losses on defined benefit plans	(6)	-
Taxation on above reserve movements	2	-
Total items that will not be reclassified to profit or loss	(4)	-
Items that may be reclassified subsequently to profit or loss:		
Changes in fair value of cash flow hedges	(69)	72
Transfers to net profit from cash flow hedge reserve	(72)	(23)
Changes in cost of hedging reserve	(28)	10
Taxation on above reserve movements	48	(15)
Total items that may be reclassified subsequently to profit or loss	(121)	44
Total Other Comprehensive Income for the Period, Net of Taxation	(125)	44
Total Comprehensive Income for the Period, Attributable to Shareholders of the Parent Company	27	276

These condensed financial statements have not been audited. They have been the subject of review by the auditor pursuant to NZ SRE 2410, issued by the External Reporting Board. The accompanying notes form part of these financial statements.



Statement of Changes in Equity (unaudited)

For the six months to 31 December 2018

	NOTES	SHARE CAPITAL \$M	HEDGE RESERVES \$M	FOREIGN CURRENCY TRANSLATION RESERVE \$M	GENERAL RESERVES \$M	TOTAL EQUITY \$M
Balance as at 1 July 2018		2,226	66	(13)	(103)	2,176
Net profit for the period		-	-	-	152	152
Other comprehensive income for the period		-	(122)	1	(4)	(125)
Total Comprehensive Income for the Period		-	(122)	1	148	27
Transactions with Owners:						
Equity-settled share-based payments (net of taxation)		6	-	-	-	6
Equity settlements of long-term incentive obligations	2(d)	(14)	-	-	-	(14)
Dividends on Ordinary Shares	7	-	-	-	(124)	(124)
Total Transactions with Owners		(8)	-	-	(124)	(132)
Balance as at 31 December 2018	2(e)	2,218	(56)	(12)	(79)	2,071

	NOTES	SHARE CAPITAL \$M	HEDGE RESERVES \$M	FOREIGN CURRENCY TRANSLATION RESERVE \$M	GENERAL RESERVES \$M	TOTAL EQUITY \$M
Balance as at 1 July 2017		2,238	9	(16)	(245)	1,986
Net profit for the period		-	-	-	232	232
Other comprehensive income for the period		-	43	1	-	44
Total Comprehensive Income for the Period		-	43	1	232	276
Transactions with Owners:						
Equity-settled share-based payments (net of taxation)		2	-	-	-	2
Equity settlements of long-term incentive obligations	2(d)	(17)	-	-	-	(17)
Dividends on Ordinary Shares	7	-	-	-	(124)	(124)
Total Transactions with Owners		(15)	-	-	(124)	(139)
Balance as at 31 December 2017		2,223	52	(15)	(137)	2,123

These condensed financial statements have not been audited. They have been the subject of review by the auditor pursuant to NZ SRE 2410, issued by the External Reporting Board. The accompanying notes form part of these financial statements.

Statement of Financial Position (unaudited)

As at 31 December 2018

	NOTES	31 DEC 2018 \$M	30 JUN 2018 \$M
Current Assets			
Bank and short term deposits		1,217	1,343
Trade and other receivables		560	576
Inventories		84	75
Derivative financial assets		69	187
Income taxation		-	4
Other assets		50	68
Total Current Assets		1,980	2,253
Non-Current Assets			
Trade and other receivables		66	77
Property, plant and equipment		5,242	5,035
Intangible assets		173	170
Investments in other entities	2(a)	131	118
Derivative financial assets		-	2
Other assets	2(b)	276	191
Total Non-Current Assets		5,888	5,593
Total Assets		7,868	7,846
Current Liabilities			
Trade and other payables		576	562
Revenue in advance		1,285	1,322
Interest-bearing liabilities	2(c)	374	431
Derivative financial liabilities		102	1
Provisions		140	117
Income taxation		25	-
Other liabilities		211	263
Total Current Liabilities		2,713	2,696
Non-Current Liabilities			
Revenue in advance		199	185
Interest-bearing liabilities	2(c)	2,421	2,303
Provisions		158	151
Other liabilities		37	27
Deferred taxation		269	308
Total Non-Current Liabilities		3,084	2,974
Total Liabilities		5,797	5,670
Net Assets		2,071	2,176
Equity			
Share capital	2(d)	2,218	2,226
Reserves	2(e)	(147)	(50)
Total Equity		2,071	2,176



Tony Carter, CHAIRMAN
For and on behalf of the Board, 28 February 2019.



Jan Dawson, DEPUTY CHAIRMAN

These condensed financial statements have not been audited. They have been the subject of review by the auditor pursuant to NZ SRE 2410, issued by the External Reporting Board. The accompanying notes form part of these financial statements.



Statement of Cash Flows (unaudited)

For the six months to 31 December 2018

	NOTES	6 MONTHS TO 31 DEC 2018 \$M	6 MONTHS TO 31 DEC 2017 \$M
Cash Flows from Operating Activities			
Receipts from customers		2,951	2,660
Payments to suppliers and employees		(2,451)	(2,116)
Income tax paid		(10)	(52)
Interest paid		(36)	(32)
Interest received		21	19
Net Cash Flow from Operating Activities		475	479
Cash Flows from Investing Activities			
Disposal of property, plant and equipment, intangibles and assets held for resale		5	20
Distribution from associates		7	7
Acquisition of property, plant and equipment and intangibles		(493)	(513)
Interest-bearing asset payments		(77)	(12)
Net Cash Flow from Investing Activities		(558)	(498)
Cash Flows from Financing Activities			
Interest-bearing liabilities drawdowns		263	307
Equity settlements of long-term incentive obligations	2(d)	(14)	(17)
Interest-bearing liabilities payments		(218)	(175)
Rollover of foreign exchange contracts*		56	5
Dividends on Ordinary Shares	7	(130)	(130)
Net Cash Flow from Financing Activities		(43)	(10)
Decrease in Cash and Cash Equivalents		(126)	(29)
Cash and cash equivalents at the beginning of the period		1,343	1,369
Cash and Cash Equivalents at the End of the Period		1,217	1,340
Reconciliation of Net Profit Attributable to Shareholders to Net Cash Flows from Operating Activities:			
Net profit attributable to shareholders		152	232
Plus/(less) non-cash items:			
Depreciation and amortisation		278	258
Share of earnings of associates	2(a)	(19)	(15)
Movements on fuel derivatives		3	14
Other non-cash items		10	5
		424	494
Net working capital movements:			
Assets		32	(105)
Revenue in advance		(23)	31
Liabilities		42	59
		51	(15)
Net Cash Flow from Operating Activities		475	479

*Relates to gains/losses on rollover of foreign exchange contracts that hedge exposures in other financial periods.

These condensed financial statements have not been audited. They have been the subject of review by the auditor pursuant to NZ SRE 2410, issued by the External Reporting Board. The accompanying notes form part of these financial statements.

Condensed Notes to the Financial Statements (unaudited)

As at and for the six months to 31 December 2018

1. Financial Statements

The parent company, Air New Zealand Limited, is a profit-oriented entity, domiciled in New Zealand, registered under the Companies Act 1993 and listed on the New Zealand and Australian Stock Exchanges. The Company is a FMC Reporting Entity under the Financial Markets Conduct Act 2013 and the Financial Reporting Act 2013.

Air New Zealand prepares its condensed Group interim financial statements ("financial statements") in accordance with New Zealand Generally Accepted Accounting Practice ("NZ GAAP"). NZ GAAP consists of New Zealand equivalents to International Financial Reporting Standards ("NZ IFRS") and other applicable financial reporting standards as appropriate to profit-oriented entities.

These financial statements have not been audited. The financial statements comply with NZ IAS 34: Interim Financial Reporting and IAS 34: Interim Financial Reporting and have been the subject of review by the auditor, pursuant to NZ SRE 2410 Review of Financial Statements Performed by the Independent Auditor of the Entity, issued by the External Reporting Board.

The financial statements should be read in conjunction with the Annual Report for the year ended 30 June 2018.

Significant accounting policies

The accounting policies and computation methods used in the preparation of the financial statements are consistent with those used as at 30 June 2018 and 31 December 2017, except as noted below. Where necessary, comparative information has been reclassified to achieve consistency in disclosure with the current period.

NZ IFRS 15 – Revenue from Contracts with Customers, which is effective for annual reporting periods commencing on or after 1 January 2018, was adopted with effect from 1 July 2018. This standard has an objective of a single revenue recognition model that applies to revenue from contracts with customers in all industries. The standard has been applied on a fully retrospective basis resulting in a restatement of the 31 December 2017 and 30 June 2018 results as if NZ IFRS 15 had applied during those periods. The impact for the six months to 31 December 2018 is set out below. There was no net impact on earnings as a result of these changes.

- The timing of recognition of the consideration for certain ancillary services has changed to align with the principal performance obligations associated with the services provided. The related revenue has been reclassified from 'Other revenue' to 'Passenger revenue'. The amount reclassified for the six months to 31 December 2018 was \$15 million (31 December 2017: \$15 million).
- The cost of procuring third party products or services to fulfil Airpoints redemptions has also been reclassified from 'Sales and marketing' to offset against the related redemption revenue reported within 'Passenger revenue', as the Group is acting as agent. In the six months to 31 December 2018, the amount reclassified was \$8 million (31 December 2017: \$7 million).
- Freight interline and trucking revenue is now presented on a gross basis rather than net of related costs where the Group is acting as a principal. 'Cargo' revenue and 'Aircraft operations' have been grossed up by \$13 million (31 December 2017: \$10 million).

The Group previously adopted NZ IFRS 9 (2013) – Hedge Accounting with effect from 1 July 2014. NZ IFRS 9 (2014) – Financial Instruments, which is effective for annual reporting periods commencing on or after 1 January 2018, was adopted with effect from 1 July 2018. It includes a framework for classification and measurement of financial instruments and a single, forward-looking impairment model. This standard had no impact on the financial statements.

NZ IFRS 16 – Leases becomes effective for annual reporting periods commencing on or after 1 January 2019 and has not yet been adopted. This standard will significantly change the accounting treatment of leases by lessees. The current dual accounting model for lessees which distinguishes between on balance sheet finance leases and off balance sheet operating leases, will no longer apply. Instead, there will be a single, on balance sheet accounting model for all leases which is similar to current finance lease accounting. Lessor accounting remains similar to current practice.

This standard will have a significant impact on the financial statements, for which the key changes are set out below:

- recognition of a right-of-use asset and lease liability for operating leases on the Statement of Financial Position;
- recognition of depreciation and interest expense instead of operating lease rental expense in the Statement of Financial Performance;
- classification of the principal portion of lease payments as 'Financing activities' within the Statement of Cash Flows with the interest portion continuing to be presented within 'Operating activities'; and
- additional foreign exchange exposure in respect of the retranslation of the additional United States Dollar (USD) denominated aircraft operating lease liabilities recognised in the Statement of Financial Position.

In accordance with the transition provisions of NZ IFRS 16, comparatives will not be restated, with the cumulative effect being recognised in opening retained earnings at the date of initial application of 1 July 2019. Right-of-use assets will be measured at 1 July 2019 at an amount equal to the lease liability. Lease payments in respect of leases for which the lease term ends within 12 months of the date of initial application, will be recognised as an expense over the lease term.

The implementation project for NZ IFRS 16 is well advanced. The impact of the changes on the financial statements is not yet able to be reliably quantified due to variables such as foreign exchange and interest rates, which will not be known until 1 July 2019 and decision points within lease portfolios which will be resolved over the period leading up to adoption. Changes in assumptions to any one of these variables could be significant.



Condensed Notes to the Financial Statements (unaudited)

As at and for the six months to 31 December 2018

2. General Disclosures

Group composition

- (a) The Group has a 49% interest in the Christchurch Engine Centre (“CEC”) which is recognised as an investment in associate and a 51% interest in ANZGT Field Services LLC which is recognised as an investment in joint ventures. The Group’s share of equity accounted earnings from the CEC was \$19 million (31 December 2017: \$15 million).

Interest-bearing assets

- (b) Non-current “Other assets” include interest-bearing assets of \$258 million (30 June 2018: \$182 million). Interest-bearing assets are measured at amortised cost, using the effective interest method, less any impairment. The fair value of interest-bearing assets as at 31 December 2018 was \$236 million (30 June 2018: \$182 million) and are subject to fixed and floating interest rates. Fixed interest rates in the six months to 31 December 2018 were 3.1%.

Interest-bearing liabilities

- (c) Interest-bearing liabilities of \$2,795 million (30 June 2018: \$2,734 million) are recognised initially at fair value and subsequently measured at amortised cost. The fair value of interest-bearing liabilities as at 31 December 2018 is \$2,831 million (30 June 2018: \$2,709 million). All secured borrowings are secured over aircraft and are subject to both fixed and floating interest rates. Fixed interest rates were 1.0 percent in the six months to 31 December 2018 (six months to 31 December 2017: 1.0 percent). Finance lease liabilities are secured over aircraft or aircraft related assets and are subject to both fixed and floating interest rates. Fixed interest rates ranged from 0.7% to 3.1% in the six months to 31 December 2018 (six months to 31 December 2017: 0.7% to 3.4%). Unsecured bonds have a fixed interest rate of 4.25%.

Share capital

- (d) During the six months ended 31 December 2018 the Group funded the purchase on-market of 4,463,819 shares for \$14 million (31 December 2017: 4,932,709 shares for \$17 million). The shares were used to settle obligations under long-term incentive plans. The total cost of the purchase including transaction costs has been deducted from Share Capital.

Hedge reserves

- (e) As at 31 December 2018, \$32 million of losses (30 June 2018: \$70 million of gains) were held in the cash flow hedge reserve and \$24 million of losses (30 June 2018: \$4 million of losses) were held in the costs of hedging reserve. These reserves are combined within the Statement of Changes in Equity as “Hedge reserves”.

3. Segmental Information

Air New Zealand operates predominantly 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. Resource allocation decisions across the network are made to optimise the consolidated Group’s financial result.

Geographical

An analysis of revenue by geographical region of original sale is provided below.

	6 MONTHS TO 31 DEC 2018 \$M	6 MONTHS TO 31 DEC 2017 \$M
Analysis of revenue by geographical region of original sale		
New Zealand	1,787	1,675
Australia and Pacific Islands	364	353
United Kingdom and Europe	136	131
Asia	251	232
America	389	341
Total Operating Revenue	2,927	2,732

The principal non-current asset of the Group is the aircraft fleet which is registered in New Zealand and employed across the worldwide network. Accordingly, there is no reasonable basis for allocating the assets to geographical segments.

Condensed Notes to the Financial Statements (unaudited)

As at 31 December 2018

4. Capital Commitments

	31 DEC 2018 \$M	30 JUN 2018 \$M
Aircraft and engines	1,214	1,526
Other assets	29	4
	1,243	1,530

Commitments as at reporting date include ten Airbus A321 NEOs and four Airbus A320 NEOs (delivery from 2019 to 2024 financial years) and eight ATR72-600s (delivery from 2019 to 2021 financial years).

5. Operating Lease Commitments

	31 DEC 2018 \$M	30 JUN 2018 \$M
Aircraft Leases Payable*		
Not later than 1 year**	205	194
Later than 1 year and not later than 5 years	456	489
Later than 5 years	189	224
	850	907
Property Leases Payable		
Not later than 1 year	49	50
Later than 1 year and not later than 5 years	143	144
Later than 5 years	91	100
	283	294

*Includes lease commitments for three Airbus A320/321 NEO aircraft due to be delivered in the 2019 and 2020 financial years and one Boeing 787-9 aircraft due to be delivered in the 2020 financial year.

**Aircraft leases payable less than 1 year includes \$11 million of commitments for short-term leases which provide cover for Boeing 787-9 engine issues (30 June 2018: \$18 million).

Subject to negotiation, certain aircraft operating leases give the Group the right to renew the lease.

6. Contingent Liabilities

All significant legal disputes involving probable loss that can be reliably estimated have been provided for in the financial statements. There are no contingent liabilities for which it is practicable to estimate the financial effect.

Outstanding letters of credit and performance bonds total \$33 million (30 June 2018: \$32 million).

The Group has a partnership agreement with Pratt and Whitney in which it holds a 49% interest in the CEC. By the nature of the agreement, joint and several liability exists between the two parties. Total liabilities of the CEC are \$187 million (30 June 2018: \$158 million).

7. Dividends

On 28 February 2019, the Board of Directors declared an interim dividend of 11.0 cents per Ordinary Share payable on 27 March 2019 to registered shareholders at 15 March 2019. The total dividend payable will be \$124 million. Imputation credits will be attached and supplementary dividends paid to non-resident shareholders. The dividend has not been recognised in the December 2018 interim financial statements.

A interim dividend in respect of the 2018 financial year of 11.0 cents per Ordinary Share was paid on 16 March 2018. Imputation credits were attached and supplementary dividends paid to non-resident shareholders.

A final dividend in respect of the 2018 financial year of 11.0 cents per Ordinary Share was paid on 19 September 2018 (2017 financial year: 11.0 cents per Ordinary Share was paid on 18 September 2017). Imputation credits were attached and supplementary dividends paid to non-resident shareholders.

The dividend reinvestment plan is currently suspended.

To the shareholders of Air New Zealand Limited

We have reviewed the condensed Group interim financial statements of Air New Zealand Limited ("the Company") and its subsidiaries ("the Group") on pages 7 to 14, which comprise the Statement of Financial Position as at 31 December 2018, and the Statement of Financial Performance, Statement of Comprehensive Income, Statement of Changes in Equity and Statement of Cash Flows for the six months ended on that date, and condensed notes to the interim financial statements.

This report is made solely to Air New Zealand Limited's shareholders, as a body. Our review has been undertaken so that we might state to Air New Zealand Limited's shareholders those matters we are required to state to them in a review report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than Air New Zealand Limited's shareholders as a body, for our engagement, for this report, or for the opinions we have formed.

Directors' Responsibilities

The directors are responsible on behalf of the Group for the preparation and fair presentation of the condensed Group interim financial statements, in accordance with NZ IAS 34: Interim Financial Reporting and IAS 34: Interim Financial Reporting and for such internal control as the Board of Directors determine is necessary to enable the preparation and fair presentation of the condensed Group interim financial statements that are free from material misstatement, whether due to fraud or error.

The directors are also responsible for the publication of the condensed Group interim financial statements, whether in printed or electronic form.

Our Responsibilities

The Auditor-General is the auditor of the Group pursuant to section 5(1)(f) of the Public Audit Act 2001. Pursuant to section 32 of the Public Audit Act 2001, the Auditor-General has appointed me, Peter Gulliver, using the staff and resources of Deloitte Limited, to carry out the annual audit of the Group.

Our responsibility is to express a conclusion on the condensed Group interim financial statements based on our review. We conducted our review in accordance with NZ SRE 2410 Review of Financial Statements Performed by the Independent Auditor of the Entity (NZ SRE 2410). NZ SRE 2410 requires us to conclude whether anything has come to our attention that causes us to believe that the condensed Group interim financial statements, taken as a whole, are not prepared, in all material respects, in accordance with NZ IAS 34: Interim Financial Reporting and IAS 34: Interim Financial Reporting. As the auditor of Air New Zealand Limited, NZ SRE 2410 requires that we comply with the ethical requirements relevant to the audit of the annual financial statements.

A review of the condensed Group interim financial statements in accordance with NZ SRE 2410 is a limited assurance engagement. The auditor performs procedures, primarily consisting of making enquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. The procedures performed in a review are substantially less than those performed in an audit conducted in accordance with International Standards on Auditing (New Zealand). Accordingly we do not express an audit opinion on the condensed Group interim financial statements.

In addition to this review and the audit of the Group annual financial statements, we have carried out engagements in the areas of other assurance and non-assurance services which are compatible with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1 (Revised): Code of Ethics for Assurance Practitioners issued by the New Zealand Auditing and Assurance Standards Board. In addition to these engagements, principals and employees of our firm deal with the Group on normal terms within the ordinary course of trading activities of the Group. These engagements and trading activities have not impaired our independence as auditor of the Group. Other than this review, the audit of the Group annual financial statement and these engagements and trading activities, we have no relationship with, or interests in, the Group.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the condensed Group interim financial statements do not present fairly, in all material respects, the financial position of the Group as at 31 December 2018 and of its financial performance and its cash flows for the six months ended on that date in accordance with NZ IAS 34: Interim Financial Reporting and IAS 34: Interim Financial Reporting.

**Peter Gulliver, Partner
for Deloitte Limited
On behalf of the Auditor-General**

28 February 2019
Auckland, New Zealand

Shareholder Enquiries

Shareholder Communication

Air New Zealand's investor website www.airnzinvestor.co.nz provides shareholders with information on monthly operating statistics, financial results, stock exchange releases, corporate governance, annual meetings, investor presentations, important dates and contact details. Shareholders can also view webcasts of key events from this site.

Shareholders who would like to receive electronic news updates can register online at www.airnzinvestor.co.nz or email Investor Relations directly on investor@airnz.co.nz.

Share Registrar

Link Market Services Limited
Level 11, Deloitte Centre
80 Queen Street, Auckland, 1010, New Zealand
PO Box 91976, Auckland 1142, New Zealand

Phone: (64 9) 375 5998 (New Zealand)
(61) 1300 554 474 (Australia)

Fax: (64 9) 375 5990

Email: enquiries@linkmarketservices.co.nz

Investor Relations

Private Bag 92007
Auckland 1142, New Zealand

Phone: 0800 22 22 18 (New Zealand)
(64 9) 336 2607 (Overseas)

Fax: (64 9) 336 2664

Email: investor@airnz.co.nz

Website: www.airnzinvestor.com

Air New Zealand – ATW Eco Airline of the Year

Air New Zealand has been crowned **ATW Eco Airline of the Year** for 2019 and winner of the **Passenger Experience Achievement** award in recognition of our innovative Economy Skycouch™ at the recent Air Transport World Airline Industry Awards.



Name of Listed Issuer:

AIR NEW ZEALAND LIMITED

Results for announcement to the market

Reporting Period 6 months to 31 December 2018
Previous Reporting Period 6 months to 31 December 2017

	Amount \$NZ'm	Percentage change
Revenue from ordinary activities (including finance income)	2,949	7.2%
Profit from ordinary activities after tax attributable to security holders	152	(34.5)%
Net profit attributable to security holders	152	(34.5)%

Dividend (NZ cents)	Amount per security	Imputed amount per security
Interim dividend*	11.0	4.28

* Interim dividend was declared on 28 February 2019.

Details of interim dividend	
Record Date for Interim Dividend	15-Mar-19
Payment Date for Interim Dividend	27-Mar-19

Air New Zealand Limited
Preliminary Half Year Results
28 February 2019

CONTENTS

NZX Appendix 1, pursuant to NZX Listing Rule 10.3.1

NZX Appendix 7

PRELIMINARY HALF YEAR REPORT ANNOUNCEMENT

AIR NEW ZEALAND LIMITED

Half Year Ended 31 December 2018 (referred to in this report as the "current half year")

2.1 Details of the reporting period and the previous corresponding period

This report is for the half year ended 31 December 2018 and should be read in conjunction with the most recent annual financial report. Comparatives are in respect of the half year ended 31 December 2017.

2.2 Information prescribed by NZX

Refer to "Results for announcement to the market".

2.3 The following information, which must be presented in whatever way the Issuer considers is the most clear and helpful to users, e.g. combined with notes to the financial statements or set out separately.

(a) A Statement of Financial Performance

Refer to the Interim Financial Statements.

(b) A Statement of Financial Position

Refer to the Interim Financial Statements.

(c) A Statement of Cash Flows

Refer to the Interim Financial Statements.

(d) Details of individual and total dividends or distributions and dividend or distribution payments. The details must include the date on which each dividend or distribution is payable and (if known) the amount per security of foreign sourced dividends or distributions.

On 28 February 2019, the Board of Directors declared an interim dividend of 11.0 cents per Ordinary Share payable on 27 March 2019 to registered shareholders at 15 March 2019. The total dividend payable will be \$124 million. Imputation credits will be attached and supplementary dividends paid to non-resident shareholders. The dividend has not been recognised in the December 2018 interim financial statements.

A interim dividend in respect of the 2018 financial year of 11.0 cents per Ordinary Share was paid on 16 March 2018. Imputation credits were attached and supplementary dividends paid to non-resident shareholders.

A final dividend in respect of the 2018 financial year of 11.0 cents per Ordinary Share was paid on 19 September 2018 (2017 financial year: 11.0 cents per Ordinary Share was paid on 18 September 2017). Imputation credits were attached and supplementary dividends paid to non-resident shareholders.

	\$NZ'm*	NZ cents per share
Distributions recognised		
Final dividend for 2018 financial year on Ordinary Shares	124	11.0
Distributions paid		
Final dividend for 2018 financial year on Ordinary Shares	130	11.0

*The difference between distributions recognised and paid relates to supplementary dividends.

(e) Details of any dividend or distribution reinvestment plans in operation and the last date for the receipt of an election notice for participation in any dividend or distribution reinvestment plan.

The dividend reinvestment plan is currently suspended.

(f) Net tangible assets per security with the comparative figure for the previous corresponding period

(NZ Cents Per Share)	Current Half Year	Previous Corresponding Half Year
Ordinary Shares	169	175

PRELIMINARY HALF YEAR REPORT ANNOUNCEMENT

AIR NEW ZEALAND LIMITED

Half Year Ended 31 December 2018 (referred to in this report as the "current half year")

(g) Details of entities over which control has been gained or lost during the period

Nil

(h) Details of associates and joint ventures:

Parts (i) to (iii)

Name	% Held Current Half Year	% Held Previous Corresponding Half Year	Contributions to Net Profit Current Half Year \$NZ'm	Contributions to Net Profit Previous Corresponding Half Year \$NZ'm
Associate				
Christchurch Engine Centre (CEC)*	49%	49%	19	15
Joint Venture				
ANZGT Field Services LLC	51%	51%	-	-

*The CEC is operated in partnership with Pratt and Whitney.

3.1 Basis of preparation

This report has been compiled in accordance with New Zealand Generally Accepted Accounting Practice ("NZ GAAP"). NZ GAAP consists of New Zealand equivalents to International Financial Reporting Standards ("NZ IFRS") and other applicable financial reporting standards as appropriate to profit-oriented entities.

3.2 Accounting policies

Refer to Note 1 of the Interim Financial Statements.

3.3 Changes in accounting policies

Refer to Note 1 of the Interim Financial Statements.

3.4 Audit Review Report

A copy of the review report is attached at the back of the Interim Financial Statements.

3.5 Additional information

Not applicable.

This half year report was approved by the Board of Directors on 28 February 2019.



Tony Carter
Chairman

Notice of event affecting securities

NZSX Listing Rule 7.12.2. For rights, NZSX Listing Rules 7.10.9 and 7.10.10.
For change to allotment, NZSX Listing Rule 7.12.1, a separate advice is required.

Number of pages including this one
(Please provide any other relevant
details on additional pages)

Full name of Issuer **Air New Zealand Limited**

Name of officer authorised to make this notice **Karen Clayton** Authority for event, e.g. Directors' resolution **Directors' Resolution**

Contact phone number **64 21 046 8469** Contact fax number **64 9 336 2667** Date **28 / 02 / 2019**

Nature of event
Tick as appropriate

Bonus Issue If ticked, state whether: Taxable / Non Taxable Conversion Interest Rights Issue Renounceable
Rights Issue non-renounceable Capital change Call Dividend If ticked, state whether: Interim Full Year Special DRP Applies

EXISTING securities affected by this *If more than one security is affected by the event, use a separate form.*

Description of the class of securities **Ordinary Shares** ISIN **NZAIRE0001S2**
If unknown, contact NZX

Details of securities issued pursuant to this event *If more than one class of security is to be issued, use a separate form for each class.*

Description of the class of securities ISIN
If unknown, contact NZX

Number of Securities to be issued following event Minimum Entitlement Ratio, e.g. 1 for 2 for

Conversion, Maturity, Call Payable or Exercise Date Treatment of Fractions

Strike price per security for any issue in lieu or date Strike Price available. Tick if pari passu OR provide an explanation of the ranking

Monies Associated with Event *Dividend payable, Call payable, Exercise price, Conversion price, Redemption price, Application money.*

In dollars and cents

Amount per security (does not include any excluded income) **\$0.110** Source of Payment

Excluded income per security (only applicable to listed PIEs)

Currency **NZ Dollars** Supplementary dividend details - NZSX Listing Rule 7.12.7 Amount per security in dollars and cents **\$0.019412**

Total monies **\$123.5 million** Date Payable **27 March 2019**

Taxation*Amount per Security in Dollars and cents to six decimal places*

In the case of a taxable bonus issue state strike price **N/A** Resident Withholding Tax **\$0.007639** Imputation Credit (Give details) **\$0.042778**

Foreign Withholding Tax FDP Credits (Give details)

Timing

(Refer Appendix 8 in the NZSX Listing Rules)

Record Date 5pm

For calculation of entitlements -

15 March 2019**Application Date**

Also, Call Payable, Dividend / Interest Payable, Exercise Date, Conversion Date.

27 March 2019**Notice Date**

Entitlement letters, call notices, conversion notices mailed

N/A**Allotment Date**

For the issue of new securities. Must be within 5 business days of application closing date.

N/A**OFFICE USE ONLY**

Ex Date:
Commence Quoting Rights
Cease Quoting Rights 5pm:
Commence Quoting New Securities:
Cease Quoting Old Security 5pm:

Security Code:

Security Code:

