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**From:** Air New Zealand staff, section 9(2)(a)  
**Sent:** Wednesday, 6 December 2023 12:38 PM  
**To:** Hamish Rutherford <section 9(2)(a)>  
**Subject:** Air New Zealand announces launch aircraft for next generation programme

Hamish, congrats on the election result and all the best as the team settles in. I had a chance yesterday to drop off a model aircraft to Cam and PM Luxon. The announcement below for your info, which I've sent to relevant Ministers' offices  
May see you next week at press gallery party  
regards  
s 9(2)(a)

Please see below, for your info, Air New Zealand's media release of this morning announcing BETA Technologies' ALIA as our first next generation aircraft (as seen in this minute long [video clip](#)) Our goal is to have this battery-powered all-electric aircraft join the fleet and take to the skies in 2026, flying a cargo-only service in partnership with New Zealand Post between two front-runner airports.

While this aircraft will add to and not replace our fleet, the lessons we will take from flying the ALIA from 2026 will pave the way for our long-term green hydrogen and hybrid partners to deliver an aircraft that can replace our Q300 domestic fleet from 2030. We were pleased to be joined this morning by the CAA, as work will be required over the next two years to ensure that the regulatory environment and new technology are compatible.



# Media Release

Media Release  
6 December 2023

## Air New Zealand announces BETA's ALIA as launch aircraft for Mission Next Gen Aircraft programme

- Air New Zealand selects BETA's ALIA CTOL as its first next generation aircraft
- The electric aircraft has been purchased to meet the airline's goal of flying a commercial demonstrator by 2026
- NZ Post announced as cargo partner for commercial demonstrator
- Announcement in early 2024 revealing the two frontrunner airports to be home to next generation aircraft

Air New Zealand has today announced the ALIA as the airline's first purchase of a next generation aircraft in its Mission Next Gen Aircraft programme.

Designed by electric aerospace company BETA Technologies, the battery-powered all-electric aircraft is expected to join Air New Zealand's fleet in 2026. Air New Zealand is purchasing the conventional take-off and landing version of the ALIA.

The announcement follows an 18-month period of evaluation and diligence by Air New Zealand. Through the airline's Mission Next Gen Aircraft programme, it sought and received ideas and insights from 30 organisations, selecting four partners to work closely with on its goal of launching commercial flights using next generation aircraft in 2026. BETA's ALIA is the first commercial order in the programme.

Air New Zealand will initially operate the aircraft as a cargo only service in partnership with New Zealand Post, on a route being selected through an expressions of interest (EOI) process with airports across Aotearoa.

Air New Zealand Chief Executive Officer Greg Foran says the purchase cements Air New Zealand's commitment to flying lower-emissions aircraft in New Zealand.

"This is a small but important step in a much larger journey for Air New Zealand. There is a lot of work ahead of us, but we are incredibly committed, and this purchase marks a new chapter for the airline."

"Decarbonising aviation isn't easy, and we have a lot of work to do. We need to accelerate the pace of change in the technology, infrastructure, operations and regulation."

"While this aircraft will add to, not replace our existing fleet, it is a catalyst for that change. By flying the ALIA, we hope to advance our knowledge and the transformation needed in the aviation system in Aotearoa for us to fly larger, fleet replacing, next generation aircraft from 2030."

BETA Chief Executive Officer Kyle Clark says he applauds Air New Zealand's approach to decarbonising aviation.

"Air New Zealand is hyper focused on bringing technologies to scale as quickly as possible, both to meet its own ambitions to decarbonise and to change the broader aviation landscape."

"Over the past year plus of partnership, collaboration, and diligence, we've seen Air New Zealand's forward-thinking, yet pragmatic and methodical approach to innovation."

"We are gratified by the airline's confidence in our technology as a solution that will meet their operational needs and look forward to continuing to work hand-in-hand as we bring the ALIA to market for 2026."

**Watch video on YouTube:** [\(502\) Air New Zealand's launch aircraft for Mission Next Gen Aircraft programme - YouTube](#)

**Download all media assets [here](#).**

**Note to editors:**

- Air New Zealand will fly the conventional take-off and landing (CTOL) version of the ALIA
- Air New Zealand has a firm order for one aircraft with options for an additional two aircraft, and rights for a further 20 aircraft.
- The ALIA has flown over 480kms in one flight in testing. For Air New Zealand's initial flights, it is looking at routes of around 150kms in length.
- Given the shorter length of the flights Air New Zealand intends to operate, it will likely fly the ALIA at a lower altitude of between 1500 to 3000 metres.
- The ALIA weights three tonnes, is just over 12 metres long, and will fly at a speed of up to 270kms an hour.
- A full charge of the battery is anticipated to take between 40-60 minutes.

- Aviation has a rigorous safety and risk management culture. The aircraft will only be brought into service once it has passed testing and is certified as safe to fly by the New Zealand Civil Aviation Authority.

**Ends**

*Issued by Air New Zealand and Beta Technologies Communications.*

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A STAR ALLIANCE MEMBER 

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“Decarbonising aviation isn’t easy, and we have a lot of work to do. We need to accelerate the pace of change in the technology, infrastructure, operations and regulation.”

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**Ends**

*Issued by Air New Zealand and Beta Technologies Communications.*

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#### About Air New Zealand:

Air New Zealand's story started in 1940, first taking to the skies between Auckland and Sydney on a flying boat - a Short S30. Known for its warm Kiwi hospitality, today, the airline has 108 operating aircraft ranging from Boeing 787-9 Dreamliners and Airbus A320s to ATRs and Q300s, offering customers comfort in the latest most efficient jets and turboprops. It's a modern fuel-efficient fleet with an average age of 7.9 years. Air New Zealand's global network of passenger and cargo services centres around New Zealand. Pre-Covid, the airline flew more than 17 million passengers every year, with 3,400 flights per week. Air New Zealand was named 2022 World's Safest Airline by the Australian rating service AirlineRatings.com, highlighting the airline's laser-focus on safety and won Best Corporate Reputation in New Zealand in the same year - 8th year in a row.

Air New Zealand has a well-connected domestic business, connecting customers and cargo to 20 different regions around New Zealand. Internationally, the airline has direct flights to major cities across Australia, Asia, the Pacific Islands and the US, and through its strong relationships with alliance partners, offers customers more choice and convenience to connect further afield to hundreds of destinations. Air New Zealand has a particular focus on sustainability and its Sustainability Framework helps guide the airline's efforts in tackling some of New Zealand's and the world's most complex challenges. Airpoints, Air New Zealand's loyalty programme, is seen as the most valuable loyalty programme in New Zealand with 4 million members. It allows members to earn AirpointsDollars™ and Status Points for VIP benefits in the air and on the ground. Air New Zealand aircraft are proudly identified by its distinct tail livery of the Mangōpare, the Māori symbol of the hammerhead shark which represents strength, tenacity, and resilience.

#### About BETA Technologies

BETA Technologies is an electric aerospace company that is creating a new paradigm for transporting goods and people, making it greener, safer, and more efficient. To do this, we are building an electric transportation system that includes net-zero, all-electric aircraft and a cross-country, multimodal charging infrastructure to support various types of EVs.

Safety, simplicity, and pragmatism are at the heart of everything we do, from the design of our products to our approach to the market. The team brings experience from top global organizations, and takes a hands-on, multi-disciplinary approach to problem-solving and innovation. To foster a deep understanding of aircraft, engineering, and a connection to the mission, each BETA team member has the opportunity to become flight-certified at no cost.

#### About Star Alliance

The Star Alliance network was established in 1997 as the first truly global airline alliance, based on a customer value proposition of global reach, worldwide recognition and seamless service. Since inception, it has offered the largest and most comprehensive airline network, with a focus on improving customer experience across the Alliance journey.

The member airlines are: Aegean Airlines, Air Canada, Air China, Air India, Air New Zealand, ANA, Asiana Airlines, Austrian, Avianca, Brussels Airlines, Copa Airlines, Croatia Airlines, EGYPTAIR, Ethiopian Airlines, EVA Air, LOT Polish Airlines, Lufthansa, Scandinavian Airlines, Shenzhen Airlines, Singapore Airlines, South African Airways, SWISS, TAP Air Portugal, THAI, Turkish Airlines, and United.

Overall, the Star Alliance network currently offers more than 16,000 daily flights to almost 1,200 airports in 186 countries. Further connecting flights are offered by Star Alliance Connecting Partners Juneyao Airlines and THAI Smile Airways.

For more information about Air New Zealand visit [www.airnewzealand.com](http://www.airnewzealand.com) and for more information about Star Alliance, visit [www.staralliance.com](http://www.staralliance.com)



Priminister's office staff, section 9(2)(a)

**From:** Air New Zealand staff, section 9(2)(a)

**Sent:** Wednesday, 13 December 2023 9:29 AM

**To:** Cameron Burrows section 9(2)(a); Hamish Rutherford section 9(2)(a)

**Cc:** Air New Zealand staff, section 9(2)(a), Air New Zealand staff, section 9(2)(a)

**Subject:** Air NZ updates progress on 1H FY24 earnings guidance

Dear Cameron, Hamish

Please find attached Air New Zealand's latest FY24 earnings guidance. In summary, Air New Zealand now expects first half earnings for FY24 to be at the bottom end of the \$180 million to \$230 million range provided on 12 October, as we continue to address the ongoing impacts of the global Pratt and Whitney engine issue on the business, as well as dealing with ongoing economic and inflation risks.

[Air NZ updates progress on 1H FY24 earnings guidance - NZX, New Zealand's Exchange](#)

Kind regards

Air New Zealand staff, section 9(2)(a)

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## MARKET ANNOUNCEMENT

13 December 2023

### Air New Zealand updates progress on first half FY24 earnings guidance

Following a further two months of operating performance since guidance was given, Air New Zealand now expects first half earnings for FY24 to be around the bottom end of its \$180 million to \$230 million range initially provided on 12 October.

Early signs of softness in domestic travel, particularly corporate and government travel, which were noted in the 12 October update have continued, with late booking activity remaining weaker compared to the prior year. More recently, the airline has noted softer leisure demand in both the Domestic and Trans-Tasman markets.

Demand for travel to North America continues to be solid, albeit the airline is observing additional pricing pressure due to increased competition from US carriers. Asia and Pacific Islands demand remains unchanged. Air New Zealand will continue to monitor booking patterns closely.

As previously announced, \$45 million of Covid related credits that are highly unlikely to be redeemed by the extended expiry date are included within the above guidance range.

The airline continues to address the ongoing impacts of the global Pratt & Whitney engine issues on the business. In addition, economic and inflation risks remain and as a result, Air New Zealand is not providing full year guidance at this time. The airline cautions against extrapolating first half guidance and currently expects the second half of the financial year to be increasingly challenging.

*Ends*

This announcement has been authorised for release to NZX and ASX by Jennifer Page, General Counsel & Company Secretary ([jennifer.page@airnz.co.nz](mailto:jennifer.page@airnz.co.nz)).

For investor relations queries, please contact:

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Investor website: [www.airnewzealand.co.nz/investor](http://www.airnewzealand.co.nz/investor)

**From:** Greg Section 9(2)(a)  
**Sent:** Wednesday, 13 December 2023 2:34 pm  
**To:** Christopher Luxon  
**Subject:** Letter from Air New Zealand  
**Attachments:** Letter to Rt Hon Christopher Luxon 131223.pdf

Dear Prime Minister,

I hope this email finds you well.

Please find attached a letter for your attention.

Best regards  
Greg

Greg Foran Chief Executive Officer Section 9(2)(a)

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13 December 2023

Rt Hon Christopher Luxon  
Prime Minister

To: [Christopher.Luxon@parliament.govt.nz](mailto:Christopher.Luxon@parliament.govt.nz)

Dear Christopher,

Congratulations on your successful election campaign and your appointment as Prime Minister. I know I speak for many of your former colleagues who wish you heartfelt congratulations and are especially proud for a former Air New Zealander to lead our country.

We recognise that Air New Zealand's success and the success of New Zealand's economy are inextricably linked. Air New Zealand's return to profit in FY23 has enabled investment in new aircraft, digital technology and in growing and upskilling our workforce. These investments will, in time, support the growth of our domestic network and optimise connections to international markets consistent with Air New Zealand's strategy, while being mindful of our social responsibility.

Prime Minister, we look forward to working with you to build a more prosperous future for New Zealand by delivering on our core mission of connecting New Zealanders to each other and New Zealand to the world. Please feel free to contact us at any time should you require our assistance.

Yours sincerely,



Greg Foran  
Chief Executive Officer  
Air New Zealand



Dame Therese Walsh  
Chair  
Air New Zealand

**From:** Air New Zealand staff, section 9(2)(a)  
**Sent:** Tuesday, 28 November 2023 1:13 PM  
**To:** Prime Minister's office staff, section 9(2)(a)  
**Subject:** RE: Accelerate NZ Event - Wednesday 29 November

Thank you [section 9(2)(a)] and anything you need from my side we are here to help.

Best regards

[s 9(2)(a)]

**From:** Prime Minister's office staff, section 9(2)(a)  
**Sent:** Tuesday, November 28, 2023 12:38 PM  
**To:** Air New Zealand staff, section 9(2)(a)  
**Subject:** RE: Accelerate NZ Event - Wednesday 29 November

Kia ora [s 9(2)(a)],

Thank you so much for your understanding. We look forward to working with you on future events once the Prime Minister's schedule has settled.

Ngā mihi,



[section 9(2)(a)]

Office of the Prime Minister  
Minister for National Security and Intelligence  
Minister Responsible for Ministerial Services

[section 9(2)(a)]

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

**From:** Air New Zealand staff, section 9(2)(a)  
**Sent:** Tuesday, 28 November 2023 12:15 PM  
**To:** Prime Minister's office staff, section 9(2)(a)  
**Cc:** Prime Minister's office and Air New Zealand staff section 9(2)(a)

< [redacted] >  
**Subject:** RE: Accelerate NZ Event - Wednesday 29 November

Kia ora [redacted]

Thank you for your email.

We understand there will be completing priorities at the moments.

We will work with Hon Willis and Hon Seymours offices on next steps.

All the best [redacted]

Ngā mihi  
[redacted]

**Air New Zealand staff, s 9(2)(a)**  
[redacted]

**From:** Prime Minister's office staff, section 9(2)(a) [redacted]

**Sent:** Monday, November 27, 2023 6:31 PM

**To:** Air New Zealand staff, section 9(2)(a) [redacted]

**Cc:** section 9(2)(a) [redacted]

**Subject:** RE: Accelerate NZ Event - Wednesday 29 November

Kia ora [redacted]

Thanks for your email and the update. I apologise for the late email; it has been a very hectic day getting the new Prime Minister sworn in and working through logistics for the next few weeks. I was going to give you a call to discuss this, but as it's late in the day I am emailing, and we can talk through the details in the morning if required.

We have been advised today that there will be several Ministerial induction sessions and Cabinet meetings over the course of this week that the Prime Minister will be required to attend. Unfortunately, this means that he is unable to be in Auckland on Wednesday evening for the Accelerate NZ Event. He was very much looking forward to attending and is disappointed we are needing to change plans at short notice.

Hon Nicola Willis is still available to attend and will be able to address the audience on behalf of the Prime Minister.

I understand that this will be a disappointment and I appreciate your understanding at this time as we work through this transition period.

Kind regards,

**Prime Minister's office staff, section 9(2)(a)**

Office of Christopher Luxon

**Prime Minister's office staff, section 9(2)(a)**

Parliament Buildings, Wellington 6011

**Air New Zealand staff, section 9(2)(a)**  
[redacted]