

09 August 2023

Ministry of Transport
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Wellington 6140

airservices@transport.govt.nz

SUBMISSION ON THE APPLICATION BY APPLICANTS TO THE MINISTER OF TRANSPORT PURSUANT TO PART 9 OF THE CIVIL AVIATION ACT 1990 FOR AUTHORISATION OF THE AIR NEW ZEALAND AND SINGAPORE AIRLINES STRATEGIC ALLIANCE

To whom it may concern

1. SUMMARY

- 1.1. Dunedin International Airport Limited (“DIAL”) welcomes the opportunity to participate in the structure and delivery of consumer/traveller benefits to the South Island, as the gateway to the lower South and New Zealand’s 4th largest metropolitan city.
- 1.2. This submission is structured to request the Ministry ensure, and the Strategic Alliance partners (Air New Zealand, “NZ” and Singapore Airlines “SQ”) consider the broader benefits of the re-authorisation of the Alliance, especially for those outside the two direct origin/destination (“O&D”) city pairs of Singapore & Auckland (“AKL”)/Christchurch (“CHC”).
- 1.3. DIAL submission asks for a deepening of the Alliance and supports as such, but for all New Zealanders, not just those in Auckland & Christchurch, and any re-authorisation going forward.

2. CURRENT MARKET OVERVIEW

- 2.1. DIAL acknowledges and agrees there are remaining legacy challenges from the pandemic. These will be normalised in time – as many expect – but do seem to be taking much longer than many market commentators are forecasting. In the meantime, in the aviation sector, returning capacity has been slow, however we do acknowledge from relevant data sources capacity between Singapore and New Zealand does seem to be improving. According to Cirium SRS Analyser, seat capacity between Singapore & New Zealand to the Year Ending July 2024, will have superseded pre-pandemic levels by 8.6% - and is much better than is the case in Australia.

- 2.2. In an environment of record airfares and significant airline profits being announced, we do question the current limits on total capacity between the markets may have enabled outsized profits to be made, absent any alliance being the counterfactual?
 - 2.3. Taking a larger picture view – from the Alliance Routes served by the partners, capacity from Southeast Asia to New Zealand for the YE July 2024, is down -27.4% compared to 2019, and in Australia, is only down -0.7%. The Alliance Routes for New Zealand relies on some much capacity is not supplementing at this point, the significant loss of capacity that remains today from that broader Southeast market.
 - 2.4. As a consequence, this may also be playing into why airfares remain so significantly high, although DIAL accepts this is a common observation between markets – although not aided by constrained seat supply.
3. OUTSIDE AUCKLAND & CHRISTCHURCH, HOW DO THE REST OF THE COUNTRY BENEFIT?
 - 3.1. Clause 2.5 of the Application stipulates the two “Alliance Sectors” which excludes every other destination in New Zealand specifically, while the “Alliance Routes”, are stipulated in another agreement in 2014. In this agreement, specifically at Clause 3.26, the parties allude to travellers “may” receive, rather than will receive benefits as noted. We ask that the Ministry be completely satisfied with the agreement being proposed, enables as many customers as possible to benefit, regardless of the ticket fare bucket purchased.
 - 3.2. Dunedin and the lower South are delighted and thank the partners for their presence in our market. Codeshares do enable destinations to have better presence in global booking systems and provide residents and visitors better options for booking flights when connections with these codeshare exist.
 - 3.3. Whilst codeshare agreements have enabled the partners to offer services beyond AKL & CHC to points around New Zealand, we note that the increase in seats available to do so has remained low. For a comparison, in January 2024 compared to 2016, seats offered on the Alliance Sectors have increased by 22.6%, whilst codeshare seats for Dunedin increased only 2.6%. Accessibility from the wider lower south region for the same period, including other airports, Invercargill and Queenstown, the increase is 0.2% - or 19 seats in total.
 - 3.4. From AKL, seats available with codeshare flights has increased substantially. Infact, almost all destinations that are still served today, compared to the same period in 2016 has seen an increase – except for Queenstown. Overall,

a remarkable and commendable 54%. CHC has however has only seen 7.6% in growth.

3.5. DIAL has had a good increase in service by Air New Zealand over the last decade. We now ask that the increase also be reflected in better and more frequent codeshare options for residents and visitors alike.

3.6. Interestingly, non-aligned codeshare partner Etihad has had a 28.1% increase in codeshare availability for the same period.

4. LOYALTY AND ASSUMED PUBLIC BENEFITS, NOT SIMPLY UNDERSTOOD BY CONSUMERS

4.1. The Alliance application at clause 1.5(e) and elsewhere states the loyalty and premium passenger benefits and higher earning Airpoints Dollar rates achieved by premium passengers. A broad statement is also made in regard to *"...focused on improving the customer experience, particularly for passengers connecting through Changi Airport."*

4.2. DIAL would be keen to learn what improved customer experience the Alliance partners specifically have implemented, and furthermore understand for those passengers not travelling in a higher cabin or fare classes, what their overall earn rates for Airpoints Dollars are? A current assumption exists that the higher value business class and some economy fare levels has enabled this overall statement to be true. However, we ask that the Ministry be satisfied, that all passengers have some benefit that are members of the alliance's joint loyalty schemes – not just those in business class.

4.3. For an alliance application to be approved, the Ministry must be satisfied all consumers benefit. The airlines offer airfares that come with different conditions, and are determined by the fare type. In the most simple definition, the various fare classes divide every seat on a plane into different categories, each with its own price and set of rules. Fare classes are identified by one-letter fare codes. How these are determined go to the heart of the value of the Alliance financially for the partners. However, most consumers don't understand or know what and how these classes affect them – and the most important aspect for many of them is when booking, limitations on earn and use of partner benefits are often obscured.

4.4. The ministry must be assured, that partner benefits of the alliance are explicitly understood, as the current assumption for many would be as an airpoints in Gold or Koru club member, – purchasing some fares may limit access to lounges, or other travelling benefits, or if not a member. In addition no points may be attributable to some fares sold. **Is the Ministry assured, that all consumers benefit, as not all fares are equal.**

DIAL representing the interests of the regions residents & businesses, and those of our wider catchment, have stated in the above, two key areas for focus in what would be an enhancement asked of the applicants, in being offered re-authorisation approval.

These two specific areas are:

- A. Improved codeshare connectivity between Dunedin City and the O&D Alliance Sectors, that reflect improved connections – every flight to/from DUD should carry a SQ code, or at least match those of Etihad; and
- B. The Ministry is assured, with evidence provided by the partners, that each and every fare type has the stated benefit from the alliance – not simply allow some fares to be unfair to some consumers purchasing them, where no benefits accrue.

We're delighted to support this re-authorisation, with these enhancements, as we hope they too will further strengthen better access to New Zealand for visitors, and outbound for all segments of the community.

Should the Ministry like any clarity on the above issues in our submission, please contact the writer, by email [s 9\(2\)\(a\)](mailto:s 9(2)(a)@airports.co.nz) or phone [s 9\(2\)\(a\)](tel:s 9(2)(a)@airports.co.nz)

WE REQUEST THE MINISTRY TO REDACT THESE DETAILS FROM ANY PUBLIC VERSION.

Yours faithfully



Daniel De Bono
Chief Executive

EVIDENCE - FARES

FMTraffic O&D Summary

+ Airline Codes: SQ, NZ
 Specified Airlines Are: Dominant Marketing Airlines
 + Origin: SIN
 + Destination: New Zealand
 + Connect Points
 Markets

Saved Report Configurations...
 Show All Marketing Airlines? Yes
 Show All Operating Airlines? Yes
 Show True Origin? Yes
 Show True Destination? Yes
 Show Connect Points? Yes
 Show Countries? Yes
 Show RPMs? Yes
 Show POO Breakdown? Yes
 Show Yield? Yes
 Directionality: Bi-Directional Total
 Only Show Details > 1.0%

Report for SQ, NZ flights from SIN to New Zealand for travel between year ending May 2015 and year ending May 2023 (down)

Revenue figures in each row are per period and bi-directional total.
 System fare figures in each row reflect the System Fare and Revenue values, including connecting flights.

Travel Year	Total Pax	Pax Share	Fare	Rev
YE May 2015	136,353	11.1	615	83,886,394
YE May 2016	171,133	14.0	535	91,617,599
YE May 2017	175,686	14.4	534	93,731,183
YE May 2018	175,657	14.4	568	99,857,780
YE May 2019	192,415	15.7	569	109,445,998
YE May 2020	174,918	14.3	527	92,172,506
YE May 2021	15,117	1.2	699	10,565,449
YE May 2022	39,488	3.2	575	22,718,964
YE May 2023	143,083	11.7	730	104,455,818
TOTAL	1,223,850	100.0	579	708,451,691

CIRIUM
SMB ANALYSER

User Schedule FMTraffic Reference Cirium Apps

FMTraffic O&D Summary

+ Airline Codes: SQ, QF
 Specified Airlines Are: Dominant Marketing Airlines
 + Origin: SIN
 + Destination: Australia
 + Connect Points
 Markets

Saved Report Configurations...
 Show All Marketing Airlines? Yes
 Show All Operating Airlines? Yes
 Show True Origin? Yes
 Show True Destination? Yes
 Show Connect Points? Yes
 Show Countries? Yes
 Show RPMs? Yes
 Show POO Breakdown? Yes
 Show Yield? Yes
 Directionality: Bi-Directional Total
 Only Show Details > 1.0%

Summary Report for SQ, QF flights from SIN to Australia for travel between year ending May 2015 and year ending May 2023 (down)

Revenue figures in each row are per period and bi-directional total.
 System fare figures in each row reflect the System Fare and Revenue values, including connecting flights.

Travel Year	Total Pax	Pax Share	Fare	Rev
YE May 2015	1,016,432	12.7	451	458,815,747
YE May 2016	1,050,001	13.1	415	435,392,891
YE May 2017	1,077,563	13.5	422	454,894,629
YE May 2018	1,163,447	14.5	436	507,752,099
YE May 2019	1,262,241	15.8	415	523,278,362
YE May 2020	1,040,806	13.0	392	407,651,122
YE May 2022	283,142	3.5	559	158,262,713
YE May 2023	1,055,956	13.2	579	611,907,856
OTHER	47,997	0.6	547	26,271,256
TOTAL	7,997,585	100.0	448	3,584,226,679

EVIDENCE – CODE SHARE SUMMARY

CIRIUM Welcome **s 9(2)(a)** Support Logout

User Schedule **FMTraffic** Reference Cirium Apps

Schedule Code Share Summary Report

Marketing Airlines: **SQ**

Operating Airlines: **NZ SQ**

Origin: **DUD**

Destination:

Markets:

Stage Length Kilometers: 0 to 40233

Stops: 0

Seats Between: 0 And 999

Equipment:

Show Marketing Airlines? Yes

Show Operating Airlines? Yes

Show Origins? Yes

Show Destinations? Yes

Show Manufacturers? Yes

Show Major Types? Yes

Show Aircraft Families? Yes

Show Aircraft Types? Yes

Show Equipment Codes? Yes

Include Restricted Flights? Yes

Include Both Directions? Yes

Period: Compare Two Months (Across) Absolute Dates Relative Dates

January 2024 vs. January 2016

Service Type: Passenger (Air - All)

HTML Run Report Now

Summary Report for SQ nonstop Passenger (Air - All) flights operated by NZ, SQ from DUD for travel January 2024 vs. January 2016

As given are per week, including the origin and destination airports, please click on the link in the Flights columns of the desired row.

Travel Period		Jan 2024			Jan 2016			Diff			Percent Diff						
Mkt	Op	AI	Orig	Dest	Kilometers	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs			
SQ	NZ	DUD	AKL		1,062	14	2,394	2,542,828	12	2,052	2,179,567	2	342	363,261	16.7%	16.7%	16.7%
SQ	NZ	DUD	CHC		328	10	680	223,248	14	934	306,638	(4)	(254)	(83,390)	(28.6%)	(27.2%)	(27.2%)
TOTAL						24	3,074	2,766,076	26	2,986	2,486,205	(2)	88	279,871	(7.7%)	2.9%	11.3%

CIRIUM Welcome **s 9(2)(a)** Support Logout

User Schedule **FMTraffic** Reference Cirium Apps

Schedule Monthly Summary Report

Marketing Airlines: **SQ NZ**

Operating Airlines:

Origin: **SIN**

Destination: **New Zealand**

Markets:

Stage Length Kilometers: 0 to 40233

Stops: 0

Seats Between: 0 And 999

Equipment:

Show Marketing Airlines? Yes

Show Operating Airlines? Yes

Show Origins? Yes

Show Destinations? Yes

Show Manufacturers? Yes

Show Major Types? Yes

Show Aircraft Families? Yes

Show Aircraft Types? Yes

Show Equipment Codes? Yes

Show Block Time? Yes

Include Restricted Flights? Yes

Include Both Directions? Yes

Period: Compare Two Months (Across) Absolute Dates Relative Dates

January 2024 vs. January 2016

Use Data Loaded: This Week

Service Type: Passenger (Air - All)

HTML Run Report Now

Summary Report for SQ, NZ Passenger (Air - All) flights from SIN to New Zealand for travel January 2024 vs. January 2016

As given are per month, including the origin and destination airports, please click on the link in the Flights columns of the desired row.

Travel Period	Jan 2024			Jan 2016			Diff			Percent Diff		
Dest	Flights	Seats	ASKs	Flights	Seats	ASKs	Flights	Seats	ASKs	Flights	Seats	ASKs
AKL	93	31,077	261,370,988	62	23,033	193,717,475	31	8,044	67,653,513	50.0%	34.9%	34.9%
CHC	44	11,132	93,517,435	42	11,382	95,617,629	2	(250)	(2,100,194)	4.8%	(2.2%)	(2.2%)
TOTAL	137	42,209	354,888,423	104	34,415	289,335,104	33	7,794	65,553,319	31.7%	22.6%	22.7%

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EVIDENCE – CAPACITY – NEW ZEALAND VS AUSTRALIA

CIRIUM s 9(2)(a) Support Logout

User Schedule FMTraffic Reference Cirium Apps

Schedule Monthly Summary Report

Marketing Airlines: NZ, SQ
 Operating Airlines:
 Origin: SIN
 Destination: New Zealand
 Markets:

Stage Length Kilometers: 0 to 40233
 Stops: 0
 Seats Between: 0 And 999
 Equipment:
 Show Marketing Airlines? Yes
 Show Operating Airlines? Yes
 Show Origins? Yes
 Show Destinations? Yes
 Show Manufacturers? Yes
 Show Major Types? Yes
 Show Aircraft Families? Yes
 Show Aircraft Types? Yes
 Show Equipment Codes? Yes
 Show Block Time? Yes
 Include Restricted Flights? Yes
 Include Both Directions? Yes

Period: Annual Time Series (Down)
 From:
 Year Ending: July 2024
 To:
 Year Ending: July 2015
 Use Data Loaded: This Week
 Service Type: Passenger (Air - All)

HTML Run Report Now

Date	Flights	Seats	ASKs
YE Jul 2015	2,169	672,806	5,656,552,380
YE Jul 2016	2,252	687,788	5,782,531,745
YE Jul 2017	2,260	682,018	5,733,972,422
YE Jul 2018	2,248	678,704	5,706,126,419
YE Jul 2019	2,732	795,418	6,687,812,989
YE Jul 2020	2,042	605,732	5,092,906,688
YE Jul 2021	964	243,892	2,050,504,131
YE Jul 2022	1,521	390,127	3,280,045,526
YE Jul 2023	2,607	713,469	5,998,798,968
YE Jul 2024	3,005	863,955	7,264,255,765

CIRIUM s 9(2)(a) Support Logout

User Schedule FMTraffic Reference Cirium Apps

Schedule Monthly Summary Report

Marketing Airlines:
 Operating Airlines:
 Origin: SIN
 Destination: Australia
 Markets:

Stage Length Kilometers: 0 to 40233
 Stops: 0
 Seats Between: 0 And 999
 Equipment:
 Show Marketing Airlines? Yes
 Show Operating Airlines? Yes
 Show Origins? Yes
 Show Destinations? Yes
 Show Manufacturers? Yes
 Show Major Types? Yes
 Show Aircraft Families? Yes
 Show Aircraft Types? Yes
 Show Equipment Codes? Yes
 Show Block Time? Yes
 Include Restricted Flights? Yes
 Include Both Directions? Yes

Period: Annual Time Series (Down)
 From:
 Year Ending: July 2024
 To:
 Year Ending: July 2015
 Use Data Loaded: This Week
 Service Type: Passenger (Air - All)

HTML Run Report Now

Date	Flights	Seats	ASKs
YE Jul 2015	22,345	6,540,597	36,719,446,378
YE Jul 2016	23,195	6,721,925	37,533,666,208
YE Jul 2017	24,427	7,130,615	39,914,439,283
YE Jul 2018	25,093	7,336,970	41,381,615,904
YE Jul 2019	24,502	7,626,358	43,137,101,576
YE Jul 2020	16,254	5,197,423	29,231,697,410
YE Jul 2021	4,142	1,308,956	7,254,372,045
YE Jul 2022	12,288	3,880,337	21,747,759,283
YE Jul 2023	20,424	6,452,956	36,538,826,506
YE Jul 2024	22,787	7,125,727	40,186,679,725

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EVIDENCE – SOUTHEAST ASIA CAPACITY

CIRIUM Welcome s 9(2)(a) Support Logout

User Schedule FMTraffic Reference Cirium Apps

Schedule Monthly Summary Report

Marketing Airlines:

Operating Airlines:

Origin: Southeast Asia

Destination: New Zealand

Markets:

Stage Length Kilometers: 0 to 40233

Stops: 0

Seats Between: 0 And 999

Equipment:

Show Marketing Airlines? Yes

Show Operating Airlines? Yes

Show Origins? Yes

Show Destinations? Yes

Show Manufacturers? Yes

Show Major Types? Yes

Show Aircraft Families? Yes

Show Aircraft Types? Yes

Show Equipment Codes? Yes

Show Block Time? Yes

Include Restricted Flights? Yes

Include Both Directions? Yes

Period: Annual Time Series (Down)

From: Year Ending July 2024

To: Year Ending July 2015

Use Data Loaded: This Week

Service Type: Passenger (Air - All)

HTML Run Report Now

Date	Flights	Seats	ASKs
YE Jul 2015	3,409	1,022,501	8,764,299,713
YE Jul 2016	3,526	1,060,207	9,103,338,942
YE Jul 2017	3,203	1,093,160	9,396,570,838
YE Jul 2018	4,124	1,256,074	10,700,754,744
YE Jul 2019	5,305	1,611,559	13,353,327,101
YE Jul 2020	3,035	1,187,029	9,813,457,312
YE Jul 2021	1,047	273,206	2,311,483,424
YE Jul 2022	1,630	421,515	3,554,314,714
YE Jul 2023	3,667	962,123	8,084,946,641
YE Jul 2024	4,059	1,169,719	9,796,476,904

CIRIUM Welcome s 9(2)(a) Support Logout

User Schedule FMTraffic Reference Cirium Apps

Schedule Monthly Summary Report

Marketing Airlines:

Operating Airlines:

Origin: Southeast Asia

Destination: Australia

Markets:

Stage Length Kilometers: 0 to 40233

Stops: 0

Seats Between: 0 And 999

Equipment:

Show Marketing Airlines? Yes

Show Operating Airlines? Yes

Show Origins? Yes

Show Destinations? Yes

Show Manufacturers? Yes

Show Major Types? Yes

Show Aircraft Families? Yes

Show Aircraft Types? Yes

Show Equipment Codes? Yes

Show Block Time? Yes

Include Restricted Flights? Yes

Include Both Directions? Yes

Period: Annual Time Series (Down)

From: Year Ending July 2024

To: Year Ending July 2015

Use Data Loaded: This Week

Service Type: Passenger (Air - All)

HTML Run Report Now

Date	Flights	Seats	ASKs
YE Jul 2015	63,528	17,073,894	97,143,072,688
YE Jul 2016	62,766	17,320,940	94,481,115,998
YE Jul 2017	64,895	17,937,719	98,655,170,810
YE Jul 2018	66,381	18,297,163	101,151,377,147
YE Jul 2019	66,611	18,656,231	102,800,559,382
YE Jul 2020	45,913	12,740,185	69,472,633,122
YE Jul 2021	5,639	1,687,578	9,345,089,880
YE Jul 2022	19,681	5,867,302	33,493,590,308
YE Jul 2023	56,463	15,484,534	85,133,803,421
YE Jul 2024	68,068	18,525,639	102,179,476,061

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EVIDENCE – CODE SHARE SUMMARY – CHC VS AKL VS...

CIRIUM s 9(2)(a) Support Logout

User Schedule FM/Traffic Reference Cirium Apps

Schedule Code Share Summary Report

Marketing Airlines: SQ
 Operating Airlines: NZ, SQ
 Origin: AKL
 Destination: New Zealand

Stage Length Kilometers: 0 to 40233
 Stops: 0
 Seats Between: 0 And 999
 Equipment: [Empty]
 Show Marketing Airlines? Yes
 Show Operating Airlines? Yes
 Show Origins? Yes
 Show Destinations? Yes
 Show Manufacturers? Yes
 Show Major Types? Yes
 Show Aircraft Families? Yes
 Show Aircraft Types? Yes
 Show Equipment Codes? Yes
 Include Restricted Flights? Yes
 Include Both Directions? Yes

Period: Compare Two Months (Across)
 Absolute Dates Relative Dates
 January 2024 vs. January 2016
 Service Type: Passenger (Air - All)

Origin Start typing any part of the origin name and select an item from suggested list.

HTML Run Report Now

Travel Period				Jan 2024			Jan 2016			Diff			Percent Diff			
Mkt AI	Op AI	Orig	Dest	Kilometers	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs
SQ	NZ	AKL	PMB	375	21	1,410	528,718	14	962	323,230	7	548	205,487	50.0%	63.6%	63.6%
SQ	NZ	AKL	PPQ	431	0	0	0	9	450	194,087	(9)	(450)	(194,087)	(100.0%)	(100.0%)	(100.0%)
SQ	NZ	AKL	ROT	182	16	800	145,485	14	483	87,836	2	317	57,648	14.3%	65.6%	65.6%
SQ	NZ	AKL	TRG	143	21	1,122	160,706	14	483	69,181	7	639	91,525	50.0%	132.3%	132.3%
SQ	NZ	AKL	TLQ	224	13	650	145,404	14	266	59,504	(1)	384	85,900	(7.1%)	144.4%	144.4%
SQ	NZ	AKL	WAG	328	0	0	0	14	266	87,329	(14)	(266)	(87,329)	(100.0%)	(100.0%)	(100.0%)
SQ	NZ	AKL	WLG	480	42	7,320	3,510,559	14	2,394	1,148,125	28	4,926	2,362,433	200.0%	205.8%	205.8%
SQ	NZ	AKL	WBE	143	15	750	107,424	13	650	93,101	2	100	14,323	15.4%	15.4%	15.4%
SQ	NZ	AKL	ZQN	1,025	21	4,097	4,200,048	22	4,617	4,733,127	(6)	(520)	(533,079)	(22.2%)	(11.3%)	(11.3%)
TOTAL					313	30,369	17,542,291	252	19,725	12,410,382	61	10,644	5,131,908	24.2%	54.0%	41.4%

CIRIUM s 9(2)(a) Support Logout

User Schedule FM/Traffic Reference Cirium Apps

Schedule Code Share Summary Report

Marketing Airlines: SQ
 Operating Airlines: NZ, SQ
 Origin: CHC
 Destination: New Zealand

Stage Length Kilometers: 0 to 40233
 Stops: 0
 Seats Between: 0 And 999
 Equipment: [Empty]
 Show Marketing Airlines? Yes
 Show Operating Airlines? Yes
 Show Origins? Yes
 Show Destinations? Yes
 Show Manufacturers? Yes
 Show Major Types? Yes
 Show Aircraft Families? Yes
 Show Aircraft Types? Yes
 Show Equipment Codes? Yes
 Include Restricted Flights? Yes
 Include Both Directions? Yes

Period: Compare Two Months (Across)
 Absolute Dates Relative Dates
 January 2024 vs. January 2016
 Service Type: Passenger (Air - All)

HTML Run Report Now

Travel Period				Jan 2024			Jan 2016			Diff			Percent Diff			
Mkt AI	Op AI	Orig	Dest	Kilometers	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs
SQ	NZ	CHC	IVC	465	10	554	257,666	14	880	409,288	(4)	(326)	(151,623)	(28.6%)	(37.0%)	(37.0%)
SQ	NZ	CHC	NPE	575	10	680	390,684	12	816	468,821	(2)	(136)	(78,137)	(16.7%)	(16.7%)	(16.7%)
SQ	NZ	CHC	NPL	517	7	350	180,810	6	318	164,279	1	32	16,531	16.7%	10.1%	10.1%
SQ	NZ	CHC	NSN	249	10	680	169,625	8	418	104,269	2	262	65,355	25.0%	62.7%	62.7%
SQ	NZ	CHC	PHR	435	10	680	295,476	10	626	272,011	0	54	23,464	0.0%	8.6%	8.6%
SQ	NZ	CHC	PPD	351	0	0	0	4	200	70,167	(4)	(200)	(70,167)	(100.0%)	(100.0%)	(100.0%)
SQ	NZ	CHC	ROT	678	9	408	276,434	2	136	92,145	7	272	184,289	200.0%	200.0%	200.0%
SQ	NZ	CHC	TRG	716	10	572	409,642	9	450	322,271	1	122	87,371	11.1%	27.1%	27.1%
SQ	NZ	CHC	WLG	304	10	1,298	394,807	14	1,395	424,312	(4)	(97)	(29,504)	(28.6%)	(7.0%)	(7.0%)
SQ	NZ	CHC	ZQN	348	7	579	201,271	8	647	224,900	(1)	(68)	(23,638)	(12.5%)	(10.5%)	(10.5%)
TOTAL					121	10,736	5,840,765	139	9,980	5,058,569	(18)	756	782,196	(12.9%)	7.6%	15.5%

... LOWER SOUTH.... AND ETIHAD (EY)

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CIRIUM s 9(2)(a) Support Logout

User Schedule FMTraffic Reference Cirium Apps

Schedule Code Share Summary Report

Marketing Airlines: SQ
 Operating Airlines: NZ, SQ
 Origin: DUD, ZQN, IVC
 Destination: New Zealand
 Markets:

Stage Length Kilometers: 0 to 40233
 Stops: 0
 Seats Between: 0 And 999
 Equipment:

Show Marketing Airlines?
 Show Operating Airlines?
 Show Origins?
 Show Destinations?
 Show Manufacturers?
 Show Major Types?
 Show Aircraft Families?
 Show Aircraft Types?
 Show Equipment Codes?
 Include Restricted Flights?
 Include Both Directions?

Period: Compare Two Months (Across)
 Absolute Dates Relative Dates
 January 2024 vs. January 2016
 Service Type: Passenger (Air - All)

HTML Run Report Now

Summary Report for SQ nonstop Passenger (Air - All) flights operated by NZ, SQ from DUD, ZQN, IVC to New Zealand for travel January 2024 vs. January 2016

Ms given are per week, including the origin and destination airports, please click on the link in the Flights columns of the desired row.

Travel Period		Jan 2024			Jan 2016			Diff			Percent Diff					
Mkt AI	Op AI	Orig	Dest	Kilometers	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs
SQ	NZ	DUD	AKL	1,062	14	2,394	2,542,828	12	2,052	2,179,567	2	342	363,261	16.7%	16.7%	16.7%
SQ	NZ	DUD	CHC	328	10	680	223,248	14	934	306,638	(4)	(254)	(83,390)	(28.6%)	(27.2%)	(27.2%)
SQ	NZ	IVC	CHC	465	10	626	291,153	14	826	384,173	(4)	(200)	(93,020)	(28.6%)	(24.2%)	(24.2%)
SQ	NZ	ZQN	AKL	1,025	19	3,479	3,566,504	20	3,420	3,506,020	(1)	59	60,484	(5.0%)	1.7%	1.7%
SQ	NZ	ZQN	CHC	348	9	1,436	499,180	14	1,364	474,151	(5)	72	25,029	(35.7%)	5.3%	5.3%
TOTAL					62	8,615	7,122,913	74	8,596	6,850,549	(12)	19	272,364	(16.2%)	0.2%	4.0%

CIRIUM s 9(2)(a) Support Logout

User Schedule FMTraffic Reference Cirium Apps

Schedule Code Share Summary Report

Marketing Airlines: EY
 Operating Airlines:
 Origin: DUD, ZQN, IVC
 Destination: New Zealand
 Markets:

Stage Length Kilometers: 0 to 40233
 Stops: 0
 Seats Between: 0 And 999
 Equipment:

Show Marketing Airlines?
 Show Operating Airlines?
 Show Origins?
 Show Destinations?
 Show Manufacturers?
 Show Major Types?
 Show Aircraft Families?
 Show Aircraft Types?
 Show Equipment Codes?
 Include Restricted Flights?
 Include Both Directions?

Period: Compare Two Months (Across)
 Absolute Dates Relative Dates
 January 2024 vs. January 2016
 Service Type: Passenger (Air - All)

Marketing Airlines Start typing any part of the marketing airline or alliance name and select an item from suggested list.

HTML Run Report Now

Travel Period		Jan 2024			Jan 2016			Diff			Percent Diff					
Mkt AI	Op AI	Orig	Dest	Kilometers	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs	Ops/Week	Seats	ASKs
EY	NZ	DUD	AKL	1,062	19	3,249	3,450,981	12	2,052	2,179,567	7	1,197	1,271,414	58.3%	58.3%	58.3%
EY	NZ	DUD	CHC	328	31	2,312	759,044	34	2,168	711,768	0	144	47,276	0.0%	6.6%	6.6%
EY	NZ	DUD	WLG	631	18	3,078	1,941,796	25	2,506	1,580,942	(7)	572	360,854	(28.0%)	22.8%	22.8%
EY	NZ	ZQN	AKL	1,025	54	10,154	10,409,395	44	7,518	7,707,094	10	2,636	2,702,301	22.2%	35.1%	35.1%
EY	NZ	ZQN	CHC	348	26	2,798	972,636	36	3,272	1,137,407	(10)	(474)	(164,771)	(27.8%)	(14.5%)	(14.5%)
EY	NZ	ZQN	WLG	642	17	2,907	1,866,667	16	1,603	1,029,332	1	1,304	837,335	6.2%	81.3%	81.3%
TOTAL					168	24,498	19,400,518	167	19,119	14,346,109	1	5,379	5,054,409	0.6%	28.1%	35.2%

Dunedin Airport
 Private Bag 1922
 Dunedin 9054, New Zealand

TELEPHONE s 9(2)(a)
 DDI
 EMAIL s 9(2)(a)

GROWTH IN NZ SEATS BY NZ FROM SQ PORTS

CIRIUM Welcome **s 9(2)(a)** [Support](#) [Logout](#)

User Schedule **FM Traffic** Reference Cirium Apps

Schedule Monthly Summary Report

Marketing Airlines: **NZ**

Operating Airlines:

Origin: **AKL CHC**

Destination: **DUD**

Markets:

Stage Length Kilometers: 0 to 40233

Stops: 0

Seats Between: 0 And 999

Equipment:

Show Marketing Airlines? Yes

Show Operating Airlines? Yes

Show Origins? Yes

Show Destinations? Yes

Show Manufacturers? Yes

Show Major Types? Yes

Show Aircraft Families? Yes

Show Aircraft Types? Yes

Show Equipment Codes? Yes

Show Block Time? Yes

Include Restricted Flights? Yes

Include Both Directions? Yes

Data Available : 2003-Aug to 2024-Jul

Period: Annual Time Series (Down)

From:

Year Ending: July 2024

To:

Year Ending: July 2015

Use Data Loaded: This Week

Service Type: Passenger (Air - All)

HTML Run Report Now

Date	Flights	Seats	ASKs
YE Jul 2015	6,727	583,439	373,419,366
YE Jul 2016	6,810	603,072	385,848,903
YE Jul 2017	6,822	653,184	448,074,086
YE Jul 2018	7,003	692,186	492,359,113
YE Jul 2019	7,247	743,046	550,001,798
YE Jul 2020	5,842	590,688	429,573,647
YE Jul 2021	5,939	612,002	451,083,263
YE Jul 2022	5,874	568,502	389,743,116
YE Jul 2023	7,005	711,564	519,650,008
YE Jul 2024	6,722	693,398	512,536,038