

International Air Transport Policy

New Zealand International Air Transport Policy – August 2012

Objective

The objective of New Zealand's international air transport policy is to help grow the economy and deliver greater prosperity, security and equitability to New Zealanders. This will be achieved by creating opportunities for New Zealand-based and foreign airlines to provide their customers with improved connectivity to the rest of the world, and to facilitate increased trade in goods and services (including tourism).

High-level objectives

New Zealand will pursue a policy of putting in place reciprocal open skies agreements, except where it is in the best interests of the country as a whole.

Where the other party will not agree to open skies agreements, we will seek to put in place the most open package of air services arrangements that is New Zealand's smallest legal alternative, both in the short and long term.

In doing this we will recognise the benefit to New Zealand that new or additional services by overseas airlines can bring, while ensuring that New Zealand-based airlines have a fair and equal opportunity to compete. We will also recognise the value of a strong and productive New Zealand-based aviation industry.

We will continue to work to create a more level playing approach to air-transport services, pending the putting into place of new or expanded air services arrangements. These approaches will be provided where they are complementary to the New Zealand's trade interests and on the basis that such authorisation may be withdrawn if New Zealand airlines are denied opportunities to offer services to the home market of the foreign airline in question.

Over the five years to June 2017, we will give favourable consideration to authorising operators by foreign airlines into Christchurch ahead of negotiations, to reduce barriers to entry on the major routes from the 2011 parties.

Elements of Air Services Arrangements

Where open skies is determined to be in the country's best interest, New Zealand will continue to seek to put in place agreements that provide for:

- no restrictions on routes, capacity or traffic rights (including 7th freedom and cabotage - 0th and 8th freedom - rights)
- no regulation of tariffs, except to prevent anti-competitive behaviour
- flexible arrangements for granting operating authorisations following receipt of designation
- provision facilitating regulatory cooperation by civil aviation authorities on matters such as trade in aviation goods and services

Key data

Publication date:	August, 2012
Duration:	2012-NK
Number of pages:	4
Signed by:	Not signed
This GDS replaces:	Not applicable
Jointly held with:	Not applicable
Transferred from:	Not applicable

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I. Strategic approach:

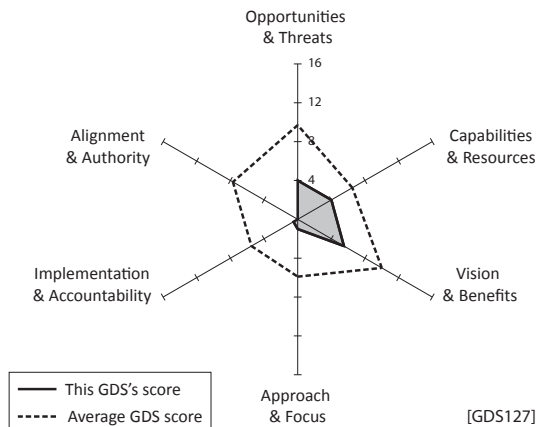
The approach is to seek opportunities for New Zealand and foreign airlines to better utilise resources in order to help connect New Zealand with the rest of the world.

II. Rank:

148 out of 148 GDSs

9 out of the 9 GDSs in the Ministry of Transport

19 out of 19 GDSs in the Economic Development and Infrastructure sector



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