

Annual Report 2026



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Company Particulars



From left: Katie Bhreatnach, Chris Hopkins, Catherine Taylor, and Tim Hunter

Directors

- Chris Hopkins
Chair
- Catherine Taylor
Deputy Chair
- Tim Hunter
- Katie Bhreatnach

Chief Executive

Daniel De Bono

General Manager
Finance and Commercial

Chris Cope

General Manager
Operations and Infrastructure

Nick Rodger

General Manager
Business Development

Megan Crawford

General Manager
Sustainability and Planning

Louis Brown

Registered Office

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Banker

Westpac Moray Place
106 George Street
Dunedin 9016

Solicitors

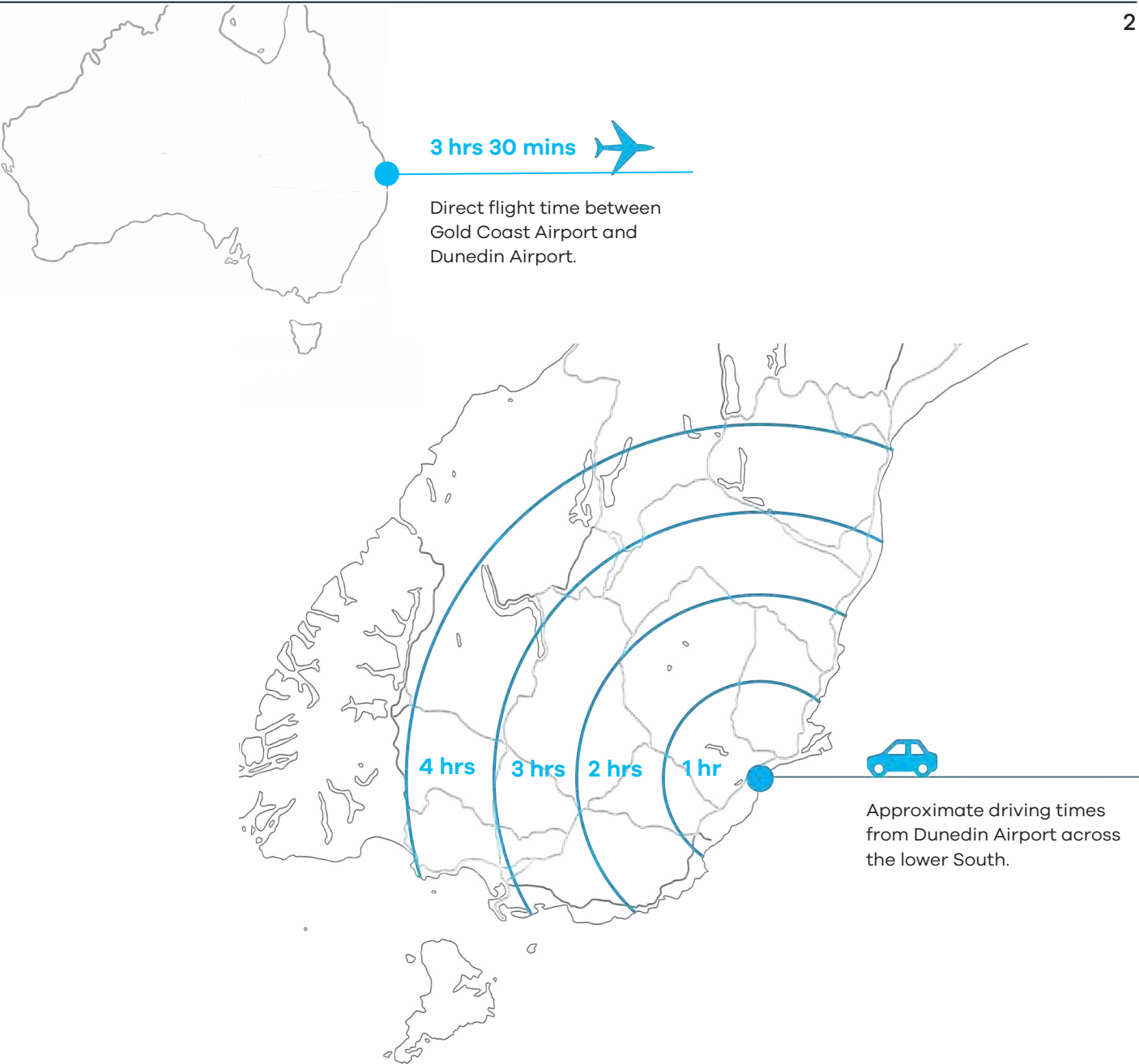
Galloway Cook Allan
123 Vogel Street
Dunedin 9016

Auditor

Jenna Hills of Audit NZ
on behalf of the Auditor-General

Waiho i te toipoto,
kaua i te toiroa.

Let us keep close together,
not far apart.



At Dunedin Airport, our purpose is to provide a sustainable, thriving gateway in the lower South, connecting people, business, and communities to our taoka.

Located at Momona on the Taieri Plain, Dunedin Airport is the gateway to one of Aotearoa New Zealand’s most distinctive regions. From Ōtepoti Dunedin’s arts, heritage, and wildlife to the coastlines of Waitaki and the Catlins, the lakes and mountains of Central Otago, and the landscapes of Fiordland, the lower South has depth, character, and variety within easy reach.

Through Southern Way, we continue to work with regional tourism organisations, councils, airports, and industry partners to promote connected, lower-impact itineraries across Otago and Southland.

FY25/26 marked the first full financial year of regular direct Dunedin–Gold Coast services. With a flight time of around three-and-a-half hours, the service strengthens trans-Tasman access, supporting visitors from Australia to explore our region and giving local travellers an easier connection to South East Queensland.

Wherever you’re going, you’re not far away.

Chair and Chief Executive's Welcome

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FY25/26 has been a year of progress for Dunedin Airport, delivered in a challenging and increasingly uncertain operating environment. Across the aviation sector, sustained cost pressure, constrained airline capacity, softer demand in parts of the market, and broader geopolitical and fuel-price volatility continued to create headwinds for airlines and regional airports.

Against that backdrop, two achievements stand out. The first is the Terminal Enhancement Project, which has reshaped how the airport feels and functions, grounding the customer experience more clearly in the culture and story of the region. The second is the first full financial year of Jetstar's Gold Coast service, marking the return of regular trans-Tasman connectivity and an important step forward for Dunedin and the lower South.

These outcomes reflect a deliberate balance: continuing to invest in the airport's future while maintaining discipline in a constrained operating environment.

The year's progress was also recognised at the New Zealand Airports Association awards, where Dunedin Airport was named Medium Airport of the Year (pictured on page 4). The Southern Airport Alliance and Southern Way also received Commercial Initiative of the Year for the One Trip To See It All campaign, recognising regional collaboration and visitor dispersal across Otago and Southland.

Throughout the year, our focus has been on protecting what matters most: the core network, safe and reliable operations, sound financial management, and the long-term resilience of the airport.

This year has also seen continued progress in bringing Flight Plan 2050 to life. We have sharpened our strategy into a clearer framework built around three pillars: Network, Operations, and Commercial, supported by Safety, People, and Place.

Together, the plan and framework give us a more direct line of sight between our long-term ambition and the work happening across the airport every day, and help ensure the decisions we make now are aligned with where the airport needs to be over time.

A key focus has been the continued rebuild of our air services. The Gold Coast service carried close to 50,000 passengers this year, demonstrating the value of direct trans-Tasman access for travellers and the region. Alongside this, the domestic network has operated in a challenging environment. Connectivity remains critical for the lower South. It supports tourism, enables local business, connects communities, and underpins the region's economic and social wellbeing.

We have worked closely with our airline partners to support route performance and manage the realities of demand, pricing, and cost pressures across the aviation system. This work remains central to our Network pillar and to our long-term role as the gateway to the lower South.

We have also continued to invest in improving the passenger experience. The Terminal Enhancement Project has delivered new Level 1 spaces and improvements across food, beverage, and retail. The intent is broader than amenity alone. It is about creating an airport experience that reflects the region, strengthens our sense of place and identity, and makes the passenger journey clearer, more welcoming, and more accessible.



Chris Hopkins (left)
Chair

Daniel De Bono (right)
Chief Executive

Chair and Chief Executive's Welcome



Dunedin Airport was named Medium Airport of the Year at the 2025 NZ Airports Awards on October 7, 2025, at the Omas Aviation Museum in Blenheim. Pictured from left: Stu Casey, Daniel De Bono, Nick Rodger, and Megan Crawford.

Behind the scenes, a significant programme of infrastructure work is underway. We are in the middle of a substantial renewal cycle across the runway, airfield lighting, and essential services. These investments are not always visible to passengers, but they are critical to maintaining safe, reliable, and resilient operations. As a regional lifeline utility, our role is clear: the airport must be able to operate safely and consistently when the region needs it.

The financial environment during the year required careful management. The sector continues to face higher operating costs, constrained airline capacity, and softer demand in parts of the market. In this context, our focus has been on protecting the core network, maintaining affordability, and lifting commercial performance where opportunities exist. This includes continued work to improve commercial decision-making across the business.

For the year, Dunedin Airport recorded 876,699 passengers (up 2.7%), \$24.7M operating revenue (up 4.3%) and an operating surplus before taxation of \$2.3M (down 62.2%). Non-passenger service revenue was \$7.4M (up 13.5%), reflecting the continued importance of commercial diversification.

Safety remains our top priority. This year, we continued to invest in the systems, capability, and culture needed to operate safely, manage risk effectively, and contribute to airport safety leadership in Aotearoa New Zealand and the wider aviation community. This included a significant safety capability milestone for the business, which is covered in more detail in the Safety section of this report.

We also continued to progress our sustainability work, including carbon management, waste reduction, and broader environmental performance. This year, we achieved Airport Carbon Accreditation Level 4 and commissioned our first major rooftop solar installation, while improving the quality of our data, reporting, and accountability.

We would like to acknowledge our people, who continue to deliver in a demanding operating environment. Their work is visible in the terminal, on the airfield, across our infrastructure programme, and behind the scenes every day. We also recognise the contribution of our wider airport community and partners, including airlines, tenants, mana whenua, tourism operators, contractors, and local and regional stakeholders.

Dunedin Airport is part of a wider system, and strong partnerships are essential to delivering outcomes for the region. Our relationship with Te Rūnanga o Ōtākou remains an important part of how we operate, how we reflect the cultural significance of the land, and how we carry out our responsibilities as kaitiaki of this place.

Looking ahead, our priorities remain clear: protecting and growing the network, delivering critical infrastructure renewals, improving the customer experience, strengthening commercial performance, and lifting our environmental performance. We will continue to do this while maintaining safe, resilient operations and staying focused on the long-term needs of the region.

Dunedin Airport plays a critical role for the lower South, supporting the region's economic and social wellbeing through access, trade, tourism, and regional connectivity. Guided by our purpose—to provide a sustainable, thriving gateway in the lower South that connects people, business, and communities to our taoka—we remain committed to building an airport that is resilient, grounded in the place it serves, and ready for the region's future.

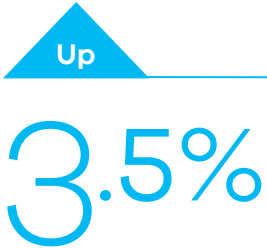
Kā mihi nui,

Daniel De Bono
Chief Executive

Chris Hopkins
Chair

Year at a Glance

Capacity



2025 Total Seats 1,056,226



2026 Total Seats 1,092,845

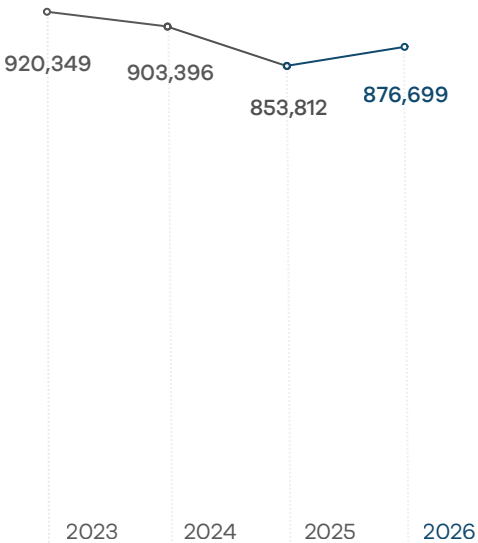
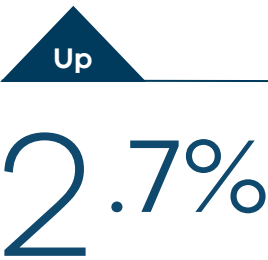


International Capacity Included in 2026 Total Seats are 62,768 international seats (2025: 1,128 seats)

Total Passengers

On regular scheduled services

876,699

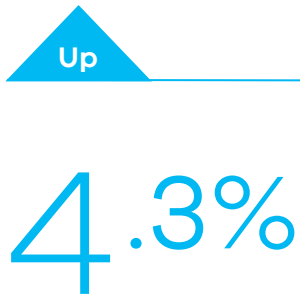


International Passengers Included in 2026 Total Passengers are 47,383 international passengers (2025: 872 passengers)

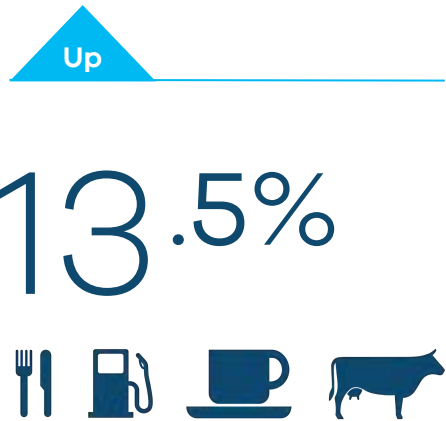
Financial Summary

This summary should be read in conjunction with the full financial statements in Section 2 or online at dunedinairport.co.nz

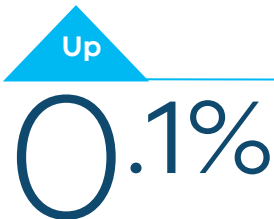
Operating Revenue
\$24.7M



Non Passenger Revenue
\$7.4M



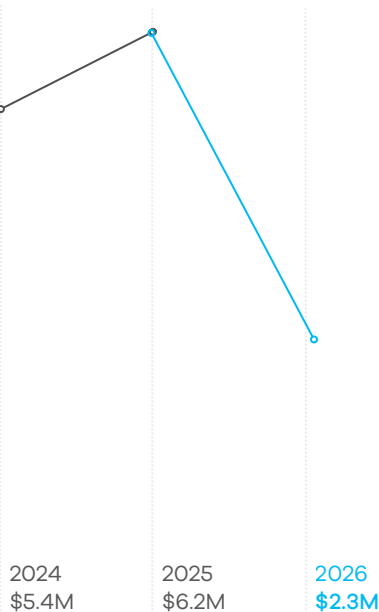
Shareholder Funds
\$95.8M



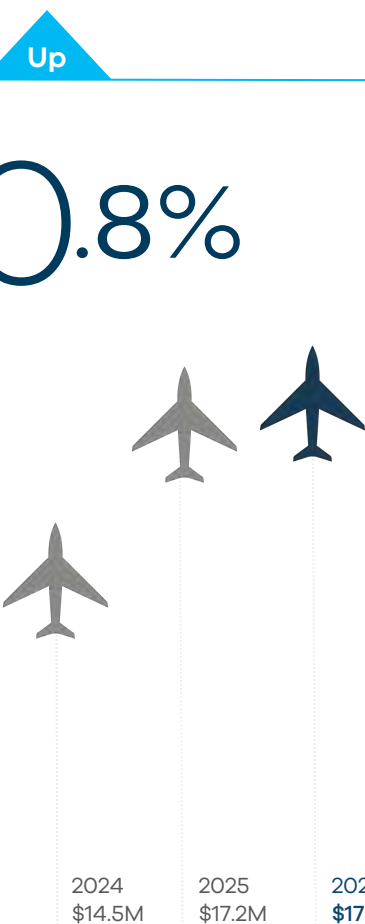
Total Dividend Paid
\$1.6M

\$

Operating Surplus before Taxation
\$2.3M



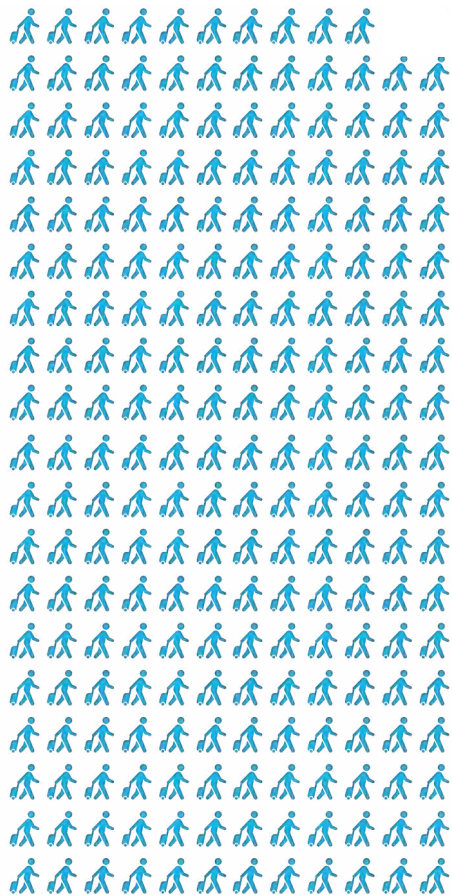
Airport Services Revenue
\$17.3M



Busiest Month of the Year

March 2026

78,914



Executive
Leadership Team



Nick Rodger
General Manager Operations
and Infrastructure

Megan Crawford
General Manager Business
Development

Daniel De Bono
Chief Executive

Chris Cope
General Manager Finance
and Commercial

Louis Brown
General Manager
Sustainability and Planning



Our Purpose

Flight Plan 2050

To provide a sustainable, thriving gateway
in the lower South that connects people,
business, and communities to our taoka.



Our foundation



Safety



People



Partnerships

Values that guide us



Be you



Better together



Can do



Make it easy



We care



Make it happen



Safety

Safety remains Dunedin Airport's highest priority, underpinning every part of our operation: the airfield, terminal, infrastructure programme, airport community, and wider regulatory environment.

During FY25/26, we continued to strengthen the systems, capability, and culture needed to manage risk well and support safe, reliable airport operations. This work has become increasingly important as the airport continues to deliver major infrastructure projects, support regular trans-Tasman services, and meet changing aviation, biosecurity, and workplace safety requirements.

A major milestone this year was achieved by Glenn Knipe, Head of Safety and Compliance, who became the first airport safety professional in Aotearoa New Zealand to complete the ACI-ICAO Airport Safety Professional designation. The programme, delivered by Airports Council International and the International Civil Aviation Organization, recognises expertise in ICAO Standards and Recommended Practices, airport operations, and industry best practice.

The designation supports Dunedin Airport's continued focus on moving beyond compliance and towards more integrated, intelligence-led safety management. It also gives the airport direct access to international safety networks and operational best practice. Glenn has joined the ACI Asia-Pacific and Middle East Regional Operational Safety Committee, making Dunedin Airport the first Aotearoa New Zealand airport represented on the committee and creating an opportunity to contribute to, and learn from, safety leadership across the wider aviation sector.

The airport also continued to build internal safety and compliance capability. Following the SafePlus assessment completed last year, a new Health and Safety Advisor role was established to help manage the growing compliance workload and support day-to-day engagement across the business.

Kierryn Hughes has taken on this role, reviewing and updating Standard Operating Procedures, taking ownership of the Permit-to-Work process, and becoming a practical first point of contact for staff on safety and compliance matters. Kierryn has also undertaken significant training since joining the team, including working at heights and confined spaces training, and will help deliver Airport Safety Week at Dunedin Airport in October as part of the annual New Zealand Airports Association awareness campaign.

Wildlife management was another area of focused improvement. Bruce Smaill, who has worked at Dunedin Airport for many years as an airport firefighter and Crew Chief, was appointed to the new Wildlife Officer role. This dedicated role allows more targeted attention on one of the airport's critical risks: bird strike mitigation.



Airport Emergency Services
Deputy Crew Chief Greg Yee

Safety (continued)

Bruce's work includes monitoring wildlife activity, managing grass height and food sources, using air cannons, improving existing controls, and identifying new controls around the runway environment.

Locally developed predator cut-outs have also attracted interest from other Aotearoa New Zealand airports as a practical deterrent method. Other airports have contacted Bruce for templates to develop their own versions, and the initiative was covered by the Otago Daily Times last year. Since Bruce moved into the Wildlife Officer role, Dunedin Airport's bird strike rate has reduced and is sitting within the Civil Aviation Authority's "low" designation.

International services continued to require close safety and compliance coordination. As a place of first arrival, Dunedin Airport worked with airport partners to meet MPI and biosecurity requirements, support updated international processing procedures, and ensure facilities and systems remained fit for purpose. This included changes to baggage handling equipment and procedures, with ongoing coordination between Dunedin Airport, PlaneBiz, airlines, border agencies, New Zealand Aviation Security Service, and airport teams. This work complements the operational activity covered in the Around the Airport section of this report.

Several safety and compliance systems also matured during the year. The Airside Vehicle Permitting system, developed in the previous financial year, was implemented and is now supporting safer and more consistent management of airside access. A new Drug and Alcohol Management Plan was developed in response to Civil Aviation Authority requirements for Aotearoa New Zealand aerodromes. Dunedin Airport's plan has been accepted by CAA and will support ongoing safety assurance for staff with airside access.

Work also continued to improve how safety data is captured and used. AeroSimple is increasingly being used not only as a recording tool, but as a source of operational intelligence to support future-facing risk assessment and proactive controls. OnLocation has improved oversight of contractors working across the airport campus, helping ensure people on site are registered, contactable, and visible to the business.

While systems and processes are important, some of the strongest progress this year has been cultural. Safety is becoming more embedded in everyday conversations, decision-making, and practical problem-solving across the airport. This has been supported by the Safety and Operational Risk Committee, the Health and Safety Representatives Committee, the Health and Safety Committee, the Safety and Security Shoutouts programme, Airport Safety Week, and the annual Security Awareness campaign developed with Aviation Security.

This cultural shift is also visible in the way staff now raise ideas and solutions. One example this year was to use citric acid at the wastewater treatment plant as a safer alternative to sulphuric acid, helping reduce chemical handling risk. Greg and the airport maintenance team have also helped develop a safer approach to using and sourcing chemicals at the plant, including work on new Standard Operating Procedures. This kind of practical, frontline-led improvement reflects the development of a stronger "just culture", where people are encouraged to speak up, identify risk, and contribute to safer ways of working.

Looking ahead, Dunedin Airport will continue to strengthen safety governance, critical control assurance, staff training, contractor oversight, wildlife management, and compliance systems. Safety induction training for new Board members is also being improved, supporting clear understanding of health and safety responsibilities at governance level and providing a stronger safety foundation for incoming directors.

Together, these initiatives reflect a maturing safety environment: one that is compliance-led where it needs to be, but increasingly proactive, intelligence-led, and embedded in the way the airport operates every day.

Quickfire questions

Window or aisle?



Tea or coffee?



Cookie or chips?



Hand luggage or hold?



Fold or roll?



Headphones or chit-chat?



Airplane mode or off?



Kierryn Hughes

Health and Safety Advisor

For Kierryn Hughes, good safety starts with communication, planning, and making sure people are part of the process from the beginning.

Kierryn joined Dunedin Airport this year in the new Health and Safety Advisor role, supporting clear communication about health, safety, and wellbeing across the organisation. The role is about helping teams identify risks early, agree on practical controls, and build shared understanding of the safest way to get work done.

"No two days have been the same," Kierryn says. "I still have a lot to learn about airport operations, but I am part of a great team that is always happy to share its knowledge."

That variety has been one of the highlights of the role. Airport health and safety can involve anything from water treatment and grass height for wildlife management to the lifespan of asphalt under heavy aircraft weight or jet blast. Even picking up rubbish takes on a new meaning in an airport environment, where Foreign Object Debris (FOD) can cause serious damage if ingested by an aircraft.

For Kierryn, that is what makes the role interesting: safety is not a separate function sitting outside the operation. It is part of everyday decision-making, from planning work on the airfield to supporting teams in the terminal, office, and wider airport campus.

Kierryn says making safety practical means listening to people's concerns and involving them in identifying hazards and controls. Being trusted to lead safety investigations, and being able to apply the training Dunedin Airport has provided, have been highlights from the first six months in the role.

"The variety of things I get to learn about is what I enjoy most—from water treatment and wildlife management to asphalt, aircraft weight, and jet blast."



People

Our people remain at the centre of Dunedin Airport’s success. Across every part of the airport, our team plays an important role in delivering safe, efficient, and welcoming airport operations, supporting our customers and partners, and representing our values in the wider community.

During the year, we continued to focus on building a workplace where people feel connected, respected, safe, and empowered to contribute to the success of the organisation. This focus is especially important in a year shaped by major infrastructure works, the first full financial year of regular Gold Coast services, and ongoing change across the airport operating environment.

Our 2026 Staff Engagement Survey, which achieved an outstanding 94% response rate, showed that 88% of our team feel engaged and connected to the organisation.

Our people continue to feel a clear connection to our purpose, confidence in the contribution they make, and strong support from those they work alongside. The year-on-year comparison of our engagement results also showed that while some areas have moved in relative importance, the overall

picture remains positive and reinforces that the foundations of our culture are strong.

Listening to our people remains central to how we improve. Survey feedback, everyday conversations, leadership discussions, and team engagement all help us understand what is working well and where we can do better. This feedback continues to inform our people priorities, leadership focus, and workplace initiatives.

We remain committed to fair and responsible employment practices and to supporting the wellbeing of our people. Our wellbeing programme is now strongly embedded, and continued self-care, personal development, and broader wellbeing remain ongoing priorities.

We also continued our work as a professional member of the International Living Future Institute and submitted our portfolio for review under its JUST Label, a transparent social equity credential.

The framework supports reflection and improvement across employee wellbeing, equity, inclusion, diversity, and community engagement. It provides a useful structure for reflecting on our current practices and identifying opportunities to strengthen the employee experience over time.

Attracting, retaining, and developing great people remains a priority. Our culture is shaped not only by formal programmes and policies, but by the way people are led, supported, and included each day. As we look ahead, our focus is on maintaining the strengths that make Dunedin Airport a great place to work, while continuing to build capability, confidence, and collaboration across the organisation.

By investing in our people and culture, we strengthen the airport for our team, our customers, and the community we serve.



Our Staff Engagement Survey, which achieved a 94% response rate, showed that 88% of our team feel engaged and connected to the organisation. Other highlights include:

100%

agree or strongly agree that the purpose of Dunedin Airport is to provide a sustainable, thriving gateway in the lower South, connecting people, business, and communities to our taoka.

98%

believe Dunedin Airport acts in a responsible and ethical manner.

98%

feel their role contributes to Dunedin Airport’s success.

96%

feel health and safety is taken seriously at Dunedin Airport.

93%

feel Dunedin Airport delivers great customer experiences.

96%

feel respected and appreciated, and feel a sense of job satisfaction and personal achievement.

94%

feel that Dunedin Airport takes employee health and wellbeing into account consistently in the workplace.



Partnerships

Partnerships remain central to Dunedin Airport's role as a gateway for the lower South. They help us strengthen regional connectivity, build visitor demand, support community wellbeing, and contribute to the cultural, environmental, and social life of the region we serve.

Photo: Gold Coast Airport

During FY25/26, a major focus was continuing to build awareness and demand for the Dunedin–Gold Coast service. The first full financial year of regular trans-Tasman services provided a strong platform for destination marketing, trade engagement, and regional collaboration.

Dunedin Airport worked alongside Jetstar, Gold Coast Airport, Experience Gold Coast, Tourism and Events Queensland, Tourism New Zealand, Enterprise Dunedin, Southern Way, and regional tourism partners to keep Dunedin and the lower South visible in the South East Queensland market.

In November 2025, Southern Way received \$1.2 million through Stage One of the Ministry of Business, Innovation and Employment's Regional Tourism Boost funding, announced at Dunedin Airport. The funding supported activity aimed at increasing Gold Coast visitation and spend during January–March 2026, with campaign activity focused on the "Tastes of the Southern Way" and delivered alongside partners including Jetstar, TripAdvisor, and the Restaurant Association.

Southern Way's collaborative approach was also recognised at the New Zealand Airports Association awards, where the Southern Airport Alliance and Southern Way received Commercial Initiative of the Year for the One Trip to See It All campaign.

The campaign continued in FY25/26, building on the strength of the partnership model and its long-term value for regional connectivity, visitor dispersal, and economic growth.

Dunedin Airport also continued to invest directly in local organisations, events, and initiatives through its Sponsorship and Donation Programme. In FY25/26, \$35,750 was allocated to support organisations and initiatives that contribute to community wellbeing, regional development, inclusion, culture, environmental care, and local collaboration.

Funding supported regional events including the Dunedin Diwali Festival, Otago Polyfest, the Hokonui Fashion Design Awards, the Emerson's Dunedin Marathon, and the Taieri A&P Show. Together, these events contribute to the

cultural, creative, and recreational life of Otago and Southland, bringing people together and strengthening the region's sense of identity.

Dunedin Airport also supported organisations providing practical care and accessibility across the community, including Ōtepoti Dunedin Whānau Refuge, Dunedin Night Shelter, SuperGrans Dunedin, Age Concern Otago, Dunedin Children's Choir, University of Otago Women in Business, Special Olympics Otago, and Little Miracles Trust. These organisations support people in different ways, from crisis response, emergency accommodation, and older people's wellbeing to accessible music education, leadership development, and opportunities for children, families, and people with disabilities.

Working in partnership with Te Rūnanga o Ōtākou evolved to incorporate mana whenua-led cultural design with the Terminal Enhancement Project. This work ensured the cultural narrative, interpretation, and design decisions were grounded in the mana, history, and stories of the area.

Environmental and local community partnerships also remained important. Dunedin Airport continued its long-standing support for Momona Playgroup, reflecting our relationship with the community closest to the airport

We also supported Valley Cycle Workshop and Te Nohoaka o Tukiauau / Sinclair Wetlands, contributing to practical initiatives that support active transport, ecological restoration, environmental education, and community resilience.

This year also saw the development of the Dunedin Airport Community Solar Fund, a new initiative designed to help schools and community groups install solar systems, reduce energy costs, and redirect more of their budgets towards people and programmes. Silverstream School was selected as the first recipient, with funding allocated to support its solar initiative and associated learning opportunities.

Together, these partnerships show the breadth of Dunedin Airport's contribution beyond the terminal. By working with airlines, tourism partners, mana whenua, community organisations, and regional stakeholders, we continue to support connectivity, care, culture, and environmental responsibility across the lower South.



Around the Airport

FY25/26 was a significant year for Dunedin Airport's Operations and Infrastructure team, with major work delivered across the runway, water network, terminal, support buildings, compliance systems, and essential services.

The year's largest infrastructure project was the rebuild of the runway's central keel. This work involved milling out and replacing an 18-metre-wide strip running the full length of Runway 03/21, using high-strength EME2 asphaltic concrete to upgrade pavement that has supported airport operations for more than 60 years. The new structural asphalt layer ranges in depth from 110mm to 160mm and forms the first stage of a two-stage runway renewal programme.

Delivered by Fulton Hogan, the project was a complex, around-the-clock operation. Across 32 night shifts over approximately seven weeks, crews removed and replaced large sections of runway pavement while ensuring the runway reopened each morning for scheduled services. The project required close coordination between contractors, engineers, airport operations, Airport Emergency Services (AES), airlines, and the wider airport team. It was completed within approved project parameters, with no delayed flights and no recordable injuries.

The next stage of the runway programme is planned for summer 2027 and will add a wearing course over the structural layer. This surface will protect the long-life asphalt beneath and can be renewed in future without disturbing the core runway structure. Planning is also progressing for replacing runway edge lighting, with the sequencing of the lighting works closely tied to the next asphalt overlay. This work builds on last year's taxiway rehabilitation and airfield lighting upgrades, and reflects the airport's long-term

focus on high-quality, resilient airside infrastructure. It also supports the airport's strategic focus on safe, reliable operations and maintaining the infrastructure needed to support the region over time.

Water infrastructure was another important focus. The airport completed a major upgrade of its water storage and distribution system, replacing long-serving concrete tanks and pump infrastructure with two new 350,000-litre stainless steel tanks, a new pump station, and replacement of aged water mains. The tanks were fabricated off-site in Invercargill and transported to Dunedin Airport. The upgraded system supplies the terminal, on-site tenants, rental car operators, outbuildings, Momona Village, and the airport's firefighting hydrant network, making it a critical resilience project for the wider airport campus.

A new purpose-built Aviation Security Service (AvSec) building was also completed and handed over during the year.





Runway Overlay Project, Phase One
Photo: Fulton Hogan



Around the Airport (continued)

The 360-square-metre facility provides dedicated office, meeting, training, and staff amenity spaces, consolidating AvSec's airport operation in a modern building designed for its long-term needs. The project also included EV charging infrastructure and required careful coordination on an active operational site.

The Terminal Enhancement Project also had a significant infrastructure and operational component. The project reconfigured the Level 1 retail and food and beverage precinct, relocated kitchen operations during construction, and opened up sight lines across the upper terminal. By shifting retail and hospitality activity away from the centre of the space, the project completed a major stage in the terminal's multi-year transformation, building on earlier expansion works and continuing this year through the Level 1 retail, hospitality, and lounge improvements.

From an operational perspective, the team supported passenger movement around construction areas, helped maintain access and flow to gates, and supported the airport's ability to keep moving while work was underway.

FY25/26 was also the first full financial year of regular Gold Coast services. Much of the preparation for international operations was completed before the first flight, but the year marked an important shift from launch mode into steady day-to-day delivery. Behind the scenes, the operations team continued to work with airlines, ground handlers, border agencies, AvSec, and airport partners to support international processing, passenger flows, and daily operational requirements.

This included work to support the airport's obligations under the Civil Aviation Act 2023, including the required Airport Registration process as well as development of the Regulatory Airport Spatial Undertaking, which ensures the airport is meeting its obligations with government agencies. While most passengers will never see this work, it supports safe, compliant, and reliable airport operations, and helps make international services feel routine.

Other essential infrastructure work continued in the background. A new 850kVA generator was purchased and installed, replacing the aged existing terminal generator, and relocating critical backup power infrastructure to a more suitable operational location. The airport also continued to maintain the existing wastewater treatment plant while design work progresses on a long-term replacement facility.

Operational systems and asset management also continued to mature. Dunedin Airport implemented its Asset Management Plan, allowing for the development of data-driven Long Term Asset Renewal Programmes.

The Operations Systems Technician role has strengthened day-to-day operational response, asset management, IT support, and system administration. This includes work to improve the way operational assets are recorded, monitored, and maintained across the business. The team also continued staff training and system awareness work to support business continuity.

Much of this operational work is deliberately quiet. A well-run airport is often measured by smooth daily performance: fewer disruptions, faster responses, reliable systems, and a better experience for passengers, airlines, and airport users. This year, the team supported major works, maintained day-to-day operations, and kept essential systems running across a busy and changing airport environment.

Work this year also included the refresh of Dunedin Airport's Aviation Masterplan, an evolution of the (pre-COVID) existing document from 2019. This document protects the site footprint necessary for the airport's continued operation and development over the coming decades.

Looking ahead, planning remains a major focus, with continued planning for car park improvements, runway lighting upgrades, the next stage of runway resurfacing, flood resilience, asset management, wastewater renewal, and long-term airfield planning.

Together, these projects reflect a deliberate approach to renewing critical assets, strengthening operational resilience, improving the passenger experience, and ensuring Dunedin Airport remains safe, reliable, and ready to support the long-term needs of the lower South.

Greg Yee

Deputy Crew Chief, Airport Emergency Services

For Greg Yee, the role of an airport firefighter is practical, varied, and built around readiness.

Based within Airport Emergency Services (AES), Greg describes the role as multifaceted, with aviation firefighting and medical response at its core. His mechanical background has also proved valuable, giving him the skills, experience, and confidence to problem-solve and think practically in a busy airport environment.

Greg is Deputy Crew Chief for Red Watch, working alongside the Crew Chief to plan and manage the crew's day-to-day tasks, duties, and training.

He says the strength of Red Watch (one of three around-the-clock AES shifts) comes from clear communication, shared understanding, and the different skills, experiences, and perspectives each person brings to the role.

AES is often called when something practical needs to be resolved, and the work can involve more than people might expect. One memorable "can you help with this?" moment was preparing for the possibility of assisting with an urgent birth at the airport.

That mix of response capability, practical support, and problem-solving is what keeps the role interesting for Greg.

A highlight from his time at Dunedin Airport has been passing his recruit course after a long time away from books and study.

It was a proud moment, and one that reflected the ongoing learning and readiness required in an Airport Emergency Services role.

Asked about his favourite piece of AES equipment, Greg says:

"My heart is saying the Deutz tractor, but in reality, it is the Rosenbauer Panther 6x6S (pictured). It is world-class and, in an emergency situation, it will perform to its full capabilities."

Quickfire questions

Window or aisle?



Tea or coffee?



Cookie or chips?



Both.

Hand luggage or hold?



Fold or roll?



Headphones or chit-chat?



Airplane mode or off?





Sustainability

Sustainability remained a key focus during FY25/26 as we continued to strengthen environmental performance and embed sustainability into the way we plan, invest, and operate.

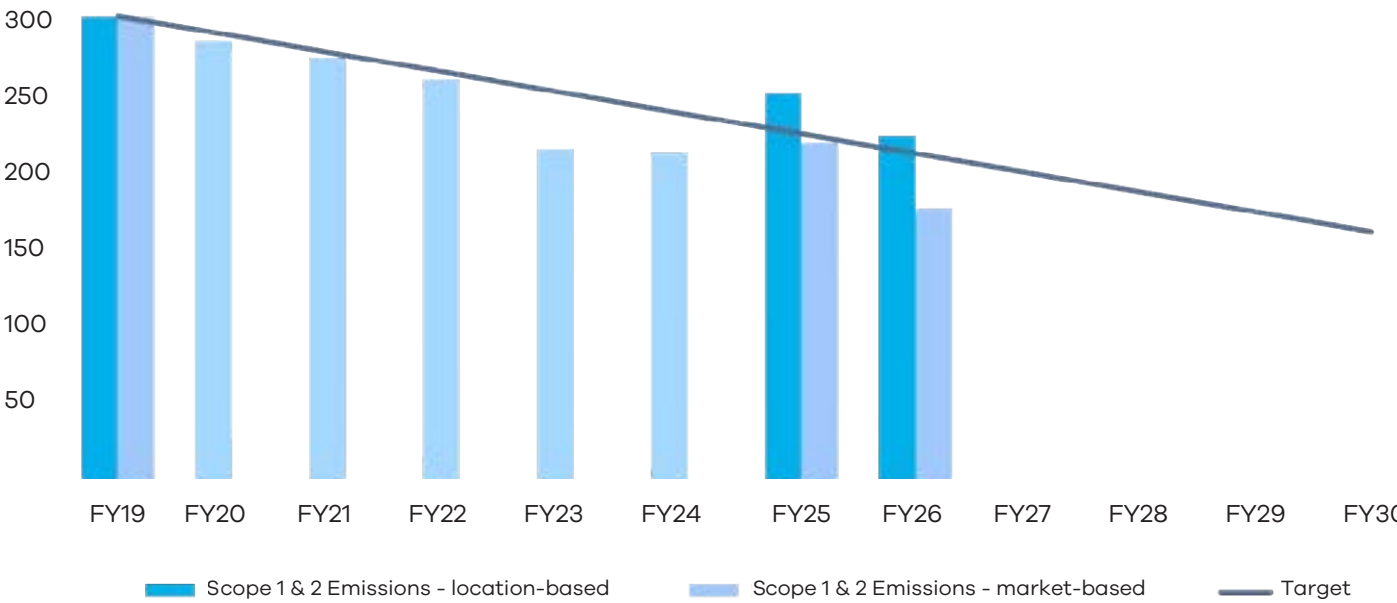
Major milestones included achieving Level 4 Airport Carbon Accreditation, commissioning our first major rooftop solar installation, strengthening carbon management and assurance, and publishing our first standalone Sustainability Report.

Sustainability at a Glance

Carbon measurement and assurance

Emissions *	tCO2-e (metric tonnes of carbon dioxide equivalent)			
	FY19 (base year)	FY26 (location-based)	FY26 (market-based)	Change (%) (FY19 baseline)
Scope 1: Direct	109	95	95	-12%
Scope 2: Indirect energy	192	128	82	-58%
Scope 3: Other indirect emissions	56,965	45,365	45,365	-20%
Total	57,266	45,588	45,541	-20%
ACA Only	52,495	41,503	41,456	-21%
Scope 1 and 2	301	224	177	-41%

Annual performance: Net Zero** 2030 carbon reduction target Annual Scope 1 and 2 Emissions



* Refer to the FY25/26 [Greenhouse Gas Emissions Inventory Report](#) for reporting boundaries, inclusions and exclusions for Scope 1, 2, and 3 emissions.

**Net zero means we have taken all practical steps to reduce our greenhouse gas emissions, leaving only residual emissions, generally no more than 10%. These remaining emissions are then balanced by human-led removals, such as afforestation through approved carbon offset removals.



Sustainability
(continued)

Carbon
management

Dunedin Airport achieved Level 4 Airport Carbon Accreditation in September 2025. This recognises that the airport has established an absolute emissions-reduction pathway and a plan to support supply-chain partners to reduce emissions.

Our Carbon Management Plan for operational Scope 1 and 2 emissions and Stakeholder Partnership Plan for Scope 3 emissions were independently reviewed through the accreditation process.

We also obtained independent assurance of our FY19 greenhouse gas emissions baseline for the first time. The baseline was subsequently recalculated and re-assured at year end where methodology changes required it, strengthening the integrity of our targets and future reporting.

Year-end reporting confirms that combined Scope 1 and 2 emissions remained on track against our pathway to reduce operational emissions by 46.2% from the FY19 baseline by 2030.

The terminal rooftop solar array was commissioned in December 2025. Its first months of operation reduced grid electricity use despite increased demand following the reopening of the international terminal. The results also improved our understanding of seasonal solar performance and will inform future solar and energy-efficiency investment.

Dunedin Airport joined ten other Aotearoa New Zealand airports in adopting the Platform for Analysing Carbon Emissions (PACE) global software programme.

PACE is providing a consistent sector methodology for measuring aircraft emissions and supporting future engagement with airlines.

Increasing use of new-generation aircraft also delivered measurable benefits. Across FY26, these aircraft were estimated to avoid approximately 1,314 tonnes of carbon dioxide equivalent compared with older equivalent aircraft. They reduced estimated aircraft emissions by an average of approximately 2.1%, with greater reductions on some services, particularly the Dunedin–Gold Coast route.

Freshwater and
environmental management

Nutrient and groundwater modelling was undertaken across the Airport’s farming operations to improve our understanding of non-point-source discharges and support future target setting. This work will inform a site-wide Source Control Action Plan bringing together point-source and diffuse freshwater impacts, monitoring requirements and proposed reduction initiatives.

We continued investigating historic per- and polyfluoroalkyl substances (PFAS) contamination associated with legacy firefighting activities. The annual Ground Contamination Report was updated and submitted to the Otago Regional Council. Further planned work includes two additional deep-aquifer monitoring bores and a freshwater biota study to better understand potential ecological risks.

Environmental planning and contaminated-land controls were integrated into major infrastructure projects, including runway resurfacing, temporary asphalt production, an apron extension, and perimeter road and airfield lighting works. The airport’s in-house planning capability maintained regulatory oversight while supporting timely delivery and reducing external costs.

A Biodiversity Options Assessment was completed for the airport campus and will be updated to include the Kirks Drain Road property. Funding has been approved to begin appropriate native planting and biodiversity enhancement work in FY26/27.

Waste remains an area requiring improvement. Terminal landfill diversion was 18.8% in FY25/26, below our 30% target.

Following a detailed audit by Wānaka Wastebusters, initial funding has been allocated for improved recycling infrastructure, clearer signage, an upgraded waste-transfer area and potential onsite sorting under the next terminal combined cleaning and waste contract.

Strategic Pillars

Sustainability (continued)

People, community, and partnerships

Partnerships remain central to our sustainability approach. The cross-functional Electricity Committee brought together operational, infrastructure and sustainability expertise to improve metering, identify energy-efficiency opportunities and develop future solar projects.

We collaborated with the University of Otago and Queenstown Airport on the joint procurement of lower-emissions electricity. We also worked with electricity retailers, Aurora Energy and the Energy Efficiency and Conservation Authority on electricity supply, distributed generation and energy-efficiency opportunities.

Aviation sector collaboration also strengthened. The shared PACE platform provides a consistent basis for engaging with airlines, while

discussions with Menzies and others explored further electrification of ground-support equipment and greater use of terminal-supplied electricity in place of fuel combustion.

A Dunedin Airport representative was elected Co-Chair of the Otago Regional Council, Department of Conservation and Aukaha-led Taieri River catchment process. This provides an opportunity to contribute to collective catchment planning while ensuring the Airport's operational and long-term infrastructure requirements are represented.

Other community initiatives included developing the Silverstream School solar concept with Port Otago, participating in Dunedin Zero Carbon Alliance projects, and investigating local

carbon-removal opportunities with wider biodiversity, freshwater and community benefits.

Our approach also recognises that place, culture and long-term relationships are part of operating responsibly. Work with Te Rūnanga o Ōtākou, supported by Aukaha where appropriate, continues to inform how the Airport reflects the cultural significance of the land, shares local stories and strengthens its role as a gateway to the lower South Island.

These themes are explored further in the People and Partnerships sections of this report and in more detail within our 2026 Sustainability Report.

What's next

In FY26/27, our focus is on further embedding sustainability into core operations and business delivery.

We will continue reducing electricity demand through the existing terminal solar array, planned installations on the AvSec and Airport Emergency Services buildings, a potential farm solar project and further energy-efficiency improvements.

The Source Control Action Plan will consolidate freshwater information and establish priorities for monitoring and discharge reduction. Additional PFAS investigations, biodiversity planning, native planting and implementation of the Wānaka Wastebusters recommendations will also progress.

The Kirks Drain Road acquisition provides an opportunity to develop a more efficient, lower-emissions and lower-discharge farming operation while protecting land required for long-term Airport infrastructure.

We will also advance climate-risk and adaptation planning and continue developing local carbon-removal options through the Dunedin Zero Carbon Alliance.

Our direction remains clear: reduce the emissions we control, support reductions in the emissions we influence, strengthen environmental stewardship and build the Airport's long-term resilience and regional contribution.

Dunedin Airport Open Collection Award winner
Alex O'Hanagan, Hokonui Fashion Design Awards
Photo by Jackie Gay



Customer

Creating a welcoming, easy-to-use, and distinctly southern airport experience, shaped by the cultural narrative of our place, was a key focus for Dunedin Airport during FY25/26.

The completion of the Terminal Enhancement Project marked a significant step forward in how the terminal feels and functions. Building on the work signalled in last year's report, the project reconfigured the first-floor retail, hospitality, seating, and lounge areas to create a more open, comfortable, and intuitive passenger environment.

The project also strengthened the terminal's sense of place. Mana whenua narratives helped shape both the artworks and the wider design approach for Level 1, with Space Studio drawing on local landscape, colour, and the idea of arrival and departure. The result is a terminal environment more clearly anchored in Taiari and the wider lower South.

The completed space includes Xoë Hall's (Kāi Tahu, Te Rakiāmoa, Ngāi Te Ruahikihiki) large-scale Mauka Atua mural and Steve Solomon's (Kāi Tahu, Ngāti Whakaue, Ngāti

Pikiao, Te Whānau-ā-Apanui) carved kūwaha. Together, these works bring Kāi Tahu narratives into the passenger experience, reflecting the significance of Mauka Atua, the Taiari landscape, mahika kai, whakapapa, arrival, departure, and safe travel. They also help bring the whenua, stories, and cultural significance of the area into the passenger experience.

The project delivered two new food and beverage outlets operated by West End Hospitality Group: Fuel to Fly, a refreshed grab-and-go café, and Provenance, a full-service restaurant and bar showcasing local flavour and a more relaxed dining experience. Together, these changes have strengthened the overall customer experience and created a more flexible, welcoming Level 1 environment.

The new layout has opened up sight lines across Level 1, reduced clutter, and made it easier for passengers to understand the space when they

arrive at the top of the escalators. It has also created more places for people to sit, work, eat, wait, and relax. The former Discover Dunedin area has become a quieter space for passengers wanting to use laptops or take time away from busier parts of the terminal, while the wider seating layout helps the Customer Experience team identify and assist passengers who may need support.

Accessibility also remained an important part of the customer experience programme. Following an accessibility audit, a number of practical improvements were made, including new signage, an Access Zone in the baggage claim area, additional bathroom hooks, repositioned toilet paper dispensers to improve access to support rails, and quieter seating options for passengers who may benefit from lower-stimulation spaces. Further accessibility improvements are planned.

FY25/26 was also the first full financial year of regular Dunedin–Gold Coast services. For customers, this meant a more settled international travel experience, with continued access to Voyage Duty Free, international food and beverage services, refreshed airside retail, and terminal spaces better suited to trans-Tasman travellers. The timing and nature of the service also supported different passenger needs across the terminal, including longer dwell times, family and leisure travel, and use of food, beverage, retail, and car parking services.

Customer feedback remained positive during the refurbishment period and strengthened once the new spaces were complete. Monthly survey results showed customers continued to rate the airport highly for cleanliness and friendliness.

In May, the first full survey period after renovations were complete, the Facilities Net Promoter Score

was 36, while the Airport Promoter Score was +23. Feedback also showed appreciation for the refurbished terminal layout and the more open feel of the new Level 1 space.

A new customer feedback platform has helped the airport and its commercial partners better understand passenger sentiment more regularly. Feedback is now shared with relevant tenants each month, supporting a more responsive approach to service improvement. This work is still developing, but it gives the airport a stronger basis for identifying trends, responding to issues, and improving the experience over time.

Insights gathered during the year are also helping shape the next stage of customer experience work, including car park improvements, landside access, wayfinding, and terminal amenity. A new children's play space near Provenance is also planned for the next financial year.

While terminal activations were more limited during the refurbishment period, Dunedin Airport continued to support moments of community, care, and local creativity in the terminal. Charity collections included Daffodil Day, the Breast Cancer Foundation appeal, and the RSA's ANZAC Day red poppy appeal. The Artist in the Terminal programme also continued, with rotating quarterly exhibitions bringing local creativity into the passenger journey.

As we look ahead, our customer focus remains clear: making the airport easier to navigate, more comfortable to spend time in, more accessible for different passenger needs, and more reflective of the place it serves. The work completed this year provides a stronger foundation for a terminal experience that is welcoming, practical, and distinctly reflective of the lower South.

Angela Hoy

Customer Experience Team Member

For Angela Hoy, a good customer experience often starts with something simple: a friendly face, a calm voice, and a willingness to help.

Based in the terminal, Angela is part of the Customer Experience team supporting passengers between check-in and boarding, as well as those arriving at Dunedin Airport.

Her role is about helping people feel welcome, answering questions, keeping the terminal looking tidy, and making sure passengers can find what they need.

Some of the work happens in full view of travellers, from giving directions to helping someone feel calm when travel feels stressful. Other tasks happen quietly in the background. Behind the Information Counter, the team might be setting up meeting rooms, checking terminal facilities, helping keep shared spaces presentable, or updating the worksheets and systems that support the day-to-day running of the terminal.

For Angela, small moments can make a real difference. Whether it is directing passengers to the car rentals or taking time to reassure someone who feels unsure, the focus is always on helping passengers feel more confident and cared for.

Angela says passengers have responded very positively to the new terminal spaces following the Terminal Enhancement Project. She is also proud to be part of a team that works together and supports each other.

"A friendly face willing to advise and help can make a big difference to a passenger's airport experience."



Quickfire questions

Window or aisle?



Tea or coffee?



Cookie or chips?



Hand luggage or hold?



Fold or roll?



Headphones or chit-chat?



Neither.

Airplane mode or off?





Chief Executive Daniel De Bono speaking at the whakawātea for the completed Terminal Enhancement Project, Level 1



Completed Terminal Enhancement Project, Level 1:
Provenance restaurant and the new mural

Section 2

Annual Financial Statements

for the year ended
30 June 2026

Arrivals / Taunga mai						
FLIGHT NO.	FROM		SCHED.	STATUS	EST.	GATE
☪ SQ4500	Christchurch	Ōtautahi	13:50	RELAX	13:50	11
☪ VS7691	Auckland	Tāmaki Makaurau	14:25	RELAX	14:08	9
☪ NZ5755	Christchurch	Ōtautahi	16:20	RELAX	16:20	11
☪ NZ5683	Wellington	Te Whanganui-a-Tara	18:20	RELAX	18:20	11
Departures / Wehenga atu						
FLIGHT NO.	DESTINATION		SCHED.	STATUS	EST.	GATE
☪ NZ5752	Christchurch	Ōtautahi	14:20	CHECK-IN	14:20	8
☪ UA6732	Auckland	Tāmaki Makaurau	15:10	CHECK-IN	15:10	3
☪ NZ5742	Christchurch	Ōtautahi	16:50	RELAX	16:50	8
☪ QF8550	Christchurch	Ōtautahi	19:05	RELAX	19:05	8

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Statement of Service Performance

It is Dunedin Airport’s objective to be a successful business. This success is measured by setting a number of goals and objectives, identified at the start of each year. These objectives will be measurable, and our performance against these objectives will be reported annually.



Strategic Goal: Safety

To exceed expectations and never compromise on safety.

Objectives	Performance Measures	Update
Transform our approach to safety and security risk management	Nil Serious harm (as defined in the WorkSafe Accident and Accident Notification Definitions) to our staff, airports users or contactors	ACHIEVED There were no serious harm injuries during the 2026 financial year.
	Nil runway incursions	ACHIEVED There were no runway incursions during the 2026 financial year.
Promote and steward airport security	Achieve zero avoidable security incidents	ACHIEVED Forty-one breaches of the Dunedin Airport Safety and Security Rules were recorded during the year. However, none resulted in a Security Incident as defined in Civil Aviation Act Rule Part 12.
Enhance wildlife hazard management	Strike rate <5 strikes per 10,000 on 12-month moving average	ACHIEVED The 12-month moving average as of 30 June 2026 was 5.0*, with a low and downward Incident Rate Trend. *These statistics are based upon DIAL Wildlife Hazard Management data, which collates information from Airways, Airlines, CAA, and internal sources, to avoid conflicting/duplicate reports.



Strategic Goal: Sustainability

To be considered one of Aotearoa New Zealand's most sustainable airports.

Objectives	Performance Measures	Update
Increase waste diversion from landfill	Increase year-on-year waste diversion rate	NOT ACHIEVED Last year, total waste volume was 110.8 tonnes, with 21.1 tonnes being diverted from landfill reflecting a 19.1% diversion rate. FY26 represents a marginal decrease in the diversion rate.
Provide transparent and authentic sustainability disclosures	Prepare and disclose our Greenhouse Gas Emissions Inventory in an Annual Sustainability Report	ACHIEVED FY26 GHG inventory has been prepared and publicly disclosed as a standalone document alongside the 2026 Sustainability Report: see the Greenhouse Gas Emissions Inventory Report at dunedinairport.co.nz/corporate
	Obtain Level 4 Airport Carbon Accreditation from Airports Council International	ACHIEVED Level 4 approval from Airports Council International received 10 September 2025.



Strategic Goal: Infrastructure

To be a world-class small airport, for a world-class small city.

Objectives	Performance Measures	Update
Maintain our assets to ensure no delays caused by DIAL to scheduled passenger operations	Zero on-time performance delays to regular passenger transport operations due to airport owned infrastructure	NOT ACHIEVED Air New Zealand reported seven delays to regular passenger transport operations due to Dunedin Airport owned infrastructure. One due to an airbridge malfunction, three due to baggage system malfunctions, one due to an issue with a security gate delaying refuelling, and two due to an urgent repair needed on the runway. Jetstar reported no delays due to infrastructure owned by Dunedin Airport.
With shareholder endorsement, develop a visionary airport master plan that incorporates aviation flight forecasting, climate change resilience and adaptation considerations, and critical planning for the airport campus utilities.	Completion of Strategic Airport Development Framework	ACHIEVED The Aviation Masterplan was completed and is supported by a suite of related planning documents, including the Climate Risk and Flood Hydrology Study, the Asset Management Plan, and infrastructure-specific planning studies.



Strategic Goal: Network

To nurture, expand, and grow the network.

Objectives	Performance Measures	Update
Work to ensure Dunedin remains a well-connected gateway, benefiting both the community and the broader regional economy	Year-on-year improvement in passenger volumes	ACHIEVED Passenger volumes increased by 22,887 (2.7%) during the 2026 financial year to 876,699.
	New regional connections	NOT ACHIEVED No new domestic air route was added to our network.



Strategic Goal: Customer

To deliver world-class customer service.

Objectives	Performance Measures	Update
Enhance commercial performance	Year-on-year increase in net Passenger Spend Rate	ACHIEVED Passenger Spend Rate increased by \$2.20 (8.2%) during the 2026 financial year to \$29.04.
	Year-on-year increase in net Income per Passenger	ACHIEVED Income per Passenger increased by \$0.46 (6.8%) during the 2026 financial year to \$7.19.
	Exceed budget in Earnings Before Interest, Tax, Depreciation, Amortisation, Fair Value Movements (EBITDAF) per passenger	NOT ACHIEVED For the year ended 30 June 2026, EBITDAF per passenger decreased by \$0.06 (0.4%) to \$13.27
Improve customer experience for all airport users	Undertake a critical review of the entire airport to ensure we provide a welcoming, dignified and inclusive airport experience for people of all abilities	ACHIEVED An independent accessibility audit was completed, providing a clear roadmap of short, medium and long-term improvements to create a more welcoming, dignified and inclusive airport experience for people of all abilities.
	Measure customer satisfaction through survey tools and feedback mechanisms	ACHIEVED Customer satisfaction is measured through a continuous airport survey, with feedback analysed and reported quarterly to identify trends, understand the passenger experience and guide ongoing improvements.



Strategic Goal: Partnerships

To develop and strengthen our partnerships.

Objectives	Performance Measures	Update
Continually develop the strength and transparency of our relationships	Achieve an overall engagement score of over 90% in our annual stakeholder engagement surveys	NOT ACHIEVED While the 90% target was not achieved, stakeholders provided positive feedback on how Dunedin Airport continues to partner, communicate and engage.
	Invest up to a total of \$40,000 in the 2026 financial year in sponsorship and donations	NOT ACHIEVED Invested \$35,750 in sponsorships and donations for FY26.
	Work with DCHL on aligning our sponsorship policy with the DCC's strategic framework	ACHIEVED There was no divergence between Dunedin Airports sponsorship policy and the DCC's strategic framework.
Drive meaningful engagement with mana whenua	Develop a cultural narrative	ACHIEVED In partnership with Aukaha, a cultural narrative document was produced. This was also in conjunction with the terminal redevelopment work that incorporated design principles of manaakitaka.



Chief Executive Daniel De Bono with Dunedin Mayor Sophie Barker and Te Rūnanga o Ōtākou representative Paulette Tamati-Elliffe (Kāi Te Pahi, Kāi Te Ruahikihiki (Ōtākou), Te Ātiawa, Ngāti Mutunga)



Customer Experience team member Angela Hoy handing out a Hidden Disabilities Sunflower lanyard.



Strategic Goal: People

Our people are our most important asset.

Objectives	Performance Measures	Update
Be a great place to work with a high-performing team that understands our goals and the role they play	Conduct comprehensive staff engagement surveys annually, with the target of achieving an engagement score of over 85%	ACHIEVED The Staff Engagement Survey showed 88% of team members felt engaged at Dunedin Airport, and 94% felt the airport takes employee health and wellbeing into account consistently.
	Maintain a rate of unplanned employee absenteeism of 3% or less	ACHIEVED Average employee absenteeism was 1.9%
Build our employment brand	Reduce the time it takes to fill employment vacancies to less than 30 days	ACHIEVED Average time to fill was 23 days.

TREND STATEMENT

For the year-ended 30 June

	2026	2025	2024	2023	2022
Revenue	\$000	\$000	\$000	\$000	\$000
Operating Revenue:					
Airport services revenue	17,306	17,173	14,461	14,152	7,806
Percentage of Total Revenue	69.2%	71.3%	68.2%	68.5%	59.0%
Non-passenger services revenue	7,398	6,519	6,605	6,253	5,563
Percentage of Total Revenue	29.6%	27.1%	31.1%	30.3%	42.1%
Interest income	56	94	133	99	12
Dividend income	175	145	128	57	47
(Loss)/Gain on sale of assets	186	(258)	(34)	(1)	(5)
(Loss)/Gain on investments	(97)	413	(76)	88	(201)
Total revenue	25,024	24,086	21,217	20,648	13,222
Percentage movement from prior year	3.9%	13.5%	2.8%	56.2%	(9.5%)
Surplus before tax	2,330	6,172	5,350	5,927	748
Percentage movement from prior year	(62.2%)	15.4%	(9.7%)	692.4%	(75.0%)
Shareholders' equity	95,759	95,655	88,685	85,431	82,097
Comprehensive Income as percentage of Shareholders' equity	1.8%	12.7%	6.5%	5.1%	13.7%
Dividends paid	1,600	5,136	2,500	1,023	624
Dividend rate cents per share	18.18	58.36	28.41	11.63	7.1
Capital expenditure	22,599	14,958	3,920	4,660	893
Net operating cashflow	11,497	8,163	7,136	9,263	3,827
Net asset backing per share	\$10.88	\$10.87	\$10.08	\$9.70	\$9.33
Equity ratio	61.7%	66.9%	71.7%	74.6%	72.0%

STATEMENT OF COMPREHENSIVE INCOME

For the year-ended 30 June

	Notes	2026 \$000	2025 \$000
Operating revenue	4	24,704	23,692
Interest received		56	94
Dividend received		175	145
(Loss)/gain on investment		(97)	413
Gain/(loss) on sale of property, plant & equipment		186	(258)
Total revenue		25,024	24,086
Directors fees		160	127
Finance costs – interest expense		950	589
Depreciation	3	6,302	4,868
Loss on revaluation of infrastructure assets		-	37
Wages and salaries		4,725	4,459
Amortisation	13	92	-
Impairment of Contract Assets	13	185	-
Loss on overlay of runway	3	1,736	-
Other operating expenses		8,544	7,834
Total expenses		22,694	17,914
Operating surplus before income tax		2,330	6,172
Income tax expense	5	677	1,570
Operating (deficit)/surplus after income tax		1,653	4,602
Other comprehensive income			
<u>Items that may be subsequently reclassified to profit and loss:</u>			
Cash flow hedges gain/(loss) taken to hedge reserve		71	(193)
Income tax on these items including prior period adjustments		(20)	54
<u>Items that will not be subsequently reclassified to profit and loss:</u>			
Gain on revaluation of property, plant and equipment		-	10,630
Income tax on these items including prior period adjustments		-	(2,987)
Total comprehensive income		1,704	12,106

This statement is to be read in conjunction with the notes on pages 39 to 52

STATEMENT OF CHANGES IN EQUITY

For the year-ended 30 June

	Notes	2026	2025
		\$000	\$000
Equity at the beginning of the year		95,655	88,685
Comprehensive income		1,704	12,106
Transactions with owners			
- Dividend paid		(1,600)	(5,136)
Closing equity		95,759	95,655

This statement is to be read in conjunction with the notes on pages 39 to 52

BALANCE SHEET

As at 30 June

	Notes	2026 \$000	2025 \$000
Shareholders' equity			
Share capital	6	8,800	8,800
Hedge reserve	7a	-	(51)
Revaluation reserve	7b	60,240	62,503
Retained earnings	8	26,719	24,403
		95,759	95,655
Current liabilities			
Trade & other payables	9	5,383	4,723
Other liabilities		28	33
Tax payable/(receivable)	5a	(118)	783
Employee entitlements		783	632
Hedge derivatives	15a	-	71
		6,076	6,242
Non-current liabilities			
Term loans	11	30,200	17,750
Deferred taxation	5b	23,243	23,251
		53,443	41,001
Total equity & liabilities		155,278	142,898
Represented by:			
Current assets			
Trade & other receivables	12	2,104	2,147
Prepayments		1	5
Cash & cash equivalents	10	281	1,534
Stock on hand	14	166	128
Contract assets	13	-	158
		2,552	3,972
Non-current assets			
Property, plant & equipment	3	151,462	137,314
Contract assets	13	-	315
Investments	16	1,040	1,137
Deferred taxation	5b	224	160
Hedge derivatives	15a	-	-
		152,726	138,926
Total assets		155,278	142,898

Authorised for and on behalf of the directors.


C Hopkins
Chairperson
24 September 2026


C Taylor
Director
24 September 2026

This statement is to be read in conjunction with the notes on pages 39 to 52

STATEMENT OF CASHFLOWS

For the year-ended 30 June

	Notes	2026	2025
		\$000	\$000
Cash flow from operating activities			
Cash was provided from:			
Receipts from customers		26,883	23,540
Interest received		56	94
Dividend received		175	145
Cash was applied to:			
Payments to suppliers		8,528	8,288
Payments to employees		4,471	4,292
Interest paid		950	589
Taxation paid		1,668	2,447
Net cash flows from operating activities		11,497	8,163
Cash flows from investing activities			
Cash was provided from:			
Sale of property, plant and equipment		215	-
Cash was applied to:			
Purchase of property, plant and equipment		23,815	12,533
Net cash flows from investing activities		(23,600)	(12,533)
Cash flows from financing activities			
Cash was provided from:			
Loan drawdown		14,450	9,000
Cash was applied to:			
Loan repayment		2,000	1,750
Dividends paid		1,600	5,135
Net cash flows from financing activities		10,850	2,115
Net increase/(decrease) in cash held		(1,253)	(2,255)
Plus opening cash brought forward		1,534	3,789
Cash & cash equivalents held 30 June	10	281	1,534

This statement is to be read in conjunction with the notes on pages 39 to 52

NOTES TO FINANCIAL STATEMENTS

For the year-ended 30 June 2026

1. REPORTING ENTITY

The financial statements presented here are for the reporting entity Dunedin International Airport Limited (the Company).

The Company was established under the Airport Authorities Act 1966 and incorporated in New Zealand under the Companies Act 1993. The Company is a Council Controlled Trading Organisation as defined in the Local Government Act 2002. The financial statements have been prepared in accordance with the requirements of the Local Government Act 2002.

These financial statements are presented in New Zealand dollars because that is the currency of the primary economic environment in which the Company operates. The financial statements are rounded to the nearest thousand (\$'000).

Revenue, expenses, assets and liabilities are recognised net of the amount of goods and services tax (GST), except for trade receivables and trade payables which are recognised inclusive of GST.

2. SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting

Under the Accounting Standards Framework, the Company is eligible to apply Tier 2 For-profit Accounting Standards (New Zealand equivalents to International Financial Reporting Standards – Reduced Disclosure Regime ('NZ IFRS RDR')) on the basis that it does not have public accountability and is not a large for-profit public sector entity. Therefore, these financial statements have been prepared in accordance with generally accepted accounting practice in New Zealand and comply with NZ IFRS RDR.

The financial statements have been prepared on the historical cost basis, except for the revaluation of certain financial instruments and certain items of property, plant and equipment.

The accounting policies are set out in the individual notes below and have been applied consistently to all periods in these financial statements.

New Standards, Interpretations and Amendments Adopted by the Company

Dunedin International Airport Limited has not applied any new standards and amendments for the first time in the financial statements for the period commencing 1 July 2025.

3. PROPERTY, PLANT & EQUIPMENT

Property, Plant and Equipment are those assets held by the Company for the purpose of carrying on its business activities on an ongoing basis.

Land, buildings, runway, apron, and taxiways are stated in the balance sheet at their revalued amounts, being the fair value at the date of revaluation, less any accumulated depreciation and subsequent impairment losses. Revaluations are performed with sufficient regularity such that the carrying amounts do not differ materially from those that would be determined using fair values at the balance sheet date.

Any revaluation increase is recognised in other comprehensive income and accumulated in the Revaluation Reserve, except to the extent that it reverses a revaluation decrease for the same asset previously recognised in profit or loss, in which case the increase is credited to profit or loss to the extent of the decrease previously charged. A decrease in the carrying amount arising on the revaluation is charged to profit or loss to the extent that it exceeds the balance, if any, held in the properties revaluation reserve relating to a previous revaluation of that asset.

Plant and equipment, office equipment and motor vehicles are stated at cost less any subsequent accumulated depreciation and any accumulated impairment losses.

Self-constructed assets include the direct cost of construction including borrowing costs to the extent that they relate to bringing the Property, Plant and Equipment to the location and condition for their intended service.

Depreciation is charged so as to write off the cost of assets, other than land and capital work in progress. Rates used have been calculated to allocate the asset's cost less estimated residual value over their estimated remaining useful lives. Depreciation of capital work in progress commences when the assets are ready for their intended use.

Where parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items of property, plant and equipment.

Depreciation rates and methods used are as follows:

	Rate	Method
Land and land improvements	0% - 12.5%	DV & SL
Runway, apron and taxiway	0% - 13.9%	DV & SL
Buildings	1% - 40%	DV & SL
Plant & Equipment	2% - 67%	DV & SL
Motor Vehicles	7% - 25%	DV & SL

An item of property, plant and equipment is derecognised upon disposal or when no future economic benefits are expected to arise from the continued use of the asset. Any gain or loss arising on derecognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the item) is included in profit or loss in the year the item is derecognised.

- (a) Land, airside pavements, roading, and dairy farm plant and equipment were revalued at 30 June 2024 by independent registered valuers, CBRE Limited and WSP New Zealand Limited.

The total fair value of these assets at 30 June 2024, the effective date of the revaluation, was **\$52,257,300**. Land was valued by reference to market sales, market comparison and investment valuation. The specialised assets being runway, taxiways, aprons and infrastructure assets were valued using the Optimised Depreciated Replacement Cost (O.D.R.C.) methodology.

- (b) Buildings were revalued at 31 May 2025 by independent registered valuers, CBRE Limited and WSP New Zealand Limited.

The total fair value of these assets at 31 May 2025, the effective date of the revaluation, was **\$66,238,051**. Buildings were valued by using the Optimised Depreciated Replacement Cost (O.D.R.C.) methodology.

Loss on Overlay of Runway

During the year, the Company completed an overlay of the centre section of the runway. The works involved the removal and replacement of existing pavement layers. At the time of the previous runway revaluation, depreciation had been accelerated for the base course then expected to be replaced. During construction, an additional underlying base course was also removed. As this had not been anticipated at the time of the revaluation, its remaining useful life had not been shortened and a carrying value remained at the date of disposal. The remaining carrying value was derecognised, resulting in the loss on overlay recognised during the year.

	Land and Land Improvements	Land and Improvements Subject to Lease	Runway, Apron, Taxiway	Buildings	Buildings Subject to Lease	Plant & Equipment	Dairy Farm Plant and Equipment	Office Equipment	Motor Vehicles	WIP	Total
(a) 2026											
Cost or Valuation	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Balance at beginning of period	21,648	1,066	29,168	49,907	16,707	11,997	626	972	3,416	10,583	146,090
Purchases	2,623	-	-	970	-	582	87	42	-	18,295	22,599
Transfers	-	-	14,159	2,527	2,906	5,251	-	11	182	(25,036)	-
Revaluations	-	-	-	-	-	-	-	-	-	-	-
Reclassifications	-	-	-	768	(765)	(4)	-	-	-	-	(1)
Disposals	-	-	(2,069)	(2)	-	(484)	(3)	(200)	(120)	(385)	(3,263)
Balance at end of period	24,271	1,066	41,258	54,170	18,848	17,342	710	825	3,478	3,457	165,425
Accumulated Depreciation											
Balance at beginning of period	146	-	1,333	196	56	5,690	60	530	765	-	8,776
Depreciation	140	-	1,609	1,815	601	1,647	65	156	269	-	6,302
Revaluations	-	-	-	-	-	-	-	-	-	-	-
Reclassifications	-	-	-	(1)	(1)	(2)	-	-	-	-	(4)
Disposals	-	-	(364)	-	-	(456)	-	(200)	(91)	-	(1,111)
	286	-	2,578	2,010	656	6,879	125	486	943	-	13,963
Balance at end of period	23,985	1,066	38,680	52,160	18,192	10,463	585	339	2,535	3,457	151,462

	Land and Land Improvements	Land and Improvements Subject to Lease	Runway, Apron, Taxiway	Buildings	Buildings Subject to Lease	Plant & Equipment	Dairy Farm Plant and Equipment	Office Equipment	Motor Vehicles	WIP	Total
(b) 2025											
Cost or Valuation	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Balance at beginning of period	21,583	1,066	29,004	45,608	15,488	8,623	621	663	3,153	1,159	126,968
Purchases	66	-	214	319	-	591	4	273	167	13,324	14,958
Transfers	-	-	17	646	99	2,789	-	65	96	(3,712)	-
Revaluations	-	-	-	3,497	1,180	-	-	-	-	-	4,677
Reclassifications	(1)	-	(1)	6	(7)	(3)	3	-	-	-	(3)
Disposals	-	-	(66)	(169)	(53)	(3)	(2)	(29)	-	(188)	(510)
Balance at end of period	21,648	1,066	29,168	49,907	16,707	11,997	626	972	3,416	10,583	146,090
Accumulated Depreciation											
Balance at beginning of period	13	-	6	2,992	1,169	4,764	-	432	515	-	9,891
Depreciation	134	-	1,330	1,502	535	932	60	125	250	-	4,868
Revaluations	-	-	-	(4,303)	(1,612)	-	-	-	-	-	(5,915)
Reclassifications	(1)	-	-	30	(28)	(6)	-	1	-	-	(4)
Disposals	-	-	(3)	(25)	(8)	-	-	(28)	-	-	(64)
	146	-	1,333	196	56	5,690	60	530	765	-	8,776
Balance at end of period	21,502	1,066	27,835	49,711	16,651	6,307	566	442	2,651	10,583	137,314



OPERATING REVENUE

The Company recognises revenue from the following major sources:

- o Airport Services
- o Fuel and Non-Fuel Sales
- o Milk Sales
- o Operating Lease Rental Revenue

Airport Services

Airport services revenue consists of the following components:

1) Landing Charges and Departure Fees:

Landing charges are charged on a per passenger or airplane weight basis for landing and disembarking the airport. The charges cover runway costs, airport services and other miscellaneous services that the Company is required to provide while a plane is on the ground under civil aviation rules. Revenue is recognised net of any rebates paid to airlines under incentive agreements. The revenue earned is recognised over-time due to the counterparty simultaneously receiving the benefit as the Company provides the services.

Revenue is recognised on a constrained basis where there is uncertainty over whether all performance obligations will be met. As at balance date, if it is not considered highly probable that the full contractual revenue will be retained, revenue will be recognised only to the extent that reversal is not considered probable.

2) Car Parking:

Revenue from car parking is earned by charging customers a fee for the use of the airport carpark. The fee is based on a tiered system where the charge per day varies depending on the length of stay. The revenue earned meets the criteria to be recognised over-time as the customer simultaneously receives the benefit of using the carpark as the service is provided.

Fuel and Non-Fuel Sales:

Revenue from fuel and non-fuel sales is earned through petrol & other miscellaneous sales (net of any discounts) from the petrol station owned by the Company. Revenue is recognised at the point in time control transfers to the customer, being when the customer pays for the fuel purchased.

Milk Sales:

The Company owns two dairy farms that sell milk to Fonterra. Revenue is based on the farm gate milk price at the time of sale applied to the quantity of milk supplied. Revenue is recognised at the point in time at which control of the product passes to Fonterra, being when the milk is loaded into the tanker.

Operating Lease Rental:

Rental income from operating leases is recognised on a straight-line basis over the term of the relevant lease. Initial direct costs incurred in negotiating and arranging a lease are added to the carrying amount of the leased asset and recognized on a straight-line basis over the lease term.

Interest income is accrued on a time basis, by reference to the principal outstanding and at the effective interest rate applicable, which is the rate that exactly discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount.

Dividend income from investments is recognised when the shareholders' rights to receive payment have been established.

	2026 \$000	2025 \$000
Revenue from Contracts with Customers:		
Over Time:		
Airport Services Revenue	17,306	17,173
Point in time:		
Fuel and Non-Fuel Sales	998	918
Milk Sales	1,492	1,461
Total Revenue from Contracts with Customers	19,796	19,552
Other Income:		
Operating Lease Rental (including overhead recoveries)	4,325	4,086
Other Revenue	583	54
Total Operating Revenue	24,704	23,692

5. TAXATION

The tax expense represents the sum of the tax currently payable and deferred tax.

The tax currently payable is based on taxable profit for the year. Taxable profit differs from net profit as reported in the income statement because it excludes items of income or expense that are taxable or deductible in other years and it further excludes items that are never taxable or deductible. The Company's liability for current tax is calculated using tax rates that have been enacted by the balance sheet date.

a) Income tax

Operating surplus/(deficit) before income tax	2,330	6,172
Taxation @ 28%	652	1,728
<i>Plus / (Less) the tax effect of differences</i>		
Non-deductible expenses	161	6
Non-assessable income	(164)	-
Gain/(loss) on investments	(27)	(116)
Disestablishment of Tax Depreciation on Buildings	-	18
Imputation credits	(68)	-
Unwind of unrecognised timing differences on buildings	47	-
Prior period adjustment	22	(66)
Income tax expense/(credit)	677	1,570
Effective tax rate	29.0%	25.4%
Represented by		
Current tax provision	767	2,349
Deferred tax provision	(90)	(779)
Income tax expense/(credit)	677	1,570

b) Provision for Tax

Balance at beginning of year	(783)	(882)
Current tax provision	(832)	(2,437)
Imputation credits	68	-
Provisional tax paid	1,668	2,447
Prior period adjustment	(3)	89
Balance at 30 June	118	(783)

c) Deferred Tax

Deferred tax is the tax expected to be payable or recoverable on differences between the carrying amounts of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit, and is accounted for using the balance sheet liability method. Deferred tax liabilities are generally recognised for all taxable temporary

differences and deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which deductible temporary differences can be utilised. Such assets and liabilities are not recognised if the temporary difference arises from goodwill or from the initial recognition (other than in a business combination) of other assets and liabilities in a transaction that affects neither the tax profit nor the accounting profit.

Deferred tax liabilities are recognised for taxable temporary differences arising on investments in subsidiaries and associates, and interests in joint ventures, except where the Company is able to control the reversal of the temporary difference and it is probable that the temporary difference will not reverse in the foreseeable future.

The carrying amount of deferred tax assets is reviewed at each balance sheet date and reduced to the extent that it is no longer probable that sufficient taxable profits will be available to allow all or part of the asset to be recovered.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled, or the asset is realised. Deferred tax is charged or credited in the income statement, except when it relates to items charged or credited directly to equity, in which case the deferred tax is also dealt with in equity.

	Opening	Charged	Charged	Prior Period		Closing Balance Sheet	
	Balance	to Equity	to Income	Adjustment	Assets	Liabilities	Net
2026 (\$000)							
Property, plant and equipment	(23,248)	-	17	(11)	-	(23,243)	23,243
Employee benefits	138	-	20	(10)	150	-	150
Provisions	-	-	72	2	74	-	74
Revaluations of interest rate swaps	20	(20)	-	-	-	-	-
Prepayments	(1)	-	1	-	-	-	-
Balance at 30 June	(23,091)	(20)	110	(19)	224	(23,243)	23,467

	Opening	Charged	Charged	Prior Period		Closing Balance Sheet	
	Balance	to Equity	to Income	Adjustment	Assets	Liabilities	Net
2025 (\$000)							
Property, plant and equipment	(21,033)	(2,987)	779	(9)	-	(23,249)	(23,249)
Employee benefits	93	-	60	(13)	140	-	140
Provisions	42	-	(41)	(1)	-	-	-
Revaluations of interest rate swaps	(34)	54	-	-	20	-	20
Prepayments	(5)	-	3	-	-	(2)	(2)
Balance at 30 June	(20,937)	(2,933)	801	(23)	160	(23,251)	(23,091)

EQUITY – SHARE CAPITAL

Equity instruments issued by the Company are recorded at the proceeds received, net of direct issue costs.

Issued Capital

8,800,000 (2025: 8,800,000) ordinary authorised and issued shares.

All shares have equal voting rights and share equally in dividends and any surplus on winding up. There are no par values for these shares.

	2026	2025
	\$000	\$000
7. RESERVES		
a) Hedge Reserve		
Balance at beginning of year	(51)	88
Cash flow hedges (loss)/gain	71	(193)
Net movement in deferred tax arising on hedges	(20)	54
Balance at 30 June	-	(51)

The hedge reserve comprises the effective portion of the cumulative net change in the fair value of the cash flow hedging instruments relating to interest payments that have not yet occurred.

	2026 \$000	2025 \$000
b) Revaluation Reserve		
Balance at beginning of year	62,503	55,046
Revaluations included in comprehensive income	-	10,630
Net movement in deferred tax arising on revaluations	-	(2,987)
Transfer to Retained Earnings on disposal of property, plant and equipment	(2,263)	(186)
Balance at 30 June	60,240	62,503

The revaluation reserve arises on the revaluation of land, buildings, airside pavements and certain plant and equipment. Where revalued assets are sold or disposed of, the portion of the properties revaluation reserve that relates to that asset, and is effectively realised, is transferred directly to retained earnings.



RETAINED EARNINGS

Balance at beginning of year	24,403	24,751
Operating (deficit)/surplus after income tax	1,653	4,602
Dividends paid	(1,600)	(5,136)
Transfer from Revaluation Reserve on disposal of property, plant and equipment	2,263	186
Balance at 30 June	26,719	24,403



TRADE & OTHER PAYABLES

Trade payables are initially measured at fair value and subsequently measured at amortised cost using the effective interest rate method. Trade payables are unsecured and are usually paid within 30 days of recognition.

Trade payables	2,534	3,759
Accruals	2,859	964
Balance at 30 June	5,383	4,723

10. CASH

In the statement of cashflows, cash and cash equivalents includes cash on hand, deposits held at call with banks, other short term highly liquid investments with original maturities of three months or less and bank overdrafts. In the balance sheet, bank overdrafts are shown within borrowings in current liabilities.

Cash floats	6	6
Westpac cheque account	275	1,528
Balance at 30 June	281	1,534

The carrying amount of cash assets approximates their fair value.

11. TERM LOANS

Term loans are initially recorded at fair value net of directly attributable transaction costs and subsequently measured at amortised cost using the effective interest method.

Finance charges, premiums payable on settlement or redemption and direct costs are accounted for on an accrual basis to profit or loss using the effective interest method and are added to the carrying amount of the instrument to the extent that they are not settled in the period in which they arise.

Borrowing costs directly attributable to the acquisition, construction or production of a qualifying asset (i.e. an asset that necessarily takes a substantial period to get ready for its intended use or sale) are capitalised as part of the cost of that asset. All other borrowing costs are expensed in the period they occur. Borrowing costs consist of interest and other costs that an entity incurs in connection with the borrowing of funds.

	2026 \$000	2025 \$000
Multi option credit facility	30,200	17,750
Balance at 30 June	30,200	17,750
Classified as:		
Current liability	-	-
Non-current liability	30,200	17,750
Balance at 30 June	30,200	17,750

- (a) Westpac has provided a multi option credit line (MOCL) facility of \$68,300,000 with a maturity date of 30 November 2027.

Interest is payable on the drawn down balance at BKBM plus a 1.0% margin (to the extent the Company does not have an interest rate swap – see Note 15).

The Westpac Banking Corporation holds as security for the advances a first mortgage over the property of the Company and a negative pledge over all other assets. The Company uses interest rate swaps to manage its exposure to interest rate movements. These are detailed in Note 15.

- (b) Financial banking covenant relating to the facility is:

Earnings Ratio:

Earnings (net profit before funding costs, income tax, depreciation, extraordinary for the relevant financial year but after any payments and other benefits to directors and Shareholders) > 1.75 times funding costs.

Reconciliation to Cashflows from Financing Activities

Opening Balance	17,750	10,500
Net loans drawdown/(repayment)	12,450	7,250
Movement in fair value	-	-
Closing Balance	30,200	17,750

12. TRADE & OTHER RECEIVABLES

Trade and other receivables are initially recognised at fair value and subsequently measured at amortised cost using the effective interest method, less any provision for expected credit losses. The Company applies the simplified approach to measuring expected credit losses which uses a lifetime expected credit loss allowance. The measurement of expected credit losses is a function of the probability of default, loss given default and the exposure at default.

The expected credit losses on trade and other receivables are estimated using a provision matrix by reference to past default experience of the debtor and an analysis of the debtor's current financial position, adjusted for factors that are specific to the debtors, general economic conditions of the industry in which the debtors operate and an assessment of both the current as well as the forecast direction of conditions at the reporting date.

The allowance recognised is measured as the difference between the asset's carrying amount and the present value of estimated future cash flows discounted at the effective interest rate computed at initial recognition.

Payment terms are typically the 20th day of the month following invoice date.

	2026 \$000	2025 \$000
Trade Receivables	2,024	1,733
Provision for Expected Credit Losses	(260)	-
GST Receivable	340	414
Balance at 30 June	2,104	2,147

As at balance date, an assessment was undertaken on trade debtors to assess customers' ability to meet repayments including a high-level assessment on the ability to trade in the future. As a result of this assessment, the Company increased the provision for expected credit losses to **\$260,000** (2025: \$Nil).

13. CONTRACT ASSETS

Costs incurred to fulfil a customer contract are recognised as an asset when they relate directly to a specific contract, generate resources expected to be used to satisfy performance obligations in the future, and are expected to be recovered. Such costs are amortised on a systematic basis consistent with the pattern of transfer of goods or services to the customer and are assessed annually for impairment.

The Company has recognised a contract asset representing establishment costs recharged by the NZ Ministry for Primary Industries and NZ Customs in connection with the recommencement of international flight services.

These costs have been capitalised in accordance with NZ IFRS 15 as costs to fulfil a contract and are being amortised over the estimated minimum 3-year contract term.

Opening Balance	473	-
International services re-establishment costs	(196)	473
Amortisation	(92)	-
Impairment	(185)	-
Closing Balance	-	473
Classified as:		
Current asset	-	158
Non-current asset	-	315
Balance at 30 June	-	473

During the year, the Company impaired the remaining carrying value of the international services re-establishment contract asset. The impairment reflects management's assessment that the remaining expected recoverable amount of the asset no longer supports its carrying value.

14. STOCK ON HAND

Stock on hand represents:

- o Petrol stock for the Momona Garage - valued at the lower of cost (using the FIFO method) and net realisable value.
- o Replacement parts stock for airfield ground lighting assets - valued at the lower of cost (using the FIFO method) and net realisable value.
- o Diesel stock for use in airport infrastructure and vehicles - valued at the lower of cost (using the FIFO method) and net realisable value.

Any write-down from cost to net realisable value is recognised in the surplus or deficit in the period of the write-down.

	2026 \$000	2025 \$000
Opening Balance	128	26
Purchases	970	962
Cost of Sales (Included within Other Operating Expenditure)	(932)	(860)
Closing Balance	166	128

15. FINANCIAL RISK MANAGEMENT

a) Interest Rate Risk

The Company's activities expose it primarily to the financial risks of changes in interest rates resulting in variation of cash flows on floating rate debt. The Company uses interest rate swaps to manage its exposure to interest rate movements on its multi option facility borrowings by swapping a proportion of those borrowings from floating rates to fixed rates. These interest rate swap contracts have been designated as cash flow hedges.

The use of financial derivatives of the Company is governed by the interest rate hedge accounting policy approved by the Board of Directors. The policies provide written principles on the use of financial derivatives.

Derivative financial instruments are recognised initially at fair value. Subsequent to initial recognition derivative financial instruments are remeasured to fair value. Fair value is derived from inputs other than quoted prices that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).

Changes in the fair value of derivative financial instruments that are designated and effective as hedges of future cash flows are recognised directly in equity and the ineffective portion is recognised immediately in the Income Statement. For a cash flow hedge amounts deferred in equity are recognised in the Income Statement in the same period in which the hedged item affects net profit or loss.

Changes in the fair value of derivative financial instruments that do not qualify for hedge accounting are recognised in the Income Statement as they arise.

Hedge accounting is discontinued when the hedging instrument expires or is sold, terminated, or exercised, or no longer qualifies for hedge accounting. At that time, any cumulative gain or loss on the hedging instrument recognised in equity is retained in equity until the forecasted transaction occurs. If a hedged transaction is no longer expected to occur, the net cumulative gain or loss recognised in equity is transferred to the Income Statement for the period.

Derivatives embedded in other financial instruments or other host contracts are treated as separate derivatives when their risks and characteristics are not closely related to those of host contracts and the host contracts are not carried at fair value with unrealised gains or losses reported in profit or loss.

Interest rate swaps		
- maturing less than 1 year	-	(71)
- maturing 1 to 5 years	-	-
Balance at 30 June	-	(71)

b) Categories of Financial Assets and Financial Liabilities

	2026 \$000	2025 \$000
Financial Assets at amortised cost:		
Trade & other receivables	2,104	2,147
Cash & Cash Equivalents	281	1,534
Financial Assets at fair value through profit or loss:		
Investments	1,040	1,137
Financial Assets at fair value through other comprehensive income:		
Derivative Financial Instruments in Hedge Accounting Relationships	-	(71)
Financial Liabilities at Amortised Cost:		
Term Loans	30,200	17,750
Trade & Other payables (excluding GST)	5,383	4,723

Management consider all financial assets and financial liabilities carrying values to closely approximate fair value.

16. INVESTMENTS

Investments in equity securities are recognised as financial assets at fair value through profit or loss. Fair value is derived from quoted prices (unadjusted) in active markets for identical assets or liabilities. Any resultant gains or losses are recognised in profit or loss.

Dividend income from investments is recognised when the shareholders' rights to receive payment have been established.

Non-current investments

Shares at market value in farmer cooperative companies involved with dairy farm companies	1,040	1,137
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Of this sum **\$1,002,000** (2025: \$1,100,000) is represented by shares in Fonterra Co-operative Group. These shares are required to be held by the Company based on production and can only be realised when production reduces, or the Company ceases dairying operations.

17. CONTINGENT LIABILITIES

There were no contingent liabilities outstanding at 30 June 2026 (2025: \$Nil).

18. CAPITAL COMMITMENTS

At balance date, the Company had entered into contracts for capital expenditure totalling \$507,000 (2025: \$3,697,000) which have not been recognised as liabilities in the financial statements.

These commitments relate primarily to the following major projects:

Project Description	Committed Amount (\$000)	Spend to 30 June 2026 (\$000)	Remaining Commitment (\$000)
Runway Lighting Upgrade	\$387	-	\$387
Constant Current Regulator Replacement	\$53	-	\$53
Precision Approach Path Indicator Installation	\$129	(\$117)	\$12
Stormwater Station Switchboard Upgrade	\$29	-	\$29
Rooftop Solar Installation	\$56	(\$28)	\$28
Total Commitments	\$654	(\$145)	\$509

These commitments will be funded through a combination of operating cash flows and existing financing facilities.

Spend to date on the projects identified is included in the Work in Progress component of Property, Plant and Equipment

19. RELATED PARTY TRANSACTIONS

The shareholders of the Company are The Crown and Dunedin City Holdings Limited, which is wholly owned by the Dunedin City Council. Each owns 50%.

- (a) The Company undertakes many transactions with State Owned Enterprises, Government Departments and Dunedin City Council Controlled enterprises.

Businesses which have common ownership, and which provided services/supplies to the Company during the year were:

- o Dunedin Venues Management Limited (Dunedin City Holdings Limited controlled) – corporate membership
- o Delta Utilities Limited (Dunedin City Holdings Limited controlled) – ground maintenance and tree felling.

Transactions with entities with common ownership with details of purchases for the year and balances owing at 30 June being as follows:

	Annual Purchases (GST Exclusive)		Payable at 30 June (GST Inclusive)	
	2026 \$000	2025 \$000	2026 \$000	2025 \$000
Dunedin Venues Management Limited	15	16	2	1
Delta Utilities Limited	58	47	6	4

- (b) Transactions with businesses in which directors, including directors whose appointment ceased during the financial year, and key management personnel have a substantial interest, were as follows:

- o During the year, the University of Otago, in which C Hopkins has an interest, provided Artificial Intelligence training to Dunedin Airport CEO Dan De Bono. Purchases from the University of Otago during the year were **\$5,000** (2025: Nil), excluding GST, with **\$Nil payable at 30 June 2026** (2025: Nil).
- o During the year, Chalmers Properties Limited, in which C Hopkins has an interest, purchased a long-term parking card from Dunedin Airport. Sales to Chalmers Properties Limited during the year were **\$1,300** (2025: \$1,300), excluding GST, with **\$Nil receivable at 30 June 2026** (2025: Nil).

- (c) Compensation of key management personnel:

The remuneration of directors and other members of key management during the year was:

	2026 \$000	2025 \$000
Total	1,326	1,173

The remuneration of directors is agreed annually, after consultation with the shareholders, and approved at the Company's annual meeting. The remuneration of the Chief Executive is determined by the Board and the remuneration of key management personnel is determined by the Chief Executive having regard to the performance of individuals and market trends.

Remuneration includes any retention payments, termination benefits and ex-gratia payments.

- (d) Transactions with shareholders with details of purchases for the year and balances owing at 30 June being as follows:

	Annual Purchases (GST Exclusive)		Owing at 30 June (GST Inclusive)	
	2026	2025	2026	2025
	\$000	\$000	\$000	\$000
Dunedin City Council rates & services	404	373	7	-

20. LEASE COMMITMENTS

The Company enters into lease agreements as a lessor with respect to some of its land and buildings. Leases for which the Company is a lessor are classified as finance or operating leases. Whenever the terms of the lease transfer substantially all the risks and rewards of ownership to the lessee, the contract is classified as a finance lease. All other leases are classified as operating leases.

The Company as Lessor

The Company has various operating leases with tenants at the airport. Minimum lease receivables under non-cancellable operating leases are as follows:

	2026 \$000	2025 \$000
Under 1 year	2,373	2,496
1 to 2 years	1,382	1,437
2 to 3 years	1,067	767
3 to 4 years	830	553
4 to 5 years	333	438
Over 5 years	393	537

The Company as Lessee

Rentals payable under operating leases are charged to income on a straight-line basis over the term of the relevant lease.

21. AUDIT FEES

Audit or review of financial statements	162	157
Recovery of cost overrun on prior year audit	33	-
Assurance engagement - Disclosure financial statements	-	38
Total Audit Fees	195	195

22. CRITICAL JUDGEMENTS AND ESTIMATES

In applying the Company's accounting policies, management makes judgements and estimates that affect the amounts recognised in the financial statements. The judgements and estimates considered to have the most significant effect on the financial statements are set out below.

International Services Re-Establishment Costs

The Company applied judgement in determining that costs recharged by the New Zealand Ministry for Primary Industries and New Zealand Customs in connection with the re-establishment of international passenger processing facilities met the criteria for recognition as an asset arising from costs to fulfil a contract under NZ IFRS 15. These costs were initially amortised over the estimated minimum three-year period of service delivery.

During the year, management reassessed the recoverability of the remaining carrying amount and concluded that it was no longer recoverable. Accordingly, the Company recognised amortisation of \$92,000 and an impairment loss of \$185,000, reducing the carrying amount to \$Nil at 30 June 2026. The impairment assessment involved judgement in assessing the expected recoverability of the remaining contract fulfilment costs. Refer to Note 13.

Expected Credit Losses on Trade Receivables

The Company applies the simplified approach under NZ IFRS 9 in measuring lifetime expected credit losses on trade receivables. The expected credit loss allowance is estimated using a provision matrix which considers historical default experience, customers' current financial circumstances and reasonable and supportable information regarding current and forecast economic conditions.

These assessments require management judgement, particularly in estimating customers' ability to meet amounts due and the level of recoveries expected. At 30 June 2026, the provision for expected credit losses was \$260,000 (2025: \$Nil). Changes in these assumptions or in customers' circumstances may result in adjustments to the provision in future periods. Refer to Note 12.

Property, Plant and Equipment – Assessment of Carrying Values

Land, buildings, runway, apron and taxiways are carried at fair value. Management applies judgement in determining whether the carrying amounts of these assets differ materially from their fair values at the reporting date and, consequently, whether a further independent revaluation is required.

At 30 June 2026, management considered the movements in relevant market and cost indicators since the most recent independent valuations, together with changes in the condition, use and composition of the asset base. Based on this assessment, management concluded that there was no indication that the carrying amounts of these assets differed materially from their fair values and therefore no revaluation was required at 30 June 2026.

Land, airside pavements, roading and certain plant and equipment were last independently revalued at 30 June 2024, and buildings were last independently revalued at 31 May 2025. Refer to Note 3.

23. SUBSEQUENT EVENTS

There were no significant events subsequent to balance sheet date.

SHAREHOLDER INFORMATION

INTERESTS REGISTER

The following are particulars of general disclosures of interest given by the Company directors pursuant to section 211 of the Companies Act 1993.

CHRIS HOPKINS

Blestoe Securities Limited	Director
Chalmers Properties Limited	Director
Company HQ Limited	Director/Shareholder
CompanyHQ NZ Limited	Director
Farmers2Founders Limited	Director
Farra Engineering Limited	Director
Fiordland Pilot Services Limited	Director
G W Batts Trustee Limited	Director
Health Central Limited	Director
inMR Measure Limited	Director/Shareholder
NIMEO Industrial Limited	Director/Shareholder
Oakwood Group Limited	Director
Our Planit Limited	Director/Shareholder
Port Chalmers Container Terminal Limited	Director
Port Otago Limited	Director
Silveracres Trust	Independent Trustee
SouthMed Limited	Director/Shareholder
Spade Word Limited	Director/Shareholder
Te Rapa Gateway Limited	Director
University of Otago	Council Member
Venture Places Limited	Director/Shareholder
Veritide Limited	Director/Shareholder

TIMOTHY HUNTER

Heritage Expectations	Advisory Board Member
Southern Discoveries Limited	Project Manager

CATHERINE TAYLOR

Diabetes New Zealand Research Foundation	Trustee
Nelson Airport Noise Environment Advisory Committee	Independent Chair
Nelson City Council – Audit, Risk and Finance Committee	Independent Chair
Nelson Marine Precinct Limited	Chair
New Zealand Law Foundation	Trustee
Port Noise Liaison Committee (Port Nelson)	Independent Chair
R & C Taylor Trustee Company Limited	Director
The Cranfyllde Charitable Trust	Trustee
The RN & CJ Taylor Family Trust	Trustee
New Zealand Transport Agency - Waka Kotahi	Member

KATIE BHREATNACH

Bhreatnach Whanau Trust	Trustee
College of Law NZ Limited	Director
Ihu Pumanawa Limited	Director
New Zealand Global Women Limited	CEO
St Mary's College Ponsonby	Chair
Te Wānanga o Aotearoa	Director
Two Bananas Trust	Trustee
Waitakere and Arena Stadium	Chair

Directors' Interests in Contracts

Details of contracts involving directors' interests entered into during the year ended 30 June 2026 are provided in Note 19 to the Financial Statements. All transactions were conducted on an arms' length commercial basis.

Directors' Insurance

In accordance with section 162 of the Companies Act 1993 and the Constitution, Dunedin International Airport Limited has arranged policies of Directors' Liability Insurance which, together with a deed of indemnity, ensure that the directors incur no monetary loss as a result of actions undertaken by them as directors, provided that they operate within the law.

Principal Activities of the Company

The Company's principal activity is the operation of Dunedin International Airport. Areas of land adjacent to the airport held for possible expansion purposes are dairy farmed in partnership with a sharemilker. The Company also owns a small residential housing estate on land adjoining the airfield to the north and Momona Garage.

State of Affairs

The directors note that the financial position of the Company remains sound and the state of the Company's affairs is satisfactory.

Remuneration of the Directors

The directors of Dunedin International Airport Limited and their remuneration for the year ended 30 June 2026 are as follows:

Director	Board Meetings Attended (out of a possible)	Committee	Remuneration (\$000's)
Chris Hopkins – Chairperson	12 of 13	SORC	66
Catherine Taylor – Deputy Chairperson	11 of 13	SORC	41
Timothy Hunter (SORC Chairperson)	13 of 13	SORC	33
Katie Breathnach	12 of 13	SORC	33

SORC – Safety Operations Risk Committee

Directors' Benefits

No director of Dunedin International Airport Limited has, since the end of the previous financial year, received or become entitled to receive a benefit other than a benefit included in the total remuneration received or due and receivable by the directors shown in the financial statements. There were no notices from directors of the Company requesting to use Company information received in their capacity as directors which would not otherwise have been available to them.

Executive Remuneration

Executive remuneration is made up of three components:

- 1) Fixed remuneration consisting of base salary and benefits.
- 2) Short-term performance incentives – Chief Executive only.
- 3) Long term incentives – Chief Executive Only

Definitions

Actual salary paid includes holiday pay paid in accordance with New Zealand legislation.

Benefits include taxable allowances, travel allowances, the Company's employer contribution to KiwiSaver, and other minor benefits provided from time to time.

Any one-off or exceptional payments (including retention payments, termination benefits or ex-gratia payments) are disclosed separately where they occur.

Short-term performance incentives – Chief Executive only

The STI provides an annual opportunity of up to 10% of base salary.

The STI is assessed through the Chief Executive annual performance review process completed by the Board of Directors. Performance measures reflect a balanced set of criteria, including a mix of financial performance, operational outcomes, delivery of strategic priorities, and people/leadership measures.

The value of the STI is proportionate to the number of performance measures achieved during the financial year. The following table records the performance measures, and associated achievements for the year ended 30 June 2026. Specific performance targets are not disclosed where commercially sensitive.

Performance Measure	Action Plan	Achieved / Not Achieved	Score
SDF/Master Plan	Finalise the SDF draft by Nov 2025. Incorporate feedback, then seek board approval by Feb 2026. Maintain momentum and alignment with long-term infrastructure strategy.	Achieved	1
Asset Management Plan (AMP)	Complete asset condition ratings. Drive team to finalise the AMP. Link from strategy and to 10-year outlook and budgets.	Achieved	1
Deliver Capital Plan	Lead delivery of the forward capital programme with discipline. Embed strong project controls, and track delivery against budget, scope, and timeline.	Achieved	1
Develop People and Build Succession	Lead the development of leadership and technical capability across the team. Embed succession planning for critical roles, and track progress through development plans, mentoring, and readiness to step into key positions.	Achieved	0.75

For the year ended 30 June 2026 Daniel De Bono achieved 3.75 of the 4 (2025: 5.5 of the 6) performance measures (94%) (2025: 90%). Applying this percentage to the 10% maximum STI available to Daniel De Bono resulted in the Board of Directors approving an STI of 9.4% of base salary (2025: 9%).

Long term performance incentives – Chief Executive only

The Chief Executive participates in Dunedin Airport's Long Term Incentive Scheme, approved by the Board in February 2025 and effective from the year ended 30 June 2025.

The purpose of the scheme is to align incentives with long term strategic goals, value creation, and retention, and it is applied each year at the absolute discretion of the Board.

How the scheme works:

1. The scheme operates on a rolling three-year basis, with an annual LTI award each year and each award vesting after three years.
2. Payments are calculated by reference to performance over the prior three years, with payment accrued and paid after three years from the year of calculation.
3. For calculation purposes, base salary is set as the base salary in the first year of the relevant three-year period.

Performance measures and weighting:

1. Total LTI value is an opportunity of up to 10% of base salary.
2. 50% of the opportunity is determined by Return on Equity, measured cumulatively over the relevant three-year period (with full achievement at 8% and a stepped scale below that).
3. The remaining 50% is determined by achievement against the Chief Executive's short-term objectives as set through the annual performance review process (the same performance review process that informs the STI assessment).

Key conditions:

1. Payment is subject to a retention requirement (the Chief Executive must remain employed through the vesting period and not have resigned at the payment date).
2. The scheme also includes claw-back provisions in cases such as misconduct or financial misstatement and allows Board adjustment for one off or abnormal items impacting financial performance.

Chief Executive remuneration outcomes

A summary of the Chief Executive's salary and benefits is included in the table below:

Employee	2026			2025		
	Salary	Benefits	Total	Salary	Benefits	Total
Daniel De Bono	\$302,500	\$65,165	\$367,665	\$290,000	\$62,900	\$352,900

For the year ended 30 June 2026 benefits comprise taxable allowance \$3,000 (2025: \$3,000), travel allowance \$11,500 (2025: \$11,500), employer KiwiSaver contribution \$8,170 (2025: \$9,206), STI \$28,360 (2025: \$26,100), and an LTI of \$14,180 (2025: \$13,058).

No one-off or exceptional payments were made in the year ended 30 June 2026 (2025: \$Nil).

The number of employees whose remuneration and benefits are within specified bands are as follows:

Remuneration Range	2026	2025
	No. Employees	No. Employees
\$100,000-\$110,000	5	4
\$110,000-\$120,000	3	3
\$120,000-\$130,000	1	1
\$130,000-\$140,000	-	1
\$140,000-\$150,000	2	-
\$150,000-\$160,000	-	1
\$160,000-\$170,000	1	1
\$170,000-\$180,000	2	-
\$180,000-\$190,000	-	1
\$190,000-\$200,000	1	-
\$200,000-\$210,000	-	-
\$210,000-\$220,000	-	1
\$220,000-\$230,000	-	-
\$230,000-\$240,000	1	-
\$350,000-\$360,000	-	1
\$360,000-\$370,000	1	-
\$370,000-\$380,000	-	-

Gender Diversity

The table below summarises the gender diversity of the Company as at 30 June 2026:

	2026		2025	
Directors				
Male	2	50%	2	50%
Female	2	50%	2	50%
	4		4	
Senior Management				
Male	4	80%	4	80%
Female	1	20%	1	20%
	5		5	
All Staff (including Senior Management)				
Male	35	75%	34	76%
Female	12	25%	11	24%
	47		45	

Subsequent Events

The directors are not aware of any other matters or circumstances since the end of the financial year not otherwise dealt with in this report or the Company's financial statements that has significantly or may significantly affect the operation of Dunedin International Airport Limited, the results of those operations or the state of affairs of the Company.

Auditors

The auditor of Dunedin International Airport limited is Jenna Hills of The Audit Office on behalf of the Auditor-General.



C Hopkins
Chairperson

24 September 2026



C Taylor
Director

24 September 2026

Fuel to Fly's new Grab & Go offering,
part of the Terminal Enhancement Project



Independent Auditor's Report

To the readers of Dunedin International Airport Limited's financial statements and performance information for the year ended 30 June 2026

The Auditor-General is the auditor of Dunedin International Airport Limited (the Company). The Auditor-General has appointed me, Jenna Hills, using the staff and resources of The Audit Office, to carry out the audit of the financial statements and performance information on his behalf.

Opinion

We have audited:

- the financial statements of the Company that comprise the balance sheet as at 30 June 2026, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year ended on that date and the notes to the financial statements that include material accounting policy information and other explanatory information on pages 35 to 52; and
- the performance information that consists of the statement of service performance for the year ended 30 June 2026 on pages 25 to 33.

In our opinion:

- the financial statements of the Company present fairly, in all material respects, its financial position as at 30 June 2026 and its financial performance and cash flows for the year then ended in accordance with New Zealand equivalents to International Financial Reporting Standards Reduced Disclosure Regime; and
- the performance information accurately reports, in all material respects, the Company's actual performance compared against the performance targets and other measures adopted for the year ended 30 June 2026, and has been prepared, in all material respects, in accordance with section 68 of the Local Government Act 2002 (the Act).

Basis for our opinion

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Responsibilities of the auditor* section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of the Board of Directors for the financial statements and performance information

The Board of Directors is responsible on behalf of the Company for preparing financial statements that are fairly presented and comply with New Zealand equivalents to International Financial Reporting Standards Reduced Disclosure Regime. The Board of Directors is also responsible for preparing the performance information contained in the statement of service performance of the Company in accordance with the Act.

The Board of Directors is responsible for such internal control as it determines is necessary to enable it to prepare financial statements and performance information that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements and performance information, the Board of Directors is responsible on behalf of the Company for assessing the Company's ability to continue as a going concern. The Board of Directors is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless there is an intention to liquidate the Company or to cease operations, or there is no realistic alternative but to do so.

The Board of Directors' responsibilities arise from the Act.

Responsibilities of the auditor for the audit of the financial statements and performance information

Our objectives are to obtain reasonable assurance about whether the financial statements and performance information, as a whole, are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers, taken on the basis of these financial statements and performance information.

For the budget information reported in the financial statements and performance information, our procedures were limited to checking that the information agreed to the Company's statement of intent.

We did not evaluate the security and controls over the electronic publication of the financial statements and performance information.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements and performance information, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board of Directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the information we audited or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- We evaluate the overall presentation, structure and content of the performance information, including the disclosures, and assess whether the performance information achieves its statutory purpose of enabling the Company's readers to judge the actual performance of the Company against its objectives in its statement of intent.

We communicate with the Board of Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibilities arise from the Public Audit Act 2001.

Other information

The Board of Directors is responsible for the other information. The other information comprises all of the information included in the annual report other than the financial statements and performance information consisting of the statement of performance, and our auditor's report thereon.

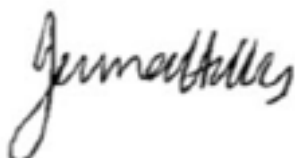
Our opinion on the financial statements and performance information does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the financial statements and performance information, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements and performance information or our knowledge obtained in the audit or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Independence

We are independent of the Company in accordance with the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* as applicable for audits of public interest entities issued by the New Zealand Auditing and Assurance Standards Board.

Other than in our capacity as auditor, we have no relationship with, or interests in, the Company.



Jenna Hills
The Audit Office
On behalf of the Auditor-General
Dunedin, New Zealand
28 September 2026

