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March 2025 Commentary

- Group capacity was down 4.8% in March compared to the same month last year. Long Haul ASK's decreased 6.9%, Domestic ASKs decreased 4.1%, and Short-haul international ASKs decreased 1.1% compared to last year. Capacity reductions in both the month and YTD periods are driven by reduced aircraft availability from global additional engine maintenance requirements.
- Group YTD underlying RASK improved 1.0% compared to the prior year.
- Short-haul YTD RASK, which includes the Domestic, Tasman and Pacific islands networks declined 1.2% compared to last year, driven by lower Domestic demand. The airline notes that load factors in the prior period were higher due to Easter falling in March last year, as well as higher concert activity.
- Long-haul YTD RASK improved slightly by 2.4% compared to last year.



March 2025 highlights

Group traffic summary	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	1,552	1,673	(7.2%)	12,119	12,586	(3.0%)
Revenue Passenger Kilometres(m)	3,106	3,270	(5.0%)	25,538	26,115	(1.5%)
Available Seat Kilometres (m)	3,767	3,956	(4.8%)	30,562	31,949	(3.6%)
Passenger Load Factor (%)	82.5%	82.7%	(0.2 pts)	83.6%	81.7%	1.9 pts

Year-to-date RASK ³	% change in reported RASK (incl. FX)	% change in reported RASK (excl. FX)
	vs 2024	vs 2024
Group	1.1%	1.0%
Short Haul	(1.0%)	(1.2%)
Long Haul	2.4%	2.4%

¹ % change is based on numbers prior to rounding

² The percentage movements have been adjusted on a daily weighted average basis. The adjustment takes into account the difference in days for the accounting month of July 2023 (30 days) compared with July 2024 (28 days) and June 2024 (35 days) compared with June 2025 (36 days). This is because Air New Zealand operates on a 4,4,5 accounting calendar but closes the annual accounts on 30 June.

³ Reported RASK (unit passenger revenue per available seat kilometre) is inclusive of foreign currency impact, and underlying RASK excludes foreign currency impact.



Operating statistics table

Group	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	1,552	1,673	(7.2%)	12,119	12,586	(3.0%)
Revenue Passenger Kilometres(m)	3,106	3,270	(5.0%)	25,538	26,115	(1.5%)
Available Seat Kilometres (m)	3,767	3,956	(4.8%)	30,562	31,949	(3.6%)
Passenger Load Factor (%)	82.5%	82.7%	(0.2 pts)	83.6%	81.7%	1.9 pts

Short Haul Total	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	1,385	1,501	(7.7%)	10,676	11,134	(3.4%)
Revenue Passenger Kilometres(m)	1,478	1,556	(5.0%)	11,704	11,780	0.1%
Available Seat Kilometres (m)	1,718	1,756	(2.2%)	13,664	13,898	(1.0%)
Passenger Load Factor (%)	86.1%	88.6%	(2.5 pts)	85.7%	84.8%	0.9 pts

Domestic	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	1,027	1,124	(8.6%)	7,753	8,223	(5.0%)
Revenue Passenger Kilometres(m)	541	588	(8.0%)	4,069	4,290	(4.5%)
Available Seat Kilometres (m)	641	668	(4.1%)	4,862	5,026	(2.6%)
Passenger Load Factor (%)	84.4%	88.0%	(3.6 pts)	83.7%	85.4%	(1.7 pts)

Tasman / Pacific	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	358	377	(5.0%)	2,923	2,911	1.1%
Revenue Passenger Kilometres(m)	937	968	(3.2%)	7,635	7,490	2.7%
Available Seat Kilometres (m)	1,077	1,088	(1.1%)	8,802	8,872	(0.1%)
Passenger Load Factor (%)	87.0%	88.9%	(1.9 pts)	86.7%	84.4%	2.3 pts

Long Haul Total	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	167	172	(2.8%)	1,443	1,452	0.1%
Revenue Passenger Kilometres(m)	1,628	1,714	(5.0%)	13,834	14,335	(2.8%)
Available Seat Kilometres (m)	2,049	2,200	(6.9%)	16,898	18,051	(5.7%)
Passenger Load Factor (%)	79.5%	77.9%	1.6 pts	81.9%	79.4%	2.5 pts

Asia	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	94	87	8.5%	817	758	8.6%
Revenue Passenger Kilometres(m)	832	779	6.8%	7,052	6,691	6.2%
Available Seat Kilometres (m)	1,052	937	12.2%	8,521	8,001	7.3%
Passenger Load Factor (%)	79.2%	83.2%	(4.0 pts)	82.8%	83.6%	(0.8 pts)

Americas	MARCH			FINANCIAL YTD		
	FY25	FY24	% ^{1,2}	2025	2024	% ^{1,2}
Passengers carried (000)	73	85	(14.2%)	626	694	(9.1%)
Revenue Passenger Kilometres(m)	796	935	(14.8%)	6,782	7,644	(10.6%)
Available Seat Kilometres (m)	997	1,263	(21.0%)	8,377	10,050	(16.0%)
Passenger Load Factor (%)	79.9%	74.0%	5.9 pts	81.1%	76.3%	4.9 pts

¹ % change is based on numbers prior to rounding

² The percentage movements have been adjusted on a daily weighted average basis. The adjustment takes into account the difference in days for the accounting month of July 2023 (30 days) compared with July 2024 (28 days) and June 2024 (35 days) compared with June 2025 (36 days). This is because Air New Zealand operates on a 4,4,5 accounting calendar but closes the annual accounts on 30 June.

Air New Zealand operates primarily in one segment, its primary business being the transportation of passengers and cargo on an integrated network of scheduled airline services to, from and within New Zealand. The following operational data and statistics is additional supplementary information only.



Market announcements

(during the period 31 March 2025 to 6 May 2025)

[Air New Zealand provides full year earnings guidance](#)

16 April 2025

Air New Zealand has provided a trading update on expected performance for the second half of the 2025 financial year, reflecting a substantial reduction in the compensation it anticipates receiving from engine manufacturers during the period, despite an increased number of grounded aircraft.

Compensation

At the airline's interim results announcement on 20 February 2025, the Company noted that it was unable to provide full-year earnings guidance due to significant uncertainty around the number of grounded aircraft and related compensation levels. These groundings stem from global maintenance requirements on the Pratt & Whitney and Rolls-Royce engines that power the airlines Airbus neo and Boeing 787 Dreamliner fleets.

Since that announcement, engine maintenance timeframes provided by the manufacturers remain unpredictable. As a result, current expectations are that 11 aircraft are grounded, despite Air New Zealand securing seven additional leased engines and one further owned spare engine to stabilise the number of grounded narrow body jets.

The airline is engaged in ongoing negotiations with engine manufacturers regarding appropriate levels of compensation for unserviceable engines, and accurate timeframes for engine returns. These discussions continue to be complicated, but Air New Zealand is exploring all possible avenues to ensure a fair outcome.

In the first half, the compensation framework included flexibility that allowed certain engines that were not able to be used in commercial service to be treated as unserviceable for the purposes of compensation. This is despite the airline retaining them 'on-wing', to allow for things like repositioning of stored aircraft. That short-term flexibility has now ended, and only engines that are 'off-wing' for maintenance trigger compensation. Accordingly, decisions made by the airline to retain engines 'on-wing' for the same reasons as in the first half, result in lower compensation in the second half. As engine manufacturer compensation is based on the number of unserviceable engines, rather than the number of grounded aircraft, compensation received may not directly reflect the total number of aircraft on the ground.

Given the ongoing uncertainty, the airline currently expects compensation recognised in the second half to be approximately \$35 million to \$40 million. This is substantially lower than the \$94 million recognised in the first half, noting that approximately \$30 million of the first half compensation related to a one-off settlement for other periods.

Overall trading conditions

While Air New Zealand is currently benefiting from lower fuel prices, its operations remain configured to operate around 8 to 10 more jet aircraft than are presently available. Adjusting the business to reflect fewer aircraft in the short-term introduces considerable complexity, especially as engines begin returning to service and capacity ramps up again.

The airline notes that recent US tariff announcements have also added uncertainty to the broader demand environment. While no material changes in bookings or cargo have been observed, the Company is closely monitoring the situation.

Outlook

Taking the above factors into account, Air New Zealand estimates earnings before taxation for the 2025 financial year to be within the range of \$150 million to \$190 million.

Included in this range is the \$35 million to \$40 million in compensation noted above, as well as \$20 million of credit breakage expected to be recognised in the second half for unused customer credits



considered highly unlikely to be redeemed. The range also assumes fuel at US \$81 per barrel for the remainder of the financial year.

Media Releases

(during the period 31 March 2025 to 6 May 2025)

[Introducing a new era of travel: Air New Zealand unveils fully redesigned 787-9 Dreamliner](#)

5 May 2025

- Air New Zealand unveils its first retrofitted 787-9 Dreamliner in Auckland, New Zealand
- Seats are available for purchase from Wednesday 7 May, including the all-new Business Premier Luxe seats
- The first retrofitted aircraft will take to the skies for the first time on Monday 19 May, flying from Auckland to Brisbane return

In what is a proud moment in Air New Zealand's 85-year history, from Wednesday 7 May, customers will be able to book seats on the airline's highly anticipated all-new cabin experience.

This world-first retrofitted 787-9 Dreamliner ZK-NZH is in Auckland undergoing final testing before it takes to the skies for the first time on Monday 19 May, flying Auckland to Brisbane. Later that evening, the aircraft will complete its first long haul service from Auckland to San Francisco.

Air New Zealand CEO Greg Foran says it's an incredibly special moment to launch the future of flying with Air New Zealand.

"This aircraft spent 184 days in Singapore being retrofitted, the result of several years of extensive research, innovation, and design by our team to deliver a world-class onboard experience.

"This is the first ever full nose-to-tail retrofit of a 787-9 Dreamliner and marks the introduction of our first new onboard product in over 15 years. We've completely reimagined the experience of flying with Air New Zealand, incorporating elegant design elements, innovative Kiwi touches, and features informed by feedback from thousands of customers.

"As the national carrier, it's an immense privilege to showcase the best of New Zealand, and this is woven into every detail of our cabin design - from the textures you touch to the spaces you relax in, every element is a nod to our home, Aotearoa."

The airline's second 787-9 is up in Singapore undergoing its retrofit, with a total of seven aircraft expected to be completed by the end of the year. All 14 Boeing 787-9s in Air New Zealand's fleet will be updated to the new cabin layout by the end of 2026.

Customers can expect an elevated experience throughout the aircraft, with new seats in every cabin, an all-new inflight entertainment system, larger inflight entertainment screens, clever stowage options, and additional privacy in the premium cabins.

Aircraft featuring the new cabin experience will fly predominantly between Auckland and Brisbane, San Francisco, Rarotonga, and Vancouver, with more routes to follow as more of the retrofits are complete.

Introducing the new cabin experience

Business Premier

Our new Business Premier seats have a new angle and layout, meaning additional privacy and space.

- Sliding privacy screens, wireless charging, and a 24" inflight entertainment screen
- Middle seats with a sliding divider, perfect for travel companions
- Full lie-flat recline with a clever headrest lift for prime movie-watching or mid-flight novels



Business Premier Luxe

Four all-new seats in the front row of the Business Premier cabin. Business Premier Luxe will be able to be booked as a paid seat select product when purchasing a Business Premier seat.

It has all the features of Business Premier, along with:

- Full closing door, a larger bed, and additional space with room for two to dine

Premium Economy

Our new Premium Economy gives customer more privacy and thoughtful storage to help make the space their own.

- All seats have a fixed outer shell, meaning your recline doesn't impact the person behind you
- Side wings on the seat provide extra privacy
- More storage space keeps your essentials within easy reach

Economy

You don't need to turn left to experience the future of flying with Air New Zealand.

- 50% bigger inflight entertainment screens, clever little snack trays, and the new Economy Stretch option to give your legs a holiday too
- Clever stowage options include a small tray table for snacks or your phone, and an elastic holder for your essentials

Digital Innovation & Inflight Entertainment

You'll find digital innovation in every cabin.

- 4K HD screens with Bluetooth audio pairing
- Use your phone like a remote, build a watchlist, track your flight, or multitask with Picture-in-Picture functionality

[Air New Zealand announces new 2030 Emissions Guidance in move towards greater transparency](#)

1 May 2025

Air New Zealand has published its first 2030 Emissions Guidance, and says it expects to reduce net "well-to-wake" greenhouse gas emissions from jet fuel by 20 to 25 per cent by 2030, from a 2019 baseline. This new approach replaces the airline's 2030 Science Based Target which it withdrew from in 2024.

The new 2030 Emissions Guidance aims to provide a regular and transparent assessment of Air New Zealand's progress towards its 2050 net-zero carbon emissions target. The Emissions Guidance will be updated annually in August in the airline's Climate Statement.

Each update will reflect the airline's expected net emissions by 2030 based on detailed modelling of its decarbonisation progress, external market conditions, and global and domestic policy developments.

Chief Sustainability and Corporate Affairs Officer Kiri Hannifin, says Air New Zealand is acutely aware of aviation's impact on the climate and nature, and is committed to high levels of transparency in a rapidly evolving environment.

"Air New Zealand remains committed to net zero carbon emissions by 2050 and we are taking practical steps towards achieving that ambition. Having a comprehensive and annually updated outlook of our emissions trajectory to 2030, and a clear understanding of how we can get there, is a critical stepping stone.



“Rather than setting an emissions target that remains static, regular emissions guidance will give our investors and customers an up-to-date and clear view of our expected emissions trajectory, including the impact from external risks and opportunities. The reality of decarbonising an industry like aviation is there is uncertainty and are many factors we have limited control over, such as the availability of sustainable aviation fuel (SAF) at reasonable prices. Many of our assumptions are evolving rapidly.

“We hope there may be opportunities to move faster as new technologies and the SAF industry grows, so our 2030 emissions guidance could be updated to reflect any upside as well,” says Kiri Hannifin.

In developing the 2030 Emissions Guidance, Air New Zealand has undertaken a thorough analysis of the airline’s specific circumstances, external environment, and key decarbonisation levers:

- Sustainable aviation fuel (SAF): increasing use as global mandates, supply and affordability scale.
- Fleet and network optimisation: implementing the airline’s fleet and network plan, including continued fleet renewal to replace older aircraft with more fuel-efficient aircraft.
- Operational efficiency improvements: improving fuel efficiency through technology and best practice.
- Carbon credits: using carbon credits to meet international regulatory requirements (specifically CORSIA, the Carbon Offsetting and Reduction Scheme for International Aviation), and to a lesser extent using high integrity carbon removals.
- There are no anticipated decarbonisation impacts from Next Generation Aircraft in the period to 2030.

The 2030 Emissions Guidance is integrated with the airline’s long-term fleet and network plan through to 2030 and will be updated in August each year as part of its Climate Statement.

Notes for editors:

- Further detail on Air New Zealand’s 2030 Annual Emissions Guidance as of 1 May 2025 is set out in the attached 2030 Emissions Guidance [linked HERE](#)
- Well-to-wake emissions are the total emissions from jet fuel, including fuel production, distribution and combustion in flight.
- Air New Zealand removed its 2030 carbon target in July 2024 and withdrew from the Science-Based Targets Initiative (SBTi) due to uncertainty around a number of factors needed to meet the target.
- Air New Zealand’s science-based target aimed for a 28.9% reduction in emissions intensity by 2030 vs. a 2019 baseline. Intensity targets seek to reduce emissions per unit of flying activity. The 2030 Emissions Guidance focuses on a different metric of net emissions reduction.

Runway Ready: Air New Zealand’s first retrofitted Dreamliner touches down

17 April 2025

18 months of research. 2,500 hours of customer testing. 184 days in Singapore. One exceptional new onboard experience.

Air New Zealand’s very first retrofitted Boeing 787-9 Dreamliner officially touched down in Auckland yesterday. The aircraft spent the past 184 days in Singapore receiving the ultimate cabin glow-up as it was retrofitted with all-new cabin interiors, including the new Business Premier Luxe seat, and redesigned Business Premier, Premium Economy, and Economy cabins. The aircraft, ZK-NZH, is the first in the airline’s 787–9 fleet to undergo this world-first, full nose-to-tail retrofit.

Air New Zealand Chief Commercial Officer Jeremy O’Brien says the aircraft’s arrival is an exciting moment in the airline’s 85-year history.



“Seeing the first of our 14 Dreamliners to undergo this transformation arrive home is a huge moment for our people, our customers, and the future of Air New Zealand. We’re so proud to deliver this new experience for those who fly with us around the world.

“Now the aircraft is back on home soil, it will undergo final preparations including testing of its new inflight entertainment system, and a full crew ground trial to rehearse onboard service before welcoming customers on board for the first time in mid-May.”

The second 787-9 to be retrofitted with the new interiors is already in Singapore, undergoing work, with a total of seven aircraft expected to be completed by the end of the year. All 14 Boeing 787-9s will be updated to the new cabin layout by the end of 2026.

Editor Notes

What is a retrofit?

A retrofit means we are taking an existing aircraft and replacing the product inside it. Think of it like you would when renovating a house; removing the carpet, curtains, furniture, wallpaper, and replacing everything inside.

The scope of the retrofit includes:

- New seats in every cabin, including the new Business Premier Luxe™ seats in the Business Premier cabin
- New carpet throughout the aircraft
- New curtains between cabins and galleys
- New wallpaper, hands-free waste disposal, and amenity holders in the lavatories
- New inflight entertainment screens and system
- Sky Pantry installed in the Economy cabin

The aircraft LOPA (Layout of Passenger Accommodation) on all 14 aircraft will be reconfigured to have 272 seats; featuring four Business Premier Luxe seats, 22 Business Premier seats, 33 Premium Economy seats, and 213 Economy seats, including 13 Economy Skycouch™.

Currently, the airline's 787-9 aircraft have two different LOPA or configurations; nine aircraft with 302 seats, and five aircraft with 275 seats.

We are still working through the flying schedule for this aircraft, and will have more to share shortly on where it will be operating and when it will be on sale.

[Click here for images](#)

[Air New Zealand unveils new uniform: A bold celebration of Aotearoa, artistry, and creativity](#)

11 April 2025

The wait is finally over! Air New Zealand is proud to reveal its highly anticipated new uniform. A collection that embodies the airline’s profound sense of pride in Aotearoa and strong cultural heritage. The bold print, colour, and exquisite design showcase the very best of Aotearoa to the world.

Designed by the world-renowned Emilia Wickstead, with bespoke hand painted prints from tā moko artist Te Rangitu Netana, the uniform marks the beginning of a new era for Air New Zealand. It shines a light on what makes New Zealand unique to create a collection that is anything but uniform.



Worn by 6,000 Air New Zealanders around the world, the airline's uniforms have always been a core part of its identity. They're worn with immense pride and are always instantly recognisable. Emilia and Te Rangitu's design carries on this strong tradition.

Key pieces in the collection, such as 'The Fine Print – Dress', showcase Emilia's mastery of her craft, featuring the intricate and meaningful kōwhai print. 'The Collective Thread – Shirt' features striking purapura whetū patterns, designed to be worn by any cabin crew or ground staff member, highlighting the versatility of the collection.

The le Faitaga is to be trialled by Pasifika team members and supports the airline's commitment to inclusivity. New designs for pilots include a bold pinstriped suit, with a kiwi feather print lining, symbolising leadership and prestige.

Air New Zealand Chief Executive Greg Foran says this uniform represents the best of Air New Zealand and Aotearoa.

"For us, this is more than just a uniform. It is a celebration of our people, our culture, and our values. Air New Zealand has never been about standing still or blending in. We have a tradition of being bold, showcasing what makes us unique, and celebrating our team members. Our new uniform encapsulates everything we stand for – a combination of innovation, rich cultural heritage, and a deep sense of pride and belonging."

Designer Emilia Wickstead says the Air New Zealand uniform was a passion project and one that she has always dreamed of working on.

"Designing the Air New Zealand uniform has been an incredibly personal project for me. At the heart of it was a deep respect for the heritage and the unique identity of New Zealand's people and land. It was essential to me that this uniform tells a meaningful story about Aotearoa. I wanted to create a uniform that empowers individuals and inspires pride in all who wear it and see it. For me, good design should always evoke a sense of pride and occasion, and I believe this uniform will do just that."

As part of this collaboration, Te Rangitu Netana's meticulously hand-drawn prints bring powerful narratives to life, reflecting Aotearoa, Air New Zealand, and its people through storytelling woven into Emilia Wickstead's design vision.

"Each print is a story, deeply rooted in the traditions and values of Aotearoa," says Netana. "The patterns on this uniform are a reflection of the land, the sea, and the connections that bind us all as Kiwi. As a Māori artist on the world stage, I feel a deep responsibility in ensuring our culture is represented in a way that is authentic and meaningful. I'm proud that these designs have found a place in Air New Zealand's uniform, bringing te ao Māori to designs that show up all over the world."

A look at the collection

The Air New Zealand uniform collection features a bold and uplifting mix of vibrant colours, creative prints, and elevated tailoring. Key pieces include:

- The Fine Print – Dress: Featuring the tūī knot neckline and the kōwhai print, inspired by the story of Ngatoro-i-Rangi, symbolising protection, responsibility, and belonging.
- The Collective Thread – Shirt: A versatile, inclusive design with bold prints and a tūī knot neckline, designed to be worn by any crew or ground staff member.
- The Wrap Around – Trench: A sleek and stylish piece with a purple pinstripe, offering both craftsmanship and comfort.

Monthly *investor update*



- The Woven One – le Faitaga: A cultural garment to be trialled by Pacific people celebrating the rich heritage of the Pacific community.
- The Runway Cut – Waistcoat: A new waistcoat for male crew members and ground staff cloaking the wearer in mana and authority.

Dressing for our future

Air New Zealand is excited to share this new uniform with the world, beginning with the uniform reveal ahead of onboard wearer trial, commencing in May 2025. Following a period of testing and feedback from uniform wearers across the airline, the new uniform will be rolled out across Air New Zealand's network, with team members proudly wearing it from 2026.