



30 May 2025

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April 2025 Commentary

- Group capacity was down 2.2% in April compared to the same month last year. Long Haul ASKs decreased 2.3%, Domestic ASKs decreased 3.8%, 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 1.7% compared to the prior year.
- Short Haul YTD RASK, which includes the Domestic, Tasman and Pacific islands networks declined 0.2% compared to last year, driven by lower Domestic demand.
- Long-haul YTD RASK improved by 2.9% compared to last year.

Monthly *investor update*



April 2025 highlights

Group traffic summary	APRIL			FINANCIAL YTD		
	FY25	FY24	% ^{1, 2}	2025	2024	% ^{1, 2}
Passengers carried (000)	1,225	1,280	(4.3%)	13,344	13,866	(3.1%)
Revenue Passenger Kilometres(m)	2,683	2,696	(0.4%)	28,220	28,810	(1.4%)
Available Seat Kilometres (m)	3,198	3,270	(2.2%)	33,760	35,219	(3.5%)
Passenger Load Factor (%)	83.9%	82.4%	1.5 pts	83.6%	81.8%	1.8 pts

Year-to-date RASK ³	% change in reported RASK (incl. FX)	% change in reported RASK (excl. FX)
	vs 2024	vs 2024
Group	2.0%	1.7%
Short Haul	0.1%	(0.2%)
Long Haul	3.1%	2.9%

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	FY25	APRIL FY24	% ^{1, 2}	FINANCIAL YTD		
				2025	2024	% ^{1, 2}
Passengers carried (000)	1,225	1,280	(4.3%)	13,344	13,866	(3.1%)
Revenue Passenger Kilometres(m)	2,683	2,696	(0.4%)	28,220	28,810	(1.4%)
Available Seat Kilometres (m)	3,198	3,270	(2.2%)	33,760	35,219	(3.5%)
Passenger Load Factor (%)	83.9%	82.4%	1.5 pts	83.6%	81.8%	1.8 pts
Short Haul Total						
	FY25	APRIL FY24	% ^{1, 2}	FINANCIAL YTD		
				2025	2024	% ^{1, 2}
Passengers carried (000)	1,068	1,123	(4.9%)	11,743	12,257	(3.6%)
Revenue Passenger Kilometres(m)	1,193	1,197	(0.3%)	12,896	12,977	0.0%
Available Seat Kilometres (m)	1,378	1,407	(2.1%)	15,043	15,305	(1.1%)
Passenger Load Factor (%)	86.6%	85.0%	1.6 pts	85.7%	84.8%	0.9 pts
Domestic						
	FY25	APRIL FY24	% ^{1, 2}	FINANCIAL YTD		
				2025	2024	% ^{1, 2}
Passengers carried (000)	774	828	(6.5%)	8,526	9,051	(5.2%)
Revenue Passenger Kilometres(m)	411	433	(5.1%)	4,479	4,723	(4.5%)
Available Seat Kilometres (m)	497	517	(3.8%)	5,360	5,543	(2.7%)
Passenger Load Factor (%)	82.6%	83.7%	(1.1 pts)	83.6%	85.2%	(1.6 pts)
Tasman / Pacific						
	FY25	APRIL FY24	% ^{1, 2}	FINANCIAL YTD		
				2025	2024	% ^{1, 2}
Passengers carried (000)	294	295	(0.3%)	3,217	3,206	1.0%
Revenue Passenger Kilometres(m)	782	764	2.4%	8,417	8,254	2.7%
Available Seat Kilometres (m)	881	890	(1.1%)	9,683	9,762	(0.2%)
Passenger Load Factor (%)	88.8%	85.8%	3.0 pts	86.9%	84.6%	2.3 pts
Long Haul Total						
	FY25	APRIL FY24	% ^{1, 2}	FINANCIAL YTD		
				2025	2024	% ^{1, 2}
Passengers carried (000)	157	157	0.4%	1,601	1,609	0.2%
Revenue Passenger Kilometres(m)	1,490	1,499	(0.5%)	15,324	15,833	(2.6%)
Available Seat Kilometres (m)	1,820	1,863	(2.3%)	18,717	19,914	(5.4%)
Passenger Load Factor (%)	81.9%	80.4%	1.5 pts	81.9%	79.5%	2.4 pts
Asia						
	FY25	APRIL FY24	% ^{1, 2}	FINANCIAL YTD		
				2025	2024	% ^{1, 2}
Passengers carried (000)	95	89	6.9%	912	847	8.4%
Revenue Passenger Kilometres(m)	809	759	6.6%	7,861	7,450	6.2%
Available Seat Kilometres (m)	948	931	1.8%	9,469	8,932	6.7%
Passenger Load Factor (%)	85.4%	81.5%	3.9 pts	83.0%	83.4%	(0.4 pts)
Americas						
	FY25	APRIL FY24	% ^{1, 2}	FINANCIAL YTD		
				2025	2024	% ^{1, 2}
Passengers carried (000)	62	68	(8.0%)	689	762	(9.0%)
Revenue Passenger Kilometres(m)	681	740	(7.9%)	7,463	8,383	(10.4%)
Available Seat Kilometres (m)	872	932	(6.5%)	9,248	10,982	(15.2%)
Passenger Load Factor (%)	78.2%	79.3%	(1.1 pts)	80.7%	76.3%	4.4 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.



Media Releases

(during the period 7 May 2025 to 29 May 2025)

Air New Zealand strengthens regional links with domestic jet service for Hamilton

27 May 2025

Air New Zealand is boosting regional connectivity, with jet services to be introduced on the Hamilton–Christchurch route.

From 18 September, select services between the two cities will be operated by a 171-seat Airbus A320, marking a major milestone as Air New Zealand brings domestic jet services back to Hamilton for the first time in 25 years.

These flights will operate alongside the airline's ATR 72 turboprop services, maintaining choice for customers throughout the day while adding approximately 25,000 seats a year on the route.

Air New Zealand Chief Executive Officer Greg Foran says the introduction of jet services reflects the airline's focus on building connectivity, particularly between the North and South Islands, and supporting growth where there is clearly established demand.

"Hamilton–Christchurch is one of our strongest and fastest-growing regional routes, and the addition of jet services reflects that increasing demand. It offers customers more choice and more seats," Foran says.

"The A320 will provide more seats at key travel times, particularly for business and leisure travellers and those with onward connections, while our ATR aircraft remain a vital part of the schedule, giving customers flexibility across the day.

"Whether customers are travelling for business, events, or to explore the stunning South Island, they'll benefit from the convenience this jet service provides."

Two ATR aircraft replaced by jets on the route will be redeployed across the regional network, adding resilience and supporting capacity into the broader schedule.

Foran says the move represents more than just a new aircraft on a route.

"This marks the second introduction of a jet on a regional route, building on the success of the Invercargill–Auckland jet service launch in 2019. For us, growth is about creating greater access for communities, supporting tourism and trade, and helping New Zealanders thrive. That's a responsibility we carry with pride - and with a clear plan to deliver on."

Waikato Regional Airport Chief Executive Mark Morgan says the return of a domestic jet service is another string to the region's bow.

"This is fantastic news for Waikato, and a real vote of confidence in the strength of Hamilton as a regional hub. We're delighted to work alongside Air New Zealand to introduce a jet service to connect our community to the South Island - it's a great outcome for the wider region."



Every corner counts: Air New Zealand invests \$1.2 million to support over 100 community nature projects

15 May 2025

From Te Kao in the Far North to Tuatapere in the Deep South, grassroots environmental champions across Aotearoa are getting a boost from Air New Zealand, with the recipients of its Every Corner Project funding announced.

Launched with an initial \$1 million investment from the airline's Climate and Nature Fund, the Every Corner Project aims to support nature-based initiatives in every region – ensuring no corner of New Zealand is left behind in the effort to restore and regenerate our natural environment.

More than 640 applications were received from registered charities, schools/kura and hapū. The calibre of applications was so impressive that the airline increased its contribution to \$1.2 million.

In total, 115 projects have been selected, spanning a wide range of locations and communities – including the Chatham Islands – highlighting the depth and diversity of environmental action underway across Aotearoa. Projects selected include native planting, wetland restoration, establishing rainwater harvesting systems, building community compost hubs, and installing predator control networks to protect threatened plant and animal species.

Air New Zealand Chief Sustainability and Corporate Affairs Officer Kiri Hannifin says the level of response has been nothing short of inspiring.

“New Zealand is intrinsically linked to and reliant on nature, whether that’s for economic, tourism or trade reasons, or simply because we enjoy being in nature and the outdoors. We all have a part to play, and it’s been humbling to see just how many New Zealanders are working tirelessly to protect and enhance the things that make our natural environment here so unique.”

The airline’s domestic port teams – Air New Zealanders who know their communities best – were tasked with reviewing and selecting the successful projects for their areas.

“Our people have loved reading the applications and seeing the passion and care for nature in their local areas. They were very proud to select the projects for their own communities, and I know they will watch their success with great enjoyment,” Hannifin says.

“Air New Zealand is committed to reducing our own carbon footprint, but we also want to uplift the inspiring work already underway across Aotearoa. This project is about backing local communities, and we’re proud to help bring these initiatives to life. Our sincere thanks to the thousands of people across our country caring for nature.”

Funding will be distributed by the end of June, with projects set to begin within the next 12 months. See the full list of successful organisations [here](#).