Stock exchange listings: New Zealand (NZX: AIR) / Australia (ASX: AIZ) / ADR (OTC: ANZLY)

4 August 2026

Air New Zealand operating statistics – June 2026

Contents

- June 2026 Highlights and commentary
- June 2026 Operating statistics table
- Recent market announcements and media releases

June 2026 Highlights and commentary

Group traffic summary	**June**			**FINANCIAL YTD**		
	FY26	**FY25**	**%** [1, 2]	**FY26**	**FY25**	**%** [1, 2]
Passengers carried (000)	1,436	1,426	(2.0%)	16,010	15,907	0.6%
Revenue Passenger Kilometres(m)	3,197	3,115	(0.1%)	34,346	33,769	1.7%
Available Seat Kilometres (m)	3,929	3,774	1.3%	41,046	40,501	1.3%
Passenger Load Factor (%)	81.4%	82.5%	(1.1 pts)	83.7%	83.4%	0.3 pts

Year-to-date RASK[3]	**% change in Reported RASK (incl. FX) vs FY25**	**% change in Underlying RASK (excl. FX) vs FY25**
Group	3.4%	2.2%
Short Haul	(1.0%)	(1.7%)
Long Haul	7.5%	5.7%

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 2024 (28 days) in FY25 YTD compared with July 2025 (27 days) in FY26 YTD and June 2025 (36 days) compared with June 2026 (37 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.

- Group capacity increased 1.3% in June compared with the prior year. Long-haul ASKs decreased (0.5%), while domestic capacity decreased (3.6%), driven by targeted capacity reductions following the sharp rise in jet fuel prices after the conflict in the Middle East. Short-haul international capacity increased 3.6%, driven by the introduction of two new A321 aircraft.
- Group YTD Underlying RASK (excluding FX) improved 2.2% year-on-year.
- Short-haul YTD RASK, which includes Domestic, Tasman and Pacific Islands, was (1.7%) lower than the prior year. Domestic RASK decreased (0.2%) year-on-year, while Tasman and Pacific Islands RASK decreased (0.6%).
- Long-haul YTD RASK increased 5.7% year-on-year, primarily reflecting reduced capacity across the long-haul network due to ongoing Boeing 787 aircraft-on-ground constraints, while demand remained comparatively resilient.

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June 2026 Operating statistics table

Group	June FY26	June FY25	% [1, 2]	FINANCIAL YTD 2026	FINANCIAL YTD 2025	% [1, 2]
Passengers carried (000)	1,436	1,426	(2.0%)	16,010	15,907	0.6%
Revenue Passenger Kilometres(m)	3,197	3,115	(0.1%)	34,346	33,769	1.7%
Available Seat Kilometres (m)	3,929	3,774	1.3%	41,046	40,501	1.3%
Passenger Load Factor (%)	81.4%	82.5%	(1.1 pts)	83.7%	83.4%	0.3 pts

Short Haul Total	June FY26	June FY25	% [1, 2]	FINANCIAL YTD 2026	FINANCIAL YTD 2025	% [1, 2]
Passengers carried (000)	1,249	1,243	(2.3%)	14,089	13,982	0.8%
Revenue Passenger Kilometres(m)	1,420	1,379	0.2%	16,008	15,366	4.2%
Available Seat Kilometres (m)	1,739	1,633	3.6%	18,893	17,971	5.1%
Passenger Load Factor (%)	81.7%	84.4%	(2.7 pts)	84.7%	85.5%	(0.8 pts)

Domestic	June FY26	June FY25	% [1, 2]	FINANCIAL YTD 2026	FINANCIAL YTD 2025	% [1, 2]
Passengers carried (000)	888	891	(3.1%)	10,048	10,142	(0.9%)
Revenue Passenger Kilometres(m)	465	457	(0.9%)	5,351	5,311	0.8%
Available Seat Kilometres (m)	582	587	(3.6%)	6,439	6,409	0.5%
Passenger Load Factor (%)	80.0%	77.8%	2.2 pts	83.1%	82.9%	0.2 pts

Tasman / Pacific	June FY26	June FY25	% [1, 2]	FINANCIAL YTD 2026	FINANCIAL YTD 2025	% [1, 2]
Passengers carried (000)	361	352	(0.3%)	4,041	3,840	5.2%
Revenue Passenger Kilometres(m)	955	922	0.7%	10,657	10,055	6.0%
Available Seat Kilometres (m)	1,157	1,046	7.6%	12,454	11,562	7.7%
Passenger Load Factor (%)	82.5%	88.1%	(5.6 pts)	85.6%	87.0%	(1.4 pts)

Long Haul Total	June FY26	June FY25	% [1, 2]	FINANCIAL YTD 2026	FINANCIAL YTD 2025	% [1, 2]
Passengers carried (000)	187	183	(0.2%)	1,921	1,925	(0.2%)
Revenue Passenger Kilometres(m)	1,777	1,736	(0.4%)	18,338	18,403	(0.4%)
Available Seat Kilometres (m)	2,190	2,141	(0.5%)	22,153	22,530	(1.7%)
Passenger Load Factor (%)	81.2%	81.1%	0.1 pts	82.8%	81.7%	1.1 pts

Asia	June FY26	June FY25	% [1, 2]	FINANCIAL YTD 2026	FINANCIAL YTD 2025	% [1, 2]
Passengers carried (000)	109	105	1.3%	1,094	1,101	(0.6%)
Revenue Passenger Kilometres(m)	922	884	1.5%	9,357	9,462	(1.1%)
Available Seat Kilometres (m)	1,108	1,108	(2.8%)	10,969	11,464	(4.3%)
Passenger Load Factor (%)	83.2%	79.7%	3.5 pts	85.3%	82.5%	2.8 pts

Americas	June FY26	June FY25	% [1, 2]	FINANCIAL YTD 2026	FINANCIAL YTD 2025	% [1, 2]
Passengers carried (000)	78	78	(2.2%)	827	824	0.4%
Revenue Passenger Kilometres(m)	855	852	(2.3%)	8,981	8,941	0.4%
Available Seat Kilometres (m)	1,082	1,033	1.9%	11,184	11,066	1.1%
Passenger Load Factor (%)	79.1%	82.5%	(3.4 pts)	80.3%	80.8%	(0.5 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 2024 (28 days) in FY25 YTD compared with July 2025 (27 days) in FY26 YTD and June 2025 (36 days) compared with June 2026 (37 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.

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Market announcements

(1 June 2026 to 21 July 2026)

Air New Zealand strategy reset: Te Pae Hou - Our Future

30 June 2026

Air New Zealand is announcing the priorities of its strategy reset which are now being implemented across the airline. Further details can be found in the presentation accompanying this release.

Our Future strategy reset focuses on returning Air New Zealand to profitability and generating strong returns for shareholders over time, with implementation well under way.

The focus is on three strategic priorities:

- ***Customer First***: Delivering world leading reliability and punctuality with a relentless focus on priority segments. We are already seeing positive outcomes, including on-time-performance improvement FY26 year-to-date, reflecting the focus the airline has put into reliability, punctuality, and disrupt management. This focus will continue.
- ***Targeted Growth***: Growing a profitable network and building our presence in larger, resilient markets to generate returns and support New Zealand tourism. We have already announced new Christchurch routes to Japan, Singapore, and Perth. We are fine tuning our premium service flow and product offering and allocating more resources to our highest return-on capital areas.
- ***Resilient and Future Fit***: Transforming our cost base and applying rigorous capital allocation discipline. We are delivering on the cost-out programme with circa. $100m of annualised benefits forecast to flow from FY27, while creating momentum for ongoing cost transformation. We are working with aircraft manufacturers to reprofile our aircraft deliveries to smooth capital expenditure.

A conference call for investors and analysts will be hosted by Nikhil Ravishankar (Chief Executive Officer) and Richard Thomson (Chief Financial Officer) at 1:00pm NZST today, Tuesday 30 June 2026, and can be accessed as follows:

1. Live via webcast: Click here for a link to the investor and analyst webcast.
2. Live via telephone (for “listen-only” participants and those who would like to ask a question): Click here for a link to the conference call.

Please register in advance of the webcast and conference call using the links provided above. Upon registering, you will be provided with participant dial-in numbers, Direct Event passcode and unique registrant ID.

A replay of the webcast will be accessible through the results section of the Investor Centre on Air New Zealand's website: https://www.airnewzealand.co.nz/investor-centre

Further commentary will be provided at FY26 annual results and a future Investor Day, currently planned for November 2026.

Air New Zealand appoints new Chief Financial Officer

30 June 2026

Air New Zealand announces the appointment of Kris Cudmore as Chief Financial Officer after an extensive international search process.

Mr Cudmore is currently Infrastructure, Planning & Commercial Lead at Air New Zealand and has worked with the airline in an advisory role for three years before formally joining the company at the end of 2025.

Mr Cudmore's experience spans corporate performance, business transformation, strategic planning and capital management, alongside investment and strategic consulting work including in the aviation airline sector. Prior to Air New Zealand, Mr Cudmore held senior finance and transformation lead roles in New Zealand and internationally, including at Spark New Zealand (formerly Telecom) and Telstra.

Chief Executive Officer Nikhil Ravishankar said Mr Cudmore brings a strong combination of finance, commercial and strategic leadership experience to the role.

"Kris has worked closely with the airline over recent years and has played an important role in helping shape our new strategy," says Mr Ravishankar.

"He brings a clear understanding of the airline, our operating environment and the opportunities ahead of us. His experience in commercial performance, capital allocation and long-term value creation will be important as we continue to deliver for our customers, shareholders, our people and New Zealand."

Mr Ravishankar said the appointment comes as Air New Zealand begins implementing its new strategy, Our Future | Te Pae Hou, which was shared with the airline's team on Friday and on the NZX today.

Mr Cudmore will take up the position on 3 August 2026 and succeeds Richard Thomson, who has served as Chief Financial Officer since early 2021.

Mr Ravishankar thanked Mr Thomson for his dedicated service and significant contribution to the airline. "Richard has provided strong leadership through one of the most challenging periods in the airline's history, helping guide the business with care, resolve and a clear focus on our people, customers and long-term resilience."

Air New Zealand 2026 Annual Results Webcast Details

17 July 2026

Air New Zealand's 2026 Annual Results will be announced before NZX trading begins on Friday 28 August 2026.

A conference call for investors and analysts will be hosted by Nikhil Ravishankar (Chief Executive Officer) and Richard Thomson (Chief Financial Officer) at 10:30am NZST on the same day and can be accessed in the following ways:

1. Live via webcast: Click here to the investor and analyst webcast.
2. Live via telephone for "listen-only" participants and those who would like to ask a question. Click here for a link to the conference call.

Please register in advance of the webcast and conference call using the link provided above. Upon registering, you will be provided with participant dial-in numbers, Direct Event passcode and unique registrant ID.

A replay of the webcast will be accessible through the results section of the Investor Centre on Air New Zealand's website: https://www.airnewzealand.com/en-nz/investor-centre

Media releases

(1 June 2026 to 21 July 2026)

Air New Zealand marks Dreamliner milestone as final aircraft returns from storage

3 July

Air New Zealand has welcomed back its final Boeing 787-9 Dreamliner from long-term storage, marking a major milestone in the airline's response to one of the most significant global supply chain challenges facing aviation in recent years.

For the first time since the global Rolls-Royce Trent 1000 engine shortage impacted aircraft availability, Air New Zealand now has no widebody aircraft in storage. At the peak of the engine shortage, the airline had five of its fourteen Boeing 787-9 aircraft grounded.

Air New Zealand GM Fleet Baden Smith says the milestone is one step closer to having the full Dreamliner fleet operational.

"With the completion of our retrofit programme and the delivery of our two new Boeing 787-9 aircraft by the end of this year, we'll see targeted growth in widebody capacity over the next two years.

"This additional capacity opens up opportunities across our network, including our recently announced services between Christchurch and Singapore, Tokyo and Perth.

"As the country's national airline our focus isn't just growth; it's building a resilient, future-fit airline that keeps New Zealand connected to the world. Every aircraft we return to the fleet strengthens our ability to connect people, support trade and grow tourism."

For Air New Zealand Fleet Project Lead Robert Cox, the milestone reflects the success of a complex and coordinated programme of work.

"The challenge wasn't just finding somewhere to store the aircraft. We needed to keep them maintained, protect the condition of the fleet and keep the engine overhaul programme moving so we could get these aircraft back into service for our customers as soon as possible.

"Long-term aircraft parking is limited in Auckland and New Zealand's climate isn't ideal for extended aircraft storage, so Alice Springs became the preferred location for the grounded Dreamliners."

Air New Zealand worked with partners to carry out Trent 1000 engine changes in Alice Springs, allowing engines to be removed and sent for overhaul while the aircraft remained safely in storage.

"Carrying out engine changes in Alice Springs was a significant logistical challenge, but it helped us get engines into the shop at least six months earlier than if they had remained on the aircraft," says Cox.

Air New Zealand's narrowbody fleet is also nearly back in full service, with just two Airbus A320neo aircraft currently grounded due to challenges with the Pratt & Whitney engines, down from six at the peak of the disruption.

All fourteen 787-9 Dreamliners will have been retrofitted with the airline's new cabin experience by the end of 2026.

The airline's two new Boeing 787-9 Dreamliners are scheduled to be delivered from Boeing by the end of this year.

Air New Zealand shares first look at new cabin designs for Boeing 777 aircraft

15 July

Air New Zealand has unveiled details of its new cabin upgrades being undertaken across its Boeing 777-300ER fleet, underscoring its commitment to deliver a refined, modern, world-class onboard experience for customers travelling to and from Aotearoa New Zealand.

The upgrade programme will see the airline's Boeing 777-300ER aircraft fitted with new Business Premier and Economy interiors, and give customers a fresh, more consistent experience across Air New Zealand's international fleet.

Air New Zealand Chief Customer & Digital Officer Jeremy O'Brien says the investment aims to ensure the airline delivers a product that meets customer needs now and into the future. Ongoing maintenance and production costs have also been factored into the upgrades.

"Our current Business Premier and Economy cabins have served us exceptionally well since we welcomed the first 777-300ER into our fleet in late 2010, however the time is right to raise the bar once again. Alongside our retrofitted 787-9 Dreamliners, these upgrades will deliver a more consistent experience across Air New Zealand's international fleet, with a design and production standard that matches the world-class Kiwi service we're proud to provide onboard.

"Our Boeing 777-300ER aircraft continue to play a key role in our international network, and upgrading the interiors means we can keep these aircraft flying for longer, while reducing the maintenance demands that come with an older cabin product."

New onboard experience for 777 fleet

Business Premier

The refreshed Business Premier cabin will feature new Collins Elevation seats, offering customers more personal space, comfort and privacy, in a forward-facing layout.

"The updated Business Premier cabin will deliver a modern experience for our customers and brings similar functionality to the new seats being rolled out across our 787-9 fleet. It will also see the layout change to a 'reverse herringbone' format," says O'Brien.

Key features include:

- 44 seats (unchanged from current layout)
- 43" pitch seats that convert to a lie-flat bed
- All seats will have doors for enhanced privacy
- Centre seats have sliding privacy dividers
- 18" inflight entertainment screens with Bluetooth audio connectivity
- USB A and USB C connection

Economy

Customers travelling in Economy will enjoy new ergonomically designed seats from ZIM, along with upgraded inflight entertainment screens.

Key features include:

- 246 seats (two additional seats compared to the current layout)
- Economy Stretch seats with 35" pitch
- Standard Economy seats with 31"-32" pitch
- 13" inflight entertainment screens with Bluetooth audio connectivity
- USB C connection

Premium Economy remains as it is currently, with the cabins having gone through a refresh programme over the past year, with new seat covers and cabin curtains.

The first 777 is scheduled to be retrofitted in March 2027, and in service by May 2027.

Air New Zealand delivers strong year-on-year improvement in June operational performance

16 July

In June, Air New Zealand operated 12,279 flights across its domestic and international network with 86 percent of flights arriving within 15 minutes of schedule.

While June's on-time performance was down slightly from May's record 89.1 percent, the result represents a significant improvement on the same month last year, when 78.3 percent of flights arrived on time.

Chief Operations Officer, Ground and In-Flight, Kate Boyer says June demonstrated the progress Air New Zealand is making towards building a more resilient operation that puts customers first.

"June was another solid month for our operations. While our on-time performance eased slightly compared with May, it came during a month where we managed several significant operational challenges, including the fire at Wellington Airport, periods of severe winter weather, and other disruptions outside our control.

"Despite those challenges, our overall on-time performance improved by almost eight percentage points compared with June last year with every part of our network contributing to that improvement.

"We know reliability is one of the things our customers value most. Every improvement we make means more people arriving on time, making connections, getting home to their families, or starting their holidays and business trips as planned."

One of the biggest contributors to the gain was a significant reduction in reactionary delays, where a delay to one flight impacts the rest of the day's schedule. Compared with June last year, reactionary delays were reduced by more than 50 percent, allowing quicker recovery from disruption and reducing knock-on delays across the network.

"Building a more resilient airline starts with getting the basics right. Over the past year we've made changes to our regional schedule to improve reliability and rolled out a targeted programme of initiatives designed to improve our day-of execution discipline. We're seeing the benefits of that work through stronger on-time performance and a greater ability to recover when disruption does occur.

"We're now taking those learnings and applying them across our jet network through schedule adjustments and operational improvements, so we can continue delivering a more reliable experience for our customers," Kate adds.

Air New Zealand also continued to improve performance in cancellations with only 0.7 percent within the airline's control, down from 1.7 percent in June last year. While total cancellations increased to 3.3 percent of scheduled flights during June, these were primarily caused by factors outside the airline's control including severe weather and disruption caused by the fire at Wellington Airport.

"That shows the areas we can directly influence continue to improve, even when operating conditions become more challenging. Reliable operations are fundamental to delivering for our customers and to our ambition of being the world's most respected airline. While there's always more to do, particularly as we move through winter, these results demonstrate the progress we're making through continued investment in our people, planning and technology at Air New Zealand," Kate finishes.

Air New Zealand to be the first international airline at new Western Sydney Airport

17 July

Tomorrow (Saturday 18 July) marks 100 days until Air New Zealand becomes the first international airline to touch down at the new Western Sydney International Airport (WSI), giving Western Sydney residents direct access to New Zealand and beyond through the airline's extensive domestic and international network.

From 26 October, Air New Zealand will operate three return services a week to WSI, becoming the airport's inaugural international airline and giving customers a second Sydney option alongside its existing services to Sydney Kingsford Smith.

The new route will operate Monday, Wednesday and Friday each week using the airline's A320 and A321 aircraft. Flights will depart Auckland at 6.00am, arriving at WSI at 7.45am. The return service will depart WSI at 8.55am, arriving back in Auckland at 2.10pm.

Air New Zealand General Manager Australia Kath O'Brien says the Western Sydney route represents more than a new airport; it opens up one of Australia's fastest-growing regions and is an important addition to the airline's trans-Tasman network.

"More than 2.5 million people live in Western Sydney, including a large community of New Zealanders. Flying directly into the region gives our customers another way to travel across the Tasman, while also strengthening business and tourism connections between New Zealand and Australia.

"The Western Sydney team has built a world-class terminal that will deliver an outstanding travel experience. Whether you're a Kiwi travelling to Western Sydney to visit family or to explore the Blue Mountains or are a Sydney-sider visiting New Zealand or connecting onwards the Pacific or North America, this new service creates more options and more choice."

Tickets are on sale now, with one-way Seat only fares from Auckland to WSI starting from $319 NZD.

WSI CEO Simon Hickey said he was delighted that Air New Zealand's WSI flights would create more choice and flexibility for family and friends, holiday makers, and business travellers between Australia and New Zealand.

"It's a great time to be strengthening the trans-Tasman connectivity, given both Australia and New Zealand represent each other's largest inbound market, with those numbers increasing each year," he said.

"Travellers will be able to move through our state-of-the-art terminal with ease thanks to our efficient, digital check-in experience, enjoy a touch of shopping via our retail partner, Lagardère AWPL, and relax at their departure gate in a comfortable seat with handy charging portals and stunning views of the nearby Blue Mountains.

"With final operational preparations continuing each day and only 100 days to go until our inaugural international flight – we can't wait to welcome travellers to Sydney's new 24-hour global gateway."

ENDS.