



**Ministry for Cities, Environment,
Regions & Transport**

Aviation On-Time Performance

August 2026

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Definitions

Term	Definition
On-time arrival	A flight arrival is counted as “on-time” if it arrived at the gate before 15 minutes after the scheduled arrival time shown in the carrier’s schedule. Neither diverted nor cancelled flights count as on time.
On-time departure	A flight departure is counted as “on-time” if it departs the gate before 15 minutes after the scheduled departure time shown in the carrier’s schedule.
Cancellation	A flight removed from service within 7 days of scheduled departure is regarded as a cancellation. The cancellation window starts at midnight 7 days before the flight. - For example, if the flight is scheduled to depart at 09:00 on Monday and is cancelled at or after 00:00 on the previous Tuesday, it will be counted as a cancellation. - If it is cancelled at or before 23:59 on the Monday prior, it will not be counted as a cancellation.
Diversion	A diversion is when an aircraft departs from its scheduled departure port but arrives at a different airport from the scheduled port. Diverted services are recorded against the scheduled routes as an on time or late departure (depending on their actual departure time) and as a late arrival. Any subsequent flight from the diversion airport to the scheduled port and serving only diverted passengers is excluded from OTP reporting.
On-time departure percentage	The percentage of on-time departures is measured against the number of departures operated on any particular sector.
On-time arrival percentage	The percentage of on-time arrivals is measured against the number of arrivals operated on any particular sector.
Cancellation percentage	The percentage of cancellations is measured against the number of services scheduled on any particular sector.

Aviation On-Time Performance

August 2026

1. Introduction

The Ministry for Cities, Environment, Regions and Transport (the Ministry) reports monthly on airlines' on-time performance (OTP). A key part of the Ministry's stewardship role is to use data and evidence to build greater transparency of aviation system performance. The Ministry thanks airlines for providing the data that made this report possible.

The Ministry will continue to improve this report and welcomes feedback from users.

2. About OTP

The OTP report covers three types of flights in and out of New Zealand:

1. **Domestic regional flights:** These are all other domestic flights. This includes airlines flying turboprop aircraft on routes with domestic competitive jet flights and jet flights on routes only flown by Air New Zealand (for example, Auckland to Invercargill and return).
2. **Domestic competitive jet flights:** These are domestic (within New Zealand) flights, on routes flown by more than one airline using jet aircraft. The two airlines that operate domestic competitive jet flights are Air New Zealand and Jetstar.
3. **Competitive trans-Tasman flights:** These are trans-Tasman (between New Zealand and Australia) flights flown by more than one airline.

3. Caveats and limitations of data

The OTP report provides valuable insights into airline performance. However, there are many factors to consider when reading, assessing or utilising this data.

General caveats

Various factors, many outside airlines' control, can affect whether a flight arrives or departs on time.

Care should be taken when interpreting OTP for airlines that fly 20 or fewer sectors per month, as any single delay or cancellation can shift their overall percentage considerably. This is especially relevant for some regional airlines with relatively low numbers of scheduled flights.

Small changes in the number of cancellations can result in large movements in the reported cancellation percentage. In these cases, the percentages should be interpreted with caution and alongside the absolute number of cancellations and any relevant context, such as weather-related disruptions. This is because these percentages may not be statistically robust indicators of underlying performance.

Twelve-month rolling average

A twelve-month rolling average (also called a moving average) takes the average of the most recent 12 months of data. It is a way of smoothing out data over time to see the underlying trend in performance without seeing month-by-month fluctuations.

The twelve-month rolling averages in this report smooth seasonality (e.g. winter weather delays, holiday travel volume) and show the real trend for performance over time. However, because of this, the twelve-month rolling averages can take several months to fully reflect sudden improvements or declines in performance.

Operational factors affecting domestic regional OTP

When comparing OTP across domestic regional flights, other operational factors should be considered.

Most flights covered in the domestic regional sections of this report are flown by turboprop aircraft, but jet and piston aircraft may also be used. Operational factors to consider include:

- smaller aircraft may have quicker turnarounds and access to more airfields but are often more sensitive to weather conditions. Turboprops (commonly used on regional routes) experience more disruption from weather than jets.
- larger aircraft tend to operate within more complex networks, increasing exposure to flow-on delays.

Airport type also plays a role:

- major hubs are more prone to congestion
- uncontrolled airfields allow for faster, more flexible operations.

Weather exposure further affects OTP, particularly for routes into alpine or coastal regions.

Differences in how OTP is captured also mean that data across carriers is not always directly comparable. For example, some record departure time as when the engine starts and others from when the aircraft pushes back from the gate. This is described further in section 5, 'Reports' below.

Safety and security are paramount and will always take priority over timeliness

Some airlines have provided commentary on the factors that affected their OTP each month. These are included with each airline's data.

Examples of factors that can affect OTP for flights include:

- adverse meteorological conditions, such as high winds, fog, low visibility, snow, heavy rain, and volcanic ash
- seasonal weather variations
- technical issues with the aircraft
- congested airspace

- airport tarmac traffic
- late arrival of other aircraft, passengers or connecting crew
- delays in processing international passengers through border checks.

4. Coverage

Domestic regional services

Sections 6, 7, 12 and 13 of this report include domestic flights that are not covered in the domestic jet sections of this report. In August 2026, the routes included in the domestic regional sections were served by the following domestic airlines:

- Air Chathams
- Air New Zealand
- Golden Bay Air
- Sounds Air
- Sunair Aviation.

Unlike the reporting on domestic jet services and trans-Tasman services, reporting on domestic regional services includes routes where only one airline operates. There were 98 domestic regional routes operated by participating airlines during the period reported.

Domestic competitive jet flights

The domestic competitive jet sections of the OTP report cover jet services on New Zealand domestic routes where there is more than one airline operating jets. It therefore covers many but not all Air New Zealand domestic jet flights, and all domestic Jetstar flights.

This allows for comparison between similar services. There were 14 routes (7 return services) that met this definition during the period reported:

1. Auckland – Christchurch – return
2. Auckland – Dunedin – return
3. Auckland – Queenstown – return
4. Auckland – Wellington – return
5. Christchurch – Hamilton – return
6. Wellington – Christchurch – return
7. Wellington – Queenstown – return.

Domestic OTP by region

Section 13 of this report breaks down domestic OTP by region. It covers all aircraft types.

The flights included in this section are flown by the same airlines as for the domestic regional sections (including Air New Zealand), plus Jetstar.

How Air New Zealand's domestic OTP data is treated

Air New Zealand uses a mix of jet and turboprop aircraft on its domestic routes.

- All Air New Zealand turboprop services are covered in the domestic regional section.
- Jet services are covered in the domestic jet section if they meet the criteria for inclusion (that is, they are jet services between Auckland, Hamilton, Wellington, Christchurch, Dunedin and Queenstown on routes where there is more than one airline operating jets).
- Any other Air New Zealand jet service is included in the domestic regional section. Therefore, the domestic regional section includes Air New Zealand flights that are flown by jet aircraft, but that do not meet the criteria for inclusion in the domestic jet section of this report because the routes are served only by Air New Zealand jet services, (for example, Auckland to Invercargill return).

Trans-Tasman

OTP is reported for services on routes between New Zealand and Australia.

This report includes data from the following airlines:

- Air New Zealand
- China Airlines
- Emirates
- Jetstar
- Qantas
- Virgin Australia

The following airlines are not included in this month's report:

- LATAM Airlines stopped operating its trans-Tasman routes in November 2025.
- China Eastern Airlines suspended its trans-Tasman flights from 10 May 2026 through October 2026.
- Solomon Airlines has suspended its trans-Tasman flights from 1 June 2026 through to the end of 2027.

In the trans-Tasman sections of this report, we have only included routes where there is more than one airline operating on that route. There were 32 routes that met this definition during the period reported.

5. Reports

Airlines supplied the data and the Ministry collated it.

Airlines that provided data for domestic jet and trans-Tasman routes use Aircraft Communications Addressing and Reporting System (ACARS) to electronically measure OTP.

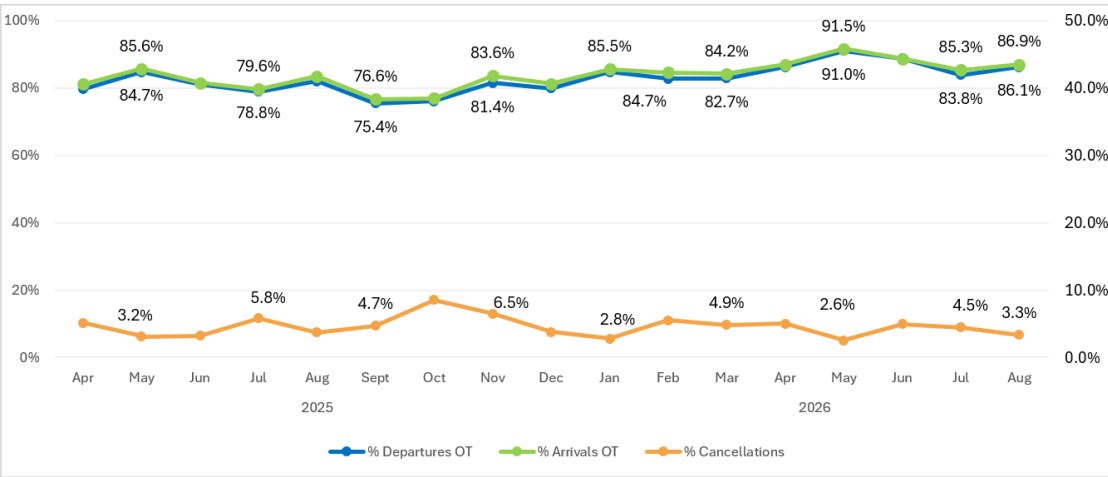
Airlines flying domestic regional routes use various methods to record their OTP, including manual recording of data.

After the initial data collection, aggregate reports are subject to internal audit by participating airlines prior to publication.

6. Industry OTP for domestic regional routes in August 2026

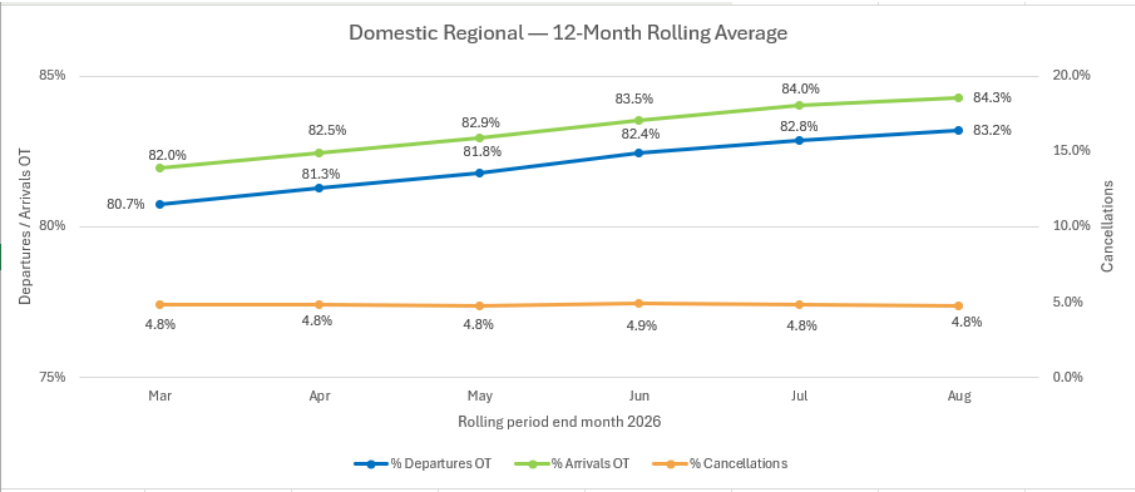
Domestic regional routes (Air NZ, Golden Bay Air, Sunair Aviation, Air Chathams, Sounds Air)

Overall, on-time performance for August 2026 was 86.1 percent departures on-time, higher than the 81.9 percent in August 2025. Arrivals were 86.9 percent in August 2026, higher than the 83.4 percent in August 2025. Cancellations in August 2026 were 3.3 percent, lower than the 3.7 percent in August 2025.



Graph 1: Domestic regional On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

The 12-month rolling average for August 2026 was 83.2 percent for on-time departures, and 84.3 percent for on-time arrivals. The 12-month rolling average cancellation rate for the month was 4.8 percent. Domestic regional data was first collected in April 2025, meaning a 12-month rolling average is only available from March 2026 onwards.

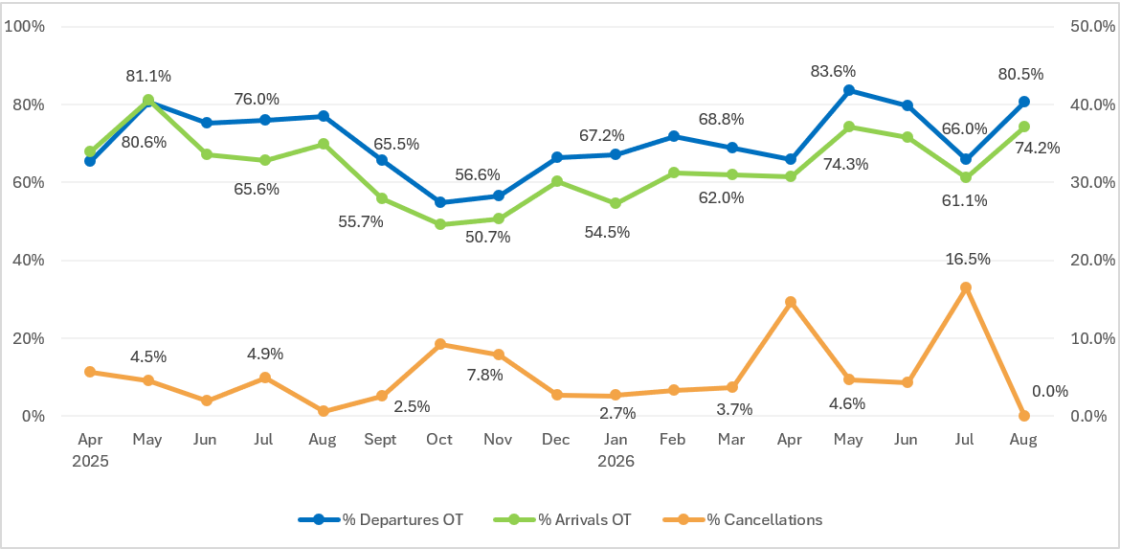


Graph 2: Domestic regional 12 Month Rolling Average On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

7. Airlines’ OTP on domestic regional routes in August 2026

Air Chatham's

In August 2026, Air Chatham's OTP for its domestic regional routes was 80.5 percent for on-time departures. Arrivals on time were 74.2 percent. The cancellation rate for the month was 0 percent.

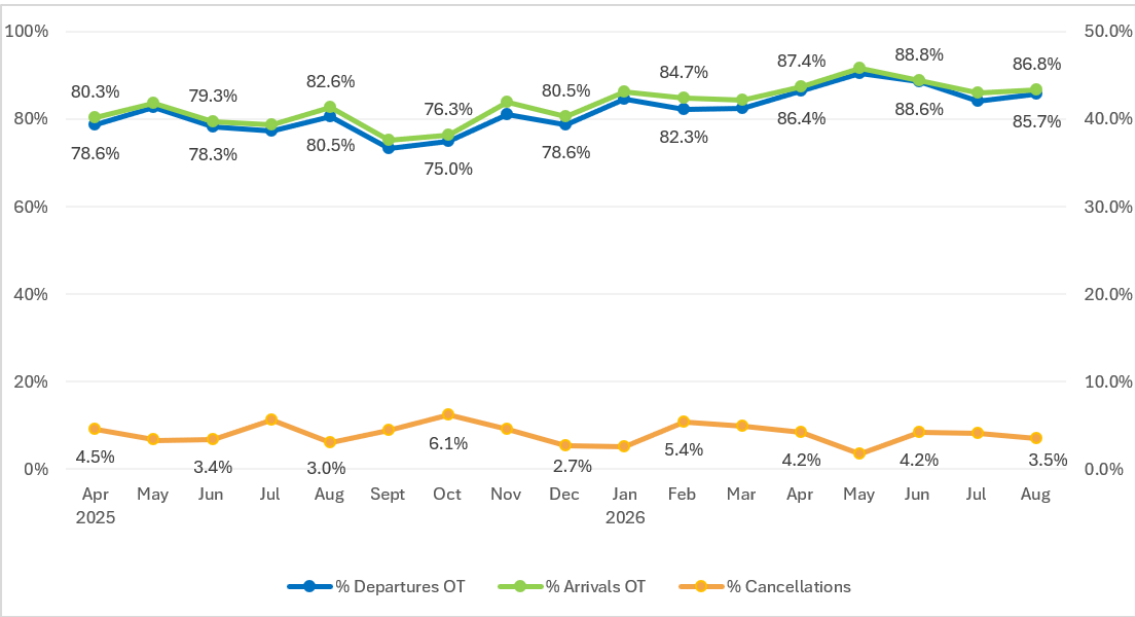


Graph 3: Air Chatham's On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Air New Zealand

In August 2026, Air New Zealand’s OTP for its domestic regional routes was 85.7 percent for on-time departures. Arrivals on time were 86.8 percent. The cancellation rate for the month was 3.5 percent.

Air New Zealand’s domestic regional services were mainly affected by weather conditions that placed Auckland and multiple North and Central North Island ports below operating limits on 10, 14 and 27 August. The disruption affected arrivals and departures, contributed to weather-related cancellations and generated delays to later services. Snow and ice removal at South Island ports also contributed to delays during the month.

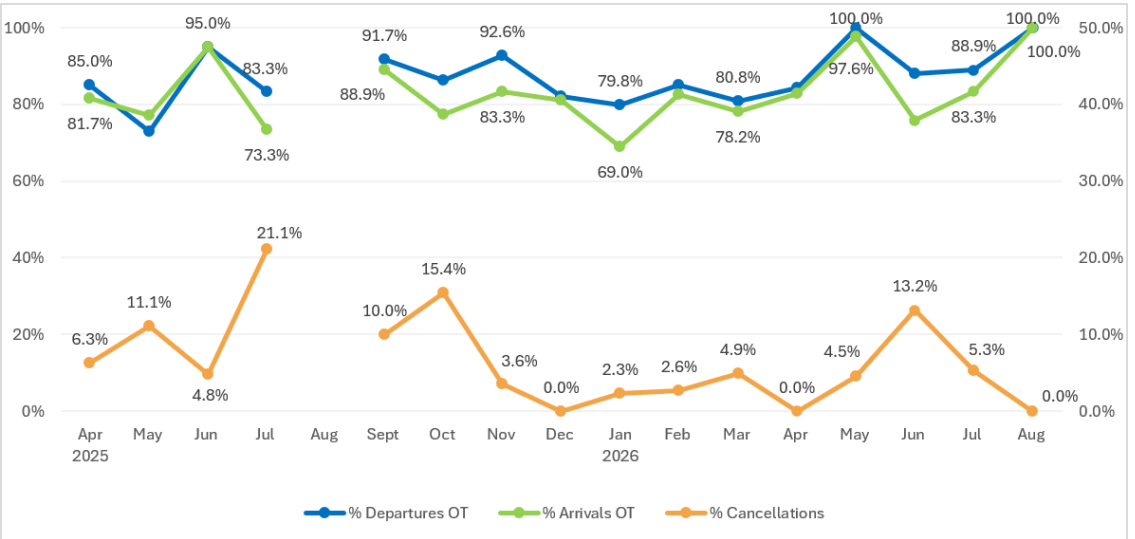


Graph 4: Air New Zealand On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Golden Bay Air

In August 2026, Golden Bay Air’s OTP for its domestic regional routes was 100 percent for on-time departures and arrivals. The cancellation rate for the month was 0 percent.

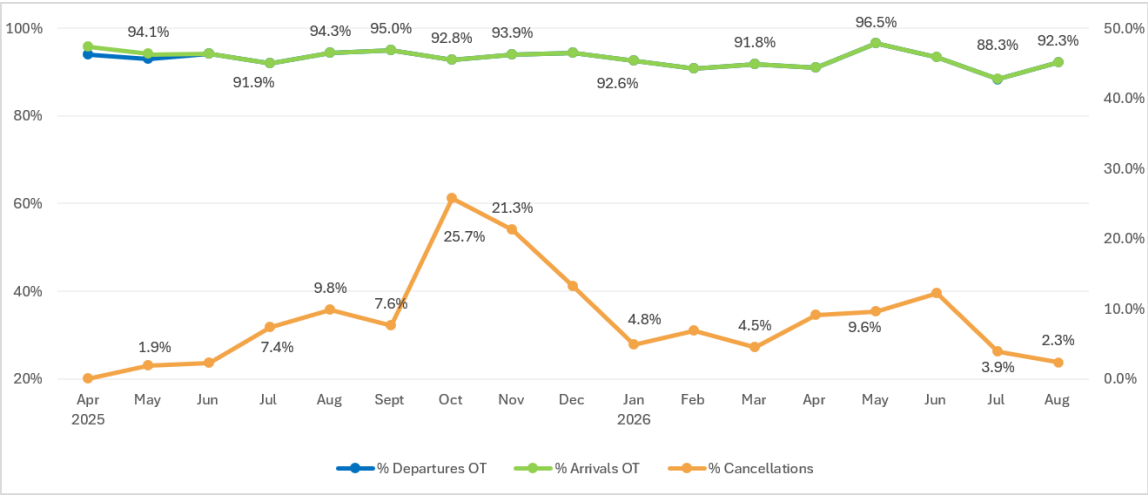
Golden Bay Air only had one scheduled return flight in August, as it undertook its 2026 scheduled annual winter shutdown period from 3 August – 6 September 2026. Golden Bay Air also had its 2025 scheduled annual winter shutdown period from late July to the end of August 2025.



Graph 5: Golden Bay Air On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Sounds Air

In August 2026, Sounds Air’s OTP for its domestic regional routes was 92.3 percent for both on-time departures and on-time arrivals. The on-time departure and on-time arrival performance for this airline has been identical since May 2025, so the chart displays a single line (green) representing both measures. The cancellation rate for the month was 2.3 percent.



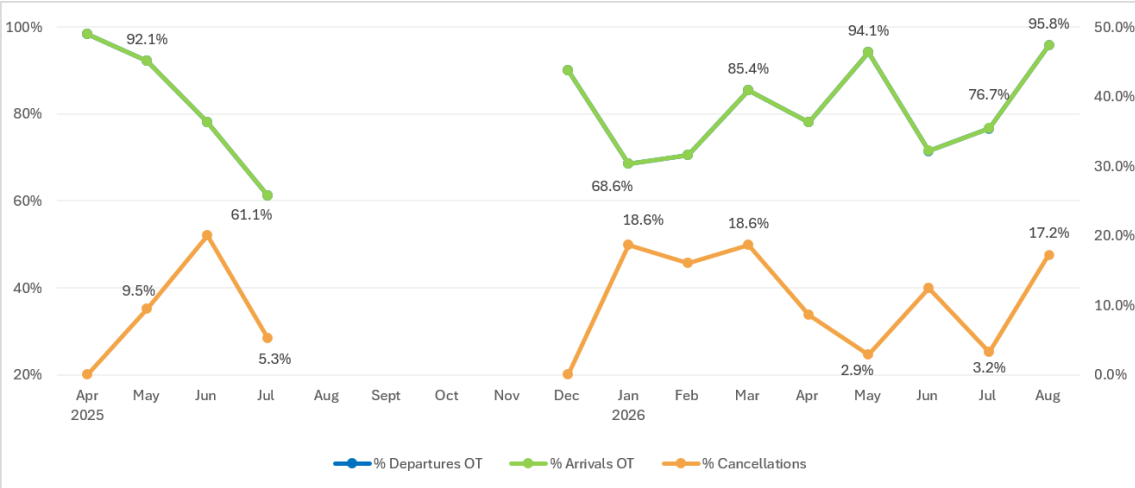
Graph 6: Sounds Air On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Sunair Aviation

In August 2026, Sunair Aviation’s OTP for its domestic regional routes was 95.8 percent for both on-time departures and on-time arrivals. The cancellation rate for the month was 17.2 percent. Sunair Aviation resumed operations in December 2025 following a pause in services since August 2025, impacting the 12-month performance.

Please note that on-time departure and arrival performance for this airline are identical, so the chart displays a single line (green) representing both measures.

Sunair operates small aircraft with 4 to 6 seats. If no passengers book a flight on a given day, the service is not operated. Flights advertised but not operated due to no bookings have been excluded from Sunair’s OTP data.



Graph 7: Sunair On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

8. Industry OTP for domestic jet routes in August 2026

For August 2026, OTP for all domestic jet routes where more than one airline operated jets on that route was 84.6 percent of departures on-time, 85.6 percent of arrivals on-time and a 0.8 percent cancellation rate.

The route with the highest OTP for departures in August 2026 was Wellington – Christchurch, with 92.1 percent of flights departing on time. Wellington – Christchurch also had the highest OTP for arrivals, with 91.2 percent of flights arriving on time.

Cancellations were highest on the Wellington – Auckland flights, with 2.7 percent cancelled.

Both airlines' OTP, domestic jets, August 2026 and August 2025 comparison

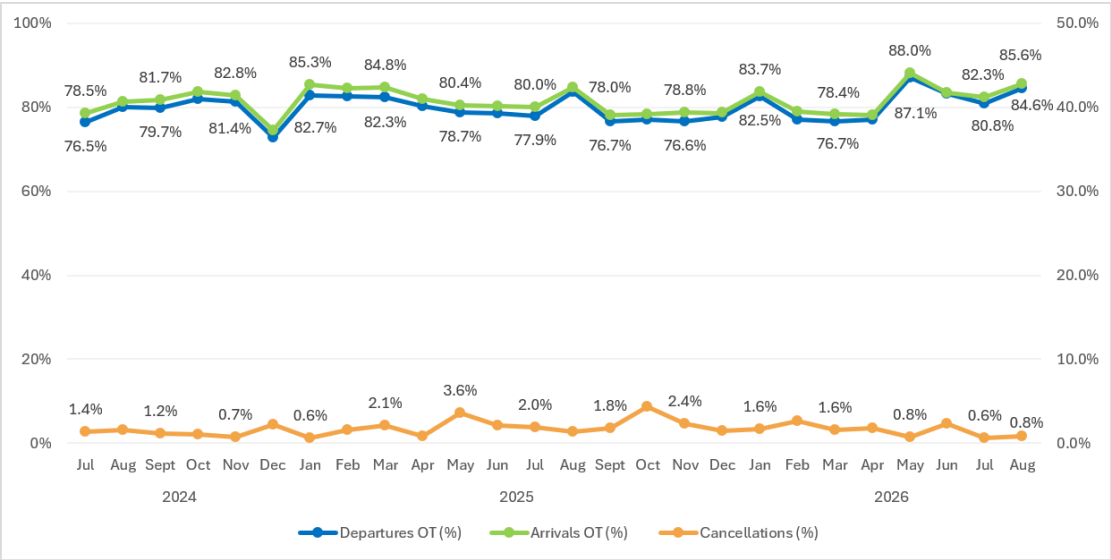
Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
August 2026							
Scheduled	Flown	No.	%	No.	%	No.	%
3,603	3,574	3,023	84.6%	3,058	85.6%	29	0.8%
August 2025							
Scheduled	Flown	No.	%	No.	%	No.	%
4,412	4,352	3,637	83.6%	3,690	84.8%	60	1.3%

Domestic jet routes ranked by OTP, August 2026

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Wellington - Christchurch	92.1%	Wellington - Christchurch	91.2%	Wellington - Auckland	2.7%
Wellington - Queenstown	90.3%	Queenstown - Wellington	88.9%	Wellington - Christchurch	2.6%
Christchurch - Wellington	88.7%	Auckland - Wellington	88.8%	Hamilton - Christchurch	1.6%
Auckland - Wellington	88.4%	Christchurch - Wellington	87.8%	Auckland - Wellington	1.2%
Auckland - Queenstown	87.7%	Queenstown - Auckland	87.6%	Dunedin - Auckland	1.0%
Auckland - Christchurch	86.5%	Wellington - Queenstown	86.1%	Queenstown - Auckland	0.9%
Queenstown - Wellington	86.1%	Auckland - Christchurch	86.0%	Christchurch - Wellington	0.9%
Auckland - Dunedin	83.8%	Christchurch - Auckland	85.2%	Christchurch - Auckland	0.2%
Wellington - Auckland	82.6%	Auckland - Queenstown	85.1%	Christchurch - Hamilton	0.0%
Christchurch - Auckland	82.1%	Auckland - Dunedin	83.8%	Auckland - Dunedin	0.0%
Dunedin - Auckland	81.7%	Wellington - Auckland	82.4%	Auckland - Christchurch	0.0%
Queenstown - Auckland	79.1%	Dunedin - Auckland	80.8%	Wellington - Queenstown	0.0%
Christchurch - Hamilton	77.4%	Christchurch - Hamilton	79.0%	Auckland - Queenstown	0.0%
Hamilton - Christchurch	72.1%	Hamilton - Christchurch	73.8%	Queenstown - Wellington	0.0%
Grand Total	84.6%	Grand Total	85.6%	Grand Total	0.8%

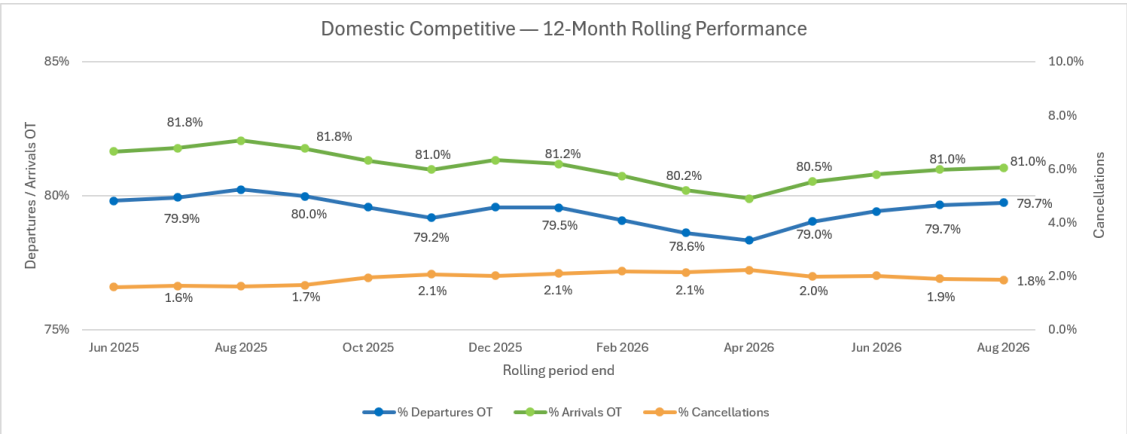
Domestic jet OTP trends, both airlines, all reported routes

Overall, on-time performance for August 2026 was 84.6 percent departures on-time, higher than the 83.6 percent in August 2025. Arrivals on time were 85.6 percent, higher than the 84.8 percent in August 2025. The cancellation rate was 0.8 percent, lower than the 1.3 percent in August 2025.



Graph 8: Domestic jet On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

The 12-month rolling average for August 2026 was 79.7 percent for on-time departures, lower than the 80.2 percent in August 2025. Arrivals on time were 81 percent, lower than 82.1 percent in August 2025. The 12-month rolling average cancellation rate for the month was 1.8 percent, higher than the 1.6 percent in August 2025.



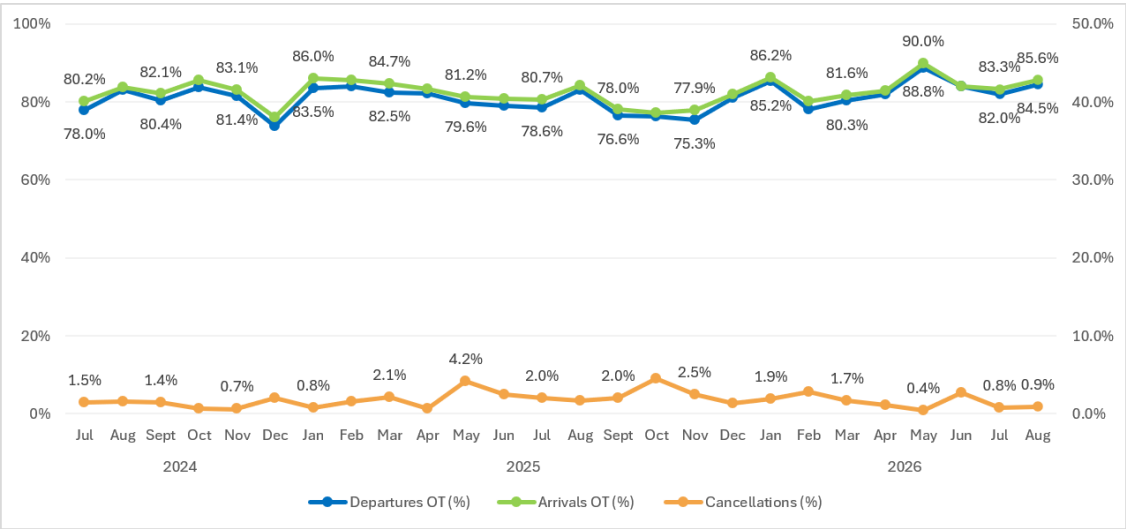
Graph 9: Domestic Jet 12 Month Rolling Average On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

9. Airlines’ OTP for domestic jet routes in August 2026

Air New Zealand

In August 2026, Air New Zealand recorded 84.5 percent for on-time departures. Arrivals on time were 85.6 percent. Air New Zealand’s cancellation rate was 0.9 percent.

Air New Zealand reported that its domestic jet services were mainly affected by delays flowing through from earlier services to later and return sectors. The largest concentrated delay impact occurred on 31 August, when disruption affected services through Auckland, Wellington, Christchurch, Queenstown and Dunedin. Weather-related cancellations, particularly on services involving Wellington, also contributed during the month.

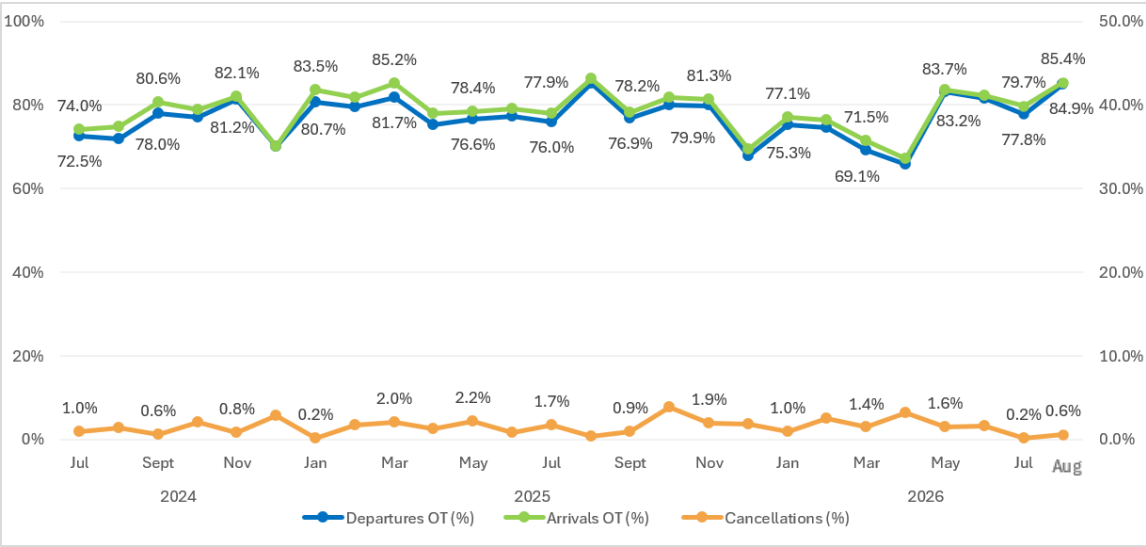


Graph 10: Air New Zealand Domestic Jet On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Jetstar

In August 2026, Jetstar recorded 84.9 percent for on-time departures. Arrivals on time were 85.4 percent. Jetstar’s cancellation rate was 0.6 percent.

Jetstar reported that delays were mainly caused by weather impacts, particularly in Queenstown and Auckland, air traffic control ground movement holding, and reactionary delays from late-arriving inbound aircraft, cascading through subsequent sectors.



Graph 11: Jetstar Domestic Jet On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

10. Industry OTP for trans-Tasman routes in August 2026

More detail on the number of flights and the routes flown by each airline can be found in section 15.

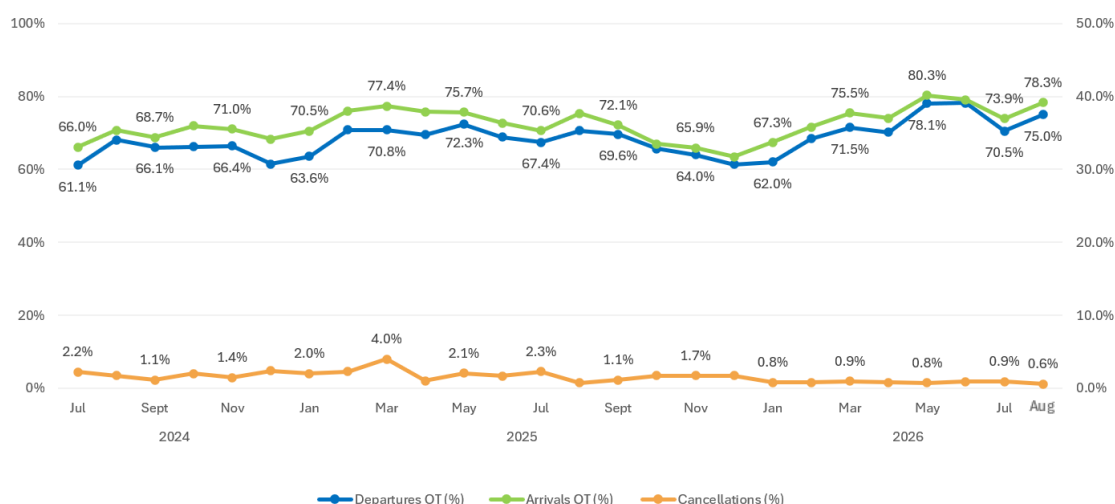
For August 2026, OTP across all trans-Tasman routes covered by this report was 75 percent for on-time departures, higher than the 70.6 percent in August 2025. Arrivals on time were 78.3 percent, higher than the 75.3 percent in August 2025. The cancellation rate for the month was 0.6 percent, lower than the 0.7 percent in August 2025.

Auckland – Sunshine Coast was the route with the highest OTP for both departures and arrivals in August 2026, with 95.2 percent for departures and 100 percent for arrivals.

Cancellations were highest on the Auckland – Perth, and Perth – Auckland routes in August 2026, with 3.8 percent of services cancelled.

All airlines' OTP, August 2026

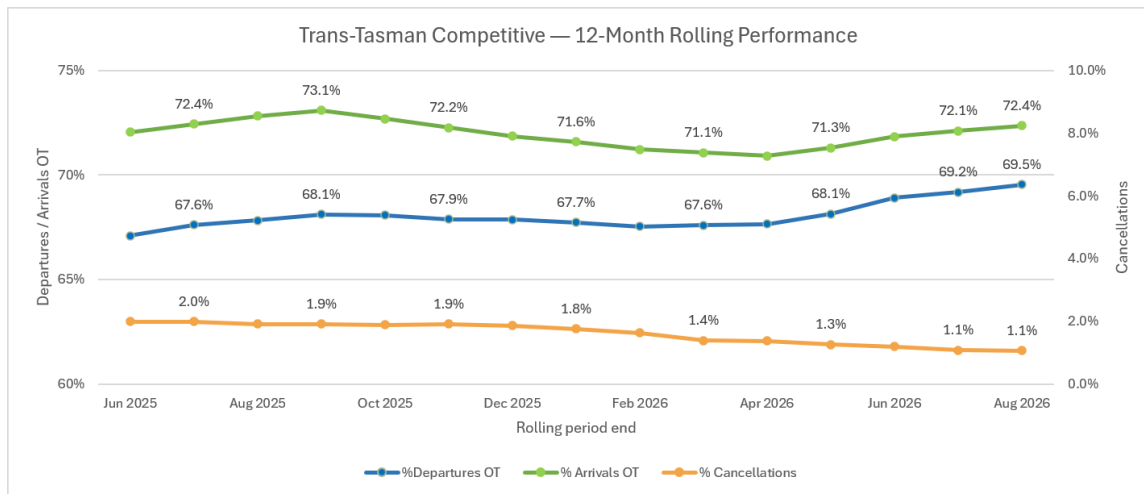
Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
August 2026							
Scheduled	Flown	No.	%	No.	%	No.	%
3,515	3,495	2,620	75%	2,735	78.3%	20	0.6%
August 2025							
Scheduled	Flown	No.	%	No.	%	No.	%
2,583	2,564	1,809	70.6%	1,930	75.3%	19	0.7%



Graph 12: Trans-Tasman On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Trans-Tasman OTP trends, all airlines, all reported routes

The 12-month rolling average for August 2026 was 69.5 percent for on-time departures and 72.4 percent for on-time arrivals. The 12-month rolling average cancellation rate for the month was 1.1 percent.



Graph 13: Trans-Tasman 12-Month Rolling Average On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Top 5 trans-Tasman routes for OTP, August 2026

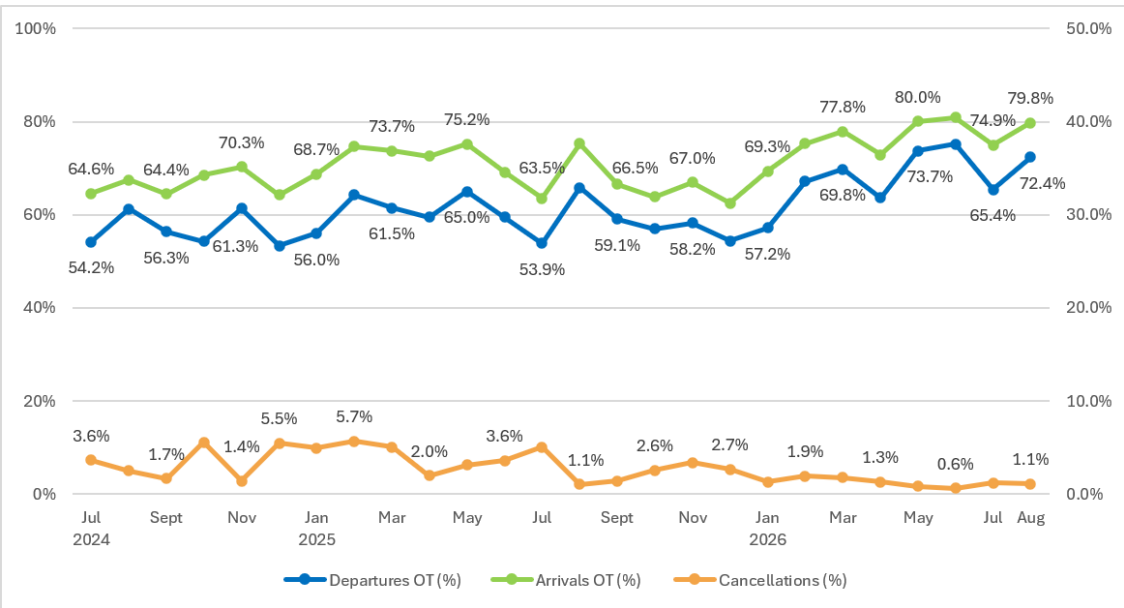
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Auckland - Sunshine Coast	95.2%	Auckland - Sunshine Coast	100.0%	Auckland - Perth	3.8%
Perth - Auckland	92.2%	Perth - Auckland	98.0%	Perth - Auckland	3.8%
Gold Coast - Auckland	88.6%	Auckland - Gold Coast	91.4%	Wellington - Brisbane	2.1%
Christchurch - Sydney	87.1%	Gold Coast - Auckland	91.4%	Brisbane - Christchurch	1.7%
Brisbane - Queenstown	86.0%	Gold Coast - Christchurch	90.9%	Christchurch - Brisbane	1.7%

11. Airlines’ OTP for trans-Tasman routes in August 2026

Air New Zealand

In August 2026, Air New Zealand recorded on-time departures performance of 72.4 percent. Arrivals on time were 79.8 percent. The cancellation rate for the month was 1.1 percent.

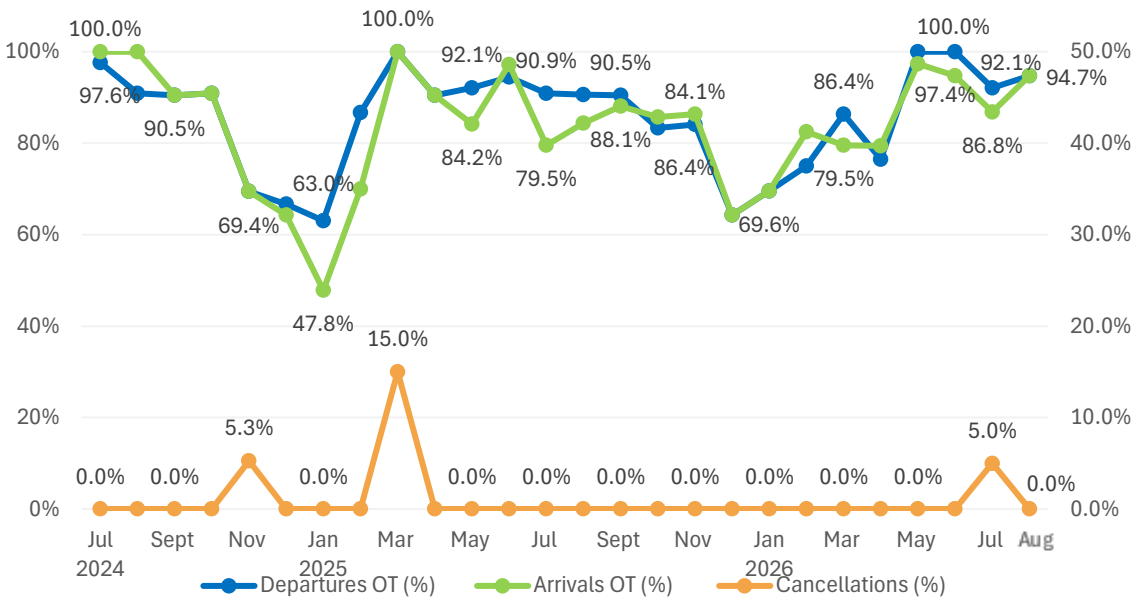
Air New Zealand reports that its trans-Tasman services were affected by delays flowing through from earlier services, particularly on routes through Brisbane and Sydney. Airport operational constraints at Sydney, including air traffic management and ramp congestion, also contributed. Some departures experienced timing adjustments associated with shorter crossing times.



Graph 14: Air New Zealand Trans-Tasman On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

China Airlines

In August 2026, China Airlines recorded an on-time departure and on-time arrival performance of 94.7 percent. The cancellation rate for the month was 0.0 percent.

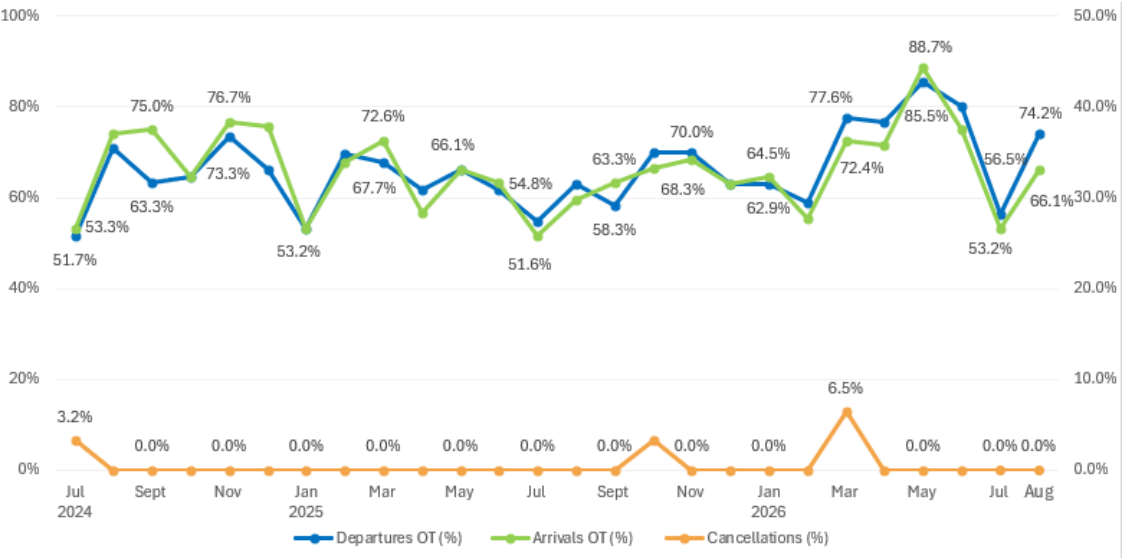


Graph 15: China Airlines Trans-Tasman On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Emirates

In August 2026, Emirates recorded on-time departures performance of 74.2 percent. Arrivals on time were 66.1 percent. The cancellation rate for the month was 0.0 percent.

Emirates reports that there were standard arrival delays due to airspace restrictions and closures in the Middle East.

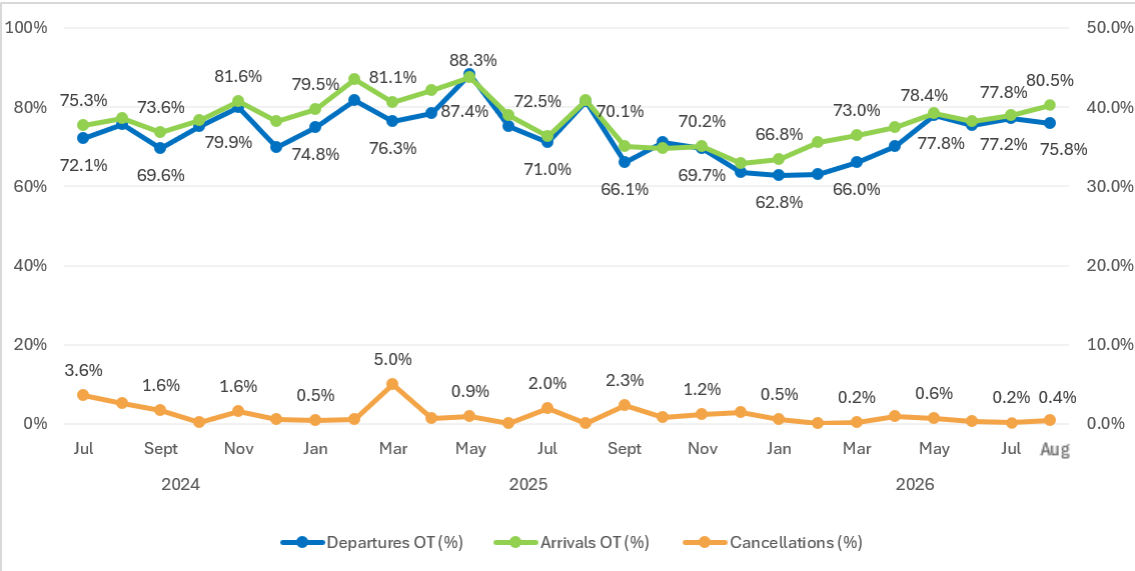


Graph 16: Emirates On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Jetstar

In August 2026, Jetstar recorded on-time departures performance of 75.8 percent. Arrivals on time were 80.5 percent. The cancellation rate for the month was 0.4 percent.

Jetstar reports that its trans-Tasman OTP was affected by reactionary delays from late-arriving inbound aircraft, cascading through subsequent sectors, weather impacts at Christchurch, Wellington, and Hamilton, and air traffic control ground movement holding.

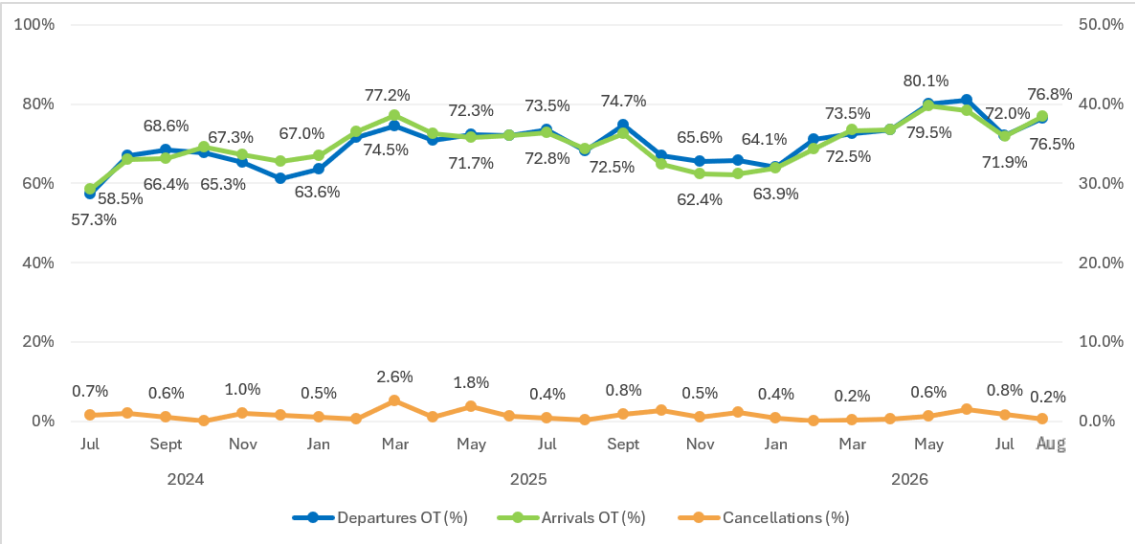


Graph 17: Jetstar On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Qantas

In August 2026, Qantas recorded on-time departures performance of 76.5 percent. Arrivals on time were 76.8 percent. The cancellation rate for the month was 0.2 percent.

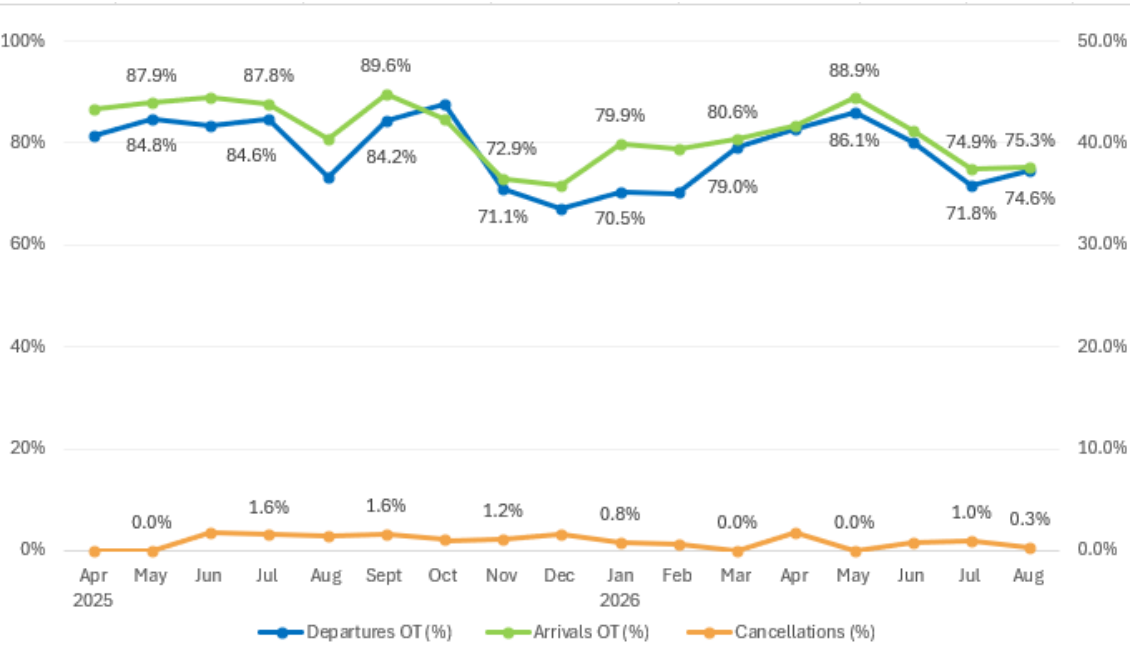
Qantas reported that its OTP was mainly affected by seasonal weather-related delays (such as fog, and icing). It reported that other key factors that affected its August OTP were industry congestion at airports (exacerbated by weather conditions), later arriving inbound aircraft (because of weather-related delays), and consequential boarding and ramp delays because of off-schedule operations.



Graph 18: Qantas On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

Virgin Australia

In August 2026, Virgin Australia recorded on-time departures performance of 74.6 percent. Arrivals on time were 75.3 percent. The cancellation rate for the month was 0.3 percent.



Graph 19: Virgin Australia On-Time graph with Departures and Arrivals on the left Axis and Cancellations on the right Axis.

12. Individual domestic regional routes in August 2026

Route Airline	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Blenheim	99	98	88	89.8%	89	90.8%	1	1.0%
Air New Zealand	99	98	88	89.8%	89	90.8%	1	1.0%
Auckland - Chatham Islands (Tuuta)	5	5	2	40.0%	1	20.0%	0	0.0%
Air Chathams	5	5	2	40.0%	1	20.0%	0	0.0%
Auckland - Gisborne	129	129	112	86.8%	117	90.7%	0	0.0%
Air New Zealand	129	129	112	86.8%	117	90.7%	0	0.0%
Auckland - Hawke's Bay	262	255	221	86.7%	224	87.8%	7	2.7%
Air New Zealand	262	255	221	86.7%	224	87.8%	7	2.7%
Auckland - Invercargill	19	18	17	94.4%	16	88.9%	1	5.3%
Air New Zealand	19	18	17	94.4%	16	88.9%	1	5.3%
Auckland - Kerikeri	103	95	77	81.1%	78	82.1%	8	7.8%
Air New Zealand	103	95	77	81.1%	78	82.1%	8	7.8%
Auckland - Nelson	255	250	203	81.2%	210	84.0%	5	2.0%
Air New Zealand	255	250	203	81.2%	210	84.0%	5	2.0%
Auckland - New Plymouth	175	162	145	89.5%	149	92.0%	13	7.4%
Air New Zealand	175	162	145	89.5%	149	92.0%	13	7.4%
Auckland - Palmerston North	249	238	198	83.2%	206	86.6%	11	4.4%
Air New Zealand	249	238	198	83.2%	206	86.6%	11	4.4%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Auckland - Rotorua	52	50	41	82.0%	43	86.0%	2	3.8%
Air New Zealand	52	50	41	82.0%	43	86.0%	2	3.8%
Auckland - Taupo	53	50	46	92.0%	47	94.0%	3	5.7%
Air New Zealand	53	50	46	92.0%	47	94.0%	3	5.7%
Auckland - Tauranga	211	202	188	93.1%	185	91.6%	9	4.3%
Air New Zealand	211	202	188	93.1%	185	91.6%	9	4.3%
Auckland - Whakatane	26	26	23	88.5%	23	88.5%	0	0.0%
Air Chathams	26	26	23	88.5%	23	88.5%	0	0.0%
Auckland - Whanganui	75	75	62	82.7%	58	77.3%	0	0.0%
Air Chathams	75	75	62	82.7%	58	77.3%	0	0.0%
Auckland - Whangarei	99	97	79	81.4%	83	85.6%	2	2.0%
Air New Zealand	99	97	79	81.4%	83	85.6%	2	2.0%
Blenheim - Auckland	99	97	81	83.5%	85	87.6%	2	2.0%
Air New Zealand	99	97	81	83.5%	85	87.6%	2	2.0%
Blenheim - Paraparaumu	18	18	18	100.0%	18	100.0%	0	0.0%
Sounds Air	18	18	18	100.0%	18	100.0%	0	0.0%
Blenheim - Wellington	270	265	240	90.6%	237	89.4%	5	1.9%
Air New Zealand	78	76	62	81.6%	59	77.6%	2	2.6%
Sounds Air	192	189	178	94.2%	178	94.2%	3	1.6%
Chatham Islands (Tuuta) - Auckland	4	4	3	75.0%	3	75.0%	0	0.0%
Air Chathams	4	4	3	75.0%	3	75.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Chatham Islands (Tuuta) - Christchurch	5	5	4	80.0%	2	40.0%	0	0.0%
Air Chathams	5	5	4	80.0%	2	40.0%	0	0.0%
Chatham Islands (Tuuta) - Wellington	9	9	9	100.0%	7	77.8%	0	0.0%
Air Chathams	9	9	9	100.0%	7	77.8%	0	0.0%
Christchurch - Chatham Islands (Tuuta)	4	4	3	75.0%	2	50.0%	0	0.0%
Air Chathams	4	4	3	75.0%	2	50.0%	0	0.0%
Christchurch - Dunedin	160	155	135	87.1%	139	89.7%	5	3.1%
Air New Zealand	160	155	135	87.1%	139	89.7%	5	3.1%
Christchurch - Hamilton	65	64	54	84.4%	54	84.4%	1	1.5%
Air New Zealand	65	64	54	84.4%	54	84.4%	1	1.5%
Christchurch - Hawke's Bay	81	81	75	92.6%	75	92.6%	0	0.0%
Air New Zealand	81	81	75	92.6%	75	92.6%	0	0.0%
Christchurch - Hokitika	52	49	37	75.5%	38	77.6%	3	5.8%
Air New Zealand	52	49	37	75.5%	38	77.6%	3	5.8%
Christchurch - Invercargill	157	151	128	84.8%	129	85.4%	6	3.8%
Air New Zealand	157	151	128	84.8%	129	85.4%	6	3.8%
Christchurch - Nelson	150	148	124	83.8%	131	88.5%	2	1.3%
Air New Zealand	150	148	124	83.8%	131	88.5%	2	1.3%
Christchurch - New Plymouth	57	55	49	89.1%	51	92.7%	2	3.5%
Air New Zealand	57	55	49	89.1%	51	92.7%	2	3.5%
Christchurch - Palmerston North	113	111	99	89.2%	101	91.0%	2	1.8%
Air New Zealand	113	111	99	89.2%	101	91.0%	2	1.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Christchurch - Queenstown	112	110	89	80.9%	85	77.3%	2	1.8%
Air New Zealand	112	110	89	80.9%	85	77.3%	2	1.8%
Christchurch - Rotorua	54	53	49	92.5%	49	92.5%	1	1.9%
Air New Zealand	54	53	49	92.5%	49	92.5%	1	1.9%
Christchurch - Tauranga	81	81	73	90.1%	76	93.8%	0	0.0%
Air New Zealand	81	81	73	90.1%	76	93.8%	0	0.0%
Christchurch - Wellington	313	303	274	90.4%	275	90.8%	10	3.2%
Air New Zealand	313	303	274	90.4%	275	90.8%	10	3.2%
Dunedin - Christchurch	160	156	134	85.9%	138	88.5%	4	2.5%
Air New Zealand	160	156	134	85.9%	138	88.5%	4	2.5%
Dunedin - Wellington	69	65	52	80.0%	51	78.5%	4	5.8%
Air New Zealand	69	65	52	80.0%	51	78.5%	4	5.8%
Gisborne - Auckland	129	127	114	89.8%	116	91.3%	2	1.6%
Air New Zealand	129	127	114	89.8%	116	91.3%	2	1.6%
Gisborne - Hamilton	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Gisborne - Hawke's Bay	5	4	4	100.0%	4	100.0%	1	20.0%
Sunair Aviation	5	4	4	100.0%	4	100.0%	1	20.0%
Gisborne - Tauranga	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Gisborne - Wellington	57	56	49	87.5%	49	87.5%	1	1.8%
Air New Zealand	57	56	49	87.5%	49	87.5%	1	1.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Hamilton - Christchurch	65	62	48	77.4%	48	77.4%	3	4.6%
Air New Zealand	65	62	48	77.4%	48	77.4%	3	4.6%
Hamilton - Gisborne	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Hamilton - Wellington	142	137	118	86.1%	112	81.8%	5	3.5%
Air New Zealand	142	137	118	86.1%	112	81.8%	5	3.5%
Hawke's Bay - Auckland	261	254	223	87.8%	228	89.8%	7	2.7%
Air New Zealand	261	254	223	87.8%	228	89.8%	7	2.7%
Hawke's Bay - Christchurch	81	81	73	90.1%	75	92.6%	0	0.0%
Air New Zealand	81	81	73	90.1%	75	92.6%	0	0.0%
Hawke's Bay - Gisborne	8	6	6	100.0%	6	100.0%	2	25.0%
Sunair Aviation	8	6	6	100.0%	6	100.0%	2	25.0%
Hawke's Bay - Tauranga	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Hawke's Bay - Wairoa	3	2	1	50.0%	1	50.0%	1	33.3%
Sunair Aviation	3	2	1	50.0%	1	50.0%	1	33.3%
Hawke's Bay - Wellington	97	94	78	83.0%	79	84.0%	3	3.1%
Air New Zealand	97	94	78	83.0%	79	84.0%	3	3.1%
Hokitika - Christchurch	52	48	38	79.2%	39	81.3%	4	7.7%
Air New Zealand	52	48	38	79.2%	39	81.3%	4	7.7%
Invercargill - Auckland	19	17	13	76.5%	16	94.1%	2	10.5%
Air New Zealand	19	17	13	76.5%	16	94.1%	2	10.5%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Invercargill - Christchurch	158	151	129	85.4%	133	88.1%	7	4.4%
Air New Zealand	158	151	129	85.4%	133	88.1%	7	4.4%
Kerikeri - Auckland	103	96	75	78.1%	77	80.2%	7	6.8%
Air New Zealand	103	96	75	78.1%	77	80.2%	7	6.8%
Nelson - Auckland	255	249	205	82.3%	215	86.3%	6	2.4%
Air New Zealand	255	249	205	82.3%	215	86.3%	6	2.4%
Nelson - Christchurch	150	148	130	87.8%	128	86.5%	2	1.3%
Air New Zealand	150	148	130	87.8%	128	86.5%	2	1.3%
Nelson - Paraparaumu	9	9	7	77.8%	7	77.8%	0	0.0%
Sounds Air	9	9	7	77.8%	7	77.8%	0	0.0%
Nelson - Wellington	326	317	277	87.4%	282	89.0%	9	2.8%
Air New Zealand	198	193	166	86.0%	171	88.6%	5	2.5%
Sounds Air	128	124	111	89.5%	111	89.5%	4	3.1%
New Plymouth - Auckland	175	162	141	87.0%	147	90.7%	13	7.4%
Air New Zealand	175	162	141	87.0%	147	90.7%	13	7.4%
New Plymouth - Christchurch	57	54	48	88.9%	44	81.5%	3	5.3%
Air New Zealand	57	54	48	88.9%	44	81.5%	3	5.3%
New Plymouth - Wellington	76	71	60	84.5%	56	78.9%	5	6.6%
Air New Zealand	76	71	60	84.5%	56	78.9%	5	6.6%
Palmerston North - Auckland	249	237	200	84.4%	207	87.3%	12	4.8%
Air New Zealand	249	237	200	84.4%	207	87.3%	12	4.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Palmerston North - Christchurch	113	111	98	88.3%	96	86.5%	2	1.8%
Air New Zealand	113	111	98	88.3%	96	86.5%	2	1.8%
Paraparaumu - Blenheim	18	18	17	94.4%	17	94.4%	0	0.0%
Sounds Air	18	18	17	94.4%	17	94.4%	0	0.0%
Paraparaumu - Nelson	9	9	9	100.0%	9	100.0%	0	0.0%
Sounds Air	9	9	9	100.0%	9	100.0%	0	0.0%
Picton - Wellington	17	16	15	93.8%	15	93.8%	1	5.9%
Sounds Air	17	16	15	93.8%	15	93.8%	1	5.9%
Queenstown - Christchurch	111	105	78	74.3%	84	80.0%	6	5.4%
Air New Zealand	111	105	78	74.3%	84	80.0%	6	5.4%
Rotorua - Auckland	53	51	44	86.3%	44	86.3%	2	3.8%
Air New Zealand	53	51	44	86.3%	44	86.3%	2	3.8%
Rotorua - Christchurch	54	53	45	84.9%	44	83.0%	1	1.9%
Air New Zealand	54	53	45	84.9%	44	83.0%	1	1.9%
Rotorua - Wellington	57	53	44	83.0%	45	84.9%	4	7.0%
Air New Zealand	57	53	44	83.0%	45	84.9%	4	7.0%
Takaka - Wellington	1	1	1	100.0%	1	100.0%	0	0.0%
Golden Bay Air	1	1	1	100.0%	1	100.0%	0	0.0%
Taupo - Auckland	53	50	47	94.0%	46	92.0%	3	5.7%
Air New Zealand	53	50	47	94.0%	46	92.0%	3	5.7%
Tauranga - Auckland	210	200	177	88.5%	180	90.0%	10	4.8%
Air New Zealand	210	200	177	88.5%	180	90.0%	10	4.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Tauranga - Christchurch	81	78	67	85.9%	65	83.3%	3	3.7%
Air New Zealand	81	78	67	85.9%	65	83.3%	3	3.7%
Tauranga - Gisborne	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Tauranga - Great Barrier Island	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Tauranga - Wellington	106	105	93	88.6%	94	89.5%	1	0.9%
Air New Zealand	106	105	93	88.6%	94	89.5%	1	0.9%
Tauranga - Whitianga	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Timaru - Wellington	57	53	46	86.8%	49	92.5%	4	7.0%
Air New Zealand	57	53	46	86.8%	49	92.5%	4	7.0%
Wairoa - Hawke's Bay	5	4	4	100.0%	4	100.0%	1	20.0%
Sunair Aviation	5	4	4	100.0%	4	100.0%	1	20.0%
Wellington - Blenheim	269	265	245	92.5%	244	92.1%	4	1.5%
Air New Zealand	78	77	68	88.3%	67	87.0%	1	1.3%
Sounds Air	191	188	177	94.1%	177	94.1%	3	1.6%
Wellington - Chatham Islands (Tuuta)	9	9	3	33.3%	2	22.2%	0	0.0%
Air Chathams	9	9	3	33.3%	2	22.2%	0	0.0%
Wellington - Christchurch	313	299	255	85.3%	246	82.3%	14	4.5%
Air New Zealand	313	299	255	85.3%	246	82.3%	14	4.5%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Wellington - Dunedin	69	67	58	86.6%	51	76.1%	2	2.9%
Air New Zealand	69	67	58	86.6%	51	76.1%	2	2.9%
Wellington - Gisborne	57	56	47	83.9%	47	83.9%	1	1.8%
Air New Zealand	57	56	47	83.9%	47	83.9%	1	1.8%
Wellington - Hamilton	142	139	117	84.2%	121	87.1%	3	2.1%
Air New Zealand	142	139	117	84.2%	121	87.1%	3	2.1%
Wellington - Hawke's Bay	97	93	78	83.9%	79	84.9%	4	4.1%
Air New Zealand	97	93	78	83.9%	79	84.9%	4	4.1%
Wellington - Nelson	326	314	264	84.1%	262	83.4%	12	3.7%
Air New Zealand	197	190	154	81.1%	152	80.0%	7	3.6%
Sounds Air	129	124	110	88.7%	110	88.7%	5	3.9%
Wellington - New Plymouth	76	71	56	78.9%	60	84.5%	5	6.6%
Air New Zealand	76	71	56	78.9%	60	84.5%	5	6.6%
Wellington - Picton	18	17	15	88.2%	15	88.2%	1	5.6%
Sounds Air	18	17	15	88.2%	15	88.2%	1	5.6%
Wellington - Rotorua	57	53	50	94.3%	50	94.3%	4	7.0%
Air New Zealand	57	53	50	94.3%	50	94.3%	4	7.0%
Wellington - Takaka	1	1	1	100.0%	1	100.0%	0	0.0%
Golden Bay Air	1	1	1	100.0%	1	100.0%	0	0.0%
Wellington - Tauranga	106	105	93	88.6%	95	90.5%	1	0.9%
Air New Zealand	106	105	93	88.6%	95	90.5%	1	0.9%
Wellington - Timaru	57	54	47	87.0%	46	85.2%	3	5.3%
Air New Zealand	57	54	47	87.0%	46	85.2%	3	5.3%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Whakatane - Auckland		26	26	23	88.5%	23	88.5%	0	0.0%
Air Chathams		26	26	23	88.5%	23	88.5%	0	0.0%
Whanganui - Auckland		73	73	58	79.5%	54	74.0%	0	0.0%
Air Chathams		73	73	58	79.5%	54	74.0%	0	0.0%
Whangarei - Auckland		99	94	79	84.0%	79	84.0%	5	5.1%
Air New Zealand		99	94	79	84.0%	79	84.0%	5	5.1%
Whitianga - Tauranga		1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation		1	1	1	100.0%	1	100.0%	0	0.0%
Grand Total		9,070	8,767	7,551	86.1%	7,620	86.9%	303	3.3%

12. Domestic OTP by region in August 2026

The following table includes data from Air Chathams, Air New Zealand, Golden Bay Air, Jetstar, Sounds Air and Sunair Aviation.

Region	On-Time departures from Region		On-Time arrivals to Region		Cancellations to and from Region	
Auckland	2,848	86.5%	2,817	86.1%	157	2.3%
Blenheim	339	89.2%	350	91.9%	12	1.6%
Chatham Islands (Tuuta)	16	88.9%	5	27.8%	0	0.0%
Christchurch	1,844	85.5%	1,821	85.0%	89	2.0%
Dunedin	271	83.4%	278	85.0%	16	2.4%
Gisborne	169	89.4%	172	89.1%	7	1.8%
Great Barrier Island	0	0.0%	1	100.0%	0	0.0%
Hamilton	211	80.8%	225	84.6%	13	2.4%
Hawke's Bay	382	87.2%	386	88.3%	26	2.9%
Hokitika	38	79.2%	38	77.6%	7	6.7%
Invercargill	142	84.5%	145	85.8%	16	4.5%
Kaitaia	0	0.0%	0	0.0%	0	0.0%
Kerikeri	75	78.1%	78	82.1%	15	7.3%
Nelson	619	85.6%	612	84.9%	36	2.4%
New Plymouth	249	86.8%	260	90.3%	41	6.7%
North Shore	0	0.0%	0	0.0%	0	0.0%
Palmerston North	298	85.6%	307	88.0%	27	3.7%
Paraparaumu	26	96.3%	25	92.6%	0	0.0%
Picton	15	93.8%	15	88.2%	2	5.7%
Queenstown	408	79.1%	438	83.6%	11	1.0%
Rotorua	133	84.7%	142	91.0%	14	4.3%
Takaka	1	100.0%	1	100.0%	0	0.0%
Taupo	47	94.0%	47	94.0%	6	5.7%
Tauranga	340	88.1%	359	91.8%	24	3.0%
Timaru	46	86.8%	46	85.2%	7	6.1%
Wairoa	4	100.0%	1	50.0%	2	25.0%
Wanaka	0	0.0%	0	0.0%	0	0.0%
Wellington	1,892	85.8%	1,944	87.8%	129	2.8%
Westport	0	0.0%	0	0.0%	0	0.0%
Whakatane	23	88.5%	23	88.5%	0	0.0%
Whanganui	58	79.5%	58	77.3%	0	0.0%
Whangarei	79	84.0%	83	85.6%	7	3.5%
Whitianga	1	100.0%	1	100.0%	0	0.0%
Total:	10,574	85.7%	10,678	86.5%	664	2.6%

13. Individual domestic jet routes in August 2026

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Auckland - Christchurch	616	616	533	86.5%	530	86.0%	0	0.0%
Air New Zealand	417	417	356	85.4%	357	85.6%	0	0.0%
Jetstar	199	199	177	88.9%	173	86.9%	0	0.0%
Auckland - Dunedin	105	105	88	83.8%	88	83.8%	0	0.0%
Air New Zealand	74	74	58	78.4%	58	78.4%	0	0.0%
Jetstar	31	31	30	96.8%	30	96.8%	0	0.0%
Auckland - Queenstown	342	342	300	87.7%	291	85.1%	0	0.0%
Air New Zealand	250	250	220	88.0%	214	85.6%	0	0.0%
Jetstar	92	92	80	87.0%	77	83.7%	0	0.0%
Auckland - Wellington	487	481	425	88.4%	427	88.8%	6	1.2%
Air New Zealand	396	390	342	87.7%	345	88.5%	6	1.5%
Jetstar	91	91	83	91.2%	82	90.1%	0	0.0%
Christchurch - Auckland	616	615	505	82.1%	524	85.2%	1	0.2%
Air New Zealand	417	416	342	82.2%	357	85.8%	1	0.2%
Jetstar	199	199	163	81.9%	167	83.9%	0	0.0%
Christchurch - Hamilton	62	62	48	77.4%	49	79.0%	0	0.0%
Air New Zealand	31	31	27	87.1%	29	93.5%	0	0.0%
Jetstar	31	31	21	67.7%	20	64.5%	0	0.0%
Christchurch - Wellington	116	115	102	88.7%	101	87.8%	1	0.9%
Air New Zealand	56	55	46	83.6%	46	83.6%	1	1.8%
Jetstar	60	60	56	93.3%	55	91.7%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Dunedin - Auckland	105	104	85	81.7%	84	80.8%	1	1.0%
Air New Zealand	74	73	56	76.7%	56	76.7%	1	1.4%
Jetstar	31	31	29	93.5%	28	90.3%	0	0.0%
Hamilton - Christchurch	62	61	44	72.1%	45	73.8%	1	1.6%
Air New Zealand	31	30	25	83.3%	27	90.0%	1	3.2%
Jetstar	31	31	19	61.3%	18	58.1%	0	0.0%
Queenstown - Auckland	342	339	268	79.1%	297	87.6%	3	0.9%
Air New Zealand	250	248	200	80.6%	219	88.3%	2	0.8%
Jetstar	92	91	68	74.7%	78	85.7%	1	1.1%
Queenstown - Wellington	72	72	62	86.1%	64	88.9%	0	0.0%
Air New Zealand	59	59	52	88.1%	53	89.8%	0	0.0%
Jetstar	13	13	10	76.9%	11	84.6%	0	0.0%
Wellington - Auckland	489	476	393	82.6%	392	82.4%	13	2.7%
Air New Zealand	396	386	320	82.9%	317	82.1%	10	2.5%
Jetstar	93	90	73	81.1%	75	83.3%	3	3.2%
Wellington - Christchurch	117	114	105	92.1%	104	91.2%	3	2.6%
Air New Zealand	55	54	49	90.7%	48	88.9%	1	1.8%
Jetstar	62	60	56	93.3%	56	93.3%	2	3.2%
Wellington - Queenstown	72	72	65	90.3%	62	86.1%	0	0.0%
Air New Zealand	59	59	54	91.5%	51	86.4%	0	0.0%
Jetstar	13	13	11	84.6%	11	84.6%	0	0.0%
Grand Total	3,603	3,574	3,023	84.6%	3,058	85.6%	29	0.8%

14. Individual trans-Tasman routes in August 2026

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Auckland - Brisbane	215	214	167	78.0%	182	85.0%	1	0.5%
Air New Zealand	85	84	63	75.0%	68	81.0%	1	1.2%
China Airlines	19	19	18	94.7%	18	94.7%	0	0.0%
Jetstar	52	52	37	71.2%	44	84.6%	0	0.0%
Qantas	59	59	49	83.1%	52	88.1%	0	0.0%
Auckland - Gold Coast	70	70	58	82.9%	64	91.4%	0	0.0%
Air New Zealand	35	35	26	74.3%	32	91.4%	0	0.0%
Jetstar	23	23	20	87.0%	20	87.0%	0	0.0%
Qantas	12	12	12	100.0%	12	100.0%	0	0.0%
Auckland - Melbourne	213	213	180	84.5%	185	86.9%	0	0.0%
Air New Zealand	91	91	72	79.1%	79	86.8%	0	0.0%
Jetstar	29	29	27	93.1%	27	93.1%	0	0.0%
Qantas	93	93	81	87.1%	79	84.9%	0	0.0%
Auckland - Perth	52	50	41	82.0%	43	86.0%	2	3.8%
Air New Zealand	41	39	30	76.9%	34	87.2%	2	4.9%
Qantas	11	11	11	100.0%	9	81.8%	0	0.0%
Auckland - Sunshine Coast	21	21	20	95.2%	21	100.0%	0	0.0%
Air New Zealand	13	13	12	92.3%	13	100.0%	0	0.0%
Jetstar	8	8	8	100.0%	8	100.0%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Auckland - Sydney	320	316	238	75.3%	268	84.8%	4	1.3%
Air New Zealand	116	114	84	73.7%	101	88.6%	2	1.7%
Jetstar	32	32	25	78.1%	29	90.6%	0	0.0%
Qantas	172	170	129	75.9%	138	81.2%	2	1.2%
Brisbane - Auckland	214	213	161	75.6%	164	77.0%	1	0.5%
Air New Zealand	85	84	59	70.2%	60	71.4%	1	1.2%
China Airlines	19	19	18	94.7%	18	94.7%	0	0.0%
Jetstar	52	52	41	78.8%	42	80.8%	0	0.0%
Qantas	58	58	43	74.1%	44	75.9%	0	0.0%
Brisbane - Christchurch	58	57	31	54.4%	30	52.6%	1	1.7%
Air New Zealand	26	25	7	28.0%	10	40.0%	1	3.8%
Qantas	32	32	24	75.0%	20	62.5%	0	0.0%
Brisbane - Queenstown	121	121	104	86.0%	104	86.0%	0	0.0%
Air New Zealand	13	13	10	76.9%	11	84.6%	0	0.0%
Jetstar	14	14	9	64.3%	9	64.3%	0	0.0%
Qantas	22	22	17	77.3%	17	77.3%	0	0.0%
Virgin Australia	72	72	68	94.4%	67	93.1%	0	0.0%
Brisbane - Wellington	47	47	28	59.6%	30	63.8%	0	0.0%
Air New Zealand	26	26	12	46.2%	13	50.0%	0	0.0%
Qantas	21	21	16	76.2%	17	81.0%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Christchurch - Brisbane	59	58	45	77.6%	48	82.8%	1	1.7%
Air New Zealand	26	26	19	73.1%	22	84.6%	0	0.0%
Qantas	33	32	26	81.3%	26	81.3%	1	3.0%
Christchurch - Gold Coast	22	22	13	59.1%	18	81.8%	0	0.0%
Air New Zealand	9	9	4	44.4%	7	77.8%	0	0.0%
Jetstar	13	13	9	69.2%	11	84.6%	0	0.0%
Christchurch - Melbourne	94	94	78	83.0%	78	83.0%	0	0.0%
Air New Zealand	26	26	20	76.9%	21	80.8%	0	0.0%
Jetstar	30	30	28	93.3%	28	93.3%	0	0.0%
Qantas	38	38	30	78.9%	29	76.3%	0	0.0%
Christchurch - Sydney	124	124	108	87.1%	106	85.5%	0	0.0%
Air New Zealand	31	31	27	87.1%	27	87.1%	0	0.0%
Emirates	31	31	31	100.0%	30	96.8%	0	0.0%
Qantas	62	62	50	80.6%	49	79.0%	0	0.0%
Gold Coast - Auckland	70	70	62	88.6%	64	91.4%	0	0.0%
Air New Zealand	35	35	30	85.7%	30	85.7%	0	0.0%
Jetstar	23	23	20	87.0%	22	95.7%	0	0.0%
Qantas	12	12	12	100.0%	12	100.0%	0	0.0%
Gold Coast - Christchurch	22	22	18	81.8%	20	90.9%	0	0.0%
Air New Zealand	9	9	7	77.8%	9	100.0%	0	0.0%
Jetstar	13	13	11	84.6%	11	84.6%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Melbourne - Auckland	213	213	161	75.6%	175	82.2%	0	0.0%
Air New Zealand	91	91	69	75.8%	76	83.5%	0	0.0%
Jetstar	29	29	19	65.5%	23	79.3%	0	0.0%
Qantas	93	93	73	78.5%	76	81.7%	0	0.0%
Melbourne - Christchurch	94	94	73	77.7%	80	85.1%	0	0.0%
Air New Zealand	26	26	20	76.9%	23	88.5%	0	0.0%
Jetstar	30	30	25	83.3%	26	86.7%	0	0.0%
Qantas	38	38	28	73.7%	31	81.6%	0	0.0%
Melbourne - Queenstown	91	91	72	79.1%	75	82.4%	0	0.0%
Air New Zealand	29	29	23	79.3%	25	86.2%	0	0.0%
Jetstar	13	13	6	46.2%	9	69.2%	0	0.0%
Qantas	18	18	16	88.9%	15	83.3%	0	0.0%
Virgin Australia	31	31	27	87.1%	26	83.9%	0	0.0%
Melbourne - Wellington	55	55	46	83.6%	44	80.0%	0	0.0%
Air New Zealand	27	27	22	81.5%	22	81.5%	0	0.0%
Qantas	28	28	24	85.7%	22	78.6%	0	0.0%
Perth - Auckland	53	51	47	92.2%	50	98.0%	2	3.8%
Air New Zealand	41	39	37	94.9%	38	97.4%	2	4.9%
Qantas	12	12	10	83.3%	12	100.0%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Queenstown - Brisbane	121	120	86	71.7%	99	82.5%	1	0.8%
Air New Zealand	13	13	9	69.2%	11	84.6%	0	0.0%
Jetstar	14	14	6	42.9%	8	57.1%	0	0.0%
Qantas	22	22	12	54.5%	18	81.8%	0	0.0%
Virgin Australia	72	71	59	83.1%	62	87.3%	1	1.4%
Queenstown - Melbourne	91	90	63	70.0%	69	76.7%	1	1.1%
Air New Zealand	29	29	26	89.7%	27	93.1%	0	0.0%
Jetstar	13	12	8	66.7%	9	75.0%	1	7.7%
Qantas	18	18	12	66.7%	15	83.3%	0	0.0%
Virgin Australia	31	31	17	54.8%	18	58.1%	0	0.0%
Queenstown - Sydney	170	168	86	51.2%	109	64.9%	2	1.2%
Air New Zealand	32	31	13	41.9%	19	61.3%	1	3.1%
Jetstar	31	30	19	63.3%	21	70.0%	1	3.2%
Qantas	66	66	36	54.5%	51	77.3%	0	0.0%
Virgin Australia	41	41	18	43.9%	18	43.9%	0	0.0%
Sunshine Coast - Auckland	21	21	16	76.2%	15	71.4%	0	0.0%
Air New Zealand	13	13	12	92.3%	12	92.3%	0	0.0%
Jetstar	8	8	4	50.0%	3	37.5%	0	0.0%
Sydney - Auckland	320	318	211	66.4%	209	65.7%	2	0.6%
Air New Zealand	116	114	71	62.3%	77	67.5%	2	1.7%
Jetstar	32	32	23	71.9%	23	71.9%	0	0.0%
Qantas	172	172	117	68.0%	109	63.4%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Sydney - Christchurch	124	123	79	64.2%	62	50.4%	1	0.8%
Air New Zealand	31	30	23	76.7%	21	70.0%	1	3.2%
Emirates	31	31	15	48.4%	11	35.5%	0	0.0%
Qantas	62	62	41	66.1%	30	48.4%	0	0.0%
Sydney - Queenstown	170	170	119	70.0%	112	65.9%	0	0.0%
Air New Zealand	32	32	15	46.9%	19	59.4%	0	0.0%
Jetstar	31	31	25	80.6%	20	64.5%	0	0.0%
Qantas	66	66	54	81.8%	48	72.7%	0	0.0%
Virgin Australia	41	41	25	61.0%	25	61.0%	0	0.0%
Sydney - Wellington	84	84	68	81.0%	63	75.0%	0	0.0%
Air New Zealand	25	25	19	76.0%	21	84.0%	0	0.0%
Qantas	59	59	49	83.1%	42	71.2%	0	0.0%
Wellington - Brisbane	47	46	24	52.2%	29	63.0%	1	2.1%
Air New Zealand	26	25	8	32.0%	10	40.0%	1	3.8%
Qantas	21	21	16	76.2%	19	90.5%	0	0.0%
Wellington - Melbourne	55	55	45	81.8%	43	78.2%	0	0.0%
Air New Zealand	27	27	25	92.6%	26	96.3%	0	0.0%
Qantas	28	28	20	71.4%	17	60.7%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Wellington - Sydney	84	84	72	85.7%	76	90.5%	0	0.0%
Air New Zealand	25	25	21	84.0%	22	88.0%	0	0.0%
Qantas	59	59	51	86.4%	54	91.5%	0	0.0%
Grand Total	3,515	3,495	2,620	75.0%	2,735	78.3%	20	0.6%

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