



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Aviation on-time performance: February 2026

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1. Introduction

The Ministry of 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 the airlines for providing the data that made this report possible.

The Ministry will continue to evolve this report and welcomes users' feedback.

2. About OTP

Aviation is a dynamic and complex system. Various factors, many outside airlines' control, can affect whether a flight arrives or departs on time.

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

Some airlines have provided commentary on the top 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 weather conditions affecting flight, such as high winds, fog, low visibility, snow, heavy rains, volcanic ash
- technical issues with the aircraft
- congested air space
- airport tarmac traffic
- late arrival of other aircraft, passengers or connecting crew
- staffing issues across the aviation ecosystem (including airlines, airports, air traffic control)
- security concerns or processing delays
- supplier challenges related to fuelling, catering, digital outages, and baggage systems affecting processing and loading of luggage
- delays in processing international passengers through border checks.

3. Coverage

Domestic regional services

Sections 7,8, and 13 of this report include domestic flights that are not covered in the Domestic Jet sections of this report.

In February 2026, the routes included in the Domestic Regional sections were served by the following domestic airlines:

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

Air Chathams, Barrier Air, Originair, and Sounds Air have previously provided data, but declined to provide data for this month, so we have not reported on their OTP.

Unlike the reporting on Domestic Jet services and trans-Tasman services, reporting on Domestic Regional services includes routes where there is only one airline operating on that route. There were 91 Domestic Regional routes flown by participating airlines during the period reported.

Operational factors affecting domestic regional OTP

When comparing OTP across domestic regional flights, other operational factors should be considered. These are in addition to those listed in section 2 of this report ('About OTP', on page 4).

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. Aircraft size presents its own unique set of challenges:

- 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 compared to 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 means that data across carriers is not always directly comparable – this is described further in section 4 'Reports' below.

Domestic jet services

OTP is reported for jet services on New Zealand domestic routes between Auckland, Hamilton, Wellington, Christchurch, Queenstown and Dunedin. Jetstar commenced operating the Christchurch – Hamilton (return) route during this period. This means 2 additional domestic jet routes are now included in this report.

This report covers the following domestic airlines:

- Air New Zealand
- Jetstar.

The Domestic Jet sections of this report allow for comparison between similar services. In these sections, we have only included routes where there is more than one airline operating jets on that route.

There were 14 routes (7x2 return) 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 14 of this report breaks down domestic OTP by region. It covers all aircraft types.

The routes included in this section are flown by the same airlines as for the Domestic Regional sections, with the addition of Jetstar. This month's OTP by region is based on data from Air New Zealand, Jetstar, Golden Bay and Sunair.

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 served by more than one airline with jets).
- Any other Air New Zealand jet services are included in the Domestic Regional section. For example, the Domestic Regional section includes Air New Zealand routes 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 serviced only by Air New Zealand jet services.
- Section 14 – which breaks down OTP by region – includes **all** Air New Zealand and Jetstar domestic services regardless of aircraft type.

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
- China Eastern Airlines
- Emirates
- Jetstar
- Qantas
- Solomon Airlines
- Virgin Australia.

LATAM Airlines stopped operating the trans-Tasman route in November 2025.

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 30 routes that met this definition during the period reported.

4. Reports

Data was supplied by the airlines and collated by the Ministry.

Airlines that provided data for domestic jet and trans-Tasman routes use Aircraft Communication 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 collection of initial data, aggregate reports are subject to internal audit by participating airlines prior to publication.

5. 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	<p>A flight removed from service within 7 days of scheduled departure is regarded as a cancellation.</p> <p>The cancellation window starts at midnight 7 days before the flight.</p> <ul style="list-style-type: none">• 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	<p>A diversion is when an aircraft departs from its scheduled departure port but arrives at a different airport to the scheduled port.</p> <p>Diverted services are recorded against the scheduled route as an on-time or late departure (depending on their actual departure time) and as a late arrival.</p> <p>Any subsequent flight from the diversion airport to the scheduled port and serving only diverted passengers is excluded from OTP reporting.</p>

Term	Definition
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.

6. Caveats and limitations of the data

For domestic jet and trans-Tasman services, from time to time there could be subtle differences in the way departure time is measured.

There are differences in how the regional airlines record departure and arrival times. For example, some record departure time as when the engine starts and others from when the aircraft pushes back from the gate. Inconsistencies in how OTP is measured mean that data across carriers is not always directly comparable.

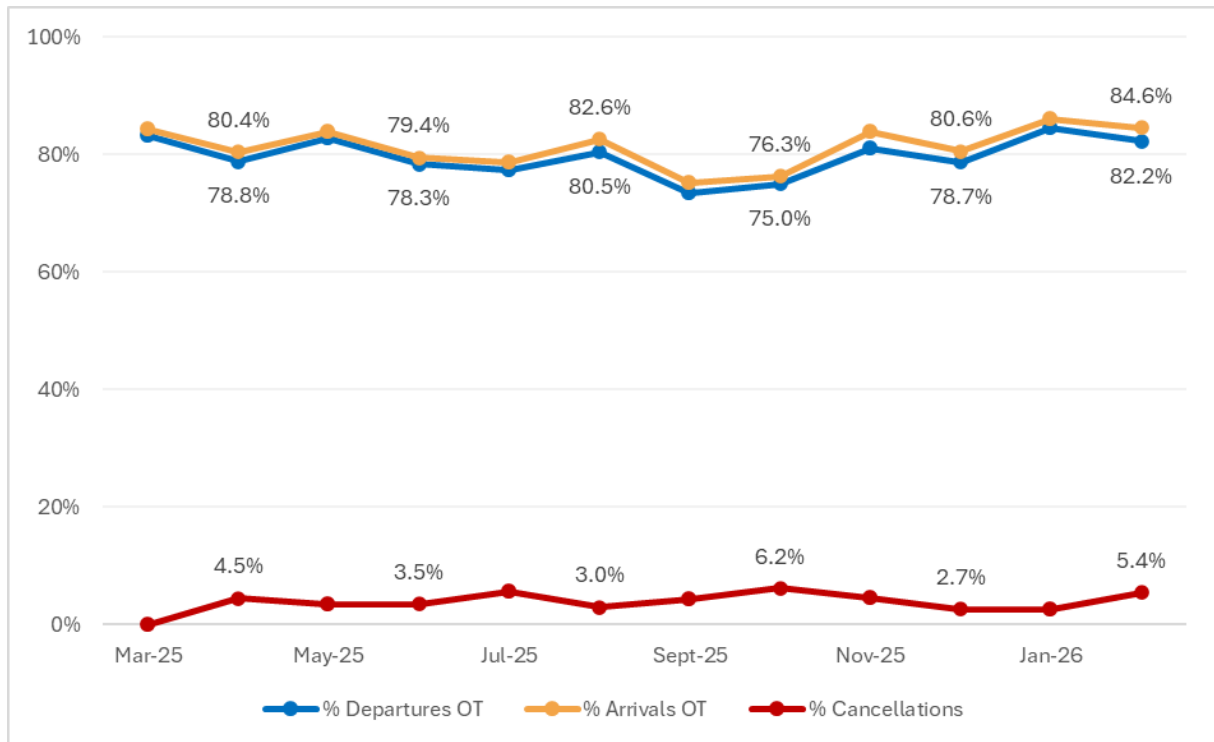
Care should be taken interpreting OTP for airlines that fly 20 or fewer sectors per month. Due to the small number of flights any delay or cancellation will vary their overall OTP considerably.

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 as these percentages may not be statistically robust indicators of underlying performance.

7. Industry OTP for domestic regional routes in February 2026

For February 2026, four regional airlines declined to provide data, which means that only Air New Zealand, Golden Bay Air, and Sunair Aviation's data is available for this period. Therefore, no industry-wide data is provided this month.

Domestic regional routes (Air NZ, Golden Bay Air, and Sunair Aviation combined)

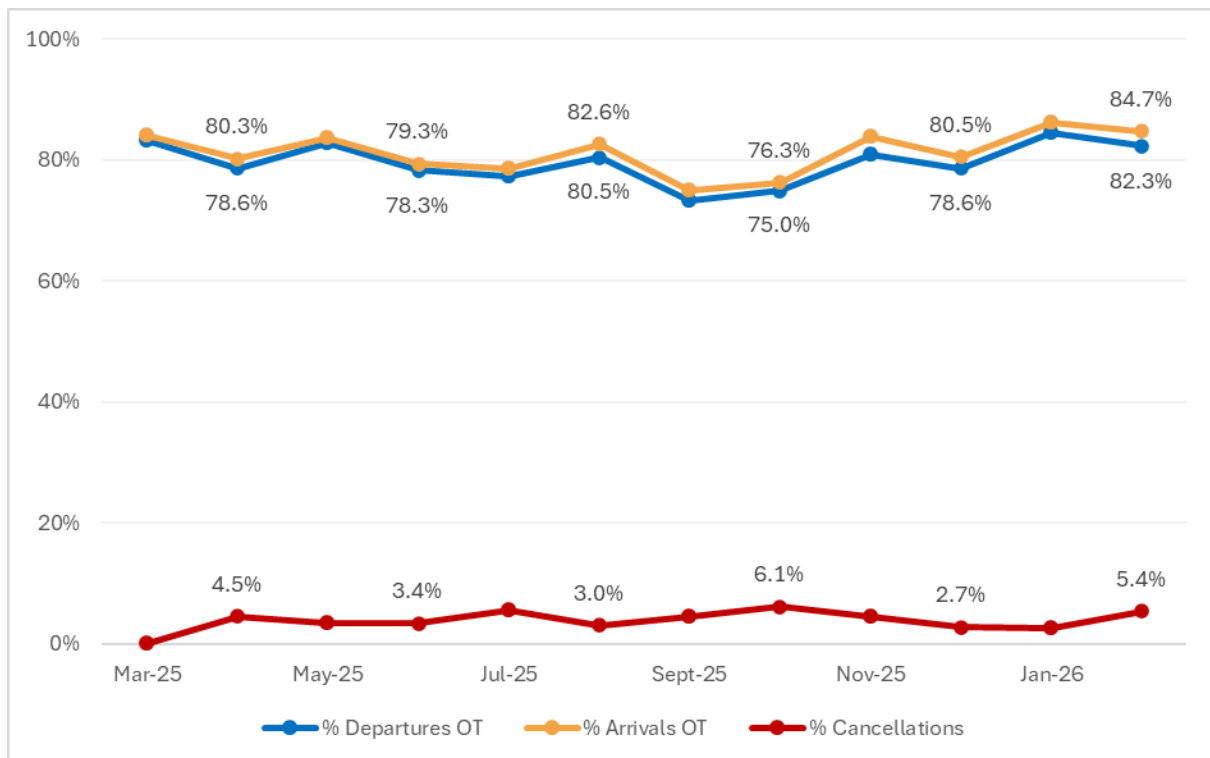


8. Airlines' OTP on domestic regional routes in February 2026

Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 82.3 percent for on-time departures and 84.7 percent for on-time arrivals. The cancellation rate for the month was 5.4 percent.

Services were affected by low visibility in Auckland early in the month, weather in Wellington on 3 and 16 February, fog in Queenstown on 11 February, and heavy rain and thunder in Palmerston North on 13 February.

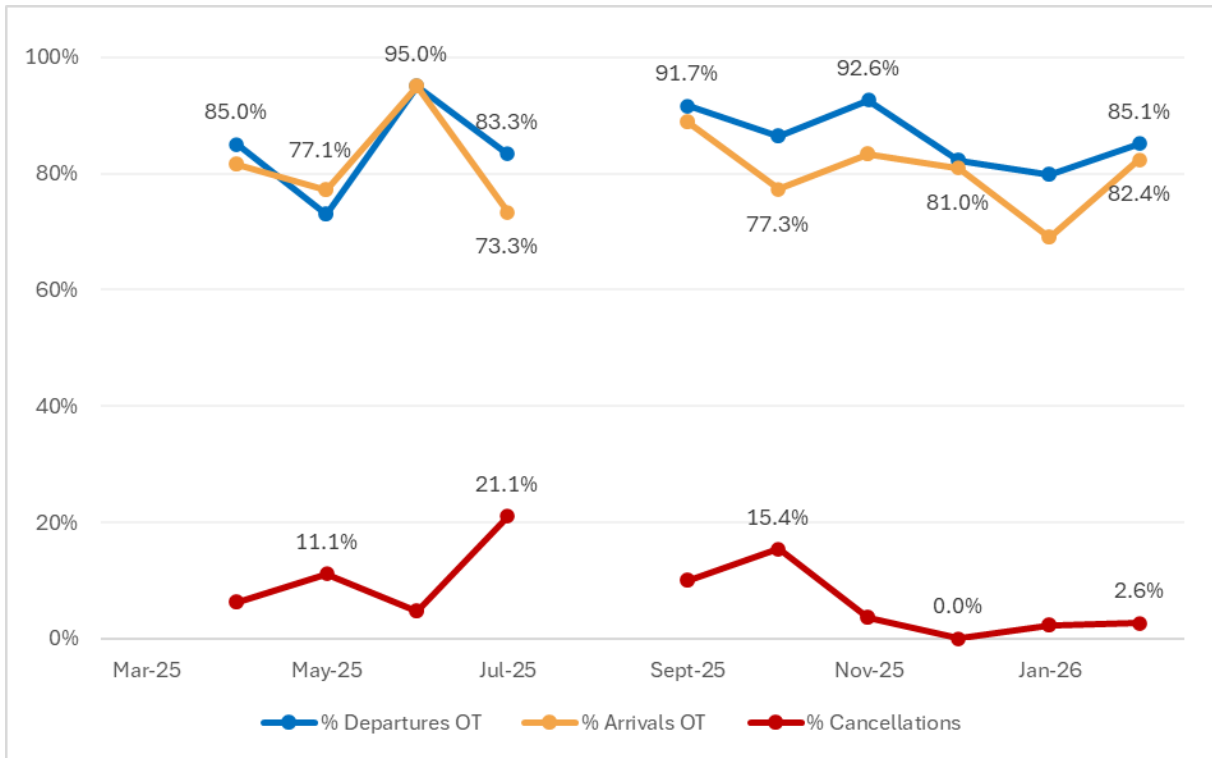


Golden Bay Air

Golden Bay Air had its scheduled annual winter close-down period from late July to the end of August 2025.

Golden Bay Air's OTP for its domestic regional routes was 85.1 percent for on-time departures and 82.4 percent for on-time arrivals. The cancellation rate for the month was 2.6 percent.

Delays were mainly driven by fuel uplift issues- and weather-related disruptions. In addition, delays were caused by engineering diversions, air traffic control clearance delays, and late inbound aircraft. A small number of gate-related delays occurred.

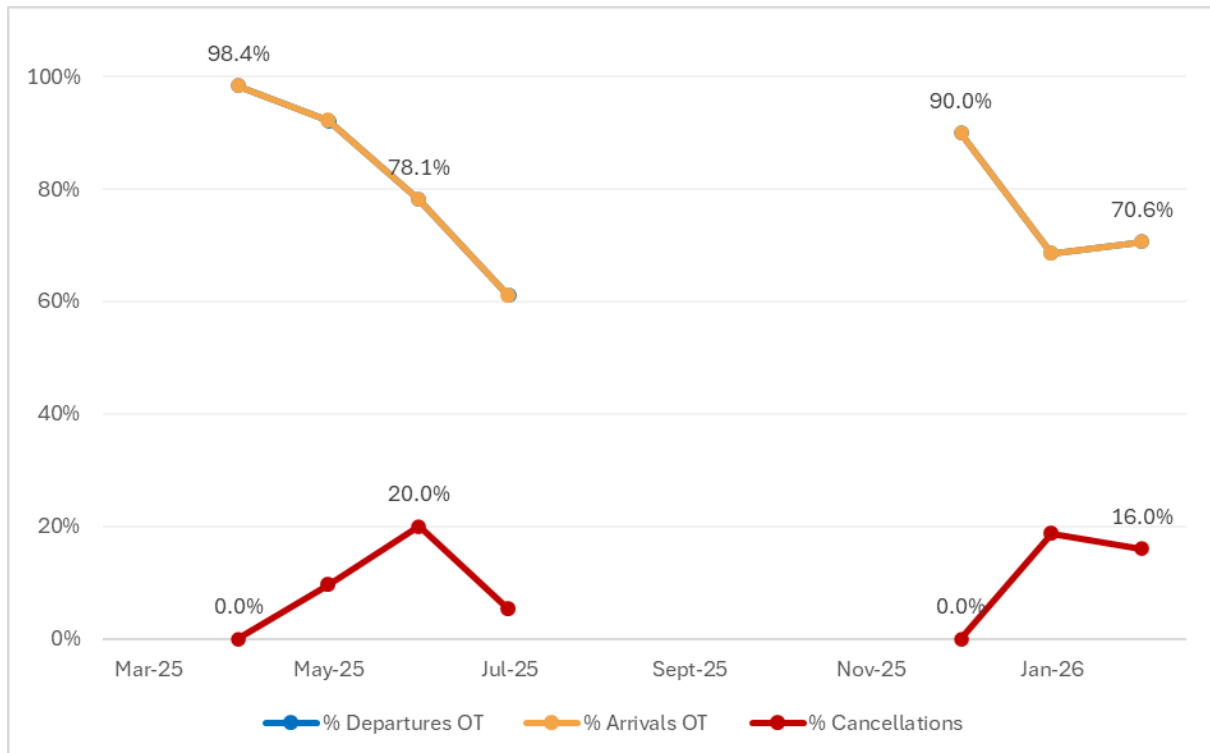


Sunair Aviation

Sunair Aviation resumed operations in December 2025 following a pause in services since July 2025. In February, Sunair Aviation's OTP for its domestic regional routes was 70.6 percent for on-time departures and 70.6 percent for on-time arrivals. The cancellation rate for the month was 16 percent.

Weather-related disruptions were a key factor in delays and cancellations during the period. In addition, technical issues and flight crew sickness contributed to some delays or cancellations.

Scheduling constraints also contributed to a small number of disruptions. Please note that on-time departure and arrival performance for this airline are identical, so the chart displays a single line (yellow) representing both measures.



9. Industry OTP for domestic jet routes in February 2026

For February 2026, OTP for all domestic jet routes where more than one airline operated jets on that route (see page 6) was 76.9 percent for on-time departures and 79.0 percent for on-time arrivals. The cancellation rate for the month was 2.7 percent.

The route with the highest OTP for departures in February 2026 was Queenstown – Wellington, with 85.7 percent of flights departing on time. Queenstown – Wellington also had the highest OTP for arrivals, with 87.3 percent of flights arriving on time.

Cancellations were highest on the Wellington – Auckland route, with 5.8 percent of services cancelled.

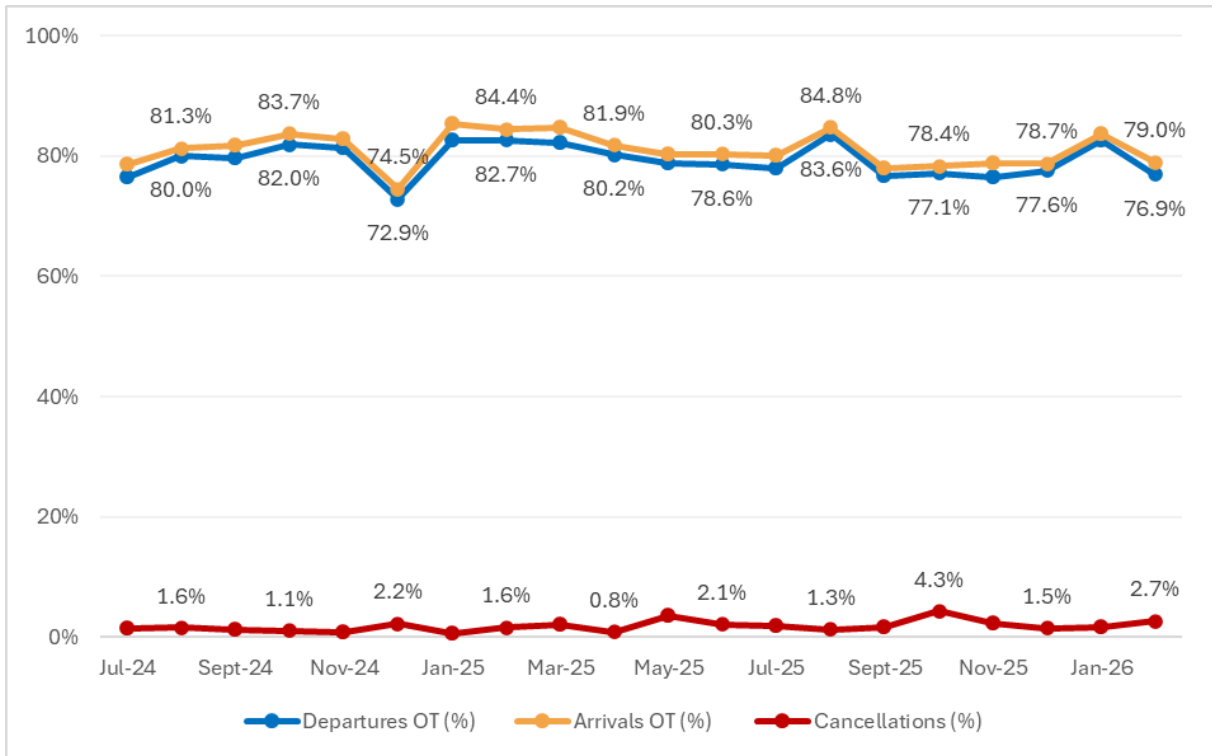
Both airlines' OTP, domestic jets, February 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,923	3,817	2,937	76.9%	3,014	79.0%	106	2.7%

Domestic jet routes ranked by OTP, February 2026

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Queenstown - Wellington	85.7%	Queenstown - Wellington	87.3%	Wellington - Auckland	5.8%
Wellington - Christchurch	83.2%	Wellington - Queenstown	84.1%	Auckland - Wellington	5.4%
Auckland - Queenstown	81.5%	Auckland - Queenstown	84.0%	Wellington - Christchurch	5.0%
Queenstown - Auckland	80.7%	Wellington - Christchurch	83.2%	Christchurch - Wellington	5.0%
Wellington - Queenstown	79.4%	Auckland - Wellington	83.0%	Queenstown - Wellington	4.5%
Dunedin - Auckland	78.9%	Queenstown - Auckland	81.4%	Wellington - Queenstown	4.5%
Christchurch - Wellington	78.9%	Auckland - Dunedin	81.2%	Hamilton - Christchurch	1.9%
Auckland - Wellington	78.1%	Christchurch - Wellington	80.0%	Christchurch - Auckland	1.7%
Wellington - Auckland	75.9%	Hamilton - Christchurch	79.2%	Auckland - Christchurch	1.3%
Auckland - Dunedin	75.9%	Dunedin - Auckland	78.9%	Queenstown - Auckland	0.9%
Christchurch - Hamilton	75.9%	Auckland - Christchurch	77.0%	Auckland - Queenstown	0.9%
Auckland - Christchurch	75.2%	Christchurch - Hamilton	75.9%	Auckland - Dunedin	0.0%
Christchurch - Auckland	73.3%	Wellington - Auckland	75.5%	Dunedin - Auckland	0.0%
Hamilton - Christchurch	69.8%	Christchurch - Auckland	75.2%	Christchurch - Hamilton	0.0%
Overall %	76.9%		79.0%		2.7%

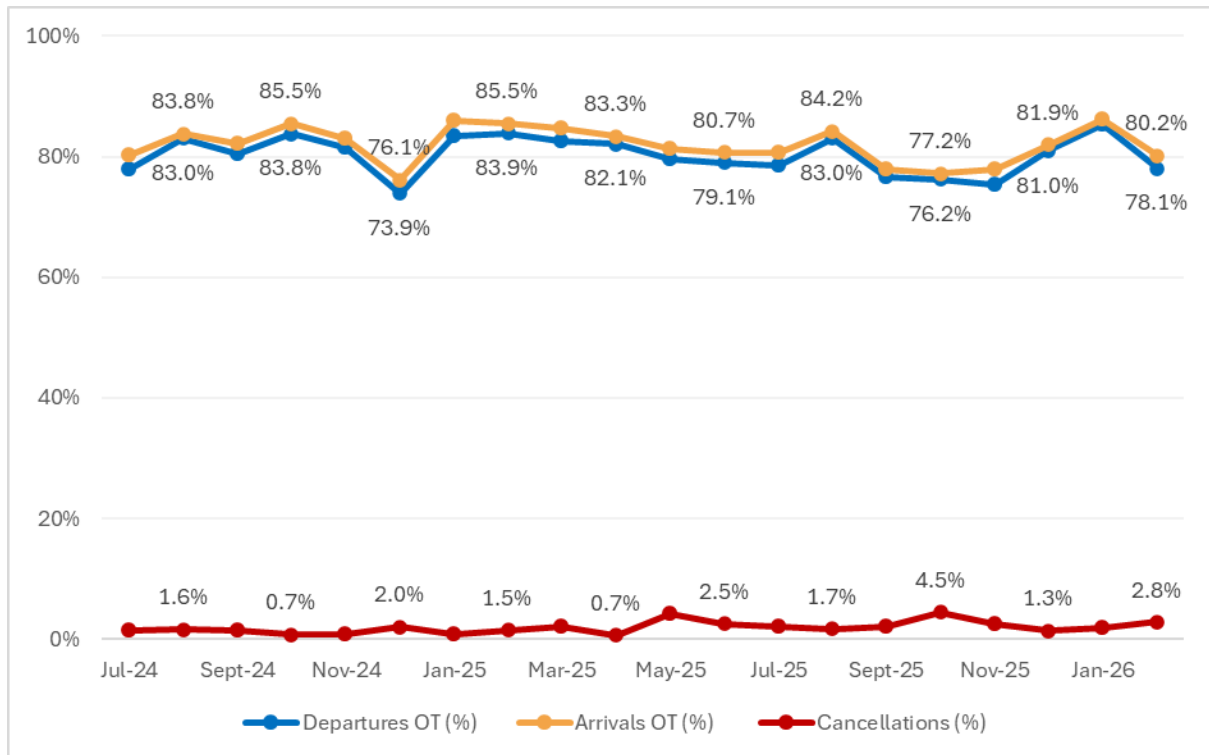
Domestic jets OTP trends, both airlines, all reported routes



10. Airlines' OTP for domestic jet routes in February 2026

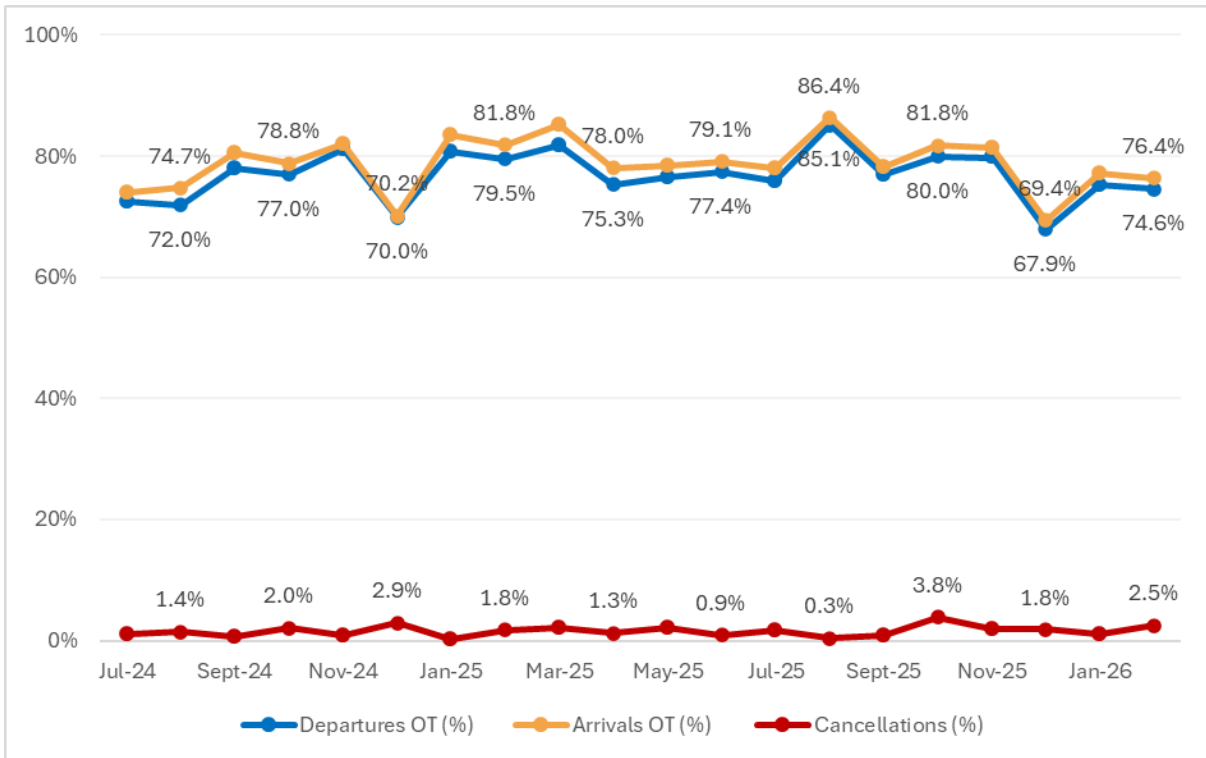
Air New Zealand recorded 78.1 percent for on-time departures, and Jetstar 74.6 percent. For on-time arrivals, Air New Zealand recorded 80.2 percent, and Jetstar recorded 76.4 percent. Air New Zealand's cancellation rate was 2.8 percent and Jetstar's was 2.5 percent.

Air New Zealand



Air New Zealand's domestic jet services were affected by adverse weather at several points during the month, including low visibility in Auckland early in February, strong winds in Wellington on 16 February, and crosswinds in Queenstown later in the month. These conditions led to some flow-on disruption before operations progressively stabilised.

Jetstar



Jetstar reported delays were mainly caused by air traffic control ground movement holding, tarmac congestion due to construction at Auckland Airport, and weather-related rotational impacts.

11. Industry OTP for trans-Tasman routes in February 2026

More detail on the number of flights and the routes flown by each airline can be found in section 16.

For February 2026, OTP over all trans-Tasman routes covered by this report was 68.5 percent for on-time departures and 71.8 percent for on-time arrivals. The cancellation rate for the month was 0.8 percent.

Christchurch – Sydney was the route with the highest OTP for departures in February 2026, with 87.7 percent. The route with the highest OTP for arrivals was Adelaide – Auckland with 94.4 percent.

Cancellations were highest on the Queenstown – Brisbane route in February 2026, with 4.4 percent of services cancelled.

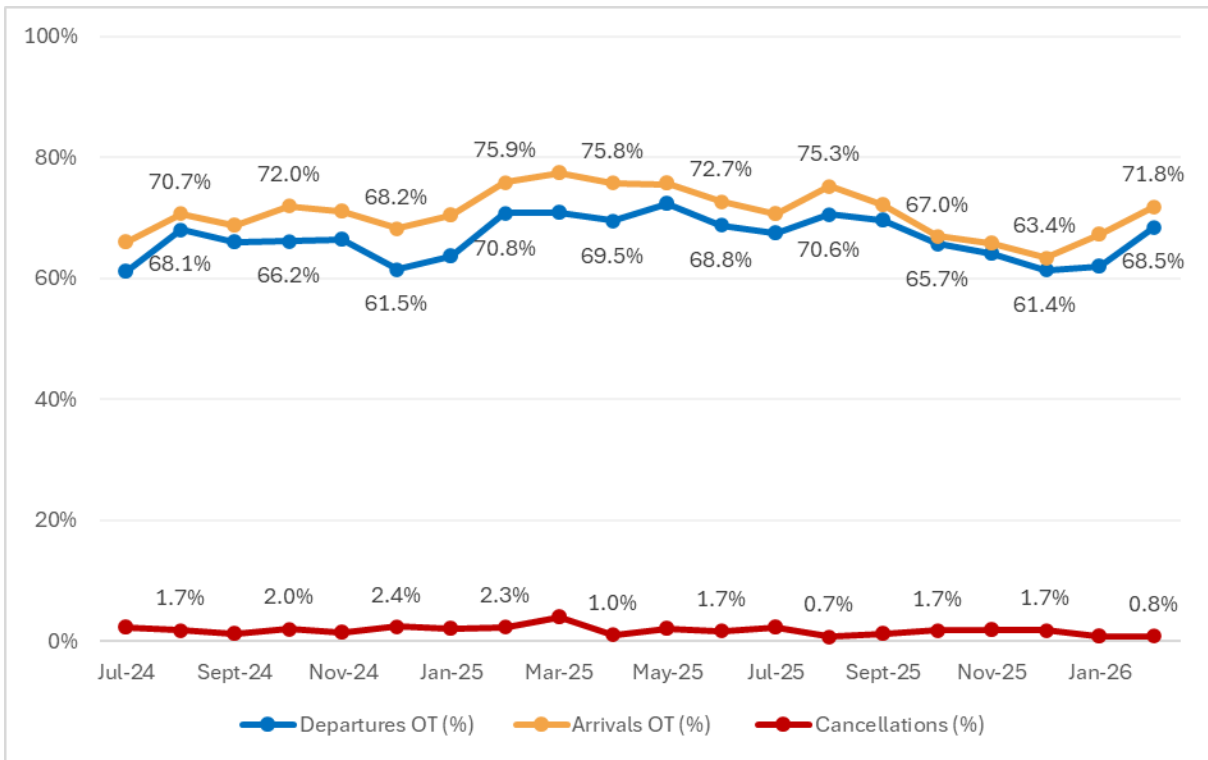
All airlines' OTP, February 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,423	3,394	2,325	68.5%	2,438	71.8%	28	0.8%

Top 5 trans-Tasman routes for OTP, February 2026

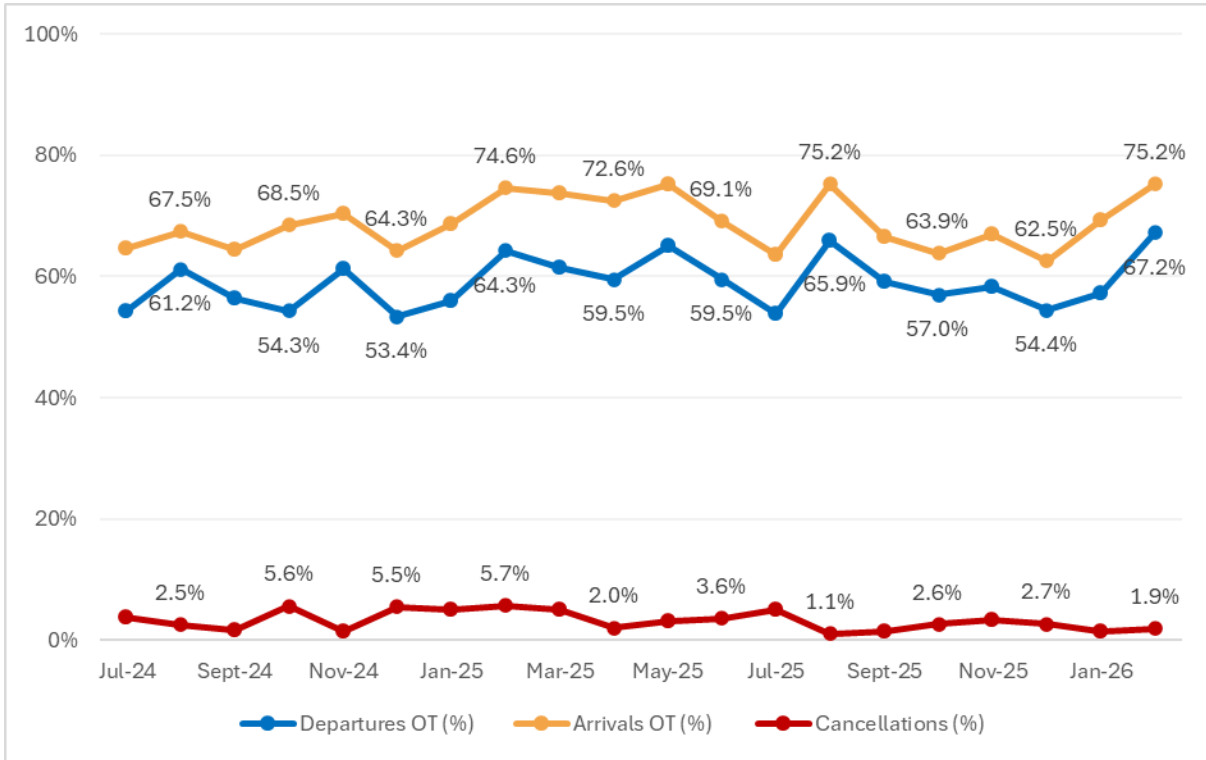
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Christchurch - Sydney	87.7%	Adelaide - Auckland	94.4%	Queenstown - Brisbane	4.4%
Queenstown - Brisbane	86.0%	Perth - Auckland	93.6%	Brisbane - Wellington	4.2%
Wellington - Sydney	85.4%	Auckland - Adelaide	91.7%	Auckland - Gold Coast	3.6%
Gold Coast - Auckland	85.2%	Gold Coast - Auckland	90.7%	Gold Coast - Auckland	3.6%
Brisbane - Queenstown	84.4%	Queenstown - Brisbane	88.4%	Wellington – Brisbane, Auckland – Perth	2.1%

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



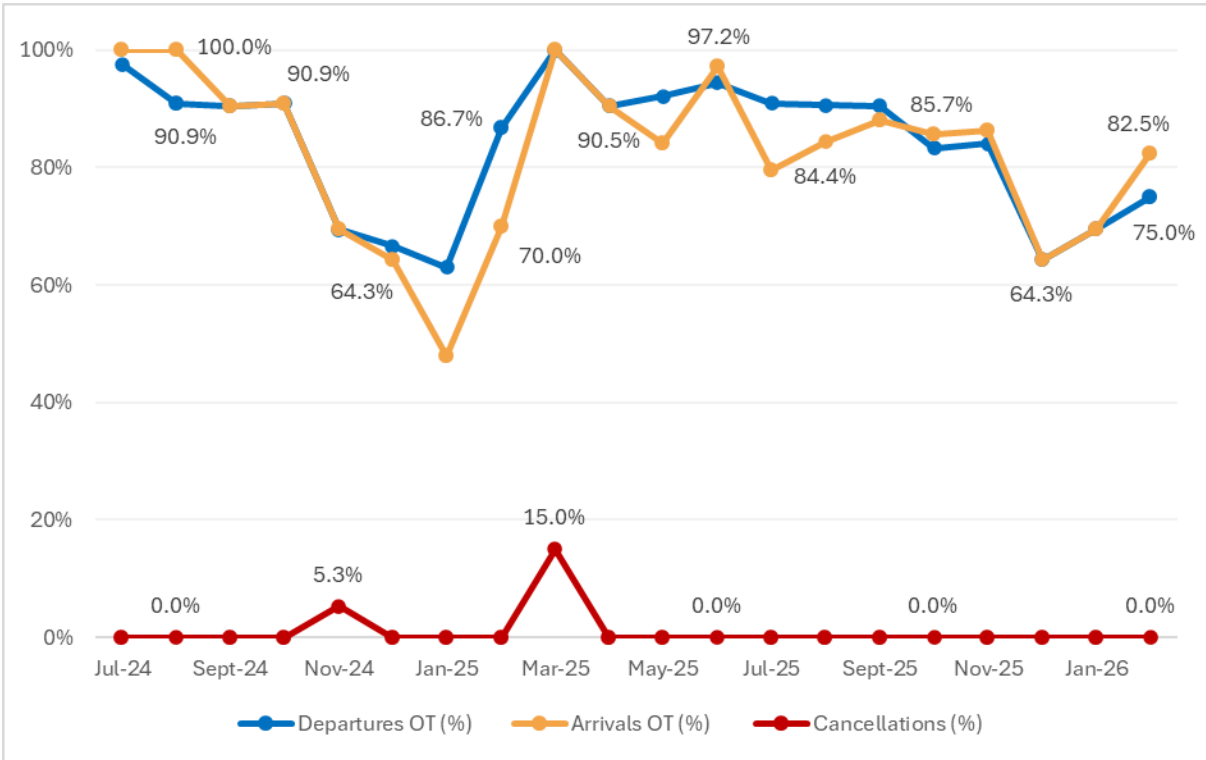
12. Airlines' OTP for trans-Tasman routes in February 2026

Air New Zealand

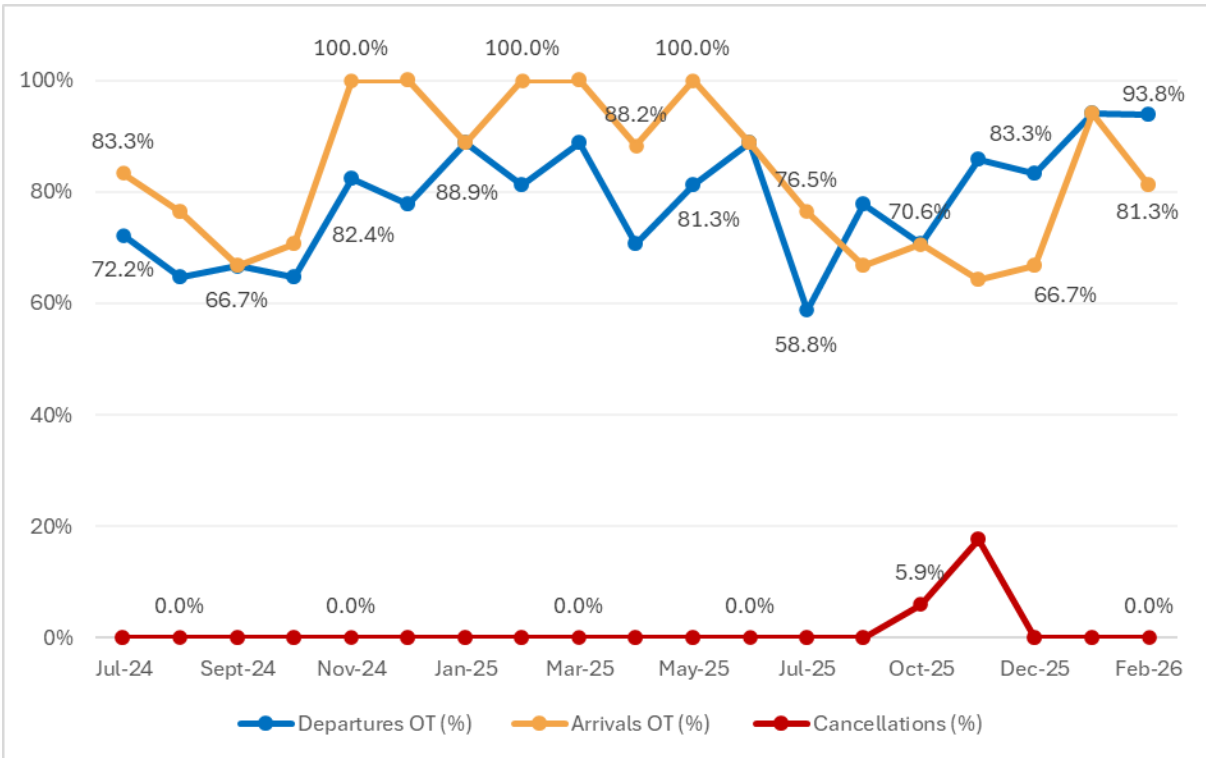


Trans-Tasman services experienced some disruption from low visibility in Auckland early in the month and later weather events affecting ports across the Tasman, including lightning in Sydney and Melbourne. Some services were also affected by flow-on impacts as the network recovered from earlier disruption.

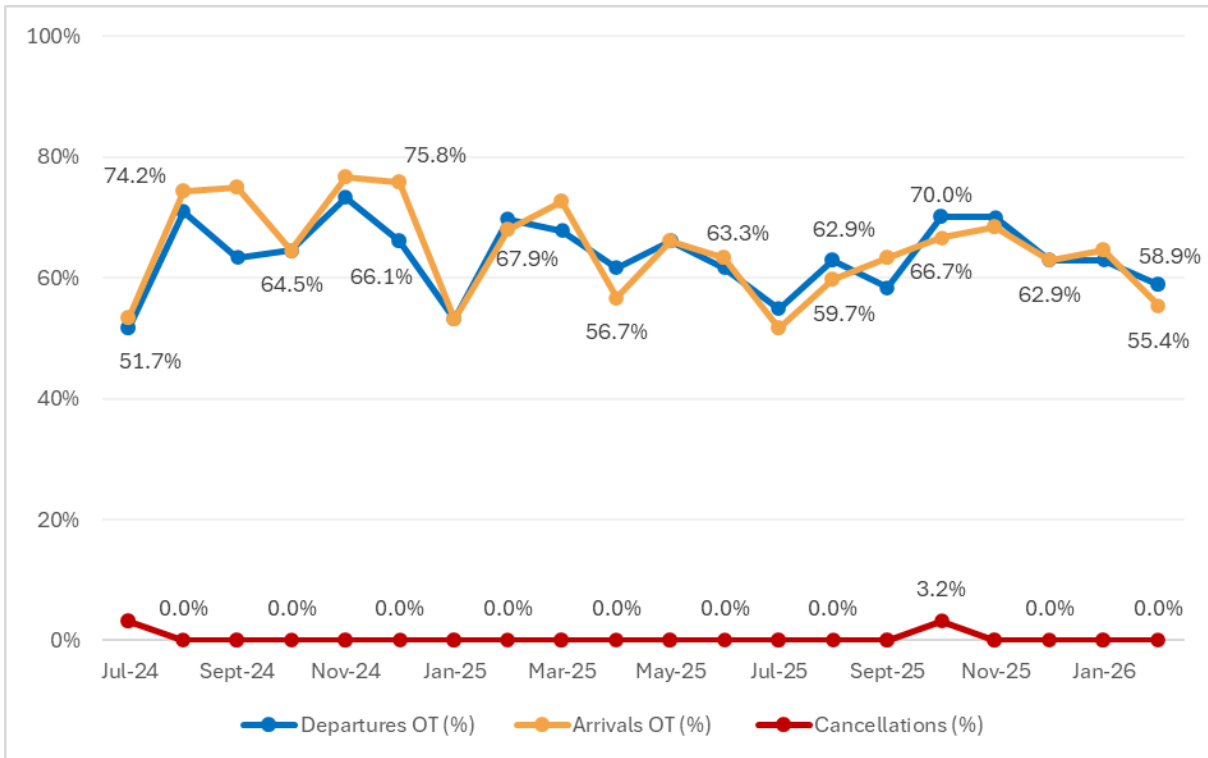
China Airlines



China Eastern Airlines

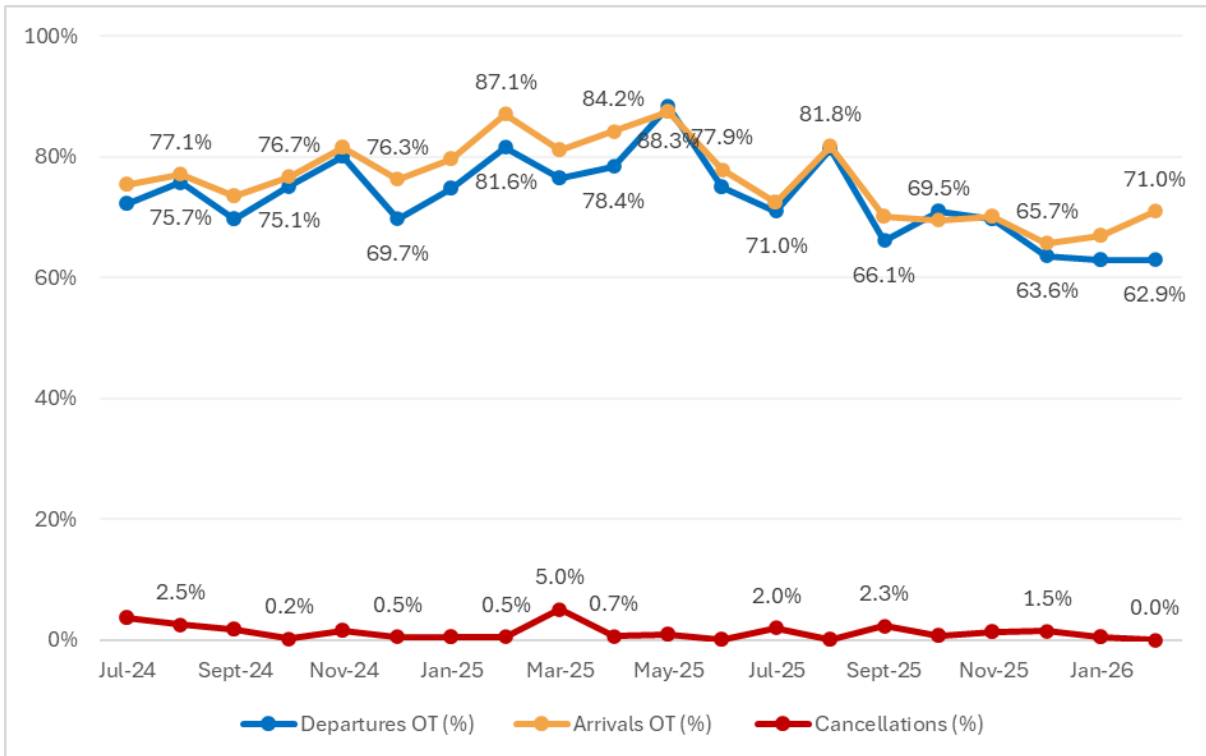


Emirates



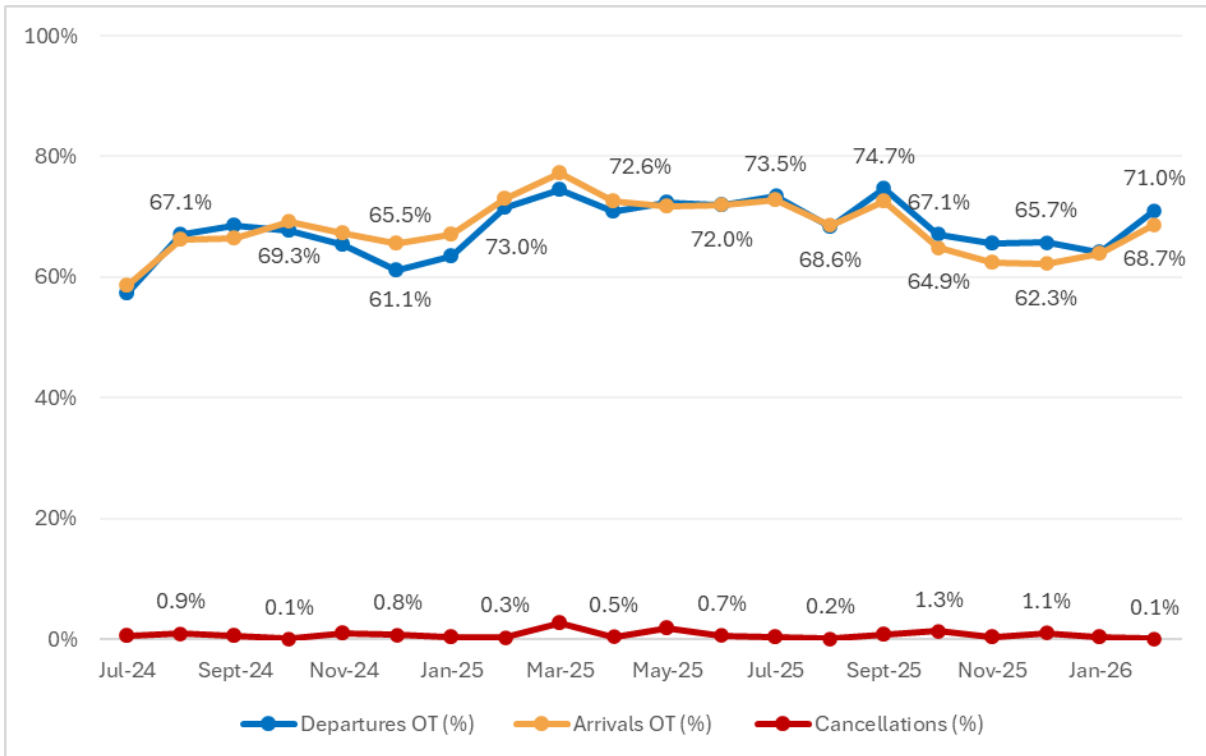
Seasonal weather disruptions in Europe, the United States, and Dubai caused late inbound aircraft, leading to reactive delays through Dubai and onwards to Sydney.

Jetstar



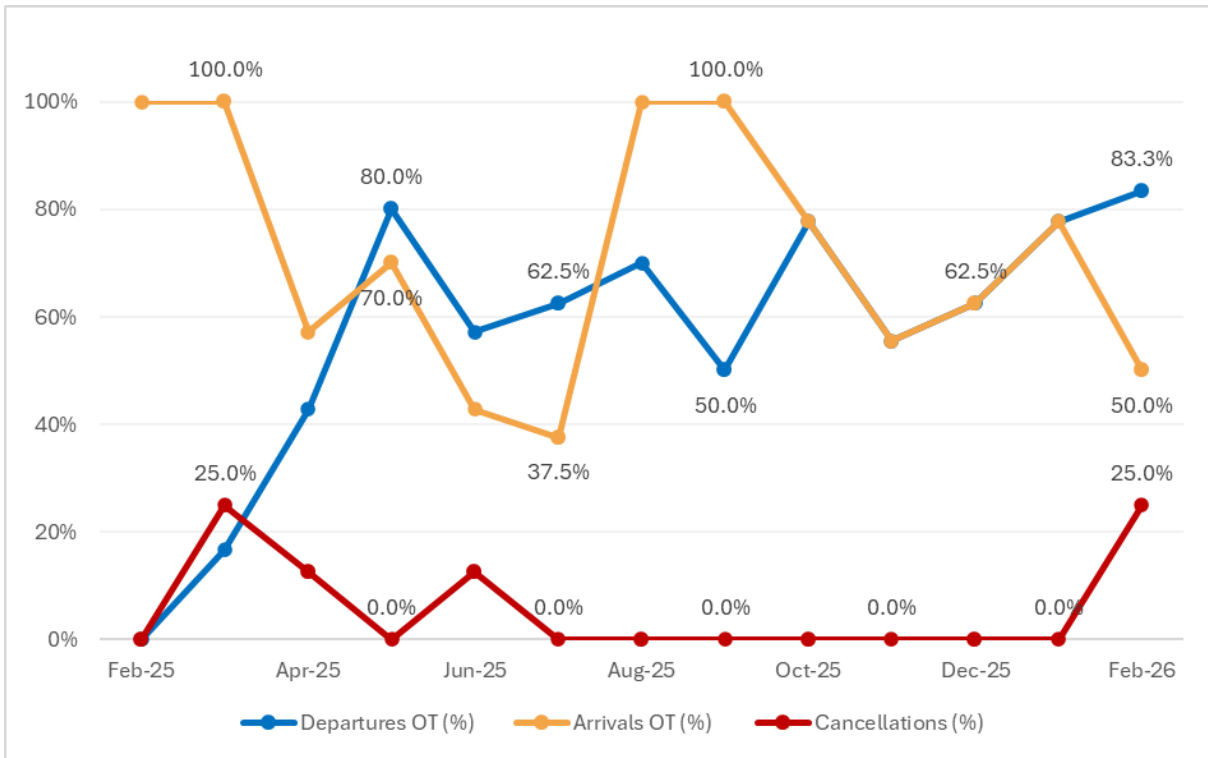
Jetstar reports that its trans-Tasman OTP delays were influenced by air traffic control ground movement holding, baggage offloading for non-boarding passengers, and gate availability limitations at Auckland Airport.

Qantas



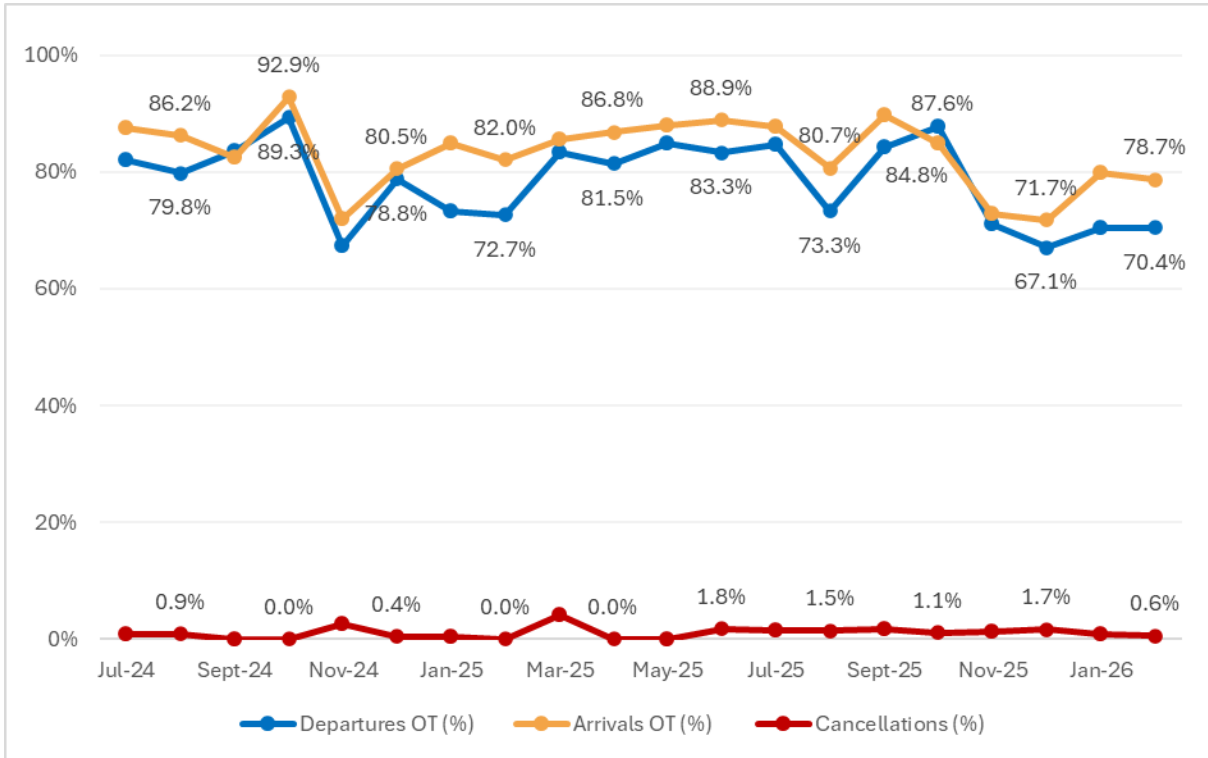
Qantas reports that seasonal weather disruptions, including storms and fog, contributed to delays during the period, with air traffic flow management delays and air traffic control gate holding arising from industry congestion and further exacerbated by weather conditions. Late-arriving inbound aircraft led to further knock-on impacts, resulting in boarding and ramp delays due to off-schedule operations.

Solomon Airlines



Solomon Airlines started weekly Brisbane – Auckland and Auckland – Brisbane services in February 2025. Arrival and departure OTP was identical across the October 2025 to February 2026 period. As a result, the two series overlap on the chart and appear as a single line (yellow).

Virgin Australia



13. Individual domestic regional routes in February 2026

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Auckland - Blenheim	130	128	100	78.1%	109	85.2%	2	1.5%	
Air New Zealand	130	128	100	78.1%	109	85.2%	2	1.5%	
Auckland - Gisborne	135	134	98	73.1%	110	82.1%	1	0.7%	
Air New Zealand	135	134	98	73.1%	110	82.1%	1	0.7%	
Auckland - Hawke's Bay	272	258	204	79.1%	220	85.3%	14	5.1%	
Air New Zealand	272	258	204	79.1%	220	85.3%	14	5.1%	
Auckland - Invercargill	20	20	16	80.0%	17	85.0%	0	0.0%	
Air New Zealand	20	20	16	80.0%	17	85.0%	0	0.0%	
Auckland - Kerikeri	131	127	89	70.1%	90	70.9%	4	3.1%	
Air New Zealand	131	127	89	70.1%	90	70.9%	4	3.1%	
Auckland - Nelson	299	289	205	70.9%	233	80.6%	10	3.3%	
Air New Zealand	299	289	205	70.9%	233	80.6%	10	3.3%	
Auckland - New Plymouth	164	155	117	75.5%	131	84.5%	9	5.5%	
Air New Zealand	164	155	117	75.5%	131	84.5%	9	5.5%	
Auckland - Palmerston North	243	227	166	73.1%	174	76.7%	16	6.6%	
Air New Zealand	243	227	166	73.1%	174	76.7%	16	6.6%	
Auckland - Rotorua	63	56	42	75.0%	41	73.2%	7	11.1%	
Air New Zealand	63	56	42	75.0%	41	73.2%	7	11.1%	
Auckland - Taupo	55	52	45	86.5%	49	94.2%	3	5.5%	
Air New Zealand	55	52	45	86.5%	49	94.2%	3	5.5%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Auckland - Tauranga	210	199	160	80.4%	171	85.9%	11	5.2%	
Air New Zealand	210	199	160	80.4%	171	85.9%	11	5.2%	
Auckland - Whangarei	105	99	74	74.7%	74	74.7%	6	5.7%	
Air New Zealand	105	99	74	74.7%	74	74.7%	6	5.7%	
Blenheim - Auckland	129	128	111	86.7%	109	85.2%	1	0.8%	
Air New Zealand	129	128	111	86.7%	109	85.2%	1	0.8%	
Blenheim - Wellington	104	97	74	76.3%	74	76.3%	7	6.7%	
Air New Zealand	104	97	74	76.3%	74	76.3%	7	6.7%	
Christchurch - Dunedin	153	153	134	87.6%	141	92.2%	0	0.0%	
Air New Zealand	153	153	134	87.6%	141	92.2%	0	0.0%	
Christchurch - Hamilton	73	72	63	87.5%	65	90.3%	1	1.4%	
Air New Zealand	73	72	63	87.5%	65	90.3%	1	1.4%	
Christchurch - Hawke's Bay	85	82	75	91.5%	75	91.5%	3	3.5%	
Air New Zealand	85	82	75	91.5%	75	91.5%	3	3.5%	
Christchurch - Hokitika	47	44	38	86.4%	35	79.5%	3	6.4%	
Air New Zealand	47	44	38	86.4%	35	79.5%	3	6.4%	
Christchurch - Invercargill	165	161	138	85.7%	148	91.9%	4	2.4%	
Air New Zealand	165	161	138	85.7%	148	91.9%	4	2.4%	
Christchurch - Nelson	152	150	132	88.0%	134	89.3%	2	1.3%	
Air New Zealand	152	150	132	88.0%	134	89.3%	2	1.3%	
Christchurch - New Plymouth	52	49	43	87.8%	40	81.6%	3	5.8%	
Air New Zealand	52	49	43	87.8%	40	81.6%	3	5.8%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Christchurch - Palmerston North	110	109	97	89.0%	95	87.2%	1	0.9%	
Air New Zealand	110	109	97	89.0%	95	87.2%	1	0.9%	
Christchurch - Queenstown	115	115	99	86.1%	98	85.2%	0	0.0%	
Air New Zealand	115	115	99	86.1%	98	85.2%	0	0.0%	
Christchurch - Rotorua	67	64	58	90.6%	58	90.6%	3	4.5%	
Air New Zealand	67	64	58	90.6%	58	90.6%	3	4.5%	
Christchurch - Tauranga	91	88	78	88.6%	79	89.8%	3	3.3%	
Air New Zealand	91	88	78	88.6%	79	89.8%	3	3.3%	
Christchurch - Wellington	343	322	282	87.6%	286	88.8%	21	6.1%	
Air New Zealand	343	322	282	87.6%	286	88.8%	21	6.1%	
Dunedin - Christchurch	153	153	141	92.2%	143	93.5%	0	0.0%	
Air New Zealand	153	153	141	92.2%	143	93.5%	0	0.0%	
Dunedin - Wellington	81	74	59	79.7%	60	81.1%	7	8.6%	
Air New Zealand	81	74	59	79.7%	60	81.1%	7	8.6%	
Gisborne - Auckland	135	133	109	82.0%	107	80.5%	2	1.5%	
Air New Zealand	135	133	109	82.0%	107	80.5%	2	1.5%	
Gisborne - Hamilton	5	5	3	60.0%	3	60.0%	0	0.0%	
Sunair Aviation	5	5	3	60.0%	3	60.0%	0	0.0%	
Gisborne - Hawke's Bay	7	6	6	100.0%	6	100.0%	1	14.3%	
Sunair Aviation	7	6	6	100.0%	6	100.0%	1	14.3%	
Gisborne - Tauranga	8	7	6	85.7%	6	85.7%	1	12.5%	
Sunair Aviation	8	7	6	85.7%	6	85.7%	1	12.5%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Gisborne - Wellington	52	46	39	84.8%	39	84.8%	6	11.5%	
Air New Zealand	52	46	39	84.8%	39	84.8%	6	11.5%	
Gisborne - Whakatane	9	9	7	77.8%	7	77.8%	0	0.0%	
Sunair Aviation	9	9	7	77.8%	7	77.8%	0	0.0%	
Great Barrier Island - Tauranga	5	3	3	100.0%	3	100.0%	2	40.0%	
Sunair Aviation	5	3	3	100.0%	3	100.0%	2	40.0%	
Great Barrier Island - Whangarei	1	1	1	100.0%	1	100.0%	0	0.0%	
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%	
Great Barrier Island - Whitianga	2	2	2	100.0%	2	100.0%	0	0.0%	
Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%	
Hamilton - Christchurch	73	71	62	87.3%	65	91.5%	2	2.7%	
Air New Zealand	73	71	62	87.3%	65	91.5%	2	2.7%	
Hamilton - Gisborne	6	5	3	60.0%	3	60.0%	1	16.7%	
Sunair Aviation	6	5	3	60.0%	3	60.0%	1	16.7%	
Hamilton - Wellington	135	120	105	87.5%	107	89.2%	15	11.1%	
Air New Zealand	135	120	105	87.5%	107	89.2%	15	11.1%	
Hamilton - Whangarei	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 - Auckland	272	255	210	82.4%	215	84.3%	17	6.3%	
Air New Zealand	272	255	210	82.4%	215	84.3%	17	6.3%	
Hawke's Bay - Christchurch	85	82	77	93.9%	78	95.1%	3	3.5%	
Air New Zealand	85	82	77	93.9%	78	95.1%	3	3.5%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Hawke's Bay - Gisborne	6	5	3	60.0%	3	60.0%	1	16.7%	
Sunair Aviation	6	5	3	60.0%	3	60.0%	1	16.7%	
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	103	91	76	83.5%	77	84.6%	12	11.7%	
Air New Zealand	103	91	76	83.5%	77	84.6%	12	11.7%	
Hokitika - Christchurch	47	43	36	83.7%	36	83.7%	4	8.5%	
Air New Zealand	47	43	36	83.7%	36	83.7%	4	8.5%	
Invercargill - Auckland	20	20	15	75.0%	17	85.0%	0	0.0%	
Air New Zealand	20	20	15	75.0%	17	85.0%	0	0.0%	
Invercargill - Christchurch	165	160	146	91.3%	148	92.5%	5	3.0%	
Air New Zealand	165	160	146	91.3%	148	92.5%	5	3.0%	
Kerikeri - Auckland	132	123	91	74.0%	96	78.0%	9	6.8%	
Air New Zealand	132	123	91	74.0%	96	78.0%	9	6.8%	
Nelson - Auckland	299	290	234	80.7%	232	80.0%	9	3.0%	
Air New Zealand	299	290	234	80.7%	232	80.0%	9	3.0%	
Nelson - Christchurch	152	147	125	85.0%	129	87.8%	5	3.3%	
Air New Zealand	152	147	125	85.0%	129	87.8%	5	3.3%	
Nelson - Wellington	236	221	179	81.0%	187	84.6%	15	6.4%	
Air New Zealand	236	221	179	81.0%	187	84.6%	15	6.4%	
New Plymouth - Auckland	164	154	125	81.2%	132	85.7%	10	6.1%	
Air New Zealand	164	154	125	81.2%	132	85.7%	10	6.1%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
New Plymouth - Christchurch		52	48	40	83.3%	44	91.7%	4	7.7%
Air New Zealand		52	48	40	83.3%	44	91.7%	4	7.7%
New Plymouth - Wellington		75	69	55	79.7%	57	82.6%	6	8.0%
Air New Zealand		75	69	55	79.7%	57	82.6%	6	8.0%
Palmerston North - Auckland		243	225	175	77.8%	180	80.0%	18	7.4%
Air New Zealand		243	225	175	77.8%	180	80.0%	18	7.4%
Palmerston North - Christchurch		110	105	91	86.7%	95	90.5%	5	4.5%
Air New Zealand		110	105	91	86.7%	95	90.5%	5	4.5%
Queenstown - Christchurch		115	114	89	78.1%	91	79.8%	1	0.9%
Air New Zealand		115	114	89	78.1%	91	79.8%	1	0.9%
Rotorua - Auckland		63	52	40	76.9%	41	78.8%	11	17.5%
Air New Zealand		63	52	40	76.9%	41	78.8%	11	17.5%
Rotorua - Christchurch		67	64	49	76.6%	55	85.9%	3	4.5%
Air New Zealand		67	64	49	76.6%	55	85.9%	3	4.5%
Rotorua - Wellington		57	50	40	80.0%	41	82.0%	7	12.3%
Air New Zealand		57	50	40	80.0%	41	82.0%	7	12.3%
Takaka - Wellington		38	37	33	89.2%	32	86.5%	1	2.6%
Golden Bay Air		38	37	33	89.2%	32	86.5%	1	2.6%
Taupo - Auckland		55	51	45	88.2%	42	82.4%	4	7.3%
Air New Zealand		55	51	45	88.2%	42	82.4%	4	7.3%
Tauranga - Auckland		210	201	170	84.6%	171	85.1%	9	4.3%
Air New Zealand		210	201	170	84.6%	171	85.1%	9	4.3%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Tauranga - Christchurch	91	88	78	88.6%	82	93.2%	3	3.3%	
Air New Zealand	91	88	78	88.6%	82	93.2%	3	3.3%	
Tauranga - Gisborne	8	5	1	20.0%	1	20.0%	3	37.5%	
Sunair Aviation	8	5	1	20.0%	1	20.0%	3	37.5%	
Tauranga - Great Barrier Island	5	4	2	50.0%	2	50.0%	1	20.0%	
Sunair Aviation	5	4	2	50.0%	2	50.0%	1	20.0%	
Tauranga - Wellington	114	103	92	89.3%	92	89.3%	11	9.6%	
Air New Zealand	114	103	92	89.3%	92	89.3%	11	9.6%	
Timaru - Wellington	51	46	40	87.0%	41	89.1%	5	9.8%	
Air New Zealand	51	46	40	87.0%	41	89.1%	5	9.8%	
Wairoa - Hawke's Bay	3	2	2	100.0%	2	100.0%	1	33.3%	
Sunair Aviation	3	2	2	100.0%	2	100.0%	1	33.3%	
Wellington - Blenheim	104	99	79	79.8%	77	77.8%	5	4.8%	
Air New Zealand	104	99	79	79.8%	77	77.8%	5	4.8%	
Wellington - Christchurch	344	322	276	85.7%	287	89.1%	22	6.4%	
Air New Zealand	344	322	276	85.7%	287	89.1%	22	6.4%	
Wellington - Dunedin	81	74	63	85.1%	62	83.8%	7	8.6%	
Air New Zealand	81	74	63	85.1%	62	83.8%	7	8.6%	
Wellington - Gisborne	52	48	35	72.9%	36	75.0%	4	7.7%	
Air New Zealand	52	48	35	72.9%	36	75.0%	4	7.7%	
Wellington - Hamilton	135	120	106	88.3%	107	89.2%	15	11.1%	
Air New Zealand	135	120	106	88.3%	107	89.2%	15	11.1%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Wellington - Hawke's Bay	103	93	78	83.9%	84	90.3%	10	9.7%	
Air New Zealand	103	93	78	83.9%	84	90.3%	10	9.7%	
Wellington - Nelson	236	215	165	76.7%	167	77.7%	21	8.9%	
Air New Zealand	236	215	165	76.7%	167	77.7%	21	8.9%	
Wellington - New Plymouth	75	70	60	85.7%	60	85.7%	5	6.7%	
Air New Zealand	75	70	60	85.7%	60	85.7%	5	6.7%	
Wellington - Rotorua	56	50	41	82.0%	39	78.0%	6	10.7%	
Air New Zealand	56	50	41	82.0%	39	78.0%	6	10.7%	
Wellington - Takaka	38	37	30	81.1%	29	78.4%	1	2.6%	
Golden Bay Air	38	37	30	81.1%	29	78.4%	1	2.6%	
Wellington - Tauranga	114	106	97	91.5%	92	86.8%	8	7.0%	
Air New Zealand	114	106	97	91.5%	92	86.8%	8	7.0%	
Wellington - Timaru	51	46	38	82.6%	37	80.4%	5	9.8%	
Air New Zealand	51	46	38	82.6%	37	80.4%	5	9.8%	
Whakatane - Gisborne	10	9	6	66.7%	6	66.7%	1	10.0%	
Sunair Aviation	10	9	6	66.7%	6	66.7%	1	10.0%	
Whangarei - Auckland	106	97	72	74.2%	74	76.3%	9	8.5%	
Air New Zealand	106	97	72	74.2%	74	76.3%	9	8.5%	
Whangarei - 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%	
Whitianga - Great Barrier Island	1	1	0	0.0%	0	0.0%	0	0.0%	
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%	

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
	Scheduled	Flown	No.	%	No.	%	No.	%
Route Airline								
Grand Total	8,734	8,259	6,792	82.2%	6,987	84.6%	475	5.4%

14. Domestic regional OTP by region in February 2026

Note: the following table only includes data from Air New Zealand, Jetstar, Golden Bay Air, and Sunair Aviation as no other data was available.

Region	On-Time Departures from Region		On-Time Arrivals to Region		Cancellations to and from Region	
	No.	%	No.	%	No.	%
Auckland	2,631	76.4%	2,716	79.4%	271	3.8%
Blenheim	185	82.2%	186	81.9%	15	3.2%
Christchurch	1,892	82.5%	1,942	85.1%	135	2.9%
Dunedin	305	84.7%	311	86.4%	14	1.9%
Gisborne	170	82.5%	159	77.2%	21	4.8%
Great Barrier Island	6	100.0%	3	50.0%	3	20.0%
Hamilton	208	83.2%	216	86.1%	35	6.5%
Hawke's Bay	367	84.4%	387	87.8%	63	6.7%
Hokitika	36	83.7%	35	79.5%	7	7.4%
Invercargill	161	89.4%	165	91.2%	9	2.4%
Kerikeri	91	74.0%	90	70.9%	13	4.9%
Nelson	538	81.8%	534	81.7%	62	4.5%
New Plymouth	220	81.2%	231	84.3%	37	6.4%
Palmerston North	266	80.6%	269	80.1%	40	5.7%
Queenstown	403	80.8%	423	84.3%	13	1.3%
Rotorua	129	77.7%	138	81.2%	37	9.9%
Takaka	33	89.2%	29	78.4%	2	2.6%
Taupo	45	88.2%	49	94.2%	7	6.4%
Tauranga	343	85.5%	351	87.1%	52	6.1%
Timaru	40	87.0%	37	80.4%	10	9.8%
Wairoa	2	100.0%	1	50.0%	2	33.3%
Wellington	1,579	81.3%	1,644	84.7%	298	7.1%
Whakatane	6	66.7%	7	77.8%	1	5.3%
Whangarei	73	74.5%	76	75.2%	15	7.0%
Total:	9,729	80.6%	10,001	82.8%	1,162	4.6%

15. Individual domestic jet routes in February 2026

Route Airline	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Christchurch	748	738	555	75.2%	568	77.0%	10	1.3%
Air New Zealand	472	465	349	75.1%	349	75.1%	7	1.5%
Jetstar	276	273	206	75.5%	219	80.2%	3	1.1%
Auckland - Dunedin	133	133	101	75.9%	108	81.2%	0	0.0%
Air New Zealand	93	93	71	76.3%	79	84.9%	0	0.0%
Jetstar	40	40	30	75.0%	29	72.5%	0	0.0%
Auckland - Queenstown	327	324	264	81.5%	272	84.0%	3	0.9%
Air New Zealand	243	240	196	81.7%	205	85.4%	3	1.2%
Jetstar	84	84	68	81.0%	67	79.8%	0	0.0%
Auckland - Wellington	535	506	395	78.1%	420	83.0%	29	5.4%
Air New Zealand	387	368	298	81.0%	321	87.2%	19	4.9%
Jetstar	148	138	97	70.3%	99	71.7%	10	6.8%
Christchurch - Auckland	748	735	539	73.3%	553	75.2%	13	1.7%
Air New Zealand	472	463	334	72.1%	351	75.8%	9	1.9%
Jetstar	276	272	205	75.4%	202	74.3%	4	1.4%
Christchurch - Hamilton	54	54	41	75.9%	41	75.9%	0	0.0%
Air New Zealand	26	26	17	65.4%	17	65.4%	0	0.0%
Jetstar	28	28	24	85.7%	24	85.7%	0	0.0%
Christchurch - Wellington	100	95	75	78.9%	76	80.0%	5	5.0%
Air New Zealand	44	41	32	78.0%	33	80.5%	3	6.8%
Jetstar	56	54	43	79.6%	43	79.6%	2	3.6%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Dunedin - Auckland	133	133	105	78.9%	105	78.9%	0	0.0%
Air New Zealand	93	93	79	84.9%	78	83.9%	0	0.0%
Jetstar	40	40	26	65.0%	27	67.5%	0	0.0%
Hamilton - Christchurch	54	53	37	69.8%	42	79.2%	1	1.9%
Air New Zealand	26	26	15	57.7%	19	73.1%	0	0.0%
Jetstar	28	27	22	81.5%	23	85.2%	1	3.6%
Queenstown - Auckland	325	322	260	80.7%	262	81.4%	3	0.9%
Air New Zealand	242	239	199	83.3%	199	83.3%	3	1.2%
Jetstar	83	83	61	73.5%	63	75.9%	0	0.0%
Queenstown - Wellington	66	63	54	85.7%	55	87.3%	3	4.5%
Air New Zealand	54	51	45	88.2%	45	88.2%	3	5.6%
Jetstar	12	12	9	75.0%	10	83.3%	0	0.0%
Wellington - Auckland	534	503	382	75.9%	380	75.5%	31	5.8%
Air New Zealand	386	365	286	78.4%	277	75.9%	21	5.4%
Jetstar	148	138	96	69.6%	103	74.6%	10	6.8%
Wellington - Christchurch	100	95	79	83.2%	79	83.2%	5	5.0%
Air New Zealand	44	41	38	92.7%	38	92.7%	3	6.8%
Jetstar	56	54	41	75.9%	41	75.9%	2	3.6%
Wellington - Queenstown	66	63	50	79.4%	53	84.1%	3	4.5%
Air New Zealand	54	51	42	82.4%	44	86.3%	3	5.6%
Jetstar	12	12	8	66.7%	9	75.0%	0	0.0%
Grand Total	3,923	3,817	2,937	76.9%	3,014	79.0%	106	2.7%

16. Individual trans-Tasman routes in February 2026

Route Airline	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
	Scheduled	Flown	No.	%	No.	%	No.	%
Adelaide - Auckland	36	36	29	80.6%	34	94.4%	0	0.0%
Air New Zealand	20	20	14	70.0%	19	95.0%	0	0.0%
Qantas	16	16	15	93.8%	15	93.8%	0	0.0%
Auckland - Adelaide	36	36	29	80.6%	33	91.7%	0	0.0%
Air New Zealand	20	20	15	75.0%	18	90.0%	0	0.0%
Qantas	16	16	14	87.5%	15	93.8%	0	0.0%
Auckland - Brisbane	219	217	165	76.0%	182	83.9%	2	0.9%
Air New Zealand	84	83	55	66.3%	63	75.9%	1	1.2%
China Airlines	20	20	17	85.0%	18	90.0%	0	0.0%
Jetstar	56	56	41	73.2%	49	87.5%	0	0.0%
Qantas	55	55	50	90.9%	51	92.7%	0	0.0%
Solomon Airlines	4	3	2	66.7%	1	33.3%	1	25.0%
Auckland - Gold Coast	56	54	45	83.3%	45	83.3%	2	3.6%
Air New Zealand	28	26	22	84.6%	22	84.6%	2	7.1%
Jetstar	28	28	23	82.1%	23	82.1%	0	0.0%
Auckland - Melbourne	256	253	174	68.8%	179	70.8%	3	1.2%
Air New Zealand	116	113	75	66.4%	82	72.6%	3	2.6%
Jetstar	28	28	9	32.1%	12	42.9%	0	0.0%
Qantas	112	112	90	80.4%	85	75.9%	0	0.0%
Auckland - Perth	48	47	30	63.8%	31	66.0%	1	2.1%
Air New Zealand	36	35	20	57.1%	20	57.1%	1	2.8%
Qantas	12	12	10	83.3%	11	91.7%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Sydney	348	346	233	67.3%	217	62.7%	2	0.6%
Air New Zealand	138	136	84	61.8%	89	65.4%	2	1.4%
China Eastern Airlines	8	8	8	100.0%	5	62.5%	0	0.0%
Jetstar	44	44	27	61.4%	30	68.2%	0	0.0%
Qantas	158	158	114	72.2%	93	58.9%	0	0.0%
Brisbane - Auckland	221	220	124	56.4%	144	65.5%	1	0.5%
Air New Zealand	86	86	46	53.5%	56	65.1%	0	0.0%
China Airlines	20	20	13	65.0%	15	75.0%	0	0.0%
Jetstar	56	56	31	55.4%	33	58.9%	0	0.0%
Qantas	55	55	31	56.4%	38	69.1%	0	0.0%
Solomon Airlines	4	3	3	100.0%	2	66.7%	1	25.0%
Brisbane - Christchurch	83	82	43	52.4%	50	61.0%	0	0.0%
Air New Zealand	27	26	17	65.4%	20	76.9%	0	0.0%
Qantas	56	56	26	46.4%	30	53.6%	0	0.0%
Brisbane - Queenstown	45	45	38	84.4%	38	84.4%	0	0.0%
Qantas	16	16	13	81.3%	12	75.0%	0	0.0%
Virgin Australia	29	29	25	86.2%	26	89.7%	0	0.0%
Brisbane - Wellington	48	46	35	76.1%	32	69.6%	2	4.2%
Air New Zealand	28	26	22	84.6%	21	80.8%	2	7.1%
Qantas	20	20	13	65.0%	11	55.0%	0	0.0%
Christchurch - Brisbane	83	83	66	79.5%	71	85.5%	0	0.0%
Air New Zealand	27	27	23	85.2%	26	96.3%	0	0.0%
Qantas	56	56	43	76.8%	45	80.4%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Christchurch - Melbourne	105	105	88	83.8%	87	82.9%	0	0.0%
Air New Zealand	33	33	29	87.9%	29	87.9%	0	0.0%
Jetstar	28	28	26	92.9%	24	85.7%	0	0.0%
Qantas	44	44	33	75.0%	34	77.3%	0	0.0%
Christchurch - Sydney	122	122	107	87.7%	92	75.4%	0	0.0%
Air New Zealand	31	31	25	80.6%	24	77.4%	0	0.0%
Emirates	28	28	28	100.0%	22	78.6%	0	0.0%
Qantas	63	63	54	85.7%	46	73.0%	0	0.0%
Gold Coast - Auckland	56	54	46	85.2%	49	90.7%	2	3.6%
Air New Zealand	28	26	23	88.5%	24	92.3%	2	7.1%
Jetstar	28	28	23	82.1%	25	89.3%	0	0.0%
Melbourne - Auckland	255	251	143	57.0%	163	64.9%	4	1.6%
Air New Zealand	115	111	59	53.2%	73	65.8%	4	3.5%
Jetstar	28	28	6	21.4%	10	35.7%	0	0.0%
Qantas	112	112	78	69.6%	80	71.4%	0	0.0%
Melbourne - Christchurch	105	105	75	71.4%	67	63.8%	0	0.0%
Air New Zealand	33	33	27	81.8%	25	75.8%	0	0.0%
Jetstar	28	28	19	67.9%	20	71.4%	0	0.0%
Qantas	44	44	29	65.9%	22	50.0%	0	0.0%
Melbourne - Queenstown	68	68	46	67.6%	55	80.9%	0	0.0%
Air New Zealand	12	12	10	83.3%	11	91.7%	0	0.0%
Jetstar	12	12	7	58.3%	11	91.7%	0	0.0%
Qantas	16	16	11	68.8%	13	81.3%	0	0.0%
Virgin Australia	28	28	18	64.3%	20	71.4%	0	0.0%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Melbourne - Wellington	61	60	39	65.0%	45	75.0%	1	1.6%	
Air New Zealand	25	24	12	50.0%	19	79.2%	1	4.0%	
Qantas	36	36	27	75.0%	26	72.2%	0	0.0%	
Perth - Auckland	47	47	35	74.5%	44	93.6%	0	0.0%	
Air New Zealand	35	35	26	74.3%	32	91.4%	0	0.0%	
Qantas	12	12	9	75.0%	12	100.0%	0	0.0%	
Queenstown - Brisbane	45	43	37	86.0%	38	88.4%	2	4.4%	
Qantas	16	15	12	80.0%	11	73.3%	1	6.3%	
Virgin Australia	29	28	25	89.3%	27	96.4%	1	3.4%	
Queenstown - Melbourne	68	68	47	69.1%	45	66.2%	0	0.0%	
Air New Zealand	12	12	9	75.0%	10	83.3%	0	0.0%	
Jetstar	12	12	11	91.7%	10	83.3%	0	0.0%	
Qantas	16	16	11	68.8%	11	68.8%	0	0.0%	
Virgin Australia	28	28	16	57.1%	14	50.0%	0	0.0%	
Queenstown - Sydney	134	134	98	73.1%	102	76.1%	0	0.0%	
Air New Zealand	22	22	21	95.5%	20	90.9%	0	0.0%	
Jetstar	28	28	17	60.7%	21	75.0%	0	0.0%	
Qantas	56	56	43	76.8%	37	66.1%	0	0.0%	
Virgin Australia	28	28	17	60.7%	24	85.7%	0	0.0%	
Sydney - Auckland	346	344	193	56.1%	223	64.8%	2	0.6%	
Air New Zealand	136	134	68	50.7%	83	61.9%	2	1.5%	
China Eastern Airlines	8	8	7	87.5%	8	100.0%	0	0.0%	
Jetstar	44	44	24	54.5%	32	72.7%	0	0.0%	
Qantas	158	158	94	59.5%	100	63.3%	0	0.0%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Sydney - Christchurch	123	123	56	45.5%	67	54.5%	0	0.0%	
Air New Zealand	32	32	19	59.4%	24	75.0%	0	0.0%	
Emirates	28	28	5	17.9%	9	32.1%	0	0.0%	
Qantas	63	63	32	50.8%	34	54.0%	0	0.0%	
Sydney - Queenstown	134	134	97	72.4%	105	78.4%	0	0.0%	
Air New Zealand	22	22	19	86.4%	21	95.5%	0	0.0%	
Jetstar	28	28	18	64.3%	18	64.3%	0	0.0%	
Qantas	56	56	42	75.0%	44	78.6%	0	0.0%	
Virgin Australia	28	28	18	64.3%	22	78.6%	0	0.0%	
Sydney - Wellington	83	82	56	68.3%	54	65.9%	1	1.2%	
Air New Zealand	27	26	20	76.9%	22	84.6%	1	3.7%	
Qantas	56	56	36	64.3%	32	57.1%	0	0.0%	
Wellington - Brisbane	48	47	34	72.3%	34	72.3%	1	2.1%	
Air New Zealand	28	27	24	88.9%	25	92.6%	1	3.6%	
Qantas	20	20	10	50.0%	9	45.0%	0	0.0%	
Wellington - Melbourne	61	60	47	78.3%	46	76.7%	1	1.6%	
Air New Zealand	25	24	22	91.7%	24	100.0%	1	4.0%	
Qantas	36	36	25	69.4%	22	61.1%	0	0.0%	
Wellington - Sydney	83	82	70	85.4%	66	80.5%	1	1.2%	
Air New Zealand	27	26	19	73.1%	22	84.6%	1	3.7%	
Qantas	56	56	51	91.1%	44	78.6%	0	0.0%	
Grand Total	3,423	3,394	2,325	68.5%	2,438	71.8%	28	0.8%	

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