Ministry for Cities, Environment, Regions & Transport

Aviation on-time performance

June 2026

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Contents

Aviation On-Time Performance June 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 the 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

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 meteorological conditions affecting flights, 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.

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 June 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.

Barrier Air and Originair provided data for previous months, but declined to provide data for June 2026, 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 only one airline operates. There were 84 domestic regional routes operated 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 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. 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.

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 (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 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, plus Jetstar. This month's OTP by region is based on data from Air Chathams, Air New Zealand, Golden Bay Air, Jetstar, Sounds Air and Sunair Aviation.

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).
- 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 served only by Air New Zealand jet services.

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

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.

4. 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.

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	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.

6. Caveats and limitations of data

For domestic jet and trans-Tasman services, airlines may sometimes measure departure time in slightly different ways.

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.

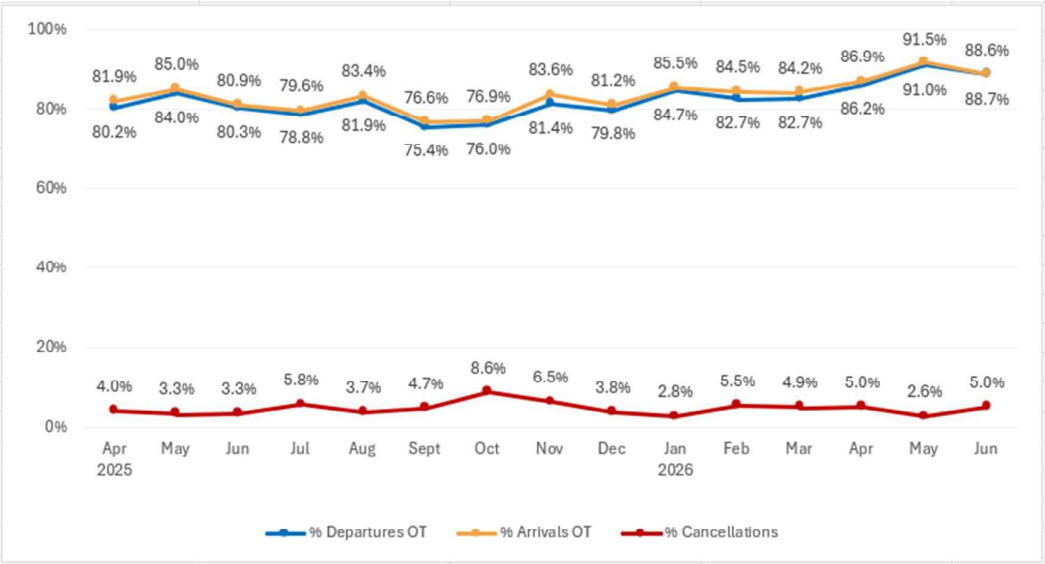
Care should be taken when interpreting OTP for airlines that fly 20 or fewer sectors per month, as any single delay or cancellation can shift their overall percentage considerably. This is especially relevant for some regional airlines with relatively low numbers of scheduled flights.

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.

7. Industry OTP for domestic regional routes in June 2026

For June 2026, two regional airlines declined to provide data, which means that only data from Air Chathams, Air New Zealand, Golden Bay Air, Sounds Air, and Sunair Aviation is available for this period.

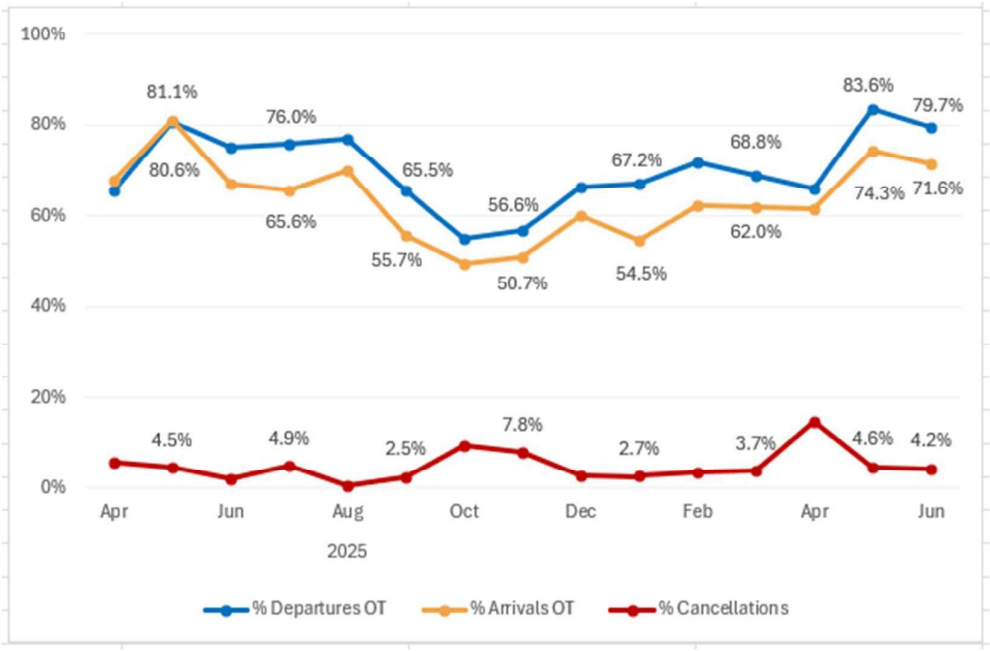
Domestic regional routes (Air NZ, Golden Bay Air, Sunair Aviation, Air Chathams, Sounds Air)



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

Air Chathams

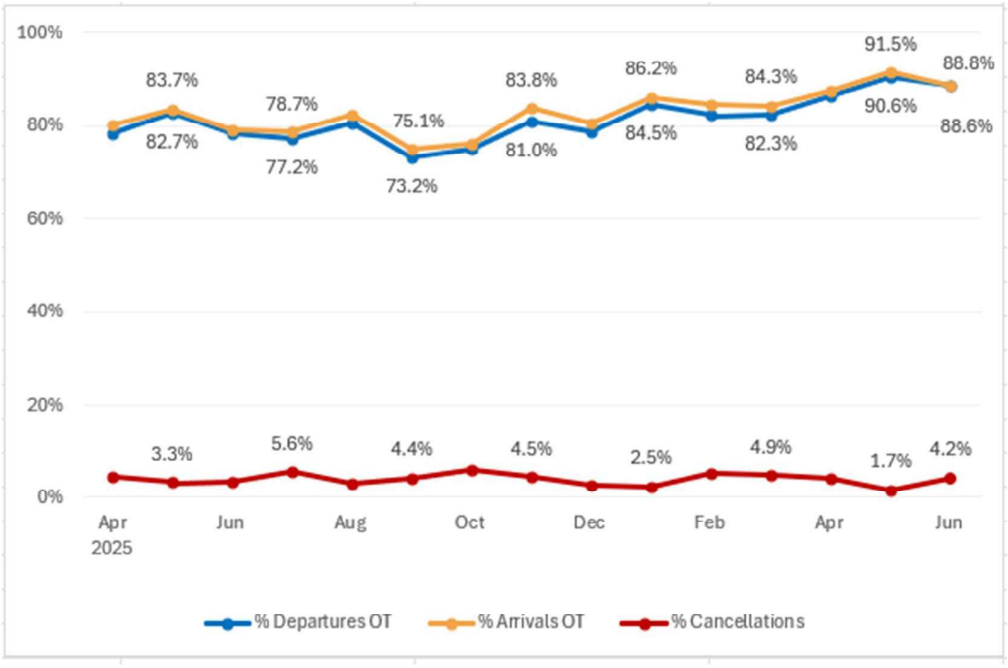
In June 2026, Air Chathams OTP for its domestic regional routes was 79.7 percent for on-time departures and 71.6 percent for on-time arrivals. The cancellation rate for the month was 4.2 percent.



Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 88.6 percent for on-time departures and 88.8 percent for on-time arrivals for June 2026. The cancellation rate for the month was 4.2 percent.

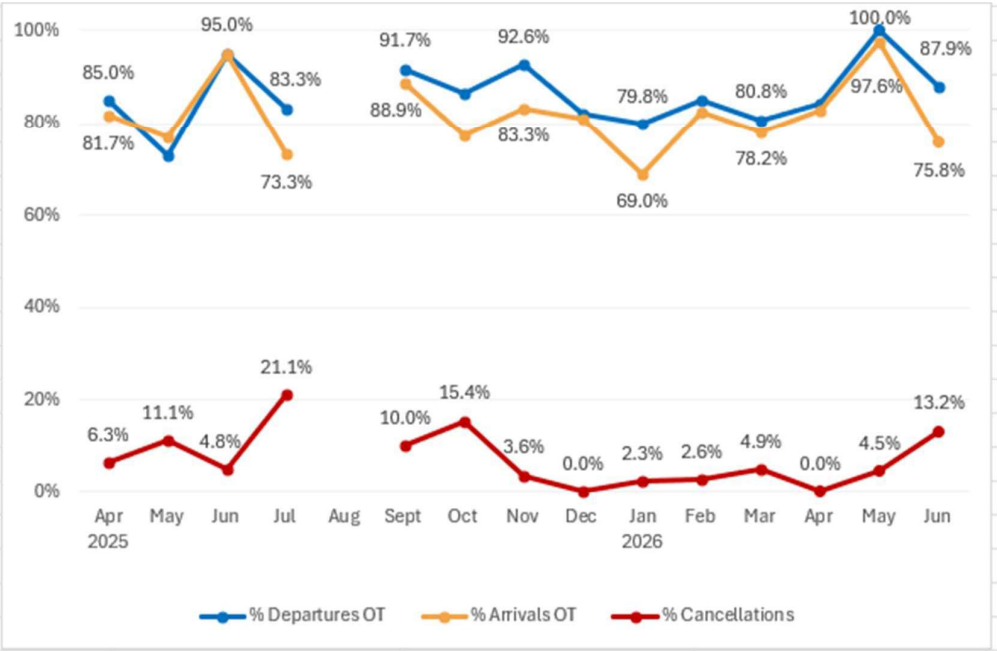
Air New Zealand reports that its domestic regional services were mainly affected by weather, particularly strong winds at Wellington on 26 and 27 June, and low cloud across Auckland, and several lower North Island and upper South Island ports, on 13 June. Delays earlier in the operating day also flowed through to later services across the regional network.



Golden Bay Air

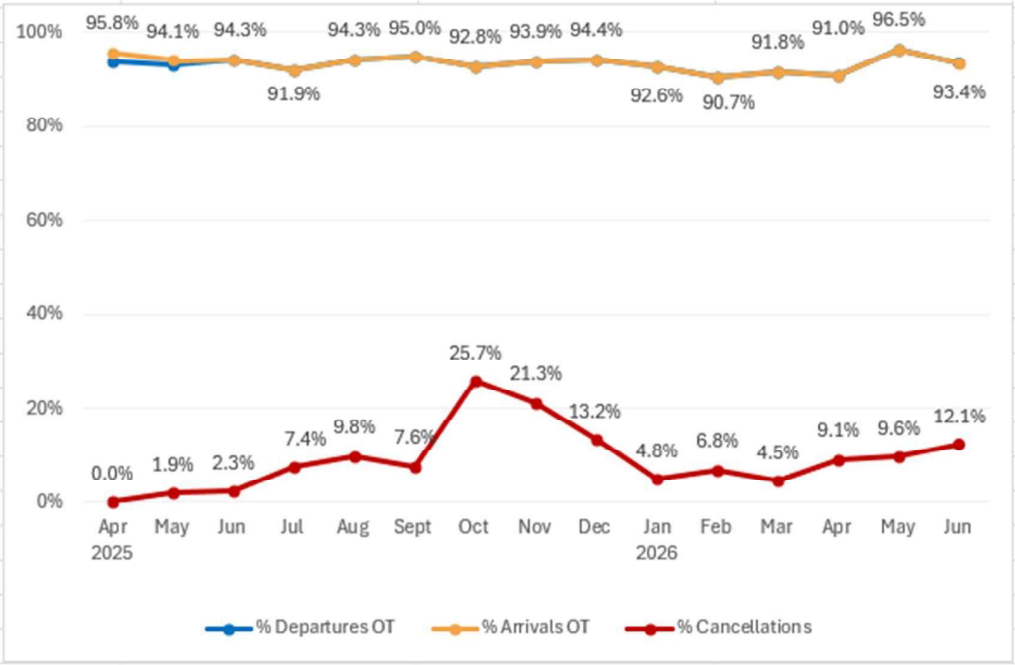
Golden Bay Air's OTP for its domestic regional routes was 87.9 percent for on-time departures and 75.8 percent for on-time arrivals. The cancellation rate for the month was 13.2 percent.

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



Sounds Air

Sounds Air's OTP for its domestic regional routes was 93.4 percent for both on-time departures and on-time arrivals. The cancellation rate for the month was 12.1 percent.

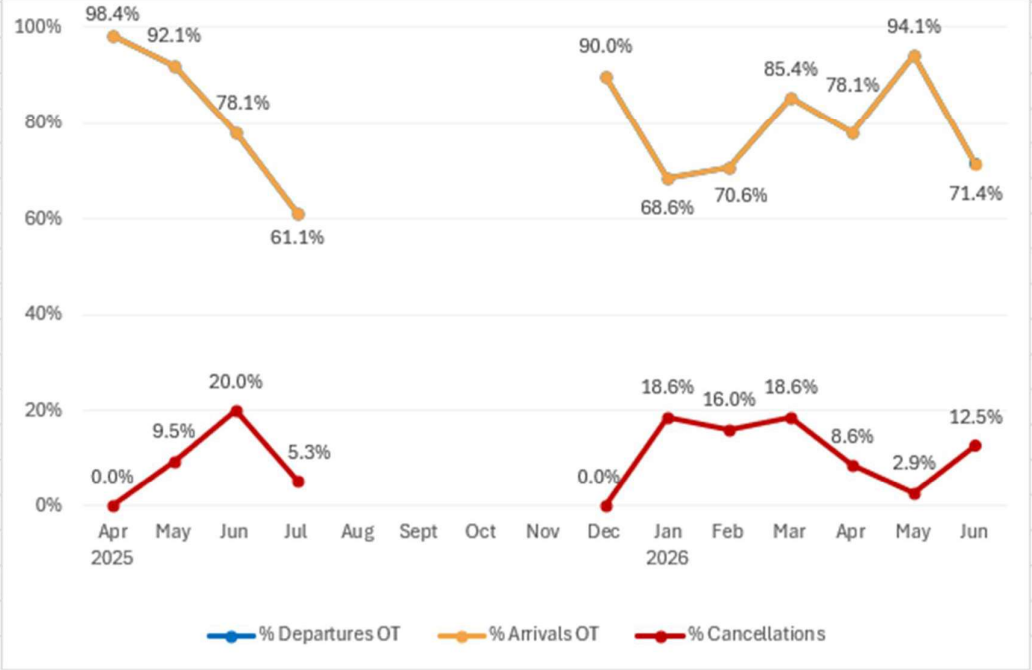


Sunair Aviation

Sunair Aviation resumed operations in December 2025 following a pause in services since July 2025. Sunair Aviation's OTP for its domestic regional routes was 71.4 percent for both on-time departures and on-time arrivals. The cancellation rate for the month was 12.5 percent.

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.

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



9. Industry OTP for domestic jet routes in June 2026

For June 2026, OTP for all domestic jet routes where more than one airline operated jets on that route (see page 6) was 83.3 percent for on-time departures and 83.4 percent for on-time arrivals. The cancellation rate for the month was 2.3 percent.

The route with the highest OTP for departures in June 2026 was Christchurch – Wellington, with 87.9 percent of flights departing on time. Christchurch – Wellington also had the highest OTP for arrivals, with 87.9 percent of flights arriving on time.

Cancellations were highest on the Queenstown – Wellington routes, with 7.1 percent cancelled.

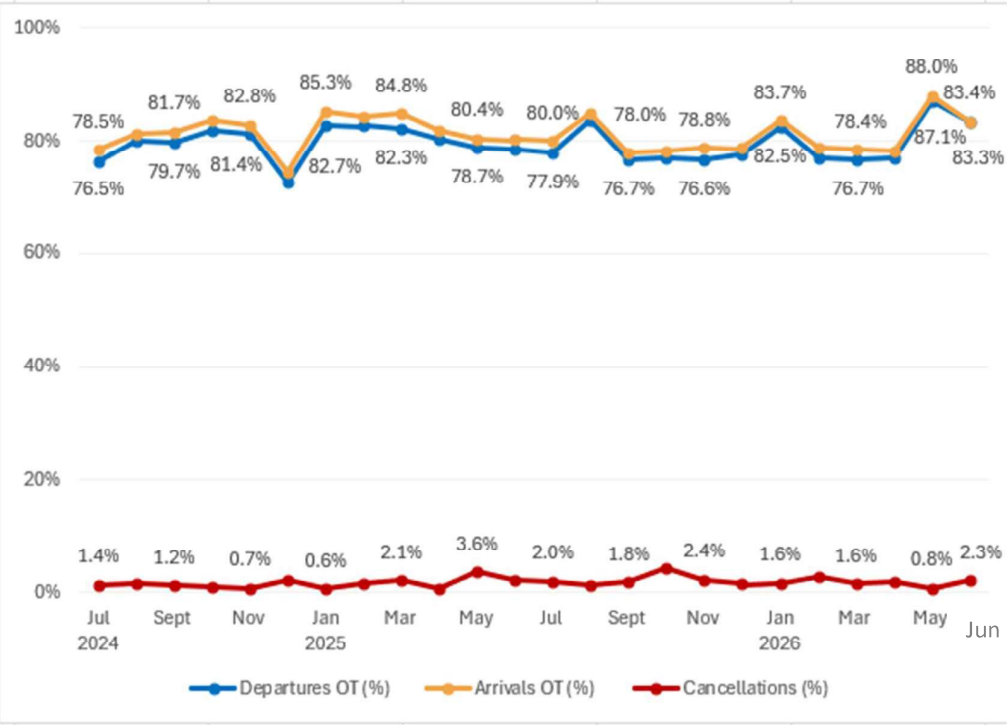
Both airlines' OTP, domestic jets, June 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,450	3,369	2,805	83.3%	2,811	83.4%	81	2.3%

Domestic jet routes ranked by OTP, June 2026

On-Time Departures		On-Time Arrivals		Cancellations	
Route	**%**	**Route**	**%**	**Route**	**%**
Christchurch – Wellington	87.9%	Christchurch – Wellington	87.9%	Queenstown – Wellington	7.1%
Queenstown – Auckland	87.8%	Auckland – Wellington	87.5%	Wellington – Christchurch	6.1%
Auckland – Wellington	87.3%	Queenstown – Auckland	87.5%	Wellington – Auckland	5.4%
Auckland – Queenstown	86.6%	Auckland – Queenstown	85.6%	Wellington – Queenstown	5.4%
Auckland – Dunedin	85.6%	Auckland – Dunedin	84.7%	Christchurch – Wellington	5.3%
Wellington – Christchurch	83.2%	Wellington – Christchurch	84.1%	Auckland – Wellington	4.4%
Auckland – Christchurch	82.7%	Auckland – Christchurch	83.7%	Queenstown – Auckland	1.8%
Christchurch – Auckland	82.0%	Christchurch – Auckland	83.0%	Christchurch – Auckland	1.0%
Wellington – Queenstown	81.1%	Dunedin – Auckland	80.2%	Auckland – Christchurch	0.5%
Dunedin – Auckland	81.1%	Wellington – Auckland	78.4%	Hamilton – Christchurch	0.0%
Queenstown – Wellington	78.8%	Christchurch – Hamilton	78.3%	Auckland – Queenstown	0.0%
Wellington – Auckland	78.4%	Wellington – Queenstown	77.4%	Dunedin – Auckland	0.0%
Christchurch – Hamilton	76.7%	Queenstown – Wellington	76.9%	Christchurch – Hamilton	0.0%
Hamilton – Christchurch	75.0%	Hamilton – Christchurch	75.0%	Auckland – Dunedin	0.0%
Grand Total	**83.3%**	**Grand Total**	**83.4%**	**Grand Total**	**2.3%**

Domestic jet OTP trends, both airlines, all reported routes

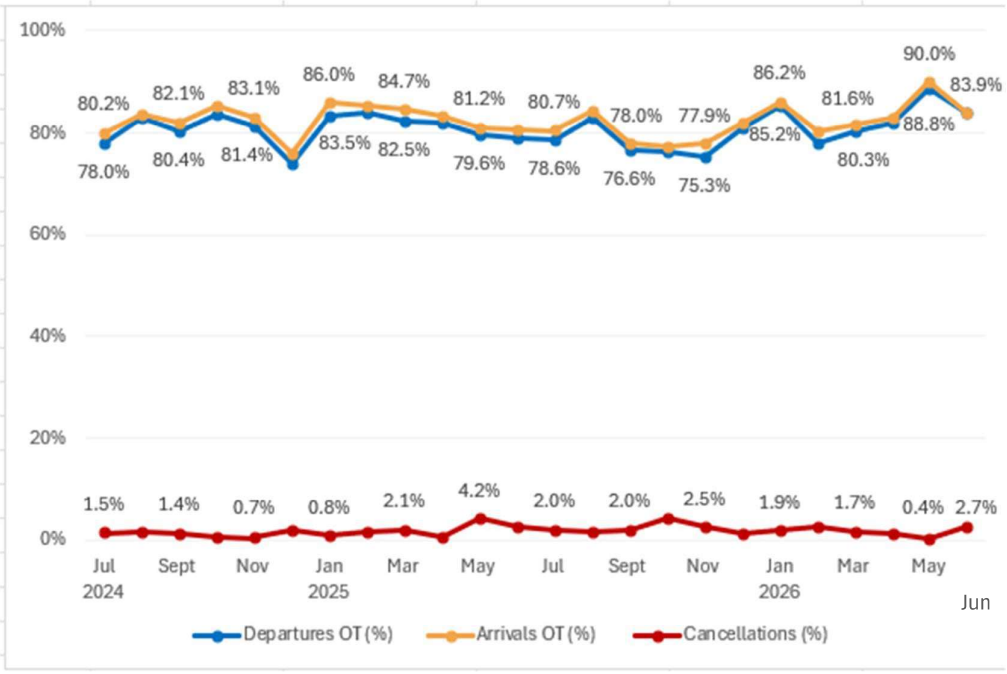


10. Airlines' OTP for domestic jet routes in June 2026

In June 2026, Air New Zealand recorded 83.9 percent for on-time departures and Jetstar 81.6 percent. For on-time arrivals, Air New Zealand recorded 83.9 percent, and Jetstar recorded 82.2 percent. Air New Zealand's cancellation rate was 2.7 percent and Jetstar's was 1.6 percent.

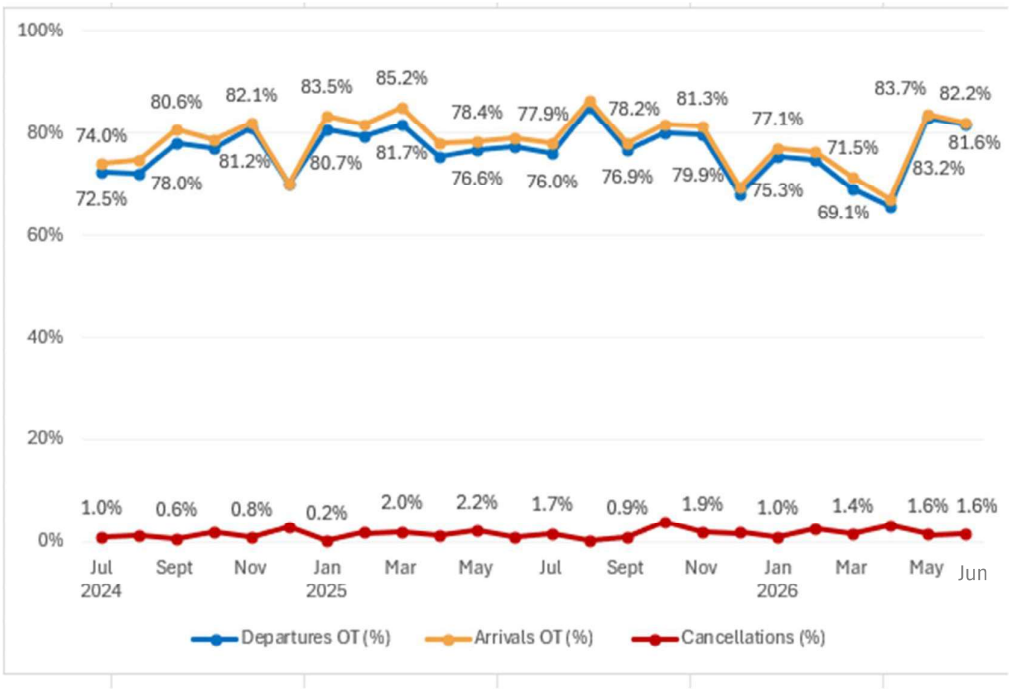
Air New Zealand

Air New Zealand reported that its domestic jet services were affected by strong winds at Wellington on 26 June, with associated disruption across Auckland, Christchurch, Queenstown and Dunedin. Delays earlier in the operating day also flowed through to later services, particularly around Auckland, Wellington and Christchurch.



Jetstar

Jetstar reported that delays were mainly caused by air traffic control ground movement holding at Auckland Airport, gate constraints with remote bay operations at Auckland Airport, weather, and boarding-related issues due to late arriving aircraft.



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

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

For June 2026, OTP across all trans-Tasman routes covered by this report was 78.2 percent for on-time departures and 79.2 percent for on-time arrivals. The cancellation rate for the month was 0.9 percent.

Perth – Auckland was the route with the highest OTP for both departures and arrivals in June 2026, with 97.8 percent for departures and 93.5 percent for arrivals.

Cancellations were highest on the Wellington – Brisbane route in June 2026, with 6.1 percent of services cancelled.

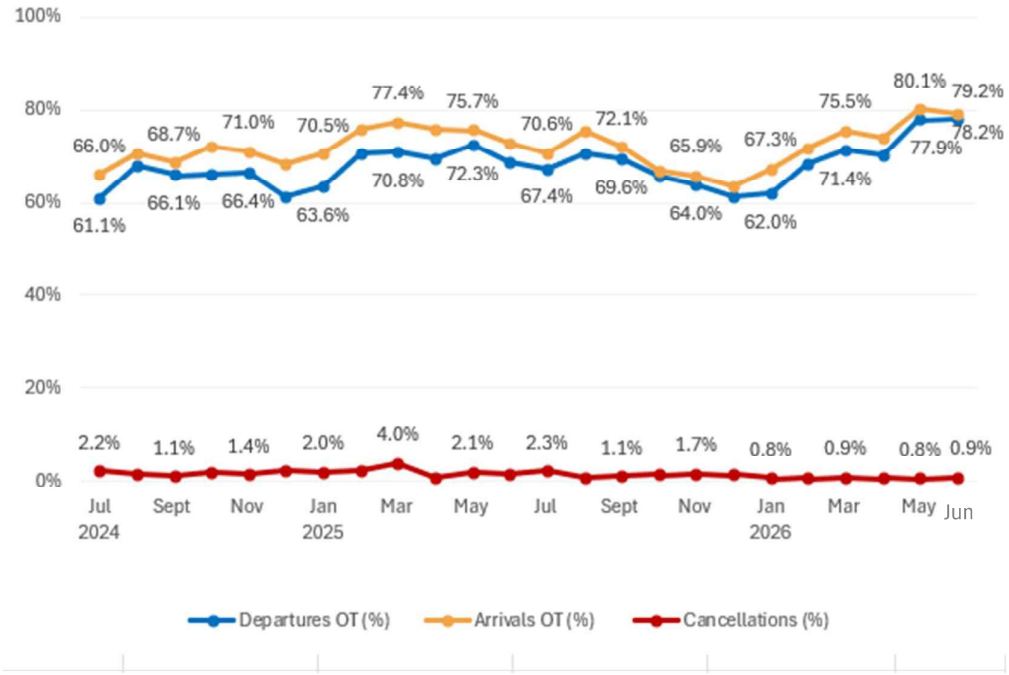
All airlines' OTP, June 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,226	3,197	2,499	78.2%	2,531	79.2%	29	0.9%

Top 5 trans-Tasman routes for OTP, June 2026

On-Time Departures		On-Time Arrivals		Cancellations	
Route	**%**	**Route**	**%**	**Route**	**%**
Perth – Auckland	97.8%	Perth – Auckland	93.5%	Wellington – Brisbane	6.1%
Christchurch – Gold Coast	95.0%	Christchurch – Sydney	92.4%	Wellington – Melbourne	3.8%
Christchurch – Sydney	93.2%	Gold Coast – Christchurch	90.0%	Wellington – Sydney	3.5%
Gold Coast – Auckland	91.8%	Auckland – Gold Coast	89.0%	Sydney – Wellington	2.4%
Auckland – Perth	87.0%	Gold Coast – Auckland	89.0%	Queenstown – Sydney	2.3%

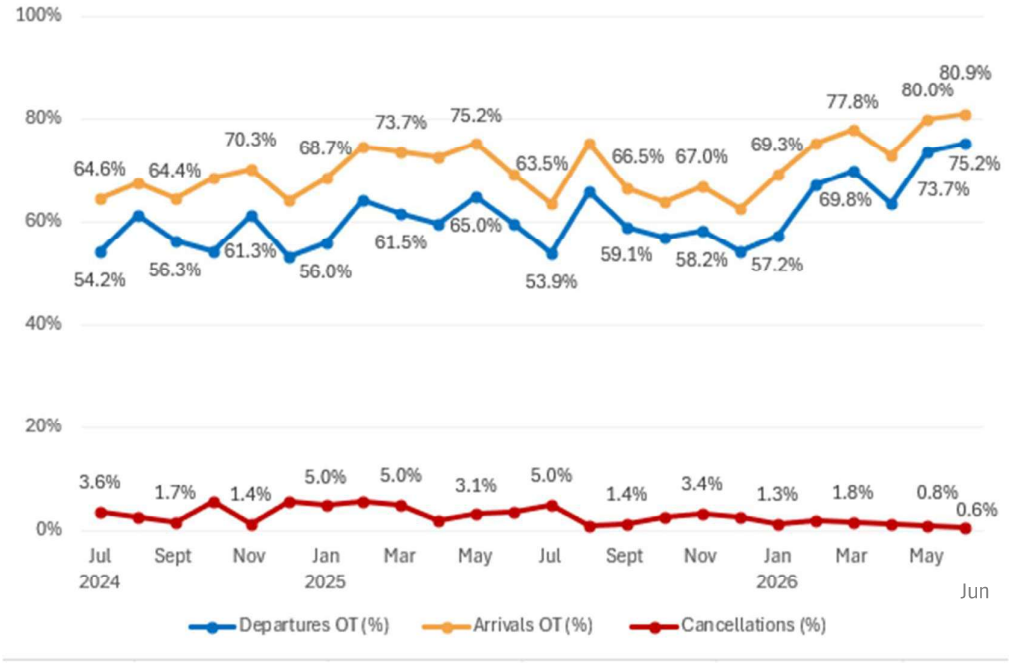
Trans-Tasman OTP trends, all airlines, all reported routes



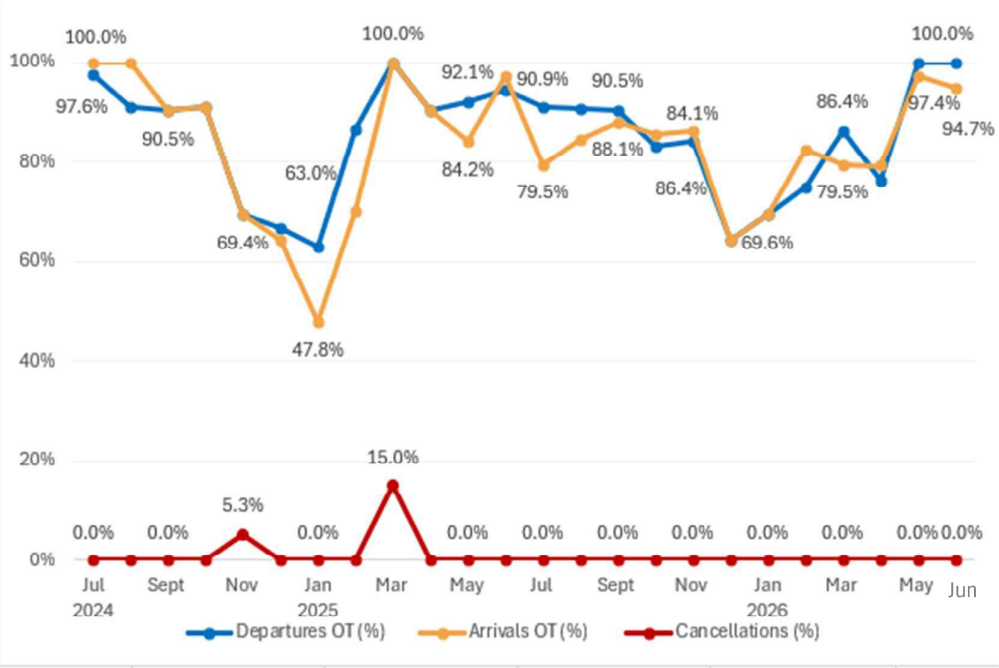
12. Airlines' OTP for trans-Tasman routes in June 2026

Air New Zealand

Air New Zealand reports that its trans-Tasman services were affected by delays earlier in the operating day flowing through to later sectors, aircraft serviceability, and airport ramp congestion, particularly at Sydney, Brisbane and Melbourne. Some departures were also adjusted where faster crossing times would otherwise have resulted in arrivals operating ahead of permitted arrival windows.

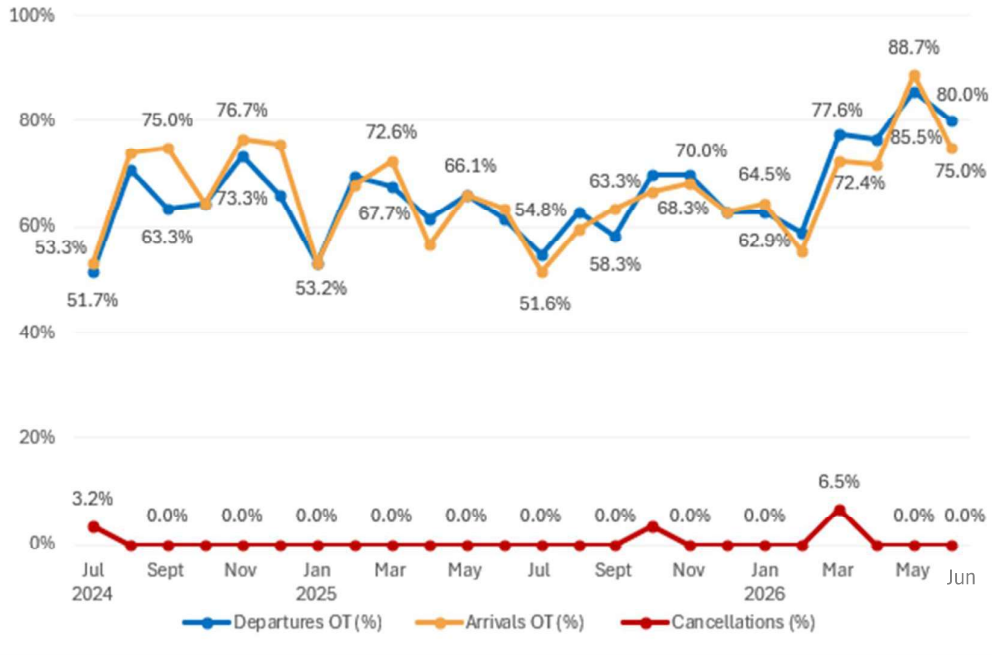


China Airlines



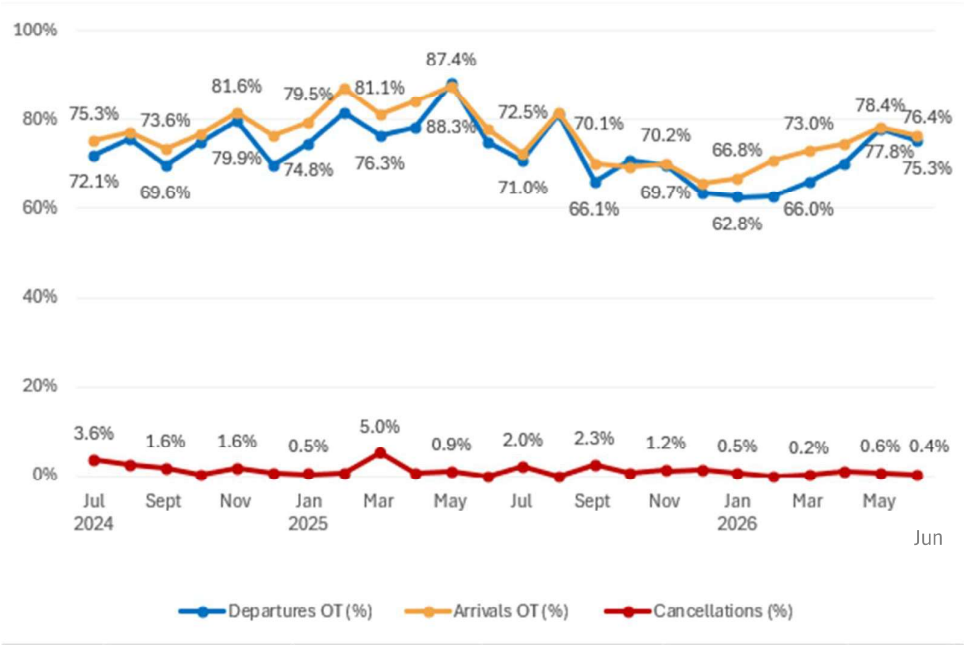
Emirates

Emirates reports that there were no notable delays on arrival and that departure delays were expected due to airport capacity constraints during the peak morning period, resulting in extended taxi times.



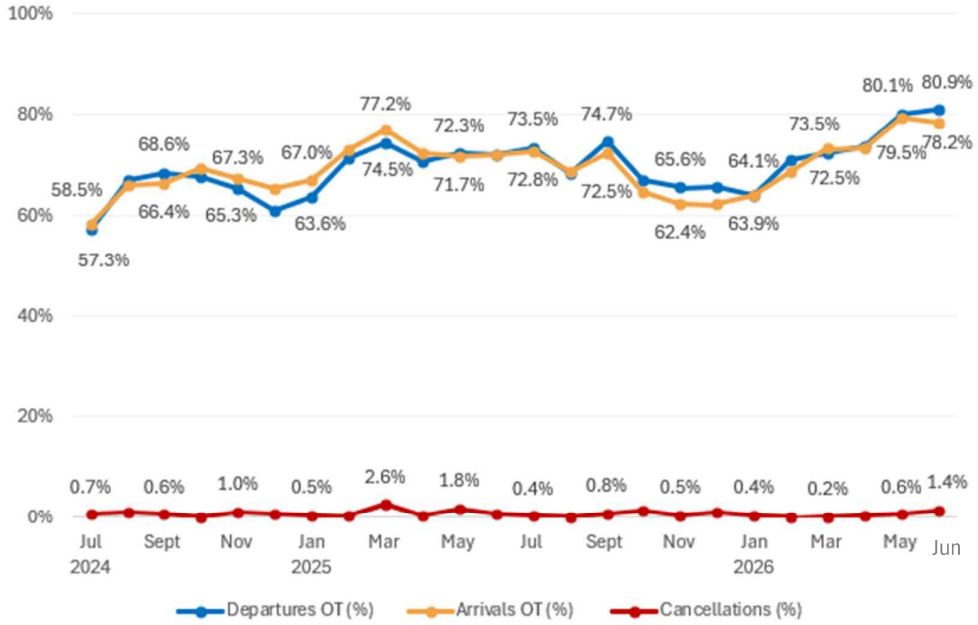
Jetstar

Jetstar reports that its trans-Tasman OTP was affected by gate availability constraints in Auckland, air traffic control ground movement holding in Auckland, and weight and balance adjustments due to weather requirements.

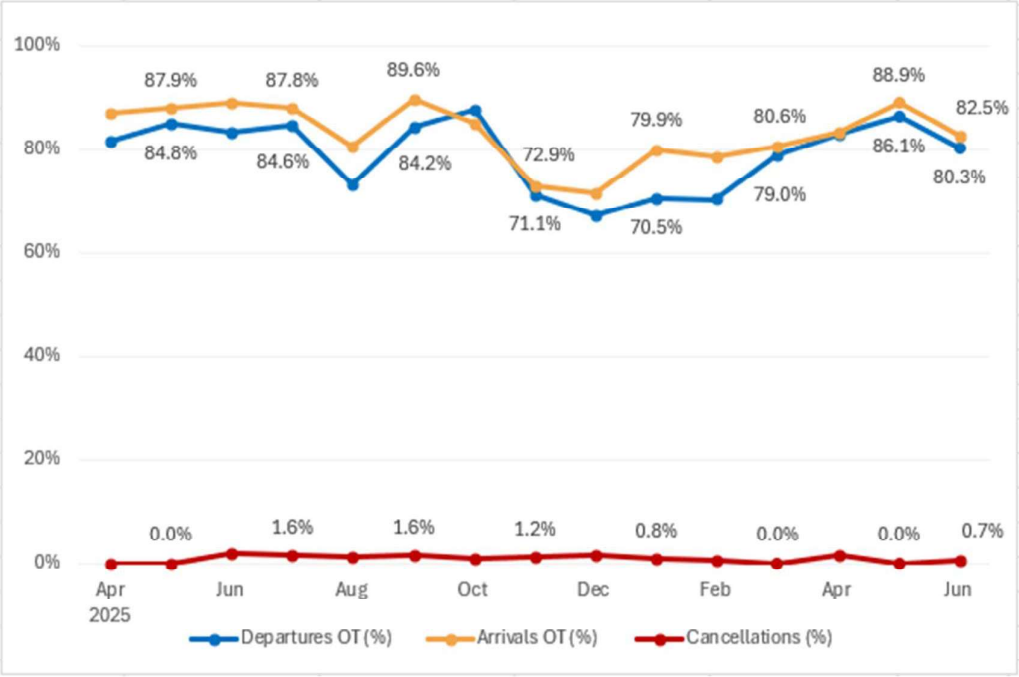


Qantas

Qantas reported that its OTP was mainly affected by seasonal weather-related delays (such as wind, fog, and icing), and storm activity and strong winds in Wellington significantly contributed to cancellations. It reported that other key factors that affected its June OTP were industry congestion at airports (exacerbated by weather conditions), later arriving inbound aircraft (as a result of weather-related delays) and consequential boarding and ramp delays as a result of off-schedule operations.



Virgin Australia



13. Individual domestic regional routes in June 2026

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	**Scheduled**	**Flown**	**No.**	**%**	**No.**	**%**	**No.**	**%**
Airline								
Auckland – Blenheim	**97**	**94**	**85**	**90.4%**	**83**	**88.3%**	**3**	**3.1%**
Air New Zealand	97	94	85	90.4%	83	88.3%	3	3.1%
Auckland – Chatham Islands (Tuuta)	**4**	**4**	**2**	**50.0%**	**1**	**25.0%**	**0**	**0.0%**
Air Chathams	4	4	2	50.0%	1	25.0%	0	0.0%
Auckland – Gisborne	**123**	**122**	**113**	**92.6%**	**118**	**96.7%**	**1**	**0.8%**
Air New Zealand	123	122	113	92.6%	118	96.7%	1	0.8%
Auckland – Hawke's Bay	**255**	**251**	**215**	**85.7%**	**218**	**86.9%**	**4**	**1.6%**
Air New Zealand	255	251	215	85.7%	218	86.9%	4	1.6%
Auckland – Invercargill	**20**	**20**	**18**	**90.0%**	**17**	**85.0%**	**0**	**0.0%**
Air New Zealand	20	20	18	90.0%	17	85.0%	0	0.0%
Auckland – Kerikeri	**100**	**98**	**85**	**86.7%**	**88**	**89.8%**	**2**	**2.0%**
Air New Zealand	100	98	85	86.7%	88	89.8%	2	2.0%
Auckland – Nelson	**259**	**255**	**232**	**91.0%**	**242**	**94.9%**	**4**	**1.5%**
Air New Zealand	259	255	232	91.0%	242	94.9%	4	1.5%
Auckland – New Plymouth	**173**	**162**	**139**	**85.8%**	**145**	**89.5%**	**11**	**6.4%**
Air New Zealand	173	162	139	85.8%	145	89.5%	11	6.4%
Auckland – Paraparaumu	**29**	**27**	**23**	**85.2%**	**20**	**74.1%**	**2**	**6.9%**
Air Chathams	29	27	23	85.2%	20	74.1%	2	6.9%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Auckland – Rotorua	**51**	**48**	**45**	**93.8%**	**43**	**89.6%**	**3**	**5.9%**
Air New Zealand	51	48	45	93.8%	43	89.6%	3	5.9%
Auckland – Taupō	**52**	**51**	**47**	**92.2%**	**48**	**94.1%**	**1**	**1.9%**
Air New Zealand	52	51	47	92.2%	48	94.1%	1	1.9%
Auckland – Tauranga	**202**	**200**	**186**	**93.0%**	**182**	**91.0%**	**2**	**1.0%**
Air New Zealand	202	200	186	93.0%	182	91.0%	2	1.0%
Auckland – Whakatāne	**27**	**27**	**21**	**77.8%**	**22**	**81.5%**	**0**	**0.0%**
Air Chathams	27	27	21	77.8%	22	81.5%	0	0.0%
Auckland – Whanganui	**62**	**61**	**47**	**77.0%**	**43**	**70.5%**	**1**	**1.6%**
Air Chathams	62	61	47	77.0%	43	70.5%	1	1.6%
Auckland – Whangārei	**87**	**86**	**76**	**88.4%**	**75**	**87.2%**	**1**	**1.1%**
Air New Zealand	87	86	76	88.4%	75	87.2%	1	1.1%
Blenheim – Auckland	**97**	**94**	**80**	**85.1%**	**83**	**88.3%**	**3**	**3.1%**
Air New Zealand	97	94	80	85.1%	83	88.3%	3	3.1%
Blenheim – Paraparaumu	**16**	**16**	**15**	**93.8%**	**15**	**93.8%**	**0**	**0.0%**
Sounds Air	16	16	15	93.8%	15	93.8%	0	0.0%
Blenheim – Wellington	**308**	**274**	**243**	**88.7%**	**242**	**88.3%**	**34**	**11.0%**
Air New Zealand	82	76	63	82.9%	62	81.6%	6	7.3%
Sounds Air	226	198	180	90.9%	180	90.9%	28	12.4%
Chatham Islands (Tuuta) – Auckland	**4**	**4**	**3**	**75.0%**	**2**	**50.0%**	**0**	**0.0%**
Air Chathams	4	4	3	75.0%	2	50.0%	0	0.0%
Chatham Islands (Tuuta) – Christchurch	**5**	**5**	**4**	**80.0%**	**3**	**60.0%**	**0**	**0.0%**
Air Chathams	5	5	4	80.0%	3	60.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Chatham Islands (Tuuta) – Wellington	**9**	**8**	**4**	**50.0%**	**3**	**37.5%**	**1**	**11.1%**
Air Chathams	9	8	4	50.0%	3	37.5%	1	11.1%
Christchurch – Chatham Islands (Tuuta)	**5**	**5**	**3**	**60.0%**	**3**	**60.0%**	**0**	**0.0%**
Air Chathams	5	5	3	60.0%	3	60.0%	0	0.0%
Christchurch – Dunedin	**161**	**157**	**141**	**89.8%**	**141**	**89.8%**	**4**	**2.5%**
Air New Zealand	161	157	141	89.8%	141	89.8%	4	2.5%
Christchurch – Hamilton	**68**	**67**	**61**	**91.0%**	**57**	**85.1%**	**1**	**1.5%**
Air New Zealand	68	67	61	91.0%	57	85.1%	1	1.5%
Christchurch – Hawke's Bay	**85**	**84**	**75**	**89.3%**	**72**	**85.7%**	**1**	**1.2%**
Air New Zealand	85	84	75	89.3%	72	85.7%	1	1.2%
Christchurch – Hokitika	**51**	**50**	**46**	**92.0%**	**43**	**86.0%**	**1**	**2.0%**
Air New Zealand	51	50	46	92.0%	43	86.0%	1	2.0%
Christchurch – Invercargill	**159**	**157**	**144**	**91.7%**	**145**	**92.4%**	**2**	**1.3%**
Air New Zealand	159	157	144	91.7%	145	92.4%	2	1.3%
Christchurch – Nelson	**152**	**151**	**134**	**88.7%**	**138**	**91.4%**	**1**	**0.7%**
Air New Zealand	152	151	134	88.7%	138	91.4%	1	0.7%
Christchurch – New Plymouth	**56**	**53**	**47**	**88.7%**	**47**	**88.7%**	**3**	**5.4%**
Air New Zealand	56	53	47	88.7%	47	88.7%	3	5.4%
Christchurch – Palmerston North	**109**	**109**	**104**	**95.4%**	**103**	**94.5%**	**0**	**0.0%**
Air New Zealand	109	109	104	95.4%	103	94.5%	0	0.0%
Christchurch – Queenstown	**104**	**100**	**89**	**89.0%**	**85**	**85.0%**	**4**	**3.8%**
Air New Zealand	104	100	89	89.0%	85	85.0%	4	3.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Christchurch – Rotorua	**51**	**50**	**45**	**90.0%**	**46**	**92.0%**	**1**	**2.0%**
Air New Zealand	51	50	45	90.0%	46	92.0%	1	2.0%
Christchurch – Tauranga	**79**	**78**	**74**	**94.8%**	**74**	**94.9%**	**1**	**1.3%**
Air New Zealand	79	78	74	94.8%	74	94.9%	1	1.3%
Christchurch – Wellington	**314**	**290**	**258**	**89.0%**	**256**	**88.3%**	**24**	**7.6%**
Air New Zealand	314	290	258	89.0%	256	88.3%	24	7.6%
Dunedin – Christchurch	**163**	**158**	**140**	**88.6%**	**141**	**89.2%**	**5**	**3.1%**
Air New Zealand	163	158	140	88.6%	141	89.2%	5	3.1%
Dunedin – Wellington	**70**	**67**	**55**	**82.1%**	**55**	**82.1%**	**3**	**4.3%**
Air New Zealand	70	67	55	82.1%	55	82.1%	3	4.3%
Gisborne – Auckland	**122**	**118**	**104**	**88.1%**	**108**	**91.5%**	**4**	**3.3%**
Air New Zealand	122	118	104	88.1%	108	91.5%	4	3.3%
Gisborne – Hawke's Bay	**9**	**9**	**7**	**77.8%**	**7**	**77.8%**	**0**	**0.0%**
Sunair Aviation	9	9	7	77.8%	7	77.8%	0	0.0%
Gisborne – Tauranga	**1**	**1**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%
Gisborne – Wellington	**55**	**50**	**45**	**90.0%**	**46**	**92.0%**	**5**	**9.1%**
Air New Zealand	55	50	45	90.0%	46	92.0%	5	9.1%
Great Barrier Island – Tauranga	**2**	**1**	**0**	**0.0%**	**0**	**0.0%**	**1**	**50.0%**
Sunair Aviation	2	1	0	0.0%	0	0.0%	1	50.0%
Great Barrier Island – Whangārei	**2**	**1**	**0**	**0.0%**	**0**	**0.0%**	**1**	**50.0%**
Sunair Aviation	2	1	0	0.0%	0	0.0%	1	50.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Hamilton – Christchurch	**67**	**63**	**55**	**87.3%**	**58**	**92.1%**	**4**	**6.0%**
Air New Zealand	67	63	55	87.3%	58	92.1%	4	6.0%
Hamilton – Wellington	**139**	**127**	**108**	**85.0%**	**101**	**79.5%**	**12**	**8.6%**
Air New Zealand	139	127	108	85.0%	101	79.5%	12	8.6%
Hamilton – Whangārei	**3**	**2**	**0**	**0.0%**	**0**	**0.0%**	**1**	**33.3%**
Sunair Aviation	3	2	0	0.0%	0	0.0%	1	33.3%
Hawke's Bay – Auckland	**255**	**250**	**216**	**86.4%**	**220**	**88.0%**	**5**	**2.0%**
Air New Zealand	255	250	216	86.4%	220	88.0%	5	2.0%
Hawke's Bay – Christchurch	**85**	**84**	**78**	**92.9%**	**80**	**95.2%**	**1**	**1.2%**
Air New Zealand	85	84	78	92.9%	80	95.2%	1	1.2%
Hawke's Bay – Gisborne	**8**	**8**	**8**	**100.0%**	**8**	**100.0%**	**0**	**0.0%**
Air New Zealand	8	8	8	100.0%	8	100.0%	0	0.0%
Hawke's Bay – Wairoa	**3**	**3**	**3**	**100.0%**	**3**	**100.0%**	**0**	**0.0%**
Sunair Aviation	3	3	3	100.0%	3	100.0%	0	0.0%
Hawke's Bay – Wellington	**85**	**78**	**69**	**88.5%**	**70**	**89.7%**	**7**	**8.2%**
Air New Zealand	85	78	69	88.5%	70	89.7%	7	8.2%
Hokitika – Christchurch	**51**	**48**	**41**	**85.4%**	**42**	**87.5%**	**3**	**5.9%**
Air New Zealand	51	48	41	85.4%	42	87.5%	3	5.9%
Invercargill – Auckland	**20**	**20**	**17**	**85.0%**	**17**	**85.0%**	**0**	**0.0%**
Air New Zealand	20	20	17	85.0%	17	85.0%	0	0.0%
Invercargill – Christchurch	**159**	**156**	**143**	**91.7%**	**143**	**91.7%**	**3**	**1.9%**
Air New Zealand	159	156	143	91.7%	143	91.7%	3	1.9%
Kerikeri – Auckland	**100**	**98**	**88**	**89.8%**	**91**	**92.9%**	**2**	**2.0%**

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Air New Zealand	100	98	88	89.8%	91	92.9%	2	2.0%
Nelson – Auckland	**260**	**257**	**231**	**89.9%**	**225**	**87.5%**	**3**	**1.2%**
Air New Zealand	260	257	231	89.9%	225	87.5%	3	1.2%
Nelson – Christchurch	**56**	**51**	**47**	**92.2%**	**48**	**94.1%**	**5**	**8.9%**
Air New Zealand	56	51	47	92.2%	48	94.1%	5	8.9%
Nelson – Paraparaumu	**9**	**9**	**9**	**100.0%**	**9**	**100.0%**	**0**	**0.0%**
Sounds Air	9	9	9	100.0%	9	100.0%	0	0.0%
Nelson – Wellington	**335**	**314**	**283**	**90.1%**	**281**	**89.5%**	**21**	**6.3%**
Air New Zealand	198	187	166	88.8%	164	87.7%	11	5.6%
Sounds Air	137	127	117	92.1%	117	92.1%	10	7.3%
New Plymouth – Auckland	**174**	**162**	**137**	**84.6%**	**136**	**84.0%**	**12**	**6.9%**
Air New Zealand	174	162	137	84.6%	136	84.0%	12	6.9%
New Plymouth – Christchurch	**56**	**51**	**47**	**92.2%**	**48**	**94.1%**	**5**	**8.9%**
Air New Zealand	56	51	47	92.2%	48	94.1%	5	8.9%
New Plymouth – Wellington	**80**	**73**	**68**	**93.2%**	**66**	**90.4%**	**7**	**8.8%**
Air New Zealand	80	73	68	93.2%	66	90.4%	7	8.8%
Palmerston North – Auckland	**242**	**234**	**191**	**81.6%**	**194**	**82.9%**	**8**	**3.3%**
Air New Zealand	242	234	191	81.6%	194	82.9%	8	3.3%
Palmerston North – Christchurch	**56**	**51**	**47**	**92.2%**	**48**	**94.1%**	**5**	**8.9%**
Air New Zealand	56	51	47	92.2%	48	94.1%	5	8.9%
Paraparaumu – Auckland	**27**	**23**	**20**	**87%**	**14**	**60.9%**	**4**	**14.8%**
Air Chathams	27	23	20	87%	14	60.9%	4	14.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Paraparaumu – Blenheim	**16**	**16**	**15**	**93.8%**	**15**	**93.8%**	**0**	**0.0%**
Sounds Air	16	16	15	93.8%	15	93.8%	0	0.0%
Paraparaumu – Nelson	**9**	**9**	**7**	**77.8%**	**7**	**77.8%**	**0**	**0.0%**
Sounds Air	9	9	7	77.8%	7	77.8%	0	0.0%
Paraparaumu – Whanganui	**7**	**7**	**7**	**100.0%**	**5**	**71.4%**	**0**	**0.0%**
Air Chathams	7	7	7	100.0%	5	71.4%	0	0.0%
Picton – Wellington	**21**	**9**	**9**	**100.0%**	**9**	**100.0%**	**12**	**57.1%**
Sounds Air	21	9	9	100.0%	9	100.0%	12	57.1%
Queenstown – Christchurch	**104**	**93**	**78**	**83.9%**	**82**	**88.2%**	**11**	**10.6%**
Air New Zealand	104	93	78	83.9%	82	88.2%	11	10.6%
Rotorua – Auckland	**51**	**48**	**46**	**95.8%**	**44**	**91.8%**	**2**	**3.9%**
Air New Zealand	51	48	46	95.8%	44	91.8%	2	3.9%
Rotorua – Christchurch	**51**	**49**	**46**	**93.9%**	**45**	**91.8%**	**2**	**3.9%**
Air New Zealand	51	49	46	93.9%	45	91.8%	2	3.9%
Rotorua – Wellington	**56**	**49**	**41**	**83.7%**	**43**	**87.8%**	**7**	**12.5%**
Air New Zealand	56	49	41	83.7%	43	87.8%	7	12.5%
Takaka – Wellington	**19**	**17**	**16**	**94.1%**	**14**	**82.4%**	**2**	**10.5%**
Golden Bay Air	19	17	16	94.1%	14	82.4%	2	10.5%
Taupō – Auckland	**52**	**51**	**48**	**94.1%**	**49**	**96.1%**	**1**	**10.5%**
Air New Zealand	52	51	48	94.1%	49	96.1%	1	10.5%
Tauranga – Auckland	**203**	**203**	**181**	**89.2%**	**186**	**91.6%**	**0**	**0.0%**
Air New Zealand	203	203	181	89.2%	186	91.6%	0	0.0%
Tauranga – Christchurch	**78**	**75**	**68**	**90.7%**	**70**	**93.3%**	**3**	**3.8%**

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Air New Zealand	78	75	68	90.7%	70	93.3%	3	3.8%
Tauranga – Gisborne	**1**	**0**	**0**	**0.0%**	**0**	**0.0%**	**1**	**100.0%**
Sunair Aviation	1	0	0	0.0%	0	0.0%	1	100.0%
Tauranga – Wellington	**104**	**97**	**87**	**89.75**	**88**	**90.7%**	**7**	**6.7%**
Air New Zealand	104	97	87	89.75	88	90.7%	7	6.7%
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	**55**	**51**	**49**	**96.1%**	**48**	**94.1%**	**4**	**7.3%**
Air New Zealand	55	51	49	96.1%	48	94.1%	4	7.3%
Wairoa – Hawke's Bay	**4**	**4**	**3**	**75.0%**	**3**	**75.0%**	**0**	**0.0%**
Sunair Aviation	4	4	3	75.0%	3	75.0%	0	0.0%
Wellington – Blenheim	**305**	**272**	**252**	**92.6%**	**252**	**92.6**	**33**	**10%**
Air New Zealand	82	76	66	86.8%	66	86.8%	6	7.3%
Sounds Air	223	196	186	94.9%	186	94.9%	27	12.1%
Wellington – Chatham Islands (Tuuta)	**10**	**9**	**5**	**55.6%**	**4**	**44.4%**	**1**	**10.0%**
Air Chathams	10	9	5	55.6%	4	44.4%	1	10.0%
Wellington – Christchurch	**314**	**280**	**245**	**87.55**	**237**	**84.6%**	**34**	**10.8%**
Air New Zealand	314	280	245	87.55	237	84.6%	34	10.8%
Wellington – Dunedin	**70**	**67**	**64**	**95.5%**	**59**	**88.1%**	**3**	**4.3%**
Air New Zealand	70	67	64	95.5%	59	88.1%	3	4.3%
Wellington – Gisborne	**56**	**53**	**44**	**83.0%**	**43**	**81.1%**	**3**	**5.4%**
Air New Zealand	56	53	44	83.0%	43	81.1%	3	5.4%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Wellington – Hamilton	**139**	**127**	**111**	**87.4%**	**109**	**85.8%**	**12**	**8.65%**
Air New Zealand	139	127	111	87.4%	109	85.8%	12	8.65%
Wellington – Hawke's Bay	**86**	**80**	**70**	**87.55**	**68**	**85.0%**	**6**	**7.0%**
Air New Zealand	86	80	70	87.55	68	85.0%	6	7.0%
Wellington – Nelson	**335**	**306**	**277**	**90.5%**	**277**	**90.5%**	**29**	**8.7%**
Air New Zealand	198	179	155	86.6%	155	86.6%	19	9.6%
Sounds Air	137	127	122	96.1%	122	96.1%	10	7.3%
Wellington – New Plymouth	**80**	**75**	**66**	**88.0%**	**66**	**88.0%**	**5**	**6.3%**
Air New Zealand	80	75	66	88.0%	66	88.0%	5	6.3%
Wellington – Picton	**21**	**9**	**9**	**100.0%**	**9**	**100.0%**	**12**	**57.1%**
Sounds Air	21	9	9	100.0%	9	100.0%	12	57.1%
Wellington – Rotorua	**56**	**52**	**44**	**84.6%**	**44**	**84.6%**	**4**	**7.1%**
Air New Zealand	56	52	44	84.6%	44	84.6%	4	7.1%
Wellington – Takaka	**19**	**16**	**13**	**81.3%**	**11**	**68.8%**	**3**	**15.8%**
Golden Bay Air	19	16	13	81.3%	11	68.8%	3	15.8%
Wellington – Tauranga	**104**	**96**	**91**	**94.8%**	**90**	**93.8%**	**8**	**7.7%**
Air New Zealand	104	96	91	94.8%	90	93.8%	8	7.7%
Wellington – Timaru	**56**	**52**	**47**	**90.4%**	**48**	**92.3%**	**4**	**7.1%**
Air New Zealand	56	52	47	90.4%	48	92.3%	4	7.1%
Whakatāne – Auckland	**27**	**27**	**22**	**81.5%**	**21**	**77.8%**	**0**	**0.0%**
Air Chathams	27	27	22	81.5%	21	77.8%	0	0.0%
Whanganui – Auckland	**63**	**60**	**51**	**85.0%**	**51**	**85.0%**	**3**	**4.8%**
Air Chathams	63	60	51	85.0%	51	85.0%	3	4.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Whanganui – Paraparaumu	**4**	**4**	**4**	**100.0%**	**2**	**50.0%**	**0**	**0.0%**
Air Chathams	4	4	4	100.0%	2	50.0%	0	0.0%
Whangārei – Auckland	**87**	**86**	**76**	**88.4%**	**77**	**89.5%**	**1**	**1.1%**
Air New Zealand	87	86	76	88.4%	77	89.5%	1	1.1%
Whangārei – 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%
Whangārei – Hamilton	**3**	**2**	**1**	**50.0%**	**1**	**50.0%**	**1**	**33.3%**
Sunair Aviation	3	2	1	50.0%	1	50.0%	1	33.3%
Whangārei – Tauranga	**1**	**1**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%
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%
Total/Weighted Percentage	**9,130**	**8,674**	**7,690**	**88.7%**	**7,681**	**88.6%**	**456**	**5.0%**

14. Domestic OTP by region in June 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	2,782	86.6%	2,718	85.1%	151	2.3%
Blenheim	338	88.0%	350	91.6%	73	8.7%
Chatham Islands (Tuuta)	11	64.7%	8	44.4%	2	5.4%
Christchurch	1,867	87.4%	1,834	87.0%	138	3.2%
Dunedin	285	84.8%	294	87.8%	15	2.2%
Gisborne	156	87.6%	169	92.3%	14	3.7%
Great Barrier Island	0	0.0%	1	100.0%	2	40.0%
Hamilton	208	82.5%	214	83.6%	31	5.8%
Hawke's Bay	374	88.4%	368	86.0%	24	2.7%
Hokitika	41	85.4%	43	86.0%	4	3.9%
Invercargill	160	90.9%	162	91.5%	5	1.4%
Kerikeri	88	89.8%	88	89.8%	4	2.0%
Nelson	655	89.6%	664	92.1%	59	3.9%
New Plymouth	252	88.1%	258	89.0%	43	6.9%
Palmerston North	289	84.3%	305	88.4%	15	2.1%
Paraparaumu	49	89.1%	46	82.1%	6	5.1%
Picton	9	100.0%	9	100.0%	24	57.1%
Queenstown	364	85.8%	369	84.4%	27	3.0%
Rotorua	133	91.1%	133	88.7%	20	6.3%
Takaka	16	94.1%	11	68.8%	5	13.2%
Taupō	48	94.1%	48	94.1%	2	1.9%
Tauranga	337	89.6%	347	91.8%	23	3.0%
Timaru	49	96.1%	48	92.3%	8	7.2%
Wairoa	3	75.0%	3	100.0%	0	0.0%
Wellington	1,825	86.6%	1,856	87.5%	370	8.0%
Whakatane	22	81.5%	22	81.5%	0	0.0%
Whanganui	55	85.9%	48	70.6%	4	2.9%
Whangārei	78	86.7%	75	84.3%	5	2.7%
Whitianga	1	100.0%	1	100.0%	0	0.0%
Total/Weighted Percentage	**10,495**	**87.1%**	**10,492**	**87.1%**	**1,074**	**4.3%**

15. Individual domestic jet routes in June 2026

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Auckland - Christchurch	**621**	**618**	**511**	**82.7%**	**517**	**83.7%**	**3**	**0.5%**
Air New Zealand	424	421	355	84.3%	358	85.0%	3	0.7%
Jetstar	197	197	156	79.2%	159	80.7%	0	0.0%
Auckland - Dunedin	**111**	**111**	**95**	**85.6%**	**94**	**84.7%**	**0**	**0.0%**
Air New Zealand	81	81	69	85.2%	69	85.2%	0	0.0%
Jetstar	30	30	26	86.7%	25	83.3%	0	0.0%
Auckland - Queenstown	**284**	**284**	**246**	**86.6%**	**243**	**85.6%**	**0**	**0.0%**
Air New Zealand	198	198	173	87.4%	171	86.4%	0	0.0%
Jetstar	86	86	73	84.9%	72	83.7%	0	0.0%
Auckland - Wellington	**478**	**457**	**399**	**87.3%**	**400**	**87.5%**	**21**	**4.4%**
Air New Zealand	391	373	322	86.3%	326	87.4%	18	4.6%
Jetstar	87	84	77	91.7%	74	88.1%	3	3.4%
Christchurch - Auckland	**623**	**617**	**506**	**82.0%**	**512**	**83.0%**	**6**	**1.0%**
Air New Zealand	426	420	352	83.8%	354	84.3%	6	1.4%
Jetstar	197	197	154	78.2%	158	80.2%	0	0.0%
Christchurch - Hamilton	**60**	**60**	**46**	**76.7%**	**47**	**78.3%**	**0**	**0.0%**
Air New Zealand	30	30	24	80.0%	26	86.7%	0	0.0%
Jetstar	30	30	22	73.3%	21	70.0%	0	0.0%
Christchurch - Wellington	**113**	**107**	**94**	**87.9%**	**94**	**87.9%**	**6**	**5.3%**
Air New Zealand	53	50	45	90.0%	44	88.0%	3	5.7%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Jetstar	60	57	49	86.0%	50	87.7%	3	5.0%
Dunedin - Auckland	**111**	**111**	**90**	**81.1%**	**89**	**80.2%**	**0**	**0.0%**
Air New Zealand	81	81	66	81.5%	63	77.8%	0	0.0%
Jetstar	30	30	24	80.0%	26	86.7%	0	0.0%
Hamilton - Christchurch	**60**	**60**	**45**	**75.0%**	**45**	**75.0%**	**0**	**0.0%**
Air New Zealand	30	30	25	83.3%	26	86.7%	0	0.0%
Jetstar	30	30	20	66.7%	19	63.3%	0	0.0%
Queenstown - Auckland	**284**	**279**	**245**	**87.8%**	**244**	**87.5%**	**5**	**1.8%**
Air New Zealand	198	194	175	90.2%	172	88.7%	4	2.0%
Jetstar	86	85	70	82.4%	72	84.7%	1	1.2%
Queenstown - Wellington	**56**	**52**	**41**	**78.8%**	**40**	**76.9%**	**4**	**7.1%**
Air New Zealand	44	41	32	78.0%	31	75.6%	3	6.8%
Jetstar	12	11	9	81.8%	9	81.8%	1	8.3%
Wellington - Auckland	**479**	**453**	**355**	**78.4%**	**355**	**78.4%**	**26**	**5.4%**
Air New Zealand	391	369	285	77.2%	283	76.7%	22	5.6%
Jetstar	88	84	70	83.3%	72	85.7%	4	4.5%
Wellington - Christchurch	**114**	**107**	**89**	**83.2%**	**90**	**84.1%**	**7**	**6.1%**
Air New Zealand	54	50	41	82.0%	43	86.0%	4	7.4%
Jetstar	60	57	48	84.2%	47	82.5%	3	5.0%
Wellington - Queenstown	**56**	**53**	**43**	**81.1%**	**41**	**77.4%**	**3**	**5.4%**
Air New Zealand	44	42	34	81.0%	32	76.2%	2	4.5%
Jetstar	12	11	9	81.8%	9	81.8%	1	8.3%
Grand Total	**3,450**	**3,369**	**2,805**	**83.3%**	**2,811**	**83.4%**	**81**	**2.3%**

16. Individual trans-Tasman routes in June 2026

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Auckland - Brisbane	**205**	**204**	**157**	**77.0%**	**170**	**83.3%**	**1**	**0.5%**
Air New Zealand	71	71	57	80.3%	65	91.5%	0	0.0%
China Airlines	19	19	19	100.0%	18	94.7%	0	0.0%
Jetstar	54	54	27	50.0%	32	59.3%	0	0.0%
Qantas	61	60	54	90.0%	55	91.7%	1	1.6%
Auckland - Gold Coast	**73**	**73**	**61**	**83.6%**	**65**	**89.0%**	**0**	**0.0%**
Air New Zealand	34	34	26	76.5%	31	91.2%	0	0.0%
Jetstar	32	32	28	87.5%	27	84.4%	0	0.0%
Qantas	7	7	7	100.0%	7	100.0%	0	0.0%
Auckland - Melbourne	**222**	**221**	**191**	**86.4%**	**196**	**88.7%**	**1**	**0.5%**
Air New Zealand	86	86	69	80.2%	75	87.2%	0	0.0%
Jetstar	39	39	35	89.7%	36	92.3%	0	0.0%
Qantas	97	96	87	90.6%	85	88.5%	1	1.0%
Auckland - Perth	**46**	**46**	**40**	**87.0%**	**36**	**78.3%**	**0**	**0.0%**
Air New Zealand	33	33	29	87.9%	28	84.8%	0	0.0%
Qantas	13	13	11	84.6%	8	61.5%	0	0.0%
Auckland - Sunshine Coast	**21**	**21**	**17**	**81.0%**	**16**	**76.2%**	**0**	**0.0%**
Air New Zealand	8	8	6	75.0%	7	87.5%	0	0.0%
Jetstar	13	13	11	84.6%	9	69.2%	0	0.0%
Auckland - Sydney	**306**	**306**	**245**	**80.1%**	**253**	**82.7%**	**0**	**0.0%**
Air New Zealand	104	104	77	74.0%	88	84.6%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Jetstar	42	42	30	71.4%	34	81.0%	0	0.0%
Qantas	160	160	138	86.3%	131	81.9%	0	0.0%
Brisbane - Auckland	**205**	**205**	**146**	**71.2%**	**148**	**72.2%**	**0**	**0.0%**
Air New Zealand	71	71	47	66.2%	50	70.4%	0	0.0%
China Airlines	19	19	19	100.0%	18	94.7%	0	0.0%
Jetstar	54	54	39	72.2%	39	72.2%	0	0.0%
Qantas	61	61	41	67.2%	41	67.2%	0	0.0%
Brisbane - Christchurch	**66**	**65**	**41**	**63.1%**	**33**	**50.8%**	**1**	**1.5%**
Air New Zealand	31	30	18	60.0%	17	56.7%	1	3.2%
Qantas	35	35	23	65.7%	16	45.7%	0	0.0%
Brisbane - Queenstown	**64**	**64**	**55**	**85.9%**	**51**	**79.7%**	**0**	**0.0%**
Air New Zealand	4	4	1	25.0%	3	75.0%	0	0.0%
Jetstar	7	7	6	85.7%	5	71.4%	0	0.0%
Qantas	17	17	15	88.2%	12	70.6%	0	0.0%
Virgin Australia	36	36	33	91.7%	31	86.1%	0	0.0%
Brisbane - Wellington	**50**	**49**	**29**	**59.2%**	**33**	**67.3%**	**1**	**2.0%**
Air New Zealand	30	30	14	46.7%	20	66.7%	0	0.0%
Qantas	20	19	15	78.9%	13	68.4%	1	5.0%
Christchurch - Brisbane	**65**	**65**	**55**	**84.6%**	**57**	**87.7%**	**0**	**0.0%**
Air New Zealand	31	31	26	83.9%	28	90.3%	0	0.0%
Qantas	34	34	29	85.3%	29	85.3%	0	0.0%
Christchurch - Gold Coast	**20**	**20**	**19**	**95.0%**	**17**	**85.0%**	**0**	**0.0%**
Air New Zealand	10	10	10	100.0%	9	90.0%	0	0.0%
Jetstar	10	10	9	90.0%	8	80.0%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Christchurch - Melbourne	**89**	**88**	**76**	**86.4%**	**75**	**85.2%**	**1**	**1.1%**
Air New Zealand	26	26	21	80.8%	23	88.5%	0	0.0%
Jetstar	30	30	26	86.7%	25	83.3%	0	0.0%
Qantas	33	32	29	90.6%	27	84.4%	1	3.0%
Christchurch - Sydney	**120**	**118**	**110**	**93.2%**	**109**	**92.4%**	**2**	**1.7%**
Air New Zealand	30	30	26	86.7%	28	93.3%	0	0.0%
Emirates	30	30	30	100.0%	29	96.7%	0	0.0%
Qantas	60	58	54	93.1%	52	89.7%	2	3.3%
Gold Coast - Auckland	**73**	**73**	**67**	**91.8%**	**65**	**89.0%**	**0**	**0.0%**
Air New Zealand	34	34	31	91.2%	29	85.3%	0	0.0%
Jetstar	32	32	29	90.6%	29	90.6%	0	0.0%
Qantas	7	7	7	100.0%	7	100.0%	0	0.0%
Gold Coast - Christchurch	**20**	**20**	**16**	**80.0%**	**18**	**90.0%**	**0**	**0.0%**
Air New Zealand	10	10	9	90.0%	9	90.0%	0	0.0%
Jetstar	10	10	7	70.0%	9	90.0%	0	0.0%
Melbourne - Auckland	**222**	**220**	**170**	**77.3%**	**164**	**74.5%**	**2**	**0.9%**
Air New Zealand	86	85	61	71.8%	60	70.6%	1	1.2%
Jetstar	39	39	34	87.2%	32	82.1%	0	0.0%
Qantas	97	96	75	78.1%	72	75.0%	1	1.0%
Melbourne - Christchurch	**90**	**89**	**65**	**73.0%**	**68**	**76.4%**	**1**	**1.1%**
Air New Zealand	26	26	19	73.1%	19	73.1%	0	0.0%
Jetstar	30	30	22	73.3%	21	70.0%	0	0.0%
Qantas	34	33	24	72.7%	28	84.8%	1	2.9%
Melbourne - Queenstown	**63**	**63**	**51**	**81.0%**	**48**	**76.2%**	**0**	**0.0%**
Air New Zealand	18	18	16	88.9%	14	77.8%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Jetstar	15	15	8	53.3%	10	66.7%	0	0.0%
Qantas	17	17	15	88.2%	12	70.6%	0	0.0%
Virgin Australia	13	13	12	92.3%	12	92.3%	0	0.0%
Melbourne - Wellington	**53**	**52**	**41**	**78.8%**	**39**	**75.0%**	**1**	**1.9%**
Air New Zealand	24	23	15	65.2%	18	78.3%	1	4.2%
Qantas	29	29	26	89.7%	21	72.4%	0	0.0%
Perth - Auckland	**46**	**46**	**45**	**97.8%**	**43**	**93.5%**	**0**	**0.0%**
Air New Zealand	33	33	32	97.0%	30	90.9%	0	0.0%
Qantas	13	13	13	100.0%	13	100.0%	0	0.0%
Queenstown - Brisbane	**64**	**63**	**45**	**71.4%**	**49**	**77.8%**	**1**	**1.6%**
Air New Zealand	4	4	0	0.0%	1	25.0%	0	0.0%
Jetstar	7	7	3	42.9%	3	42.9%	0	0.0%
Qantas	17	17	12	70.6%	14	82.4%	0	0.0%
Virgin Australia	36	35	30	85.7%	31	88.6%	1	2.8%
Queenstown - Melbourne	**63**	**62**	**50**	**80.6%**	**55**	**88.7%**	**1**	**1.6%**
Air New Zealand	18	18	15	83.3%	16	88.9%	0	0.0%
Jetstar	15	14	13	92.9%	14	100.0%	1	6.7%
Qantas	17	17	11	64.7%	13	76.5%	0	0.0%
Virgin Australia	13	13	11	84.6%	12	92.3%	0	0.0%
Queenstown - Sydney	**130**	**127**	**87**	**68.5%**	**99**	**78.0%**	**3**	**2.3%**
Air New Zealand	25	25	15	60.0%	21	84.0%	0	0.0%
Jetstar	30	29	23	79.3%	23	79.3%	1	3.3%
Qantas	55	53	37	69.8%	41	77.4%	2	3.6%
Virgin Australia	20	20	12	60.0%	14	70.0%	0	0.0%
Sunshine Coast - Auckland	**21**	**21**	**17**	**81.0%**	**18**	**85.7%**	**0**	**0.0%**

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Air New Zealand	8	8	8	100.0%	7	87.5%	0	0.0%
Jetstar	13	13	9	69.2%	11	84.6%	0	0.0%
Sydney - Auckland	**307**	**307**	**226**	**73.6%**	**230**	**74.9%**	**0**	**0.0%**
Air New Zealand	105	105	75	71.4%	79	75.2%	0	0.0%
Jetstar	42	42	26	61.9%	26	61.9%	0	0.0%
Qantas	160	160	125	78.1%	125	78.1%	0	0.0%
Sydney - Christchurch	**120**	**118**	**85**	**72.0%**	**81**	**68.6%**	**2**	**1.7%**
Air New Zealand	30	30	26	86.7%	25	83.3%	0	0.0%
Emirates	30	30	18	60.0%	16	53.3%	0	0.0%
Qantas	60	58	41	70.7%	40	69.0%	2	3.3%
Sydney - Queenstown	**130**	**129**	**95**	**73.6%**	**94**	**72.9%**	**1**	**0.8%**
Air New Zealand	25	25	13	52.0%	16	64.0%	0	0.0%
Jetstar	30	30	23	76.7%	21	70.0%	0	0.0%
Qantas	55	54	47	87.0%	44	81.5%	1	1.8%
Virgin Australia	20	20	12	60.0%	13	65.0%	0	0.0%
Sydney - Wellington	**85**	**83**	**61**	**73.5%**	**60**	**72.3%**	**2**	**2.4%**
Air New Zealand	24	23	21	91.3%	21	91.3%	1	4.2%
Qantas	61	60	40	66.7%	39	65.0%	1	1.6%
Wellington - Brisbane	**49**	**46**	**25**	**54.3%**	**35**	**76.1%**	**3**	**6.1%**
Air New Zealand	30	29	12	41.4%	20	69.0%	1	3.3%
Qantas	19	17	13	76.5%	15	88.2%	2	10.5%
Wellington - Melbourne	**53**	**51**	**43**	**84.3%**	**41**	**80.4%**	**2**	**3.8%**
Air New Zealand	24	23	21	91.3%	20	87.0%	1	4.2%
Qantas	29	28	22	78.6%	21	75.0%	1	3.4%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Wellington - Sydney	**85**	**82**	**68**	**82.9%**	**65**	**79.3%**	**3**	**3.5%**
Air New Zealand	24	23	19	82.6%	21	91.3%	1	4.2%
Qantas	61	59	49	83.1%	44	74.6%	2	3.3%
Grand Total	**3,226**	**3,197**	**2,499**	**78.2%**	**2,531**	**79.2%**	**29**	**0.9%**

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