Ministry for Cities, Environment, Regions & Transport

Aviation On-Time Performance

September 2026

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Definitions

Term	Definition
On-time arrival	A flight arrival is counted as “on-time” if it arrived 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 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 September 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 domestic flights except domestic competitive jet flights (as defined below). This includes flights by turboprop aircraft on routes with domestic competitive jet flights, and jet flights on routes flown only 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 on routes 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 underlying 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. This is described further in section 5, ‘Reports’ below. This can result in, for example, some recording departure time as when the engine starts and others from when the aircraft pushes back from the gate.

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 and 12 of this report include domestic flights that are not covered in the domestic jet sections of this report. In September 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 competitive jet services and trans-Tasman services, reporting on domestic regional services includes routes where only one airline operates. There were 103 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. These sections therefore cover 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.
- Air New Zealand's 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 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 competitive 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.

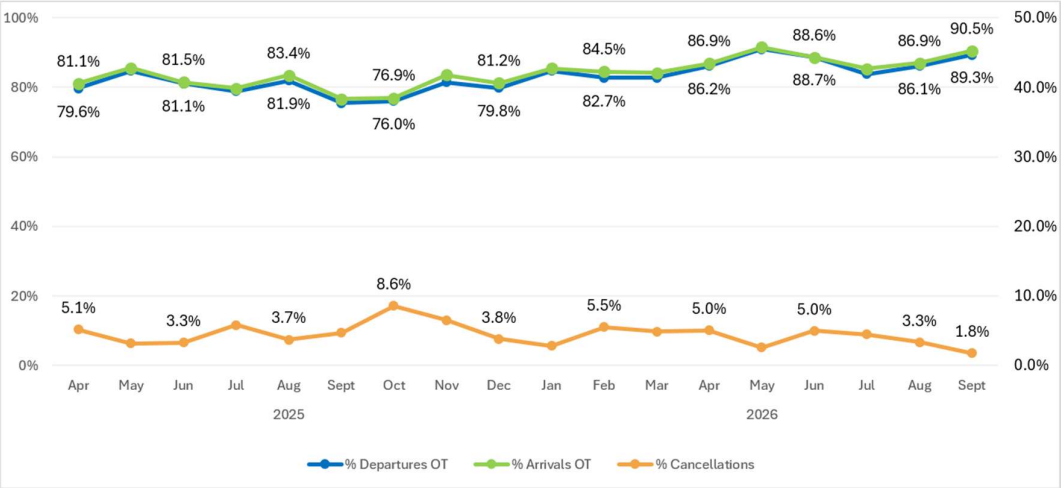
After the initial data collection, aggregate reports are subject to internal audit by participating airlines prior to publication.

6. Industry OTP on domestic regional routes in September 2026

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

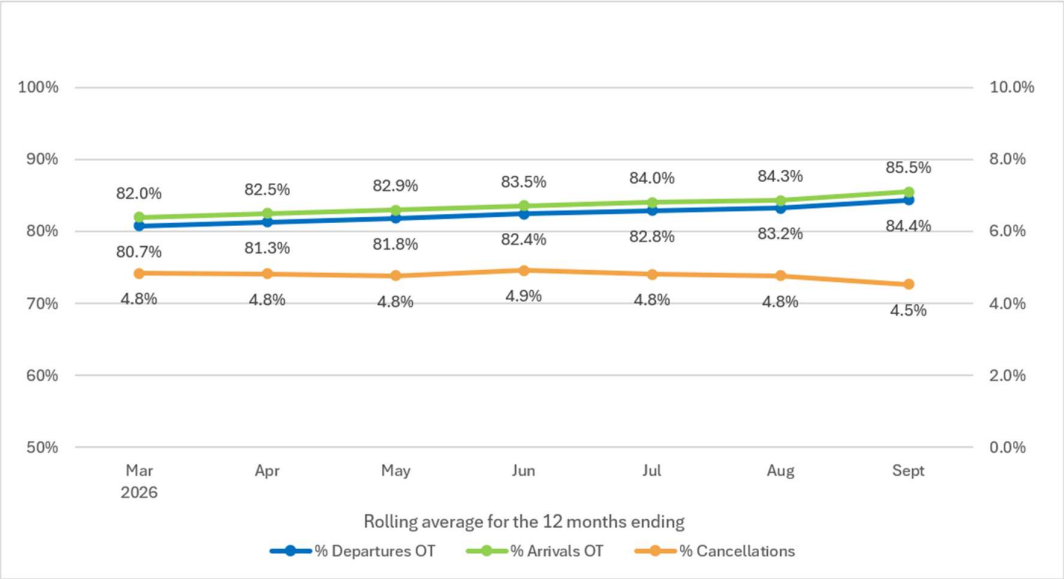
More detail on the number of flights and the routes flown by each airline can be found in section 12.

Overall, on-time performance for September 2026 was 89.3 percent departures on-time, higher than the 75.4 percent in September 2025. 90.5 percent of arrivals were on time in September 2026, higher than the 76.6 percent in September 2025. Cancellations in September 2026 were 1.8 percent, lower than the 4.7 percent in September 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 September 2026 was 84.4 percent for on-time departures, and 85.5 percent for on-time arrivals. The 12-month rolling average cancellation rate for the month was 4.5 percent. Domestic regional data was first collected in April 2025, meaning a 12-month rolling average is only available from March 2026 onwards.

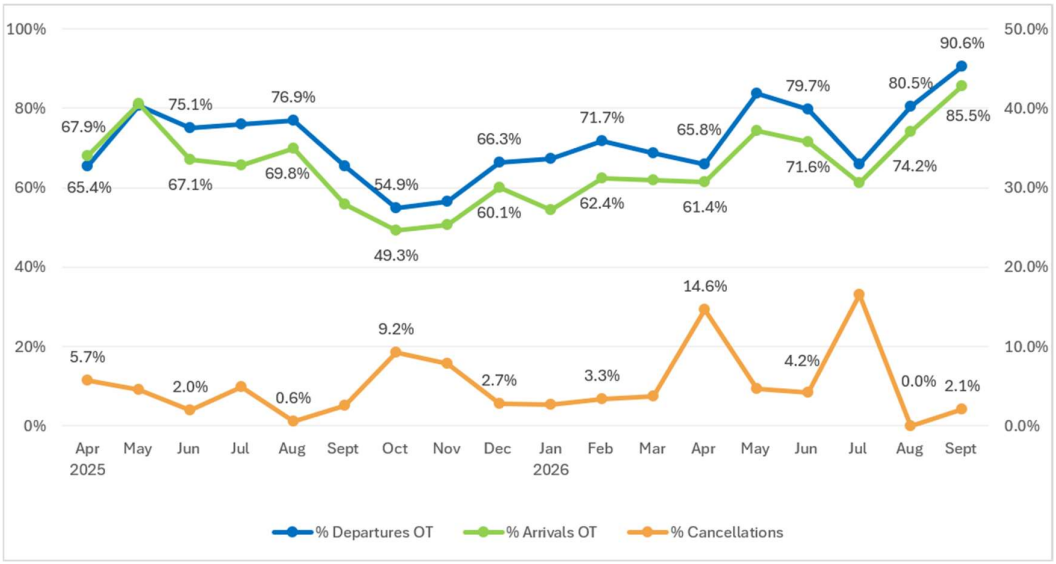


Graph 2: Domestic regional 12-month rolling average on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

7. Airlines' OTP on domestic regional routes in September 2026

Air Chathams

In September 2026, Air Chathams' OTP for its domestic regional routes was 90.6 percent for on-time departures. 85.5 percent of arrivals were on time. The cancellation rate for the month was 2.1 percent.

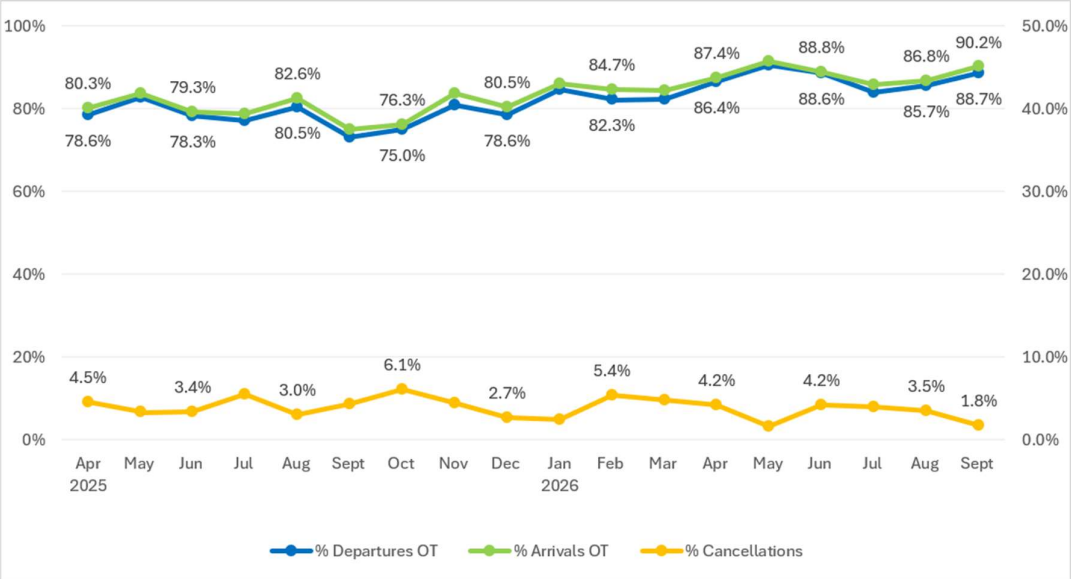


Graph 3: Air Chathams on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Air New Zealand

In September 2026, Air New Zealand's OTP for its domestic regional routes was 88.7 percent for on-time departures. 90.2 percent of arrivals were on time. The cancellation rate for the month was 1.8 percent.

Air New Zealand's domestic regional services were mainly affected by weather conditions that placed Wellington and several other ports, including Christchurch and Napier/Hawke's Bay, below operating limits on 27 September. Across the month, late inbound aircraft also delayed subsequent services on routes throughout the regional network.

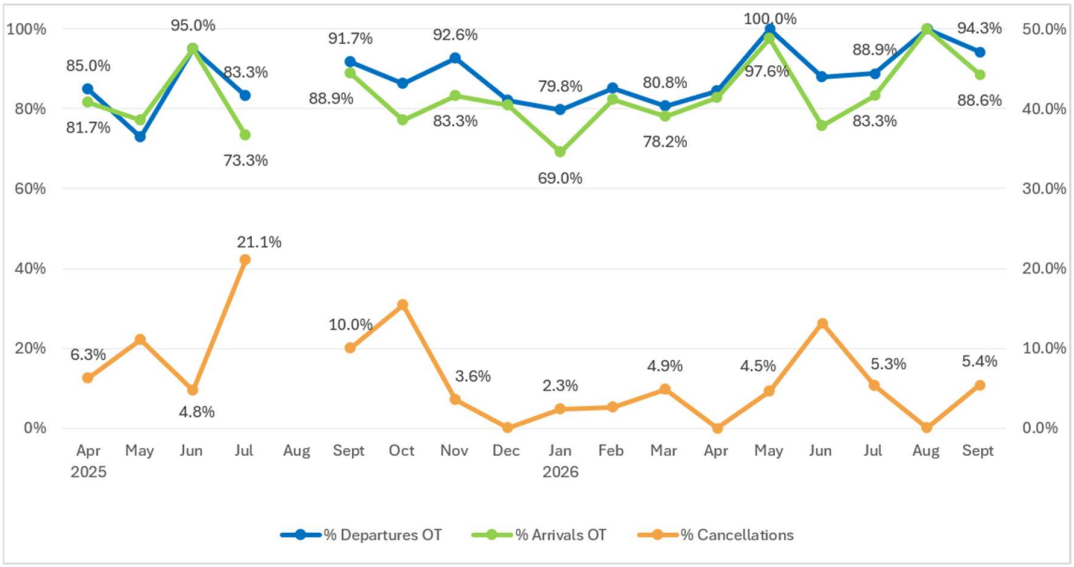


Graph 4: Air New Zealand domestic regional on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Golden Bay Air

In September 2026, Golden Bay Air's OTP for its domestic regional routes was 94.3 percent for on-time departures. 88.6 percent of arrivals were on time. The cancellation rate for the month was 5.4 percent.

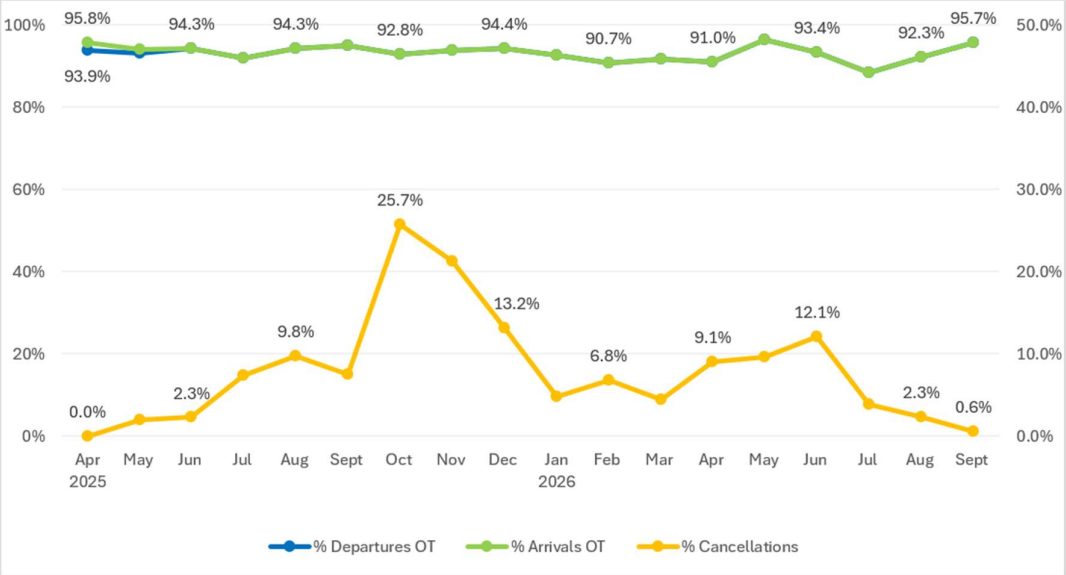
Golden Bay Air undertook its 2026 scheduled annual winter shutdown period from 3 August to 6 September 2026. Golden Bay Air reported delays in September were caused by weather, late arrival of inbound aircraft, fuel uplift and air traffic control and that the cancellations were due to weather.



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 September 2026, Sounds Air's OTP for its domestic regional routes was 95.7 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 from that time on, the chart displays a single line (green) representing both measures. The cancellation rate for the month was 0.6 percent.



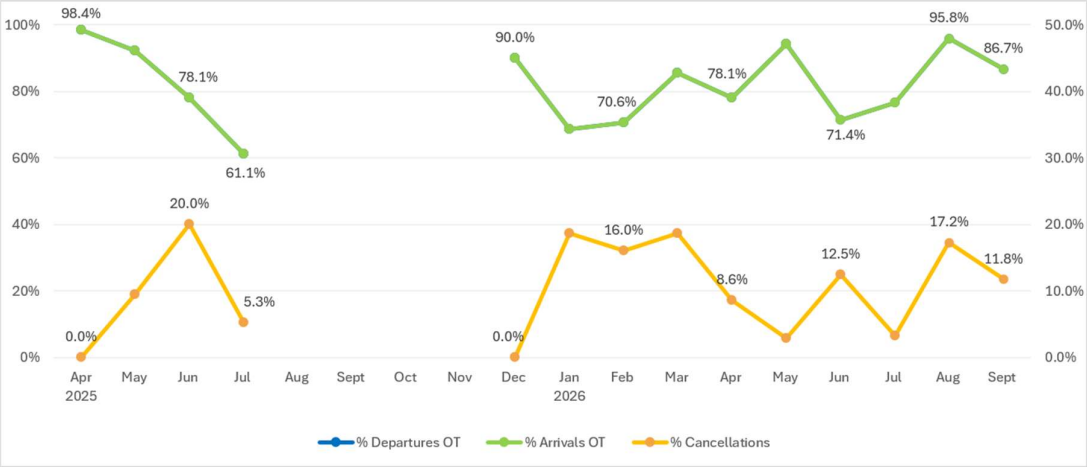
Graph 6: Sounds Air on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Sunair Aviation

In September 2026, Sunair Aviation's OTP for its domestic regional routes was 86.7 percent for both on-time departures and on-time arrivals. The cancellation rate for the month was 11.8 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.

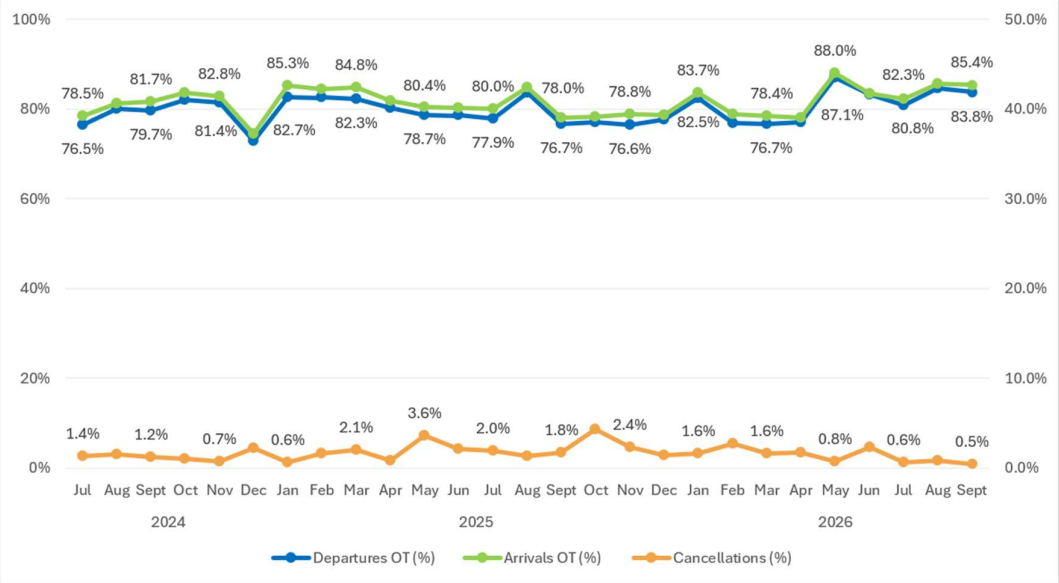


Graph 7: Sunair Aviation on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

8. Industry OTP on domestic competitive jet routes in September 2026

More detail on the number of flights and the routes flown by each airline can be found in section 14.

For September 2026, on domestic competitive jet routes where more than one airline operated jets on that route, OTP was 83.8 percent for departures (higher than the 76.7 percent in September 2025) and 85.4 percent for arrivals (higher than the 78.0 percent in September 2025). The cancellation rate was 0.5 percent, lower than the 1.8 percent in September 2025.



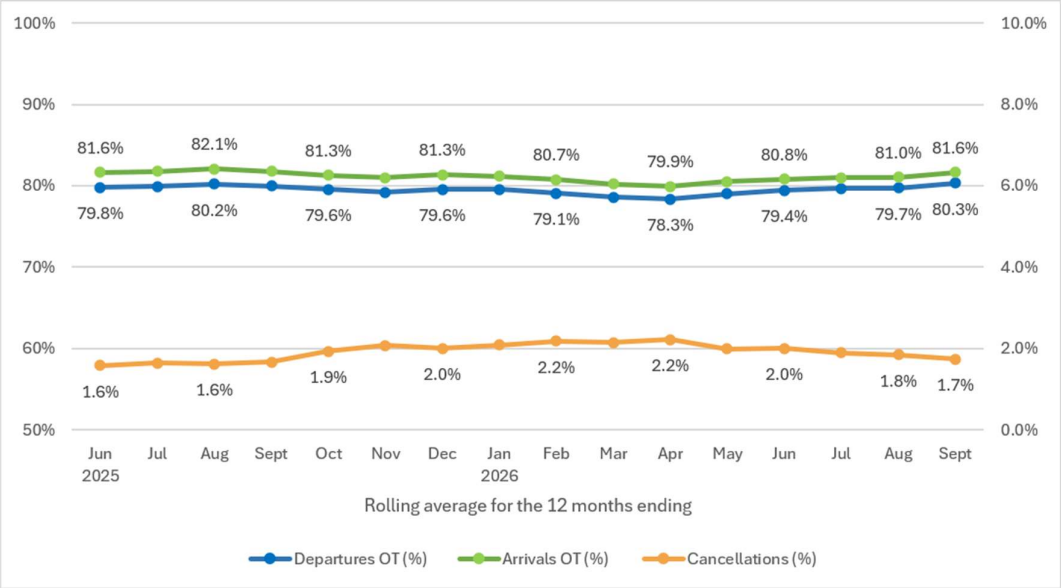
Graph 8: Domestic competitive jet on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Both airlines' OTP, domestic competitive jets, September 2026 and September 2025 comparison

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
September 2026							
Scheduled	Flown	No.	%	No.	%	No.	%
3,551	3,535	2,961	83.8%	3,018	85.4%	16	0.5%
September 2025							
Scheduled	Flown	No.	%	No.	%	No.	%
4,380	4,303	3,299	76.7%	3,358	78.0%	77	1.8%

Domestic competitive jet OTP trends, both airlines, all reported routes

The 12-month rolling average for September 2026 was 80.3 percent for on-time departures, higher than the 80.0 percent in September 2025. 81.6 percent of arrivals were on time, lower than the 81.8 percent in September 2025. The 12-month rolling average cancellation rate for the month was 1.7 percent, the same as in September 2025.



Graph 9: Domestic competitive jet 12-month rolling average on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Domestic competitive jet routes ranked by OTP, September 2026

The route with the highest OTP for departures in September 2026 was Wellington - Christchurch, with 95.5 percent of flights departing on time. Wellington - Christchurch also had the highest OTP for arrivals, with 93.8 percent of flights arriving on time.

Cancellations were highest on the Queenstown - Wellington route, with 1.4 percent of flights cancelled.

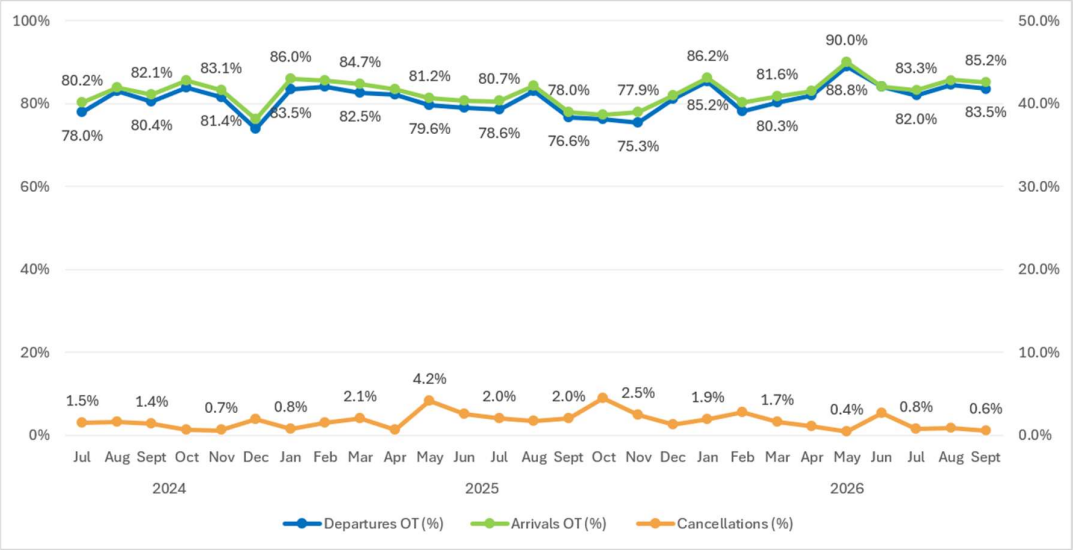
On-Time Departures		On-Time Arrivals		Cancellations	
Route	**%**	**Route**	**%**	**Route**	**%**
Wellington - Christchurch	95.5%	Wellington - Christchurch	93.8%	Queenstown - Wellington	1.4%
Auckland - Dunedin	89.8%	Christchurch - Wellington	92.0%	Queenstown - Auckland	1.2%
Christchurch - Wellington	88.4%	Dunedin - Auckland	90.7%	Christchurch - Auckland	0.7%
Auckland - Queenstown	88.0%	Queenstown - Auckland	89.1%	Wellington - Auckland	0.6%
Auckland - Christchurch	85.2%	Auckland - Dunedin	88.0%	Auckland - Queenstown	0.6%
Christchurch - Hamilton	85.0%	Christchurch - Auckland	86.6%	Auckland - Wellington	0.2%
Auckland - Wellington	84.7%	Auckland - Wellington	86.0%	Auckland - Christchurch	0.2%
Dunedin - Auckland	83.3%	Auckland - Queenstown	85.3%	Christchurch - Hamilton	0.0%
Queenstown - Auckland	81.6%	Christchurch - Hamilton	85.0%	Wellington - Christchurch	0.0%
Wellington - Queenstown	81.2%	Queenstown - Wellington	82.4%	Wellington - Queenstown	0.0%
Christchurch - Auckland	80.8%	Auckland - Christchurch	82.3%	Hamilton - Christchurch	0.0%
Hamilton - Christchurch	80.0%	Wellington - Auckland	82.2%	Dunedin - Auckland	0.0%
Wellington - Auckland	79.9%	Hamilton - Christchurch	78.3%	Auckland - Dunedin	0.0%
Queenstown - Wellington	76.5%	Wellington - Queenstown	75.4%	Christchurch - Wellington	0.0%
Grand Total	**83.8%**	**Grand Total**	**85.4%**	**Grand Total**	**0.5%**

9. Airlines' OTP on domestic competitive jet routes in September 2026

Air New Zealand

In September 2026, Air New Zealand recorded 83.5 percent on-time departures, and 85.2 percent on-time arrivals. Air New Zealand's cancellation rate was 0.6 percent.

Air New Zealand reported that adverse weather affected ground handling at Auckland and Wellington during the month. The Auckland terminal was also evacuated following a fire alarm on 11 September, which delayed departures, alongside a concentration of delays from late inbound aircraft.

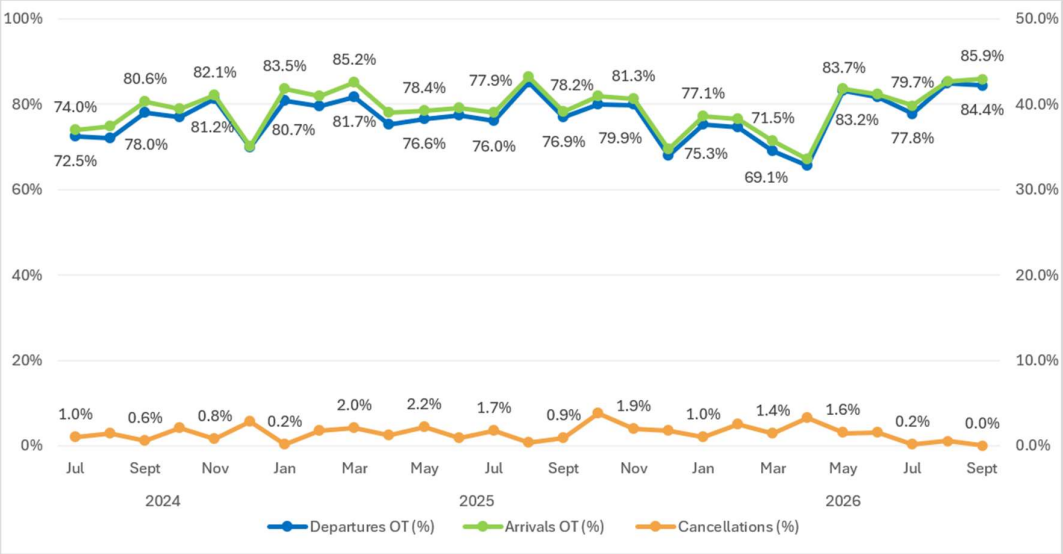


Graph 10: Air New Zealand domestic competitive jet on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Jetstar

In September 2026, Jetstar recorded 84.4 percent on-time departures and 85.9 percent on-time arrivals. Jetstar's cancellation rate was 0.0 percent.

Jetstar reported that delays were caused by fog and icy conditions, particularly in Christchurch and Queenstown, impacts from the Auckland Airport terminal evacuation on 11 September due to a fire alarm, and reactionary delays from late-arriving inbound aircraft, cascading through subsequent sectors.

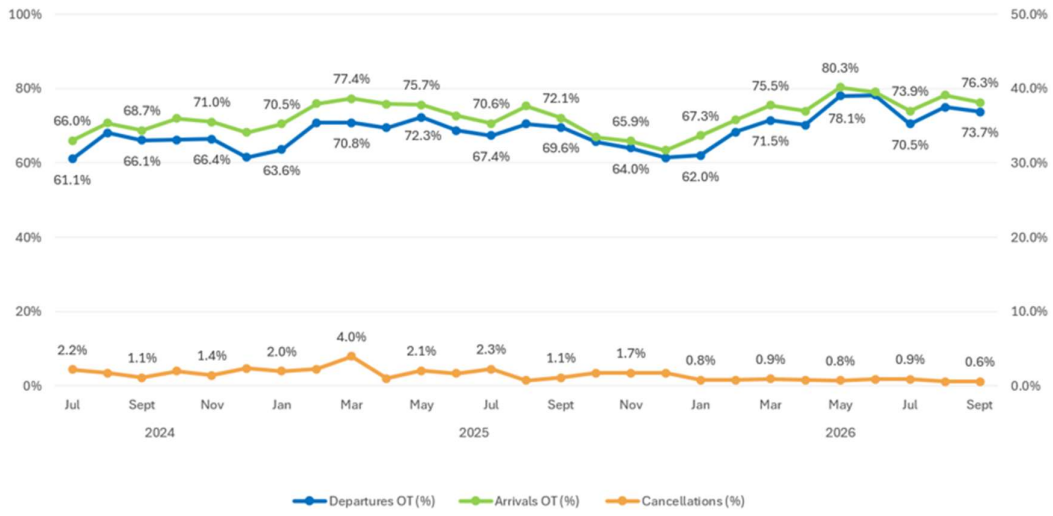


Graph 11: Jetstar domestic competitive jet on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

10. Industry OTP on trans-Tasman routes in September 2026

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

For September 2026, OTP across all trans-Tasman routes covered by this report was 73.7 percent for on-time departures, higher than the 69.6 percent in September 2025. Arrivals on time were 76.3 percent, higher than the 72.1 percent in September 2025. The cancellation rate for the month was 0.6 percent, lower than the 1.1 percent in September 2025.



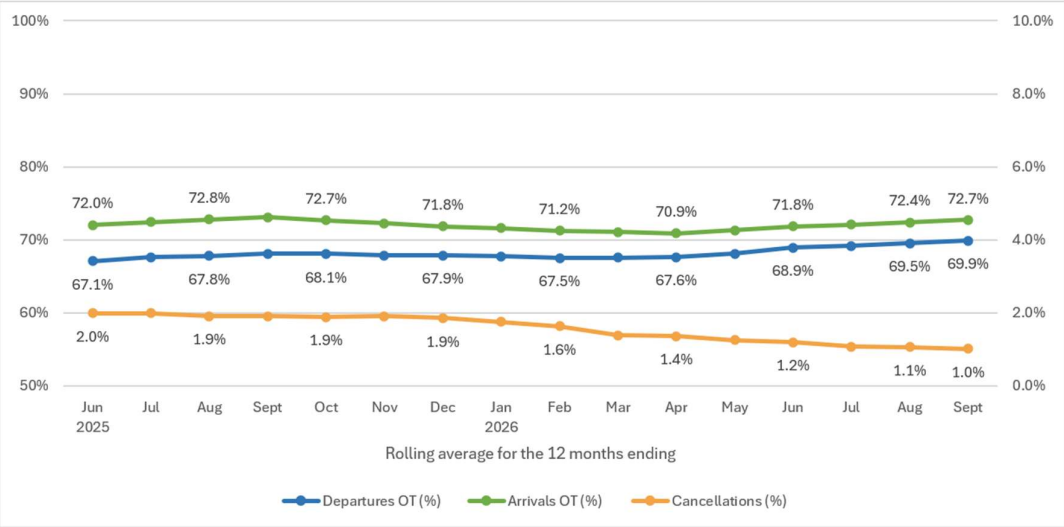
Graph 12: Trans-Tasman on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

All airlines' OTP, September 2026 and September 2025 comparison

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
September 2026							
Scheduled	Flown	No.	%	No.	%	No.	%
3,671	3,649	2,691	73.7%	2,783	76.3%	22	0.6%
September 2025							
Scheduled	Flown	No.	%	No.	%	No.	%
2,953	2,920	2,032	69.6%	2,105	72.1%	33	1.1%

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

The 12-month rolling average for September 2026 was 69.9 percent for on-time departures and 72.7 percent for on-time arrivals. The 12-month rolling average cancellation rate for the month was 1.0 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, September 2026

The Gold Coast - Christchurch route had the highest OTP for departures in September 2026, with 100 percent OTP. Two routes recorded 100 percent OTP for arrivals: Gold Coast - Christchurch and Christchurch - Gold Coast.

Cancellations were highest on the Auckland - Sunshine Coast and Sunshine Coast - Auckland routes in September 2026, with 4.3 percent of services cancelled.

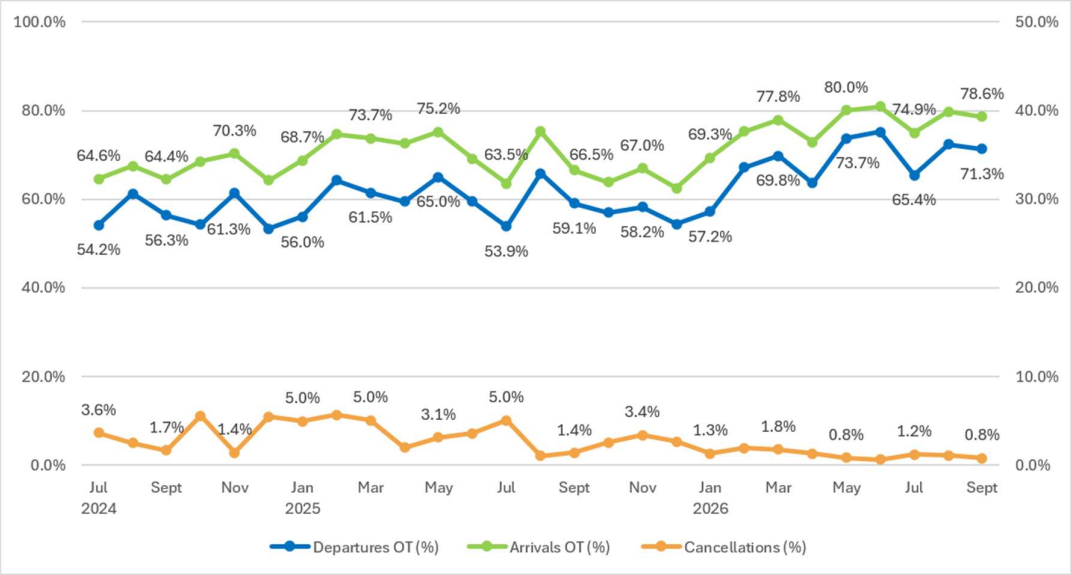
On-Time Departures		On-Time Arrivals		Cancellations	
Route	**%**	**Route**	**%**	**Route**	**%**
Gold Coast - Christchurch	100.0%	Gold Coast - Christchurch	100.0%	Sunshine Coast - Auckland	4.3%
Gold Coast - Auckland	94.3%	Christchurch - Gold Coast	100.0%	Auckland - Sunshine Coast	4.3%
Brisbane - Queenstown	90.7%	Auckland - Gold Coast	94.3%	Christchurch - Gold Coast	4.2%
Perth - Auckland	89.3%	Gold Coast - Auckland	92.0%	Gold Coast - Christchurch	4.2%
Christchurch - Melbourne	87.0%	Perth - Auckland	91.1%	Queenstown - Sydney	2.0%

11. Airlines' OTP on trans-Tasman routes in September 2026

Air New Zealand

In September 2026, 71.3 percent of Air New Zealand flights departed on time, and 78.6 percent arrived on time. The cancellation rate for the month was 0.8 percent.

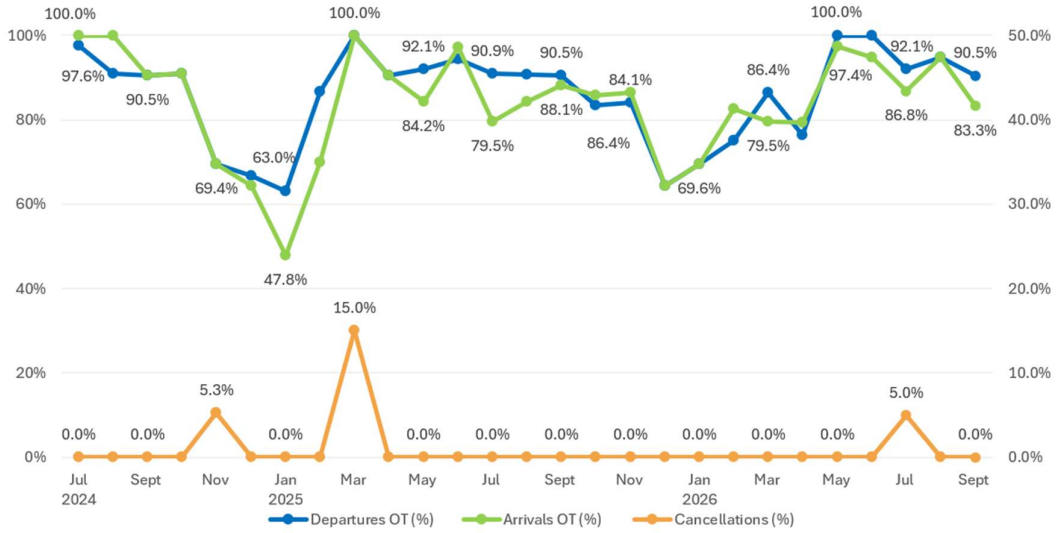
Air New Zealand reports that late inbound aircraft contributed to delays across its trans-Tasman services. Ramp congestion affected departures at Melbourne, Sydney and Auckland, with Melbourne the worst affected. Departure timing adjustments associated with shorter crossing times were another contributing factor.



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 September 2026, 90.5 percent of China Airlines trans-Tasman flights departed on time, and 83.3 percent arrived on time. The cancellation rate for the month was 0.0 percent.

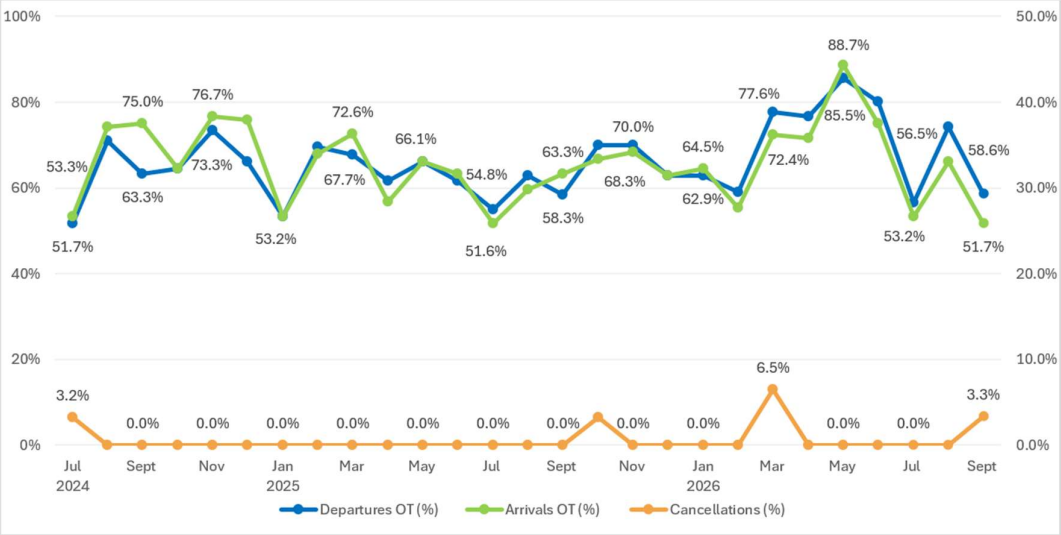


Graph 15: China Airlines trans-Tasman on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Emirates

In September 2026, 58.6 percent of Emirates trans-Tasman flights departed on time, and 51.7 percent arrived on time. The cancellation rate for the month was 3.3 percent.

Emirates reports that there were extended delays due to airspace restrictions in the Middle East, as well as delays due to seasonal weather. One of the two cancellations was due to engineering issues.

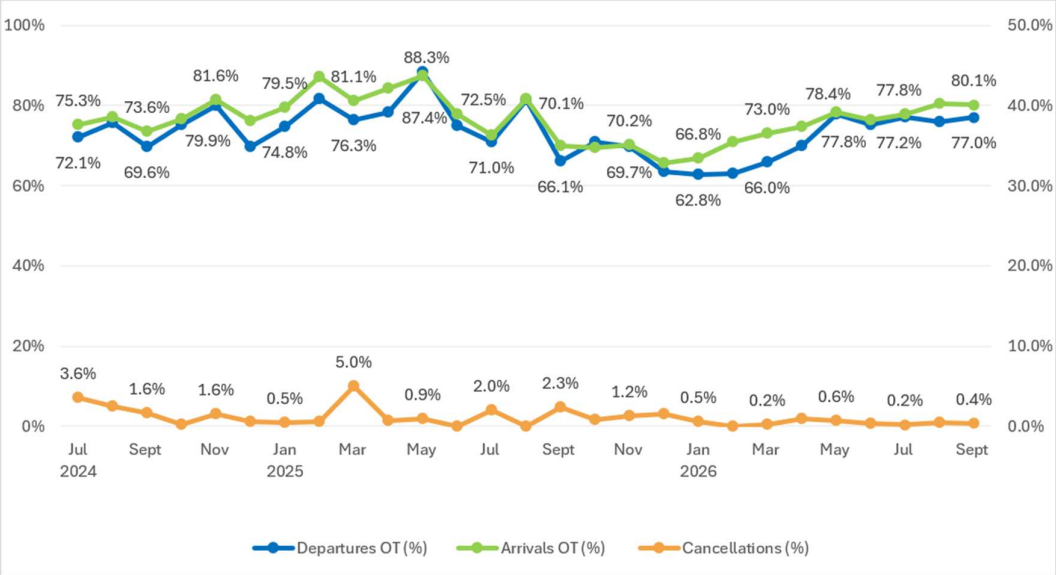


Graph 16: Emirates on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Jetstar

In September 2026, 77.0 percent of Jetstar trans-Tasman flights departed on time, and 80.1 percent arrived on time. 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, minor weather impacts due to wind, rain and ice, particularly in Christchurch and Queenstown, and air traffic control ground movement holding.

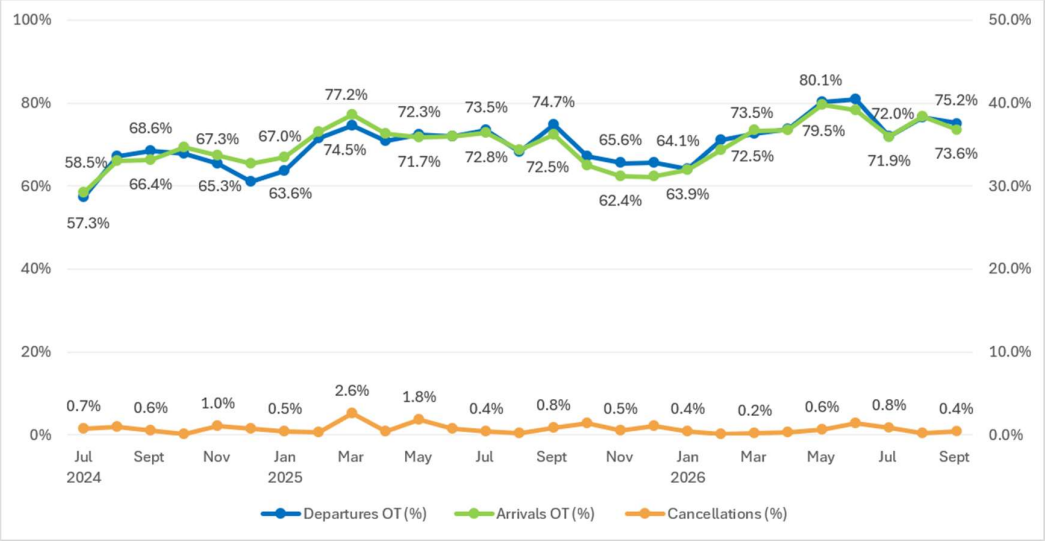


Graph 17: Jetstar trans-Tasman on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Qantas

In September 2026, 75.2 percent of Qantas trans-Tasman flights departed on time, and 73.6 percent arrived on time. The cancellation rate for the month was 0.4 percent.

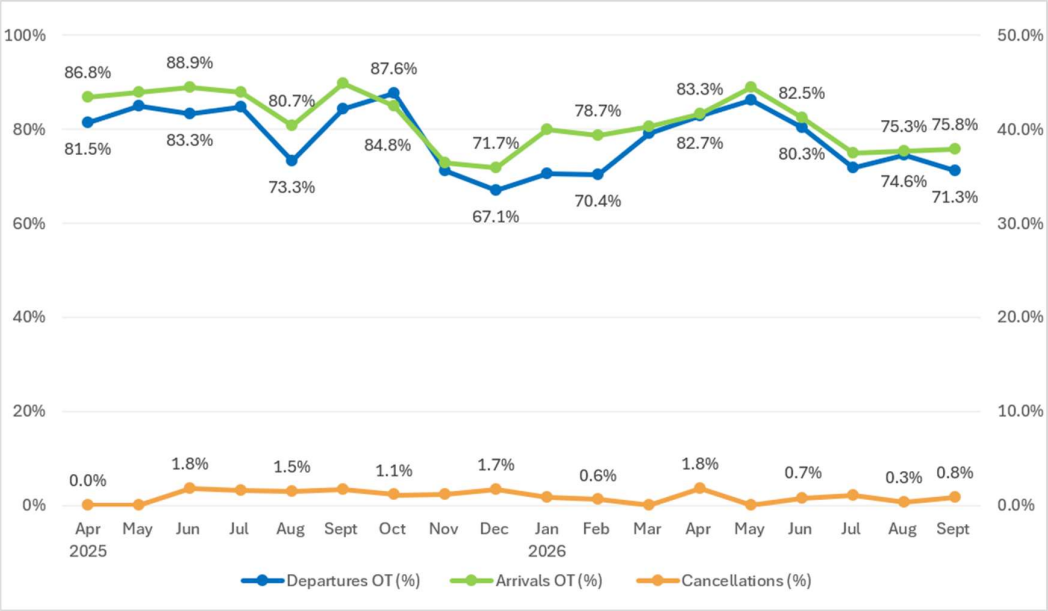
Qantas reported that its OTP was mainly affected by seasonal weather-related delays (such as fog and icing). It reported that other key factors that affected its September OTP were industry congestion at airports (exacerbated by weather conditions), later arriving inbound aircraft (because of weather-related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



Graph 18: Qantas on-time graph with Departures and Arrivals on the left axis and Cancellations on the right axis.

Virgin Australia

In September 2026, 71.3 percent of Virgin Australia trans-Tasman flights departed on time, and 75.8 percent arrived on time. The cancellation rate for the month was 0.8 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 September 2026

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route **Airline**	**Scheduled**	**Flown**	**No.**	**%**	**No.**	**%**	**No.**	**%**
Auckland - Blenheim	**106**	**105**	**93**	**88.6%**	**88**	**83.8%**	**1**	**0.9%**
Air New Zealand	106	105	93	88.6%	88	83.8%	1	0.9%
Auckland - Chatham Islands (Tuuta)	**5**	**4**	**2**	**50.0%**	**1**	**25.0%**	**1**	**20.0%**
Air Chathams	5	4	2	50.0%	1	25.0%	1	20.0%
Auckland - Gisborne	**131**	**131**	**112**	**85.5%**	**120**	**91.6%**	**0**	**0.0%**
Air New Zealand	131	131	112	85.5%	120	91.6%	0	0.0%
Auckland - Hawke's Bay	**283**	**278**	**254**	**91.4%**	**255**	**91.7%**	**5**	**1.8%**
Air New Zealand	283	278	254	91.4%	255	91.7%	5	1.8%
Auckland - Invercargill	**19**	**19**	**17**	**89.5%**	**17**	**89.5%**	**0**	**0.0%**
Air New Zealand	19	19	17	89.5%	17	89.5%	0	0.0%
Auckland - Kerikeri	**102**	**102**	**86**	**84.3%**	**87**	**85.3%**	**0**	**0.0%**
Air New Zealand	102	102	86	84.3%	87	85.3%	0	0.0%
Auckland - Nelson	**269**	**267**	**239**	**89.5%**	**248**	**92.9%**	**2**	**0.7%**
Air New Zealand	269	267	239	89.5%	248	92.9%	2	0.7%
Auckland - New Plymouth	**175**	**173**	**157**	**90.8%**	**161**	**93.1%**	**2**	**1.1%**
Air New Zealand	175	173	157	90.8%	161	93.1%	2	1.1%
Auckland - Palmerston North	**256**	**251**	**223**	**88.8%**	**229**	**91.2%**	**5**	**2.0%**
Air New Zealand	256	251	223	88.8%	229	91.2%	5	2.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Auckland - Rotorua	**52**	**51**	**49**	**96.1%**	**49**	**96.1%**	**1**	**1.9%**
Air New Zealand	52	51	49	96.1%	49	96.1%	1	1.9%
Auckland - Taupo	**57**	**56**	**49**	**87.5%**	**50**	**89.3%**	**1**	**1.8%**
Air New Zealand	57	56	49	87.5%	50	89.3%	1	1.8%
Auckland - Tauranga	**217**	**214**	**196**	**91.6%**	**197**	**92.1%**	**3**	**1.4%**
Air New Zealand	217	214	196	91.6%	197	92.1%	3	1.4%
Auckland - Whakatane	**27**	**26**	**26**	**100.0%**	**26**	**100.0%**	**1**	**3.7%**
Air Chathams	27	26	26	100.0%	26	100.0%	1	3.7%
Auckland - Whanganui	**75**	**74**	**68**	**91.9%**	**62**	**83.8%**	**1**	**1.3%**
Air Chathams	75	74	68	91.9%	62	83.8%	1	1.3%
Auckland - Whangarei	**98**	**97**	**89**	**91.8%**	**93**	**95.9%**	**1**	**1.0%**
Air New Zealand	98	97	89	91.8%	93	95.9%	1	1.0%
Blenheim - Auckland	**106**	**105**	**92**	**87.6%**	**98**	**93.3%**	**1**	**0.9%**
Air New Zealand	106	105	92	87.6%	98	93.3%	1	0.9%
Blenheim - Paraparaumu	**12**	**12**	**11**	**91.7%**	**11**	**91.7%**	**0**	**0.0%**
Sounds Air	12	12	11	91.7%	11	91.7%	0	0.0%
Blenheim - Wellington	**272**	**268**	**245**	**91.4%**	**247**	**92.2%**	**4**	**1.5%**
Air New Zealand	83	80	65	81.2%	67	83.8%	3	3.6%
Sounds Air	189	188	180	95.7%	180	95.7%	1	0.5%
Chatham Islands (Tuuta) - Auckland	**4**	**4**	**4**	**100.0%**	**3**	**75.0%**	**0**	**0.0%**
Air Chathams	4	4	4	100.0%	3	75.0%	0	0.0%
Chatham Islands (Tuuta) - Christchurch	**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) - Wellington	**9**	**9**	**7**	**77.8%**	**7**	**77.8%**	**0**	**0.0%**
Air Chathams	9	9	7	77.8%	7	77.8%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Christchurch - Chatham Islands (Tuuta)	**5**	**5**	**2**	**40.0%**	**3**	**60.0%**	**0**	**0.0%**
Air Chathams	5	5	2	40.0%	3	60.0%	0	0.0%
Christchurch - Dunedin	**157**	**156**	**138**	**88.5%**	**143**	**91.7%**	**1**	**0.6%**
Air New Zealand	157	156	138	88.5%	143	91.7%	1	0.6%
Christchurch - Hamilton	**64**	**64**	**60**	**93.8%**	**62**	**96.9%**	**0**	**0.0%**
Air New Zealand	64	64	60	93.8%	62	96.9%	0	0.0%
Christchurch - Hawke's Bay	**83**	**81**	**76**	**93.8%**	**77**	**95.1%**	**2**	**2.4%**
Air New Zealand	83	81	76	93.8%	77	95.1%	2	2.4%
Christchurch - Hokitika	**52**	**52**	**43**	**82.7%**	**42**	**80.8%**	**0**	**0.0%**
Air New Zealand	52	52	43	82.7%	42	80.8%	0	0.0%
Christchurch - Invercargill	**156**	**154**	**131**	**85.1%**	**127**	**82.5%**	**2**	**1.3%**
Air New Zealand	156	154	131	85.1%	127	82.5%	2	1.3%
Christchurch - Nelson	**147**	**147**	**128**	**87.1%**	**137**	**93.2%**	**0**	**0.0%**
Air New Zealand	147	147	128	87.1%	137	93.2%	0	0.0%
Christchurch - New Plymouth	**56**	**55**	**53**	**96.4%**	**53**	**96.4%**	**1**	**1.8%**
Air New Zealand	56	55	53	96.4%	53	96.4%	1	1.8%
Christchurch - Palmerston North	**112**	**111**	**100**	**90.1%**	**106**	**95.5%**	**1**	**0.9%**
Air New Zealand	112	111	100	90.1%	106	95.5%	1	0.9%
Christchurch - Queenstown	**105**	**99**	**89**	**89.9%**	**87**	**87.9%**	**6**	**5.7%**
Air New Zealand	105	99	89	89.9%	87	87.9%	6	5.7%
Christchurch - Rotorua	**56**	**56**	**47**	**83.9%**	**51**	**91.1%**	**0**	**0.0%**
Air New Zealand	56	56	47	83.9%	51	91.1%	0	0.0%
Christchurch - Tauranga	**87**	**87**	**75**	**86.2%**	**83**	**95.4%**	**0**	**0.0%**
Air New Zealand	87	87	75	86.2%	83	95.4%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Christchurch - Wellington	**314**	**305**	**271**	**88.9%**	**284**	**93.1%**	**9**	**2.9%**
Air New Zealand	314	305	271	88.9%	284	93.1%	9	2.9%
Dunedin - Christchurch	**157**	**155**	**140**	**90.3%**	**143**	**92.3%**	**2**	**1.3%**
Air New Zealand	157	155	140	90.3%	143	92.3%	2	1.3%
Dunedin - Wellington	**73**	**71**	**57**	**80.3%**	**61**	**85.9%**	**2**	**2.7%**
Air New Zealand	73	71	57	80.3%	61	85.9%	2	2.7%
Gisborne - Auckland	**131**	**130**	**118**	**90.8%**	**117**	**90.0%**	**1**	**0.8%**
Air New Zealand	131	130	118	90.8%	117	90.0%	1	0.8%
Gisborne - Hamilton	**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 - Hawke's Bay	**11**	**10**	**8**	**80.0%**	**8**	**80.0%**	**1**	**9.1%**
Sunair Aviation	11	10	8	80.0%	8	80.0%	1	9.1%
Gisborne - Tauranga	**2**	**2**	**1**	**50.0%**	**1**	**50.0%**	**0**	**0.0%**
Sunair Aviation	2	2	1	50.0%	1	50.0%	0	0.0%
Gisborne - Wellington	**56**	**56**	**51**	**91.1%**	**50**	**89.3%**	**0**	**0.0%**
Air New Zealand	56	56	51	91.1%	50	89.3%	0	0.0%
Great Barrier Island - Tauranga	**2**	**2**	**2**	**100.0%**	**2**	**100.0%**	**0**	**0.0%**
Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%
Great Barrier Island - Whangarei	**1**	**0**	**0**	**0.0%**	**0**	**0.0%**	**1**	**100.0%**
Sunair Aviation	1	0	0	0.0%	0	0.0%	1	100.0%
Hamilton - Christchurch	**64**	**64**	**58**	**90.6%**	**57**	**89.1%**	**0**	**0.0%**
Air New Zealand	64	64	58	90.6%	57	89.1%	0	0.0%
Hamilton - Gisborne	**2**	**1**	**1**	**100.0%**	**1**	**100.0%**	**1**	**50.0%**
Sunair Aviation	2	1	1	100.0%	1	100.0%	1	50.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Hamilton - Hawke's Bay	**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	**147**	**143**	**120**	**83.9%**	**115**	**80.4%**	**4**	**2.7%**
Air New Zealand	147	143	120	83.9%	115	80.4%	4	2.7%
Hamilton - Whangarei	**2**	**2**	**2**	**100.0%**	**2**	**100.0%**	**0**	**0.0%**
Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%
Hawke's Bay - Auckland	**283**	**277**	**251**	**90.6%**	**256**	**92.4%**	**6**	**2.1%**
Air New Zealand	283	277	251	90.6%	256	92.4%	6	2.1%
Hawke's Bay - Christchurch	**84**	**81**	**77**	**95.1%**	**78**	**96.3%**	**3**	**3.6%**
Air New Zealand	84	81	77	95.1%	78	96.3%	3	3.6%
Hawke's Bay - Gisborne	**10**	**8**	**7**	**87.5%**	**7**	**87.5%**	**2**	**20.0%**
Sunair Aviation	10	8	7	87.5%	7	87.5%	2	20.0%
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	**93**	**90**	**77**	**85.6%**	**78**	**86.7%**	**3**	**3.2%**
Air New Zealand	93	90	77	85.6%	78	86.7%	3	3.2%
Hawke's Bay - Whakatane	**1**	**1**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%
Hokitika - Christchurch	**52**	**52**	**43**	**82.7%**	**42**	**80.8%**	**0**	**0.0%**
Air New Zealand	52	52	43	82.7%	42	80.8%	0	0.0%
Invercargill - Auckland	**19**	**19**	**15**	**78.9%**	**16**	**84.2%**	**0**	**0.0%**
Air New Zealand	19	19	15	78.9%	16	84.2%	0	0.0%
Invercargill - Christchurch	**156**	**153**	**132**	**86.3%**	**139**	**90.8%**	**3**	**1.9%**
Air New Zealand	156	153	132	86.3%	139	90.8%	3	1.9%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Kerikeri - Auckland	**102**	**100**	**89**	**89.0%**	**88**	**88.0%**	**2**	**2.0%**
Air New Zealand	102	100	89	89.0%	88	88.0%	2	2.0%
Nelson - Auckland	**269**	**268**	**237**	**88.4%**	**250**	**93.3%**	**1**	**0.4%**
Air New Zealand	269	268	237	88.4%	250	93.3%	1	0.4%
Nelson - Christchurch	**148**	**147**	**128**	**87.1%**	**123**	**83.7%**	**1**	**0.7%**
Air New Zealand	148	147	128	87.1%	123	83.7%	1	0.7%
Nelson - Paraparaumu	**8**	**8**	**7**	**87.5%**	**7**	**87.5%**	**0**	**0.0%**
Sounds Air	8	8	7	87.5%	7	87.5%	0	0.0%
Nelson - Wellington	**335**	**333**	**312**	**93.7%**	**313**	**94.0%**	**2**	**0.6%**
Air New Zealand	209	208	192	92.3%	193	92.8%	1	0.5%
Sounds Air	126	125	120	96.0%	120	96.0%	1	0.8%
New Plymouth - Auckland	**175**	**173**	**159**	**91.9%**	**162**	**93.6%**	**2**	**1.1%**
Air New Zealand	175	173	159	91.9%	162	93.6%	2	1.1%
New Plymouth - Christchurch	**56**	**56**	**53**	**94.6%**	**52**	**92.9%**	**0**	**0.0%**
Air New Zealand	56	56	53	94.6%	52	92.9%	0	0.0%
New Plymouth - Wellington	**74**	**72**	**67**	**93.1%**	**65**	**90.3%**	**2**	**2.7%**
Air New Zealand	74	72	67	93.1%	65	90.3%	2	2.7%
Palmerston North - Auckland	**256**	**246**	**219**	**89.0%**	**221**	**89.8%**	**10**	**3.9%**
Air New Zealand	256	246	219	89.0%	221	89.8%	10	3.9%
Palmerston North - Christchurch	**112**	**111**	**99**	**89.2%**	**100**	**90.1%**	**1**	**0.9%**
Air New Zealand	112	111	99	89.2%	100	90.1%	1	0.9%
Paraparaumu - Blenheim	**12**	**12**	**11**	**91.7%**	**11**	**91.7%**	**0**	**0.0%**
Sounds Air	12	12	11	91.7%	11	91.7%	0	0.0%
Paraparaumu - Nelson	**8**	**8**	**7**	**87.5%**	**7**	**87.5%**	**0**	**0.0%**
Sounds Air	8	8	7	87.5%	7	87.5%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Picton - Wellington	**19**	**19**	**19**	**100.0%**	**19**	**100.0%**	**0**	**0.0%**
Sounds Air	19	19	19	100.0%	19	100.0%	0	0.0%
Queenstown - Christchurch	**105**	**96**	**80**	**83.3%**	**86**	**89.6%**	**9**	**8.6%**
Air New Zealand	105	96	80	83.3%	86	89.6%	9	8.6%
Rotorua - Auckland	**52**	**51**	**48**	**94.1%**	**50**	**98.0%**	**1**	**1.9%**
Air New Zealand	52	51	48	94.1%	50	98.0%	1	1.9%
Rotorua - Christchurch	**56**	**56**	**51**	**91.1%**	**47**	**83.9%**	**0**	**0.0%**
Air New Zealand	56	56	51	91.1%	47	83.9%	0	0.0%
Rotorua - Wellington	**56**	**53**	**47**	**88.7%**	**48**	**90.6%**	**3**	**5.4%**
Air New Zealand	56	53	47	88.7%	48	90.6%	3	5.4%
Takaka - Wellington	**19**	**18**	**18**	**100.0%**	**16**	**88.9%**	**1**	**5.3%**
Golden Bay Air	19	18	18	100.0%	16	88.9%	1	5.3%
Taupo - Auckland	**57**	**55**	**47**	**85.5%**	**49**	**89.1%**	**2**	**3.5%**
Air New Zealand	57	55	47	85.5%	49	89.1%	2	3.5%
Tauranga - Auckland	**217**	**214**	**201**	**93.9%**	**202**	**94.4%**	**3**	**1.4%**
Air New Zealand	217	214	201	93.9%	202	94.4%	3	1.4%
Tauranga - Christchurch	**87**	**87**	**83**	**95.4%**	**78**	**89.7%**	**0**	**0.0%**
Air New Zealand	87	87	83	95.4%	78	89.7%	0	0.0%
Tauranga - Gisborne	**3**	**3**	**3**	**100.0%**	**3**	**100.0%**	**0**	**0.0%**
Sunair Aviation	3	3	3	100.0%	3	100.0%	0	0.0%
Tauranga - Great Barrier Island	**4**	**3**	**3**	**100.0%**	**3**	**100.0%**	**1**	**25.0%**
Sunair Aviation	4	3	3	100.0%	3	100.0%	1	25.0%
Tauranga - Hawke's Bay	**1**	**1**	**1**	**100.0%**	**1**	**100.0%**	**0**	**0.0%**
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Tauranga - Wellington	**111**	**108**	**98**	**90.7%**	**99**	**91.7%**	**3**	**2.7%**
Air New Zealand	111	108	98	90.7%	99	91.7%	3	2.7%
Tauranga - 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%
Timaru - Wellington	**55**	**53**	**44**	**83.0%**	**48**	**90.6%**	**2**	**3.6%**
Air New Zealand	55	53	44	83.0%	48	90.6%	2	3.6%
Wairoa - Hawke's Bay	**4**	**4**	**4**	**100.0%**	**4**	**100.0%**	**0**	**0.0%**
Sunair Aviation	4	4	4	100.0%	4	100.0%	0	0.0%
Wellington - Blenheim	**271**	**269**	**243**	**90.3%**	**247**	**91.8%**	**2**	**0.7%**
Air New Zealand	82	81	66	81.5%	70	86.4%	1	1.2%
Sounds Air	189	188	177	94.1%	177	94.1%	1	0.5%
Wellington - Chatham Islands (Tuuta)	**8**	**8**	**6**	**75.0%**	**5**	**62.5%**	**0**	**0.0%**
Air Chathams	8	8	6	75.0%	5	62.5%	0	0.0%
Wellington - Christchurch	**314**	**301**	**262**	**87.0%**	**248**	**82.4%**	**13**	**4.1%**
Air New Zealand	314	301	262	87.0%	248	82.4%	13	4.1%
Wellington - Dunedin	**73**	**71**	**66**	**93.0%**	**63**	**88.7%**	**2**	**2.7%**
Air New Zealand	73	71	66	93.0%	63	88.7%	2	2.7%
Wellington - Gisborne	**56**	**55**	**48**	**87.3%**	**49**	**89.1%**	**1**	**1.8%**
Air New Zealand	56	55	48	87.3%	49	89.1%	1	1.8%
Wellington - Hamilton	**147**	**142**	**110**	**77.5%**	**123**	**86.6%**	**5**	**3.4%**
Air New Zealand	147	142	110	77.5%	123	86.6%	5	3.4%
Wellington - Hawke's Bay	**94**	**93**	**83**	**89.2%**	**83**	**89.2%**	**1**	**1.1%**
Air New Zealand	94	93	83	89.2%	83	89.2%	1	1.1%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Wellington - Nelson	**335**	**332**	**300**	**90.4%**	**302**	**91.0%**	**3**	**0.9%**
Air New Zealand	209	207	177	85.5%	179	86.5%	2	1.0%
Sounds Air	126	125	123	98.4%	123	98.4%	1	0.8%
Wellington - New Plymouth	**74**	**73**	**65**	**89.0%**	**68**	**93.2%**	**1**	**1.4%**
Air New Zealand	74	73	65	89.0%	68	93.2%	1	1.4%
Wellington - Picton	**19**	**19**	**19**	**100.0%**	**19**	**100.0%**	**0**	**0.0%**
Sounds Air	19	19	19	100.0%	19	100.0%	0	0.0%
Wellington - Rotorua	**56**	**54**	**50**	**92.6%**	**48**	**88.9%**	**2**	**3.6%**
Air New Zealand	56	54	50	92.6%	48	88.9%	2	3.6%
Wellington - Takaka	**18**	**17**	**15**	**88.2%**	**15**	**88.2%**	**1**	**5.6%**
Golden Bay Air	18	17	15	88.2%	15	88.2%	1	5.6%
Wellington - Tauranga	**111**	**109**	**89**	**81.7%**	**96**	**88.1%**	**2**	**1.8%**
Air New Zealand	111	109	89	81.7%	96	88.1%	2	1.8%
Wellington - Timaru	**55**	**54**	**41**	**75.9%**	**40**	**74.1%**	**1**	**1.8%**
Air New Zealand	55	54	41	75.9%	40	74.1%	1	1.8%
Whakatane - Auckland	**26**	**26**	**25**	**96.2%**	**23**	**88.5%**	**0**	**0.0%**
Air Chathams	26	26	25	96.2%	23	88.5%	0	0.0%
Whanganui - Auckland	**77**	**75**	**70**	**93.3%**	**69**	**92.0%**	**2**	**2.6%**
Air Chathams	77	75	70	93.3%	69	92.0%	2	2.6%
Whangarei - Auckland	**98**	**97**	**93**	**95.9%**	**94**	**96.9%**	**1**	**1.0%**
Air New Zealand	98	97	93	95.9%	94	96.9%	1	1.0%
Whangarei - Hamilton	**2**	**2**	**2**	**100.0%**	**2**	**100.0%**	**0**	**0.0%**
Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%
Grand Total	**9,260**	**9,097**	**8,122**	**89.3%**	**8,230**	**90.5%**	**163**	**1.8%**

13. Domestic OTP by region in September 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	2,975	88.1%	3,010	89.5%	71	1.0%
Blenheim	348	90.4%	346	89.6%	8	1.0%
Chatham Islands (Tuuta)	14	82.4%	9	52.9%	1	2.9%
Christchurch	1,850	86.2%	1,843	86.2%	59	1.4%
Dunedin	287	85.9%	301	89.9%	7	1.0%
Gisborne	178	89.4%	180	90.9%	6	1.5%
Great Barrier Island	2	100.0%	3	100.0%	2	28.6%
Hamilton	230	84.9%	238	88.5%	10	1.8%
Hawke's Bay	415	90.2%	429	91.7%	23	2.4%
Hokitika	43	82.7%	42	80.8%	0	0.0%
Invercargill	147	85.5%	144	83.2%	5	1.4%
Kerikeri	89	89.0%	87	85.3%	2	1.0%
Nelson	684	90.5%	694	92.0%	9	0.6%
New Plymouth	279	92.7%	282	93.7%	8	1.3%
Palmerston North	318	89.1%	335	92.5%	17	2.3%
Paraparaumu	18	90.0%	18	90.0%	0	0.0%
Picton	19	100.0%	19	100.0%	0	0.0%
Queenstown	402	81.2%	423	84.4%	22	2.2%
Rotorua	146	91.2%	148	91.9%	7	2.1%
Takaka	18	100.0%	15	88.2%	2	5.4%
Taupo	47	85.5%	50	89.3%	3	2.6%
Tauranga	390	93.5%	379	91.5%	12	1.4%
Timaru	44	83.0%	40	74.1%	3	2.7%
Wairoa	4	100.0%	3	100.0%	0	0.0%
Wellington	1,946	86.1%	2,026	89.5%	74	1.6%
Whakatane	25	96.2%	26	96.3%	1	1.9%
Whanganui	70	93.3%	62	83.8%	3	2.0%
Whangarei	95	96.0%	96	96.0%	3	1.5%
Grand Total	**11,083**	**87.7%**	**11,248**	**89.0%**	**358**	**1.4%**

14. Individual domestic competitive jet routes in September 2026

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Auckland - Christchurch	**604**	**603**	**514**	**85.2%**	**496**	**82.3%**	**1**	**0.2%**
Air New Zealand	423	422	360	85.3%	347	82.2%	1	0.2%
Jetstar	181	181	154	85.1%	149	82.3%	0	0.0%
Auckland - Dunedin	**108**	**108**	**97**	**89.8%**	**95**	**88.0%**	**0**	**0.0%**
Air New Zealand	78	78	70	89.7%	69	88.5%	0	0.0%
Jetstar	30	30	27	90.0%	26	86.7%	0	0.0%
Auckland - Queenstown	**335**	**333**	**293**	**88.0%**	**284**	**85.3%**	**2**	**0.6%**
Air New Zealand	249	247	220	89.1%	214	86.6%	2	0.8%
Jetstar	86	86	73	84.9%	70	81.4%	0	0.0%
Auckland - Wellington	**486**	**485**	**411**	**84.7%**	**417**	**86.0%**	**1**	**0.2%**
Air New Zealand	400	399	331	83.0%	337	84.5%	1	0.2%
Jetstar	86	86	80	93.0%	80	93.0%	0	0.0%
Christchurch - Auckland	**607**	**603**	**487**	**80.8%**	**522**	**86.6%**	**4**	**0.7%**
Air New Zealand	426	422	340	80.6%	367	87.0%	4	0.9%
Jetstar	181	181	147	81.2%	155	85.6%	0	0.0%
Christchurch - Hamilton	**60**	**60**	**51**	**85.0%**	**51**	**85.0%**	**0**	**0.0%**
Air New Zealand	30	30	26	86.7%	26	86.7%	0	0.0%
Jetstar	30	30	25	83.3%	25	83.3%	0	0.0%
Christchurch - Wellington	**112**	**112**	**99**	**88.4%**	**103**	**92.0%**	**0**	**0.0%**
Air New Zealand	52	52	44	84.6%	46	88.5%	0	0.0%
Jetstar	60	60	55	91.7%	57	95.0%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Dunedin - Auckland	**108**	**108**	**90**	**83.3%**	**98**	**90.7%**	**0**	**0.0%**
Air New Zealand	78	78	65	83.3%	72	92.3%	0	0.0%
Jetstar	30	30	25	83.3%	26	86.7%	0	0.0%
Hamilton - Christchurch	**60**	**60**	**48**	**80.0%**	**47**	**78.3%**	**0**	**0.0%**
Air New Zealand	30	30	24	80.0%	25	83.3%	0	0.0%
Jetstar	30	30	24	80.0%	22	73.3%	0	0.0%
Queenstown - Auckland	**335**	**331**	**270**	**81.6%**	**295**	**89.1%**	**4**	**1.2%**
Air New Zealand	249	245	210	85.7%	221	90.2%	4	1.6%
Jetstar	86	86	60	69.8%	74	86.0%	0	0.0%
Queenstown - Wellington	**69**	**68**	**52**	**76.5%**	**56**	**82.4%**	**1**	**1.4%**
Air New Zealand	56	55	42	76.4%	47	85.5%	1	1.8%
Jetstar	13	13	10	76.9%	9	69.2%	0	0.0%
Wellington - Auckland	**486**	**483**	**386**	**79.9%**	**397**	**82.2%**	**3**	**0.6%**
Air New Zealand	400	397	313	78.8%	320	80.6%	3	0.8%
Jetstar	86	86	73	84.9%	77	89.5%	0	0.0%
Wellington - Christchurch	**112**	**112**	**107**	**95.5%**	**105**	**93.8%**	**0**	**0.0%**
Air New Zealand	52	52	51	98.1%	50	96.2%	0	0.0%
Jetstar	60	60	56	93.3%	55	91.7%	0	0.0%
Wellington - Queenstown	**69**	**69**	**56**	**81.2%**	**52**	**75.4%**	**0**	**0.0%**
Air New Zealand	56	56	45	80.4%	42	75.0%	0	0.0%
Jetstar	13	13	11	84.6%	10	76.9%	0	0.0%
Grand Total	**3,551**	**3,535**	**2,961**	**83.8%**	**3,018**	**85.4%**	**16**	**0.5%**

15. Individual trans-Tasman routes in September 2026

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Auckland - Brisbane	**245**	**243**	**184**	**75.7%**	**220**	**90.5%**	**2**	**0.8%**
Air New Zealand	99	97	70	72.2%	87	89.7%	2	2.0%
China Airlines	21	21	17	81.0%	21	100.0%	0	0.0%
Jetstar	56	56	33	58.9%	45	80.4%	0	0.0%
Qantas	69	69	64	92.8%	67	97.1%	0	0.0%
Auckland - Gold Coast	**88**	**88**	**76**	**86.4%**	**83**	**94.3%**	**0**	**0.0%**
Air New Zealand	40	40	31	77.5%	37	92.5%	0	0.0%
Jetstar	35	35	32	91.4%	33	94.3%	0	0.0%
Qantas	13	13	13	100.0%	13	100.0%	0	0.0%
Auckland - Melbourne	**242**	**242**	**196**	**81.0%**	**181**	**74.8%**	**0**	**0.0%**
Air New Zealand	98	98	74	75.5%	73	74.5%	0	0.0%
Jetstar	39	39	35	89.7%	30	76.9%	0	0.0%
Qantas	105	105	87	82.9%	78	74.3%	0	0.0%
Auckland - Perth	**57**	**57**	**42**	**73.7%**	**36**	**63.2%**	**0**	**0.0%**
Air New Zealand	44	44	29	65.9%	26	59.1%	0	0.0%
Qantas	13	13	13	100.0%	10	76.9%	0	0.0%
Auckland - Sunshine Coast	**23**	**22**	**18**	**81.8%**	**20**	**90.9%**	**1**	**4.3%**
Air New Zealand	13	12	9	75.0%	11	91.7%	1	7.7%
Jetstar	10	10	9	90.0%	9	90.0%	0	0.0%
Auckland - Sydney	**319**	**316**	**253**	**80.1%**	**256**	**81.0%**	**3**	**0.9%**
Air New Zealand	116	115	84	73.0%	97	84.3%	1	0.9%
Jetstar	36	36	29	80.6%	29	80.6%	0	0.0%
Qantas	167	165	140	84.8%	130	78.8%	2	1.2%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Brisbane - Auckland	**246**	**244**	**196**	**80.3%**	**185**	**75.8%**	**2**	**0.8%**
Air New Zealand	100	98	77	78.6%	81	82.7%	2	2.0%
China Airlines	21	21	21	100.0%	14	66.7%	0	0.0%
Jetstar	56	56	44	78.6%	40	71.4%	0	0.0%
Qantas	69	69	54	78.3%	50	72.5%	0	0.0%
Brisbane - Christchurch	**78**	**78**	**53**	**67.9%**	**46**	**59.0%**	**0**	**0.0%**
Air New Zealand	27	27	17	63.0%	15	55.6%	0	0.0%
Qantas	51	51	36	70.6%	31	60.8%	0	0.0%
Brisbane - Queenstown	**97**	**97**	**88**	**90.7%**	**85**	**87.6%**	**0**	**0.0%**
Air New Zealand	12	12	10	83.3%	11	91.7%	0	0.0%
Jetstar	12	12	12	100.0%	11	91.7%	0	0.0%
Qantas	21	21	15	71.4%	15	71.4%	0	0.0%
Virgin Australia	52	52	51	98.1%	48	92.3%	0	0.0%
Brisbane - Wellington	**48**	**48**	**33**	**68.8%**	**30**	**62.5%**	**0**	**0.0%**
Air New Zealand	27	27	19	70.4%	19	70.4%	0	0.0%
Qantas	21	21	14	66.7%	11	52.4%	0	0.0%
Christchurch - Brisbane	**77**	**77**	**58**	**75.3%**	**64**	**83.1%**	**0**	**0.0%**
Air New Zealand	27	27	19	70.4%	24	88.9%	0	0.0%
Qantas	50	50	39	78.0%	40	80.0%	0	0.0%
Christchurch - Gold Coast	**24**	**23**	**17**	**73.9%**	**23**	**100.0%**	**1**	**4.2%**
Air New Zealand	13	12	8	66.7%	12	100.0%	1	7.7%
Jetstar	11	11	9	81.8%	11	100.0%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Christchurch - Melbourne	**108**	**108**	**94**	**87.0%**	**87**	**80.6%**	**0**	**0.0%**
Air New Zealand	33	33	26	78.8%	27	81.8%	0	0.0%
Jetstar	30	30	30	100.0%	27	90.0%	0	0.0%
Qantas	45	45	38	84.4%	33	73.3%	0	0.0%
Christchurch - Sydney	**127**	**126**	**109**	**86.5%**	**100**	**79.4%**	**1**	**0.8%**
Air New Zealand	37	37	26	70.3%	30	81.1%	0	0.0%
Emirates	30	29	29	100.0%	23	79.3%	1	3.3%
Qantas	60	60	54	90.0%	47	78.3%	0	0.0%
Gold Coast - Auckland	**88**	**88**	**83**	**94.3%**	**81**	**92.0%**	**0**	**0.0%**
Air New Zealand	40	40	35	87.5%	34	85.0%	0	0.0%
Jetstar	35	35	35	100.0%	34	97.1%	0	0.0%
Qantas	13	13	13	100.0%	13	100.0%	0	0.0%
Gold Coast - Christchurch	**24**	**23**	**23**	**100.0%**	**23**	**100.0%**	**1**	**4.2%**
Air New Zealand	13	12	12	100.0%	12	100.0%	1	7.7%
Jetstar	11	11	11	100.0%	11	100.0%	0	0.0%
Melbourne - Auckland	**242**	**242**	**153**	**63.2%**	**177**	**73.1%**	**0**	**0.0%**
Air New Zealand	98	98	59	60.2%	68	69.4%	0	0.0%
Jetstar	39	39	22	56.4%	29	74.4%	0	0.0%
Qantas	105	105	72	68.6%	80	76.2%	0	0.0%
Melbourne - Christchurch	**108**	**108**	**64**	**59.3%**	**85**	**78.7%**	**0**	**0.0%**
Air New Zealand	33	33	17	51.5%	25	75.8%	0	0.0%
Jetstar	30	30	23	76.7%	27	90.0%	0	0.0%
Qantas	45	45	24	53.3%	33	73.3%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Melbourne - Queenstown	**86**	**86**	**51**	**59.3%**	**66**	**76.7%**	**0**	**0.0%**
Air New Zealand	19	19	12	63.2%	15	78.9%	0	0.0%
Jetstar	17	17	6	35.3%	13	76.5%	0	0.0%
Qantas	20	20	13	65.0%	15	75.0%	0	0.0%
Virgin Australia	30	30	20	66.7%	23	76.7%	0	0.0%
Melbourne - Wellington	**60**	**60**	**44**	**73.3%**	**49**	**81.7%**	**0**	**0.0%**
Air New Zealand	28	28	19	67.9%	24	85.7%	0	0.0%
Qantas	32	32	25	78.1%	25	78.1%	0	0.0%
Perth - Auckland	**57**	**56**	**50**	**89.3%**	**51**	**91.1%**	**1**	**1.8%**
Air New Zealand	44	44	39	88.6%	40	90.9%	0	0.0%
Qantas	13	12	11	91.7%	11	91.7%	1	7.7%
Queenstown - Brisbane	**98**	**98**	**73**	**74.5%**	**89**	**90.8%**	**0**	**0.0%**
Air New Zealand	12	12	11	91.7%	12	100.0%	0	0.0%
Jetstar	12	12	9	75.0%	10	83.3%	0	0.0%
Qantas	21	21	12	57.1%	17	81.0%	0	0.0%
Virgin Australia	53	53	41	77.4%	50	94.3%	0	0.0%
Queenstown - Melbourne	**88**	**87**	**60**	**69.0%**	**57**	**65.5%**	**1**	**1.1%**
Air New Zealand	19	19	14	73.7%	13	68.4%	0	0.0%
Jetstar	17	17	15	88.2%	14	82.4%	0	0.0%
Qantas	21	21	11	52.4%	12	57.1%	0	0.0%
Virgin Australia	31	30	20	66.7%	18	60.0%	1	3.2%
Queenstown - Sydney	**148**	**145**	**79**	**54.5%**	**94**	**64.8%**	**3**	**2.0%**
Air New Zealand	20	20	13	65.0%	15	75.0%	0	0.0%
Jetstar	30	28	16	57.1%	17	60.7%	2	6.7%
Qantas	60	60	33	55.0%	40	66.7%	0	0.0%
Virgin Australia	38	37	17	45.9%	22	59.5%	1	2.6%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Sunshine Coast - Auckland	**23**	**22**	**14**	**63.6%**	**14**	**63.6%**	**1**	**4.3%**
Air New Zealand	13	12	9	75.0%	9	75.0%	1	7.7%
Jetstar	10	10	5	50.0%	5	50.0%	0	0.0%
Sydney - Auckland	**317**	**315**	**204**	**64.8%**	**201**	**63.8%**	**2**	**0.6%**
Air New Zealand	115	114	70	61.4%	74	64.9%	1	0.9%
Jetstar	35	35	26	74.3%	24	68.6%	0	0.0%
Qantas	167	166	108	65.1%	103	62.0%	1	0.6%
Sydney - Christchurch	**127**	**126**	**61**	**48.4%**	**65**	**51.6%**	**1**	**0.8%**
Air New Zealand	37	37	19	51.4%	23	62.2%	0	0.0%
Emirates	30	29	5	17.2%	7	24.1%	1	3.3%
Qantas	60	60	37	61.7%	35	58.3%	0	0.0%
Sydney - Queenstown	**148**	**148**	**102**	**68.9%**	**103**	**69.6%**	**0**	**0.0%**
Air New Zealand	20	20	15	75.0%	15	75.0%	0	0.0%
Jetstar	30	30	22	73.3%	21	70.0%	0	0.0%
Qantas	60	60	43	71.7%	46	76.7%	0	0.0%
Virgin Australia	38	38	22	57.9%	21	55.3%	0	0.0%
Sydney - Wellington	**85**	**84**	**63**	**75.0%**	**61**	**72.6%**	**1**	**1.2%**
Air New Zealand	25	25	18	72.0%	20	80.0%	0	0.0%
Qantas	60	59	45	76.3%	41	69.5%	1	1.7%
Wellington - Brisbane	**48**	**48**	**25**	**52.1%**	**35**	**72.9%**	**0**	**0.0%**
Air New Zealand	27	27	13	48.1%	19	70.4%	0	0.0%
Qantas	21	21	12	57.1%	16	76.2%	0	0.0%
Wellington - Melbourne	**60**	**60**	**52**	**86.7%**	**46**	**76.7%**	**0**	**0.0%**
Air New Zealand	28	28	27	96.4%	24	85.7%	0	0.0%
Qantas	32	32	25	78.1%	22	68.8%	0	0.0%

Route	Sectors Scheduled	Sectors Flown	Departures OT (No.)	Departures OT (%)	Arrivals OT (No.)	Arrivals OT (%)	Cancellations (No.)	Cancellations (%)
Wellington - Sydney	**85**	**84**	**73**	**86.9%**	**70**	**83.3%**	**1**	**1.2%**
Air New Zealand	25	25	20	80.0%	23	92.0%	0	0.0%
Qantas	60	59	53	89.8%	47	79.7%	1	1.7%
Grand Total	**3,671**	**3,649**	**2,691**	**73.7%**	**2,783**	**76.3%**	**22**	**0.6%**

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