



**MINISTRY OF TRANSPORT**  
TE MANATŪ WAKA

# Aviation on-time performance: April 2026

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## 1. Introduction

The Ministry of Transport (the Ministry) reports monthly on airlines' on-time performance (OTP).

A key part of the Ministry's stewardship role is to use data and evidence to build greater transparency of aviation system performance.

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

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

## 2. About OTP

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

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

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

Examples of factors that can affect OTP for flights include:

- adverse meteorological conditions affecting flights, such as high winds, fog, low visibility, snow, heavy rain, volcanic ash
- seasonal weather variations
- technical issues with the aircraft
- congested airspace
- airport tarmac traffic
- late arrival of other aircraft, passengers or connecting crew
- staffing issues across the aviation ecosystem (including airlines, airports, air traffic control)
- security concerns or processing delays
- supplier challenges related to fuelling, catering, digital outages, and baggage systems which can affect processing and loading of luggage
- delays in processing international passengers through border checks.

## 3. Coverage

### Domestic regional services

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

In April 2026, the routes included in the domestic regional sections were served by the following domestic airlines:

- Air New Zealand
- Golden Bay Air

- Sunair Aviation.

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

Unlike the reporting on domestic jet services and trans-Tasman services, reporting on domestic regional services includes routes where there is only one airline operating on that route. There were 88 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 (7x2 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, with the addition of Jetstar. This month's OTP by region is based on data from Air New Zealand, Jetstar, Golden Bay and Sunair.

## How Air New Zealand's domestic OTP data is treated

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

- All Air New Zealand turboprop services are covered in the domestic regional section.
- Jet services are covered in the domestic jet section if they meet the criteria for inclusion (that is, they are jet services between Auckland, Hamilton, Wellington, Christchurch, Dunedin and Queenstown on routes served by more than one airline with jets).
- Any other Air New Zealand jet services are included in the domestic regional section. For example, the domestic regional section includes Air New Zealand routes that are flown by jet aircraft, but that do not meet the criteria for inclusion in the domestic jet section of this report because the routes are served only by Air New Zealand jet services.
- Section 14 – which breaks down OTP by region – includes **all** Air New Zealand and Jetstar domestic services regardless of aircraft type.

## Trans-Tasman

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

This report includes data from the following airlines:

- Air New Zealand
- China Airlines
- China Eastern Airlines
- Emirates
- Jetstar
- Qantas
- Solomon Airlines
- Virgin Australia.

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

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

## 4. Reports

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

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

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

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

## 5. Definitions

Term	Definition
<b>On time arrival</b>	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.
<b>On time departure</b>	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.
<b>Cancellation</b>	<p>A flight removed from service within 7 days of scheduled departure is regarded as a cancellation.</p> <p>The cancellation window starts at midnight 7 days before the flight.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• If it is cancelled at or before 23:59 on the Monday prior, it will not be counted as a cancellation.</li> </ul>
<b>Diversion</b>	<p>A diversion is when an aircraft departs from its scheduled departure port but arrives at a different airport to the scheduled port.</p> <p>Diverted services are recorded against the scheduled route as an on-time or late departure (depending on their actual departure time) and as a late arrival.</p> <p>Any subsequent flight from the diversion airport to the scheduled port and serving only diverted passengers is excluded from OTP reporting.</p>

<b>Term</b>	<b>Definition</b>
<b>On time departure percentage</b>	The percentage of on-time departures is measured against the number of departures operated on any particular sector.
<b>On time arrival percentage</b>	The percentage of on-time arrivals is measured against the number of arrivals operated on any particular sector.
<b>Cancellation percentage</b>	The percentage of cancellations is measured against the number of services scheduled on any particular sector.

## 6. Caveats and limitations of the data

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

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

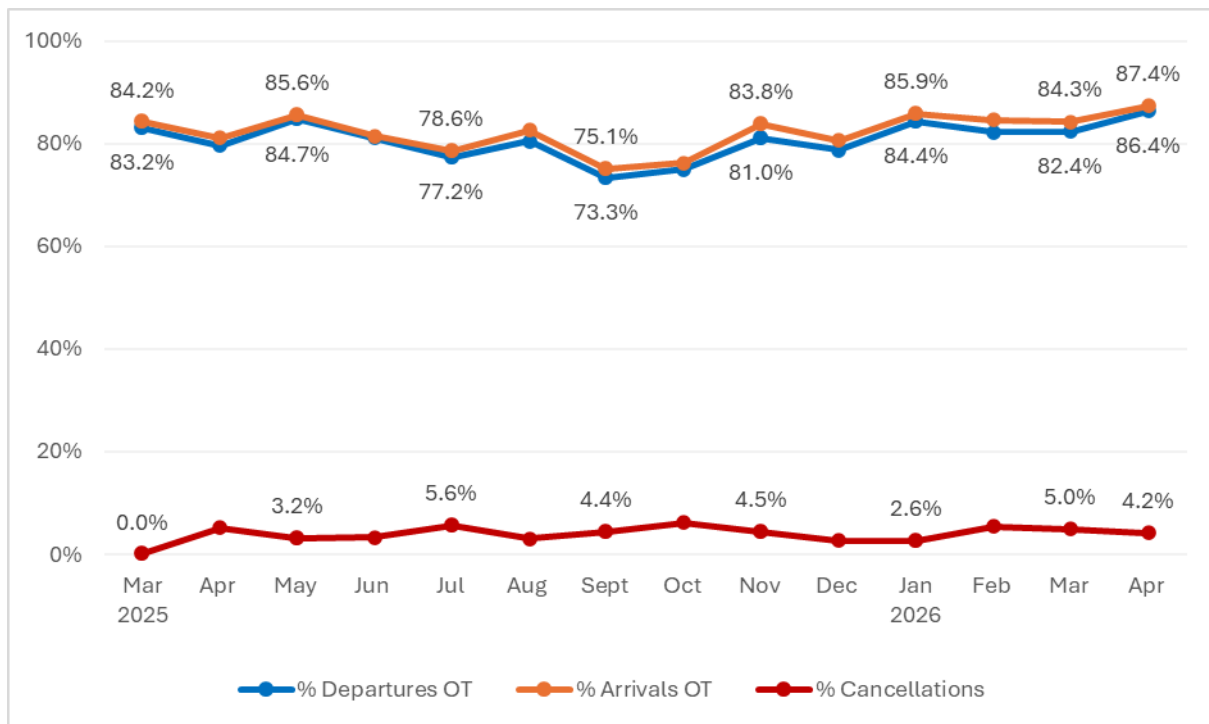
Care should be taken when interpreting OTP for airlines that fly 20 or fewer sectors per month. Due to the small number of flights any delay or cancellation will vary their overall OTP considerably.

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

## 7. Industry OTP for domestic regional routes in April 2026

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

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

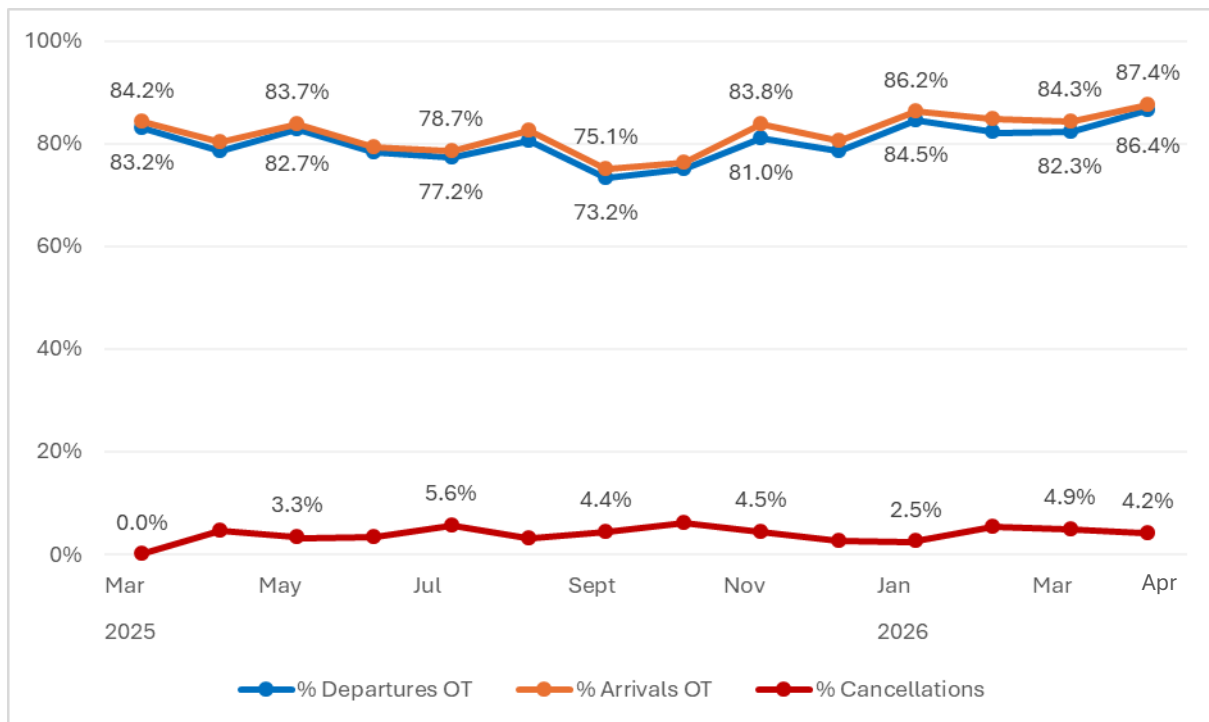


## 8. Airlines' OTP on domestic regional routes in April 2026

### Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 86.4 percent for on-time departures and 87.4 percent for on-time arrivals. The cancellation rate for the month was 4.2 percent.

Services were most affected by weather, particularly in Napier, Tauranga, Rotorua, Gisborne and Wellington as well as later in the month with Wellington weather, Auckland fog and New Plymouth crosswinds. This performance was supported by a turboprop schedule designed with greater resilience, alongside an ongoing operational review to help the network recover more quickly from disruption.

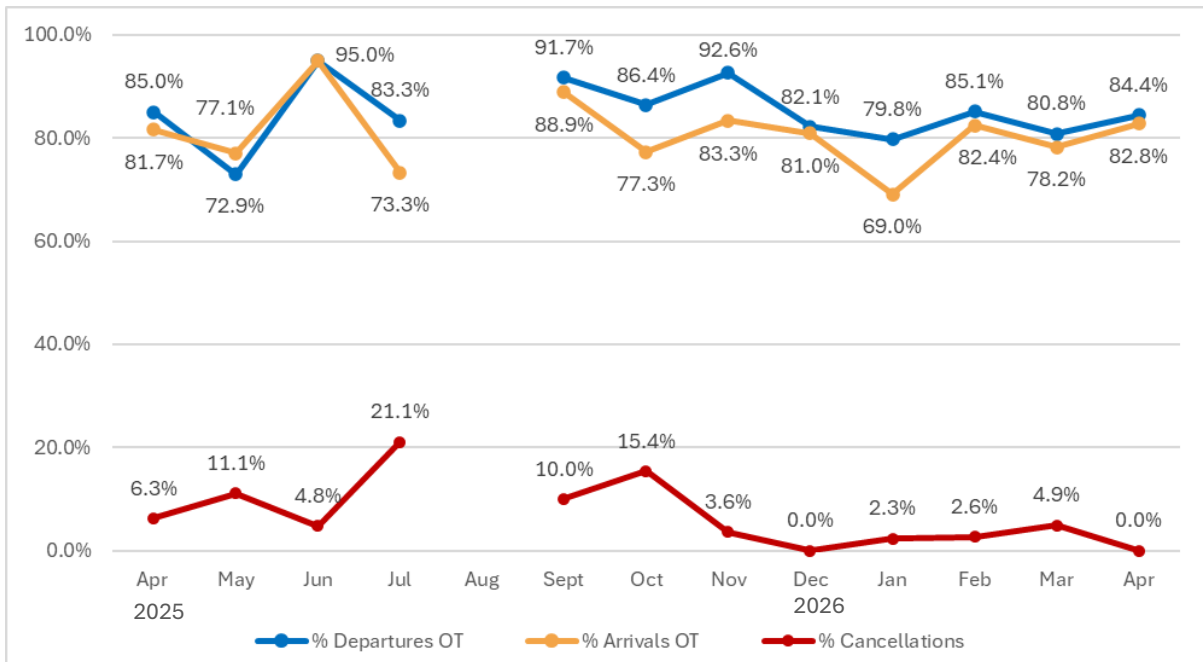


## Golden Bay Air

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

Golden Bay Air's OTP for its domestic regional routes was 84.4 percent for on-time departures and 82.8 percent for on-time arrivals for April 2026. The cancellation rate for the month was 0.0 percent.

Delays were due to weather and fuel uplift. There was also a gate delay, late inbound flight, ground equipment fault and a passenger delay.



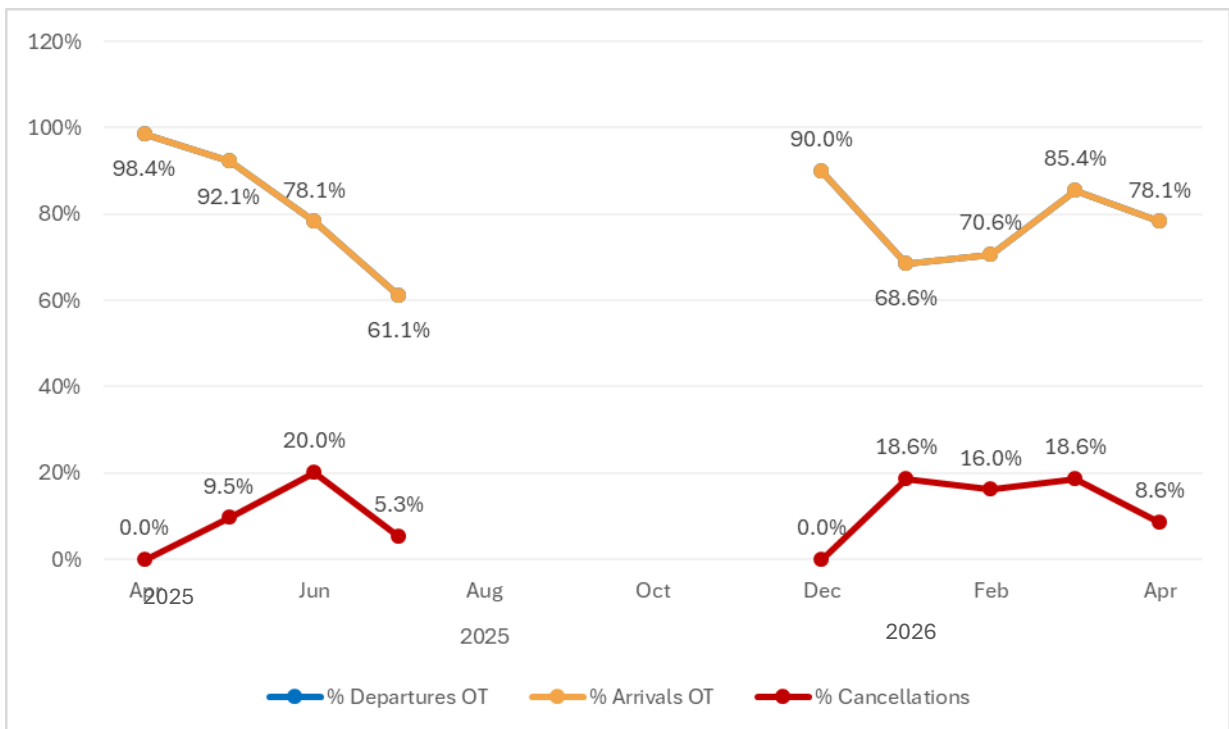
## Sunair Aviation

Sunair Aviation resumed operations in December 2025 following a pause in services since July 2025. In April, Sunair Aviation’s OTP for its domestic regional routes was 78.1 percent for both on-time departures and arrivals. The cancellation rate for the month was 8.6 percent.

Sunair operates small 4- to 6-seater aircraft. If no passengers book a flight on a given day, the service is not operated. Flights that were advertised but not operated because there were no bookings have been omitted from Sunair’s on-time performance 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.

Delays and cancellations were due to bad weather and scheduling.



## 9. Industry OTP for domestic jet routes in April 2026

For April 2026, OTP for all domestic jet routes where more than one airline operated jets on that route (see page 5) was 77.0 percent for on-time departures and 78.2 percent for on-time arrivals. The cancellation rate for the month was 1.8 percent.

The route with the highest OTP for departures in April 2026 was Wellington – Christchurch, with 81.3 percent of flights departing on time. Wellington – Christchurch also had the highest OTP for arrivals, with 84.8 percent of flights arriving on time.

Cancellations were highest on the Hamilton – Christchurch route, with 3.3 percent of services cancelled.

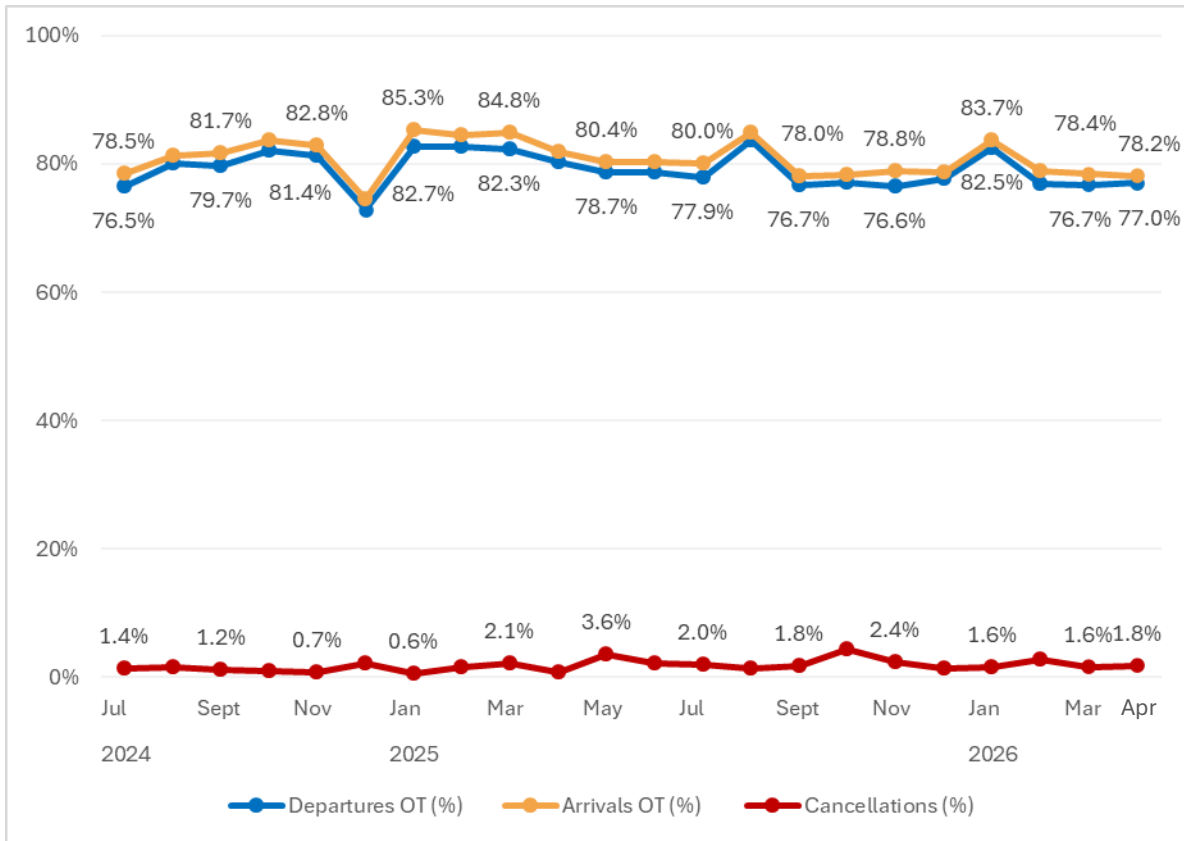
### Both airlines' OTP, domestic jets, April 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,944	3,873	2,982	77.0%	3,027	78.2%	70	1.8%

### Domestic jet routes ranked by OTP, April 2026

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Wellington - Christchurch	81.3%	Wellington - Christchurch	84.8%	Hamilton - Christchurch	3.3%
Auckland - Wellington	81.2%	Auckland - Wellington	83.6%	Auckland - Wellington	2.7%
Auckland - Queenstown	80.5%	Wellington - Queenstown	81.7%	Wellington - Auckland	2.5%
Christchurch - Wellington	79.5%	Auckland - Queenstown	81.4%	Christchurch - Auckland	2.1%
Queenstown - Wellington	78.9%	Queenstown - Wellington	80.3%	Christchurch - Hamilton	1.7%
Christchurch - Hamilton	78.0%	Christchurch - Wellington	78.6%	Queenstown - Auckland	1.6%
Wellington - Queenstown	77.5%	Christchurch - Hamilton	78.0%	Dunedin - Auckland	1.6%
Wellington - Auckland	77.1%	Auckland - Dunedin	77.4%	Auckland - Christchurch	1.6%
Queenstown - Auckland	76.9%	Christchurch - Auckland	77.4%	Auckland - Queenstown	1.4%
Dunedin - Auckland	75.6%	Queenstown - Auckland	76.6%	Auckland - Dunedin	0.8%
Christchurch - Auckland	75.5%	Wellington - Auckland	76.3%	Wellington - Christchurch	0.0%
Auckland - Christchurch	74.5%	Auckland - Christchurch	75.9%	Wellington - Queenstown	0.0%
Auckland - Dunedin	73.4%	Dunedin - Auckland	73.2%	Queenstown - Wellington	0.0%
Hamilton - Christchurch	63.8%	Hamilton - Christchurch	69.0%	Christchurch - Wellington	0.0%
<b>Overall %</b>	<b>77.0%</b>		<b>78.2%</b>		<b>1.8%</b>

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

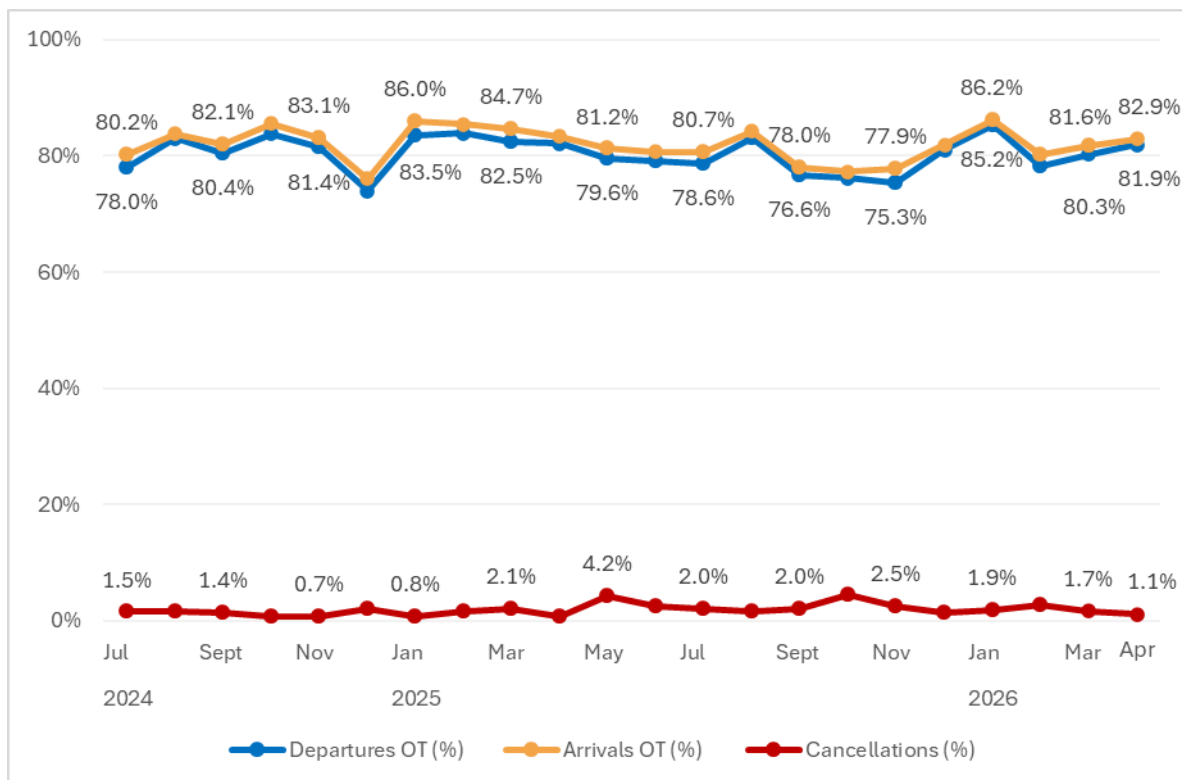


## 10. Airlines' OTP for domestic jet routes in April 2026

In April 2026, Air New Zealand recorded 81.9 percent for on-time departures, and Jetstar 65.7 percent. For on-time arrivals, Air New Zealand recorded 82.9 percent, and Jetstar recorded 67.2 percent. Air New Zealand's cancellation rate was 1.1 percent and Jetstar's was 3.2 percent.

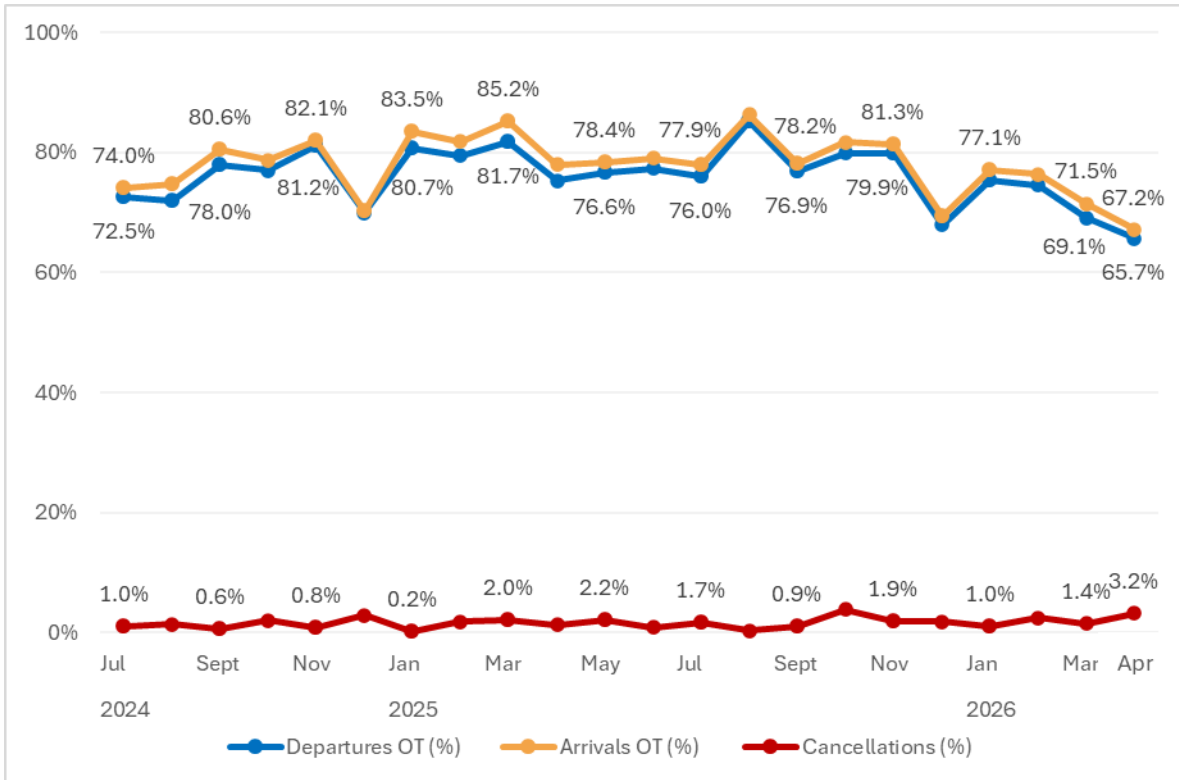
### Air New Zealand

Air New Zealand's domestic jet services were affected by weather events in Auckland and Wellington in the second half of the month.



## Jetstar

Jetstar reported delays were mainly caused by boarding and disembarkation related issues, including those related to weather, air traffic control ground movement holdings and consequential delays due to late arrival of inbound aircraft.



## 11. Industry OTP for trans-Tasman routes in April 2026

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

For April 2026, OTP across all trans-Tasman routes covered by this report was 70.1 percent for on-time departures and 74.0 percent for on-time arrivals. The cancellation rate for the month was 0.8 percent.

Brisbane – Queenstown was the route with the highest OTP for departures in April 2026, with 92.7 percent. Queenstown – Brisbane had the highest OTP for arrivals, with 95.2 percent.

Cancellations were highest on the Queenstown – Brisbane route in April 2026, with 4.5 percent of services cancelled.

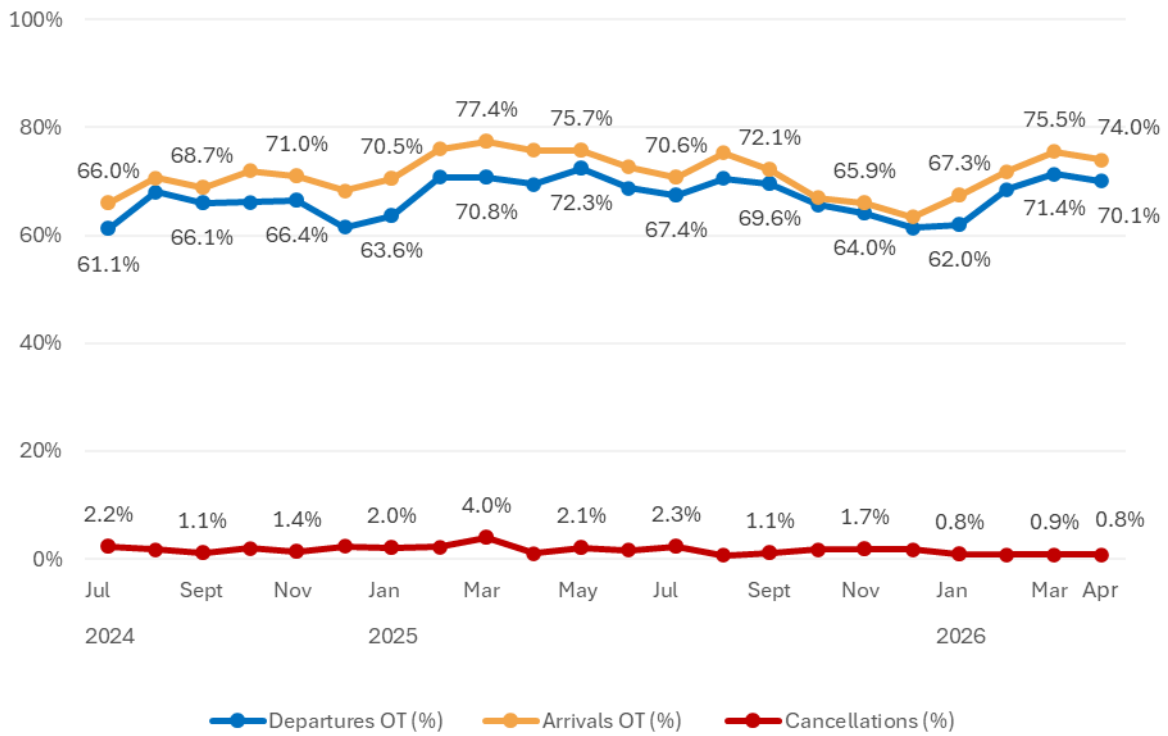
### All airlines' OTP, April 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,772	3,741	2,621	70.1%	2,769	74.0%	31	0.8%

### Top 5 trans-Tasman routes for OTP, April 2026

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Brisbane - Queenstown	92.7%	Queenstown - Brisbane	95.2%	Queenstown - Brisbane	4.5%
Queenstown - Brisbane	90.5%	Christchurch - Brisbane	91.0%	Auckland - Perth	3.9%
Gold Coast - Christchurch	82.1%	Wellington - Melbourne	89.7%	Perth - Auckland	3.8%
Gold Coast - Auckland	80.6%	Christchurch - Gold Coast	89.3%	Brisbane - Queenstown	2.4%
Christchurch – Melbourne	80.0%	Brisbane - Queenstown	87.8%	Christchurch - Sydney	2.1%
Perth - Auckland					

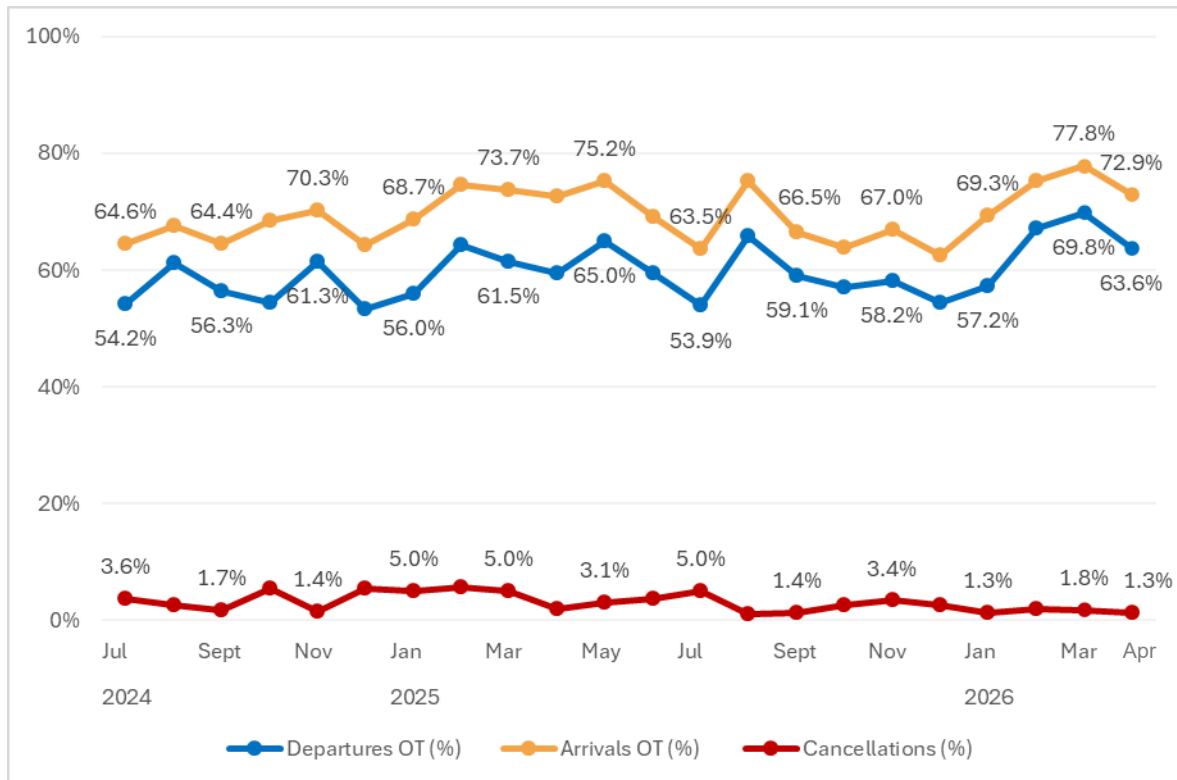
### Trans-Tasman OTP trends, all airlines, all reported routes



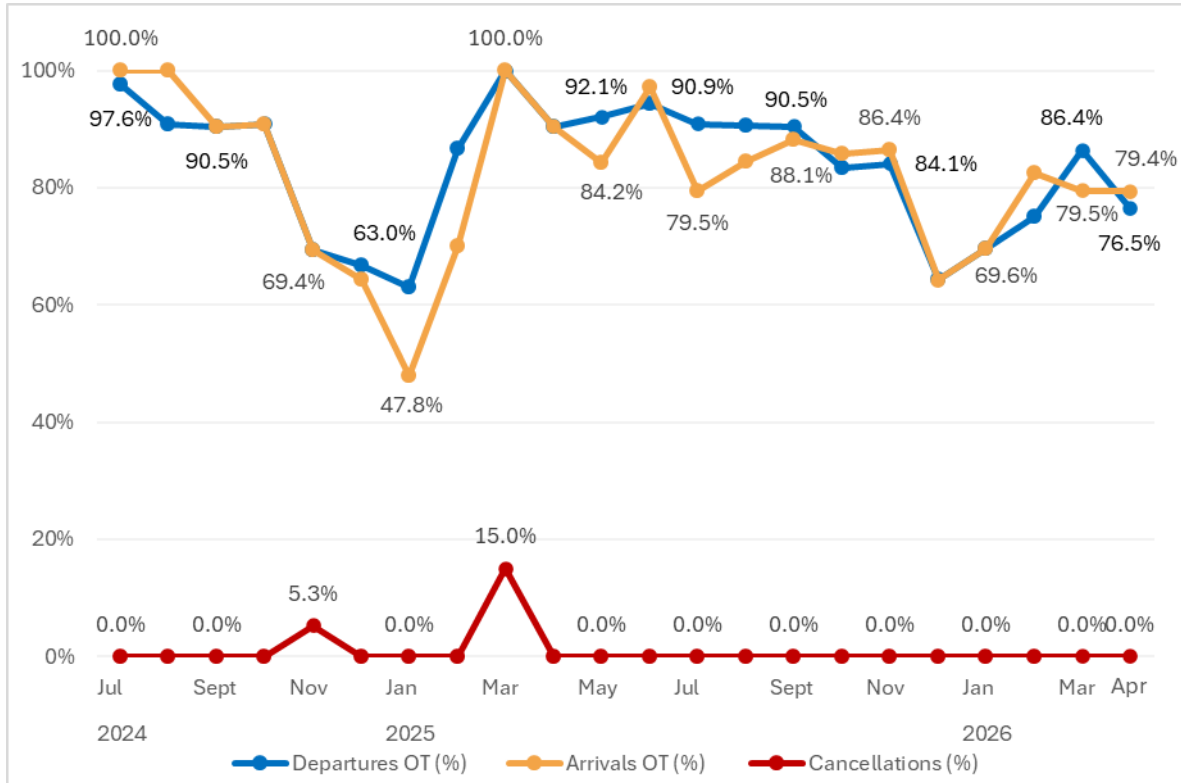
## 12. Airlines' OTP for trans-Tasman routes in April 2026

### Air New Zealand

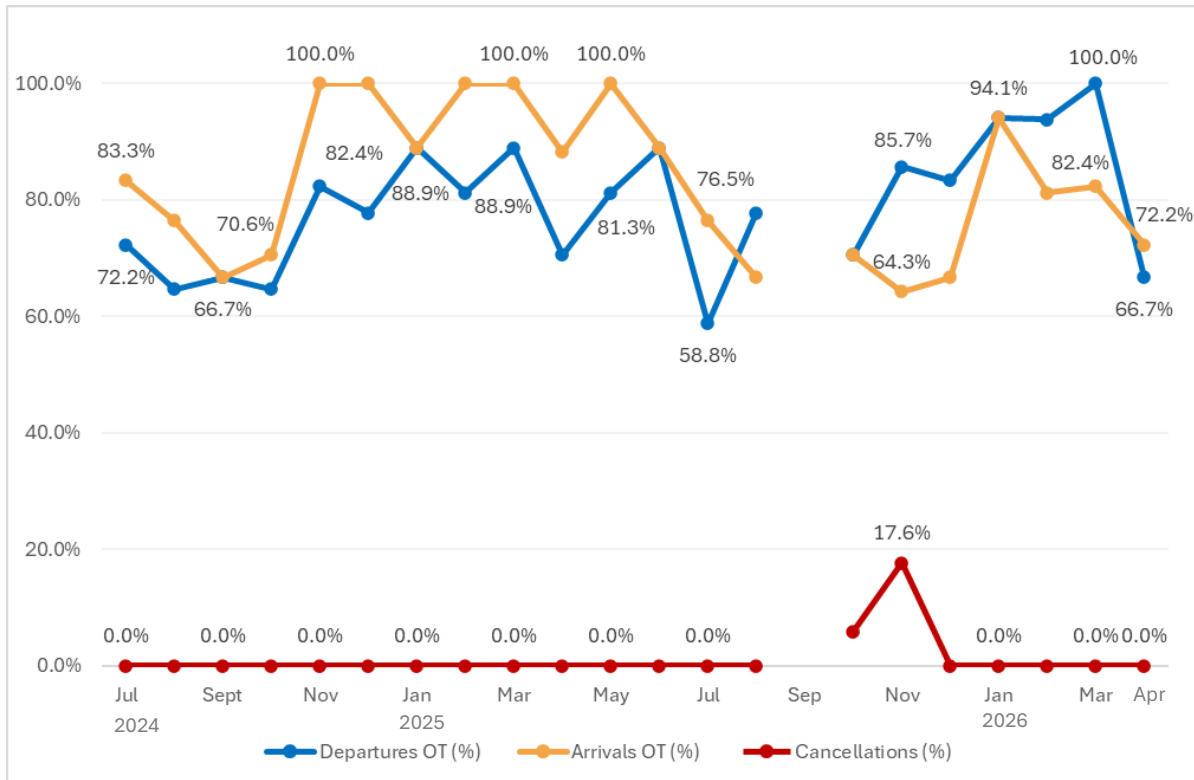
Some trans-Tasman services were affected by delays earlier in the operating day, which flowed through to later or return flights. The focus remained on operating scheduled services where possible, while recovering the schedule and reducing further disruption for customers.



## China Airlines

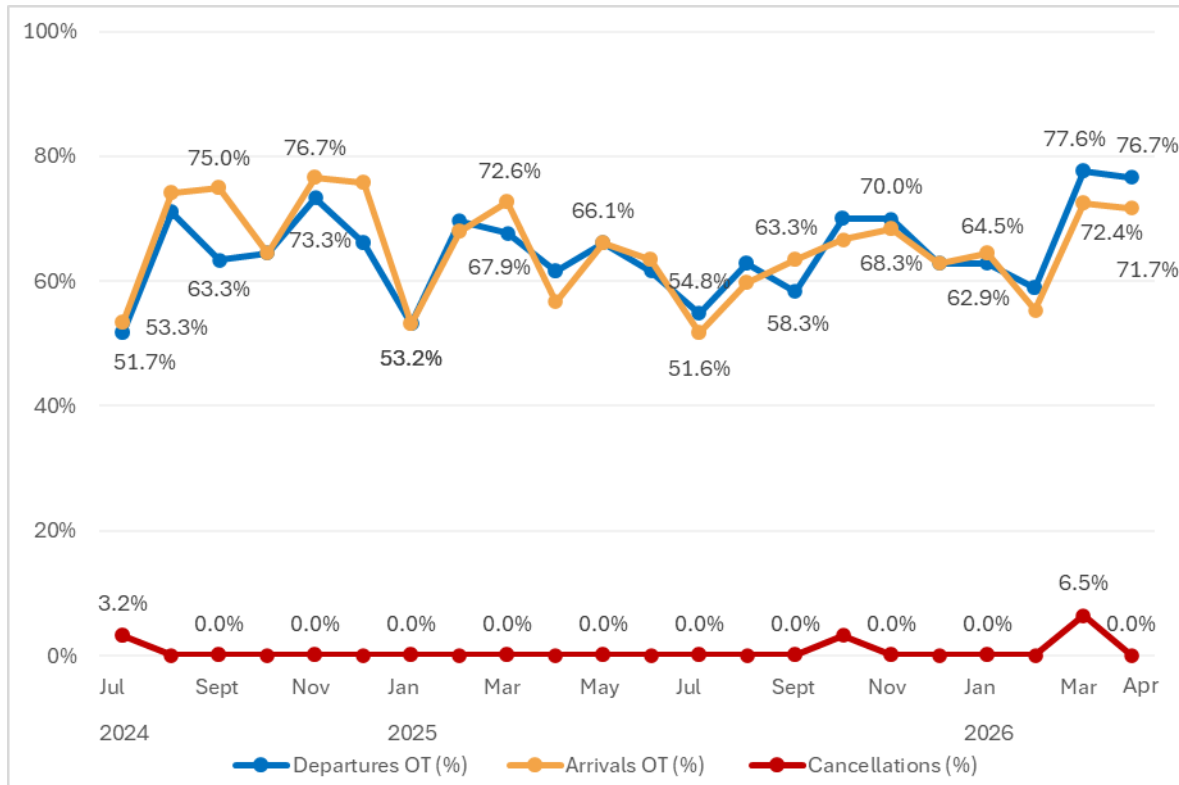


## China Eastern Airlines



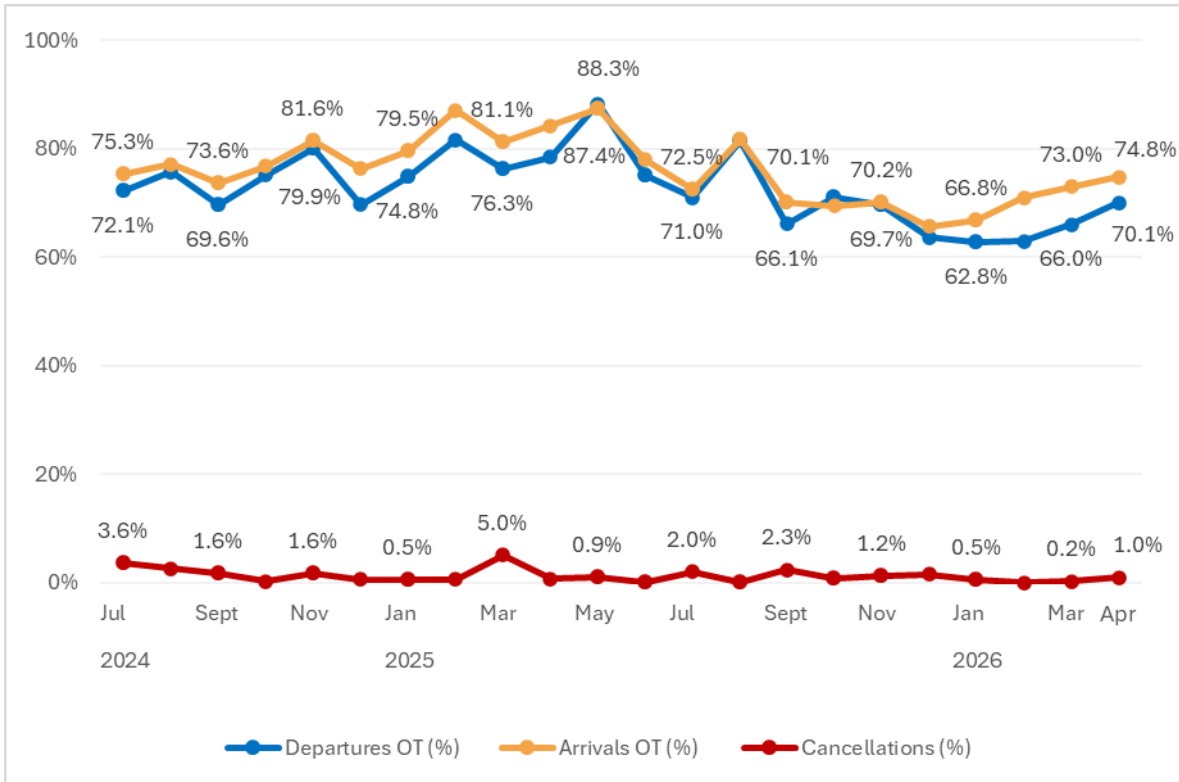
## Emirates

Emirates reported the only notable issue was for one flight due to engineering requirements at Dubai Airport.



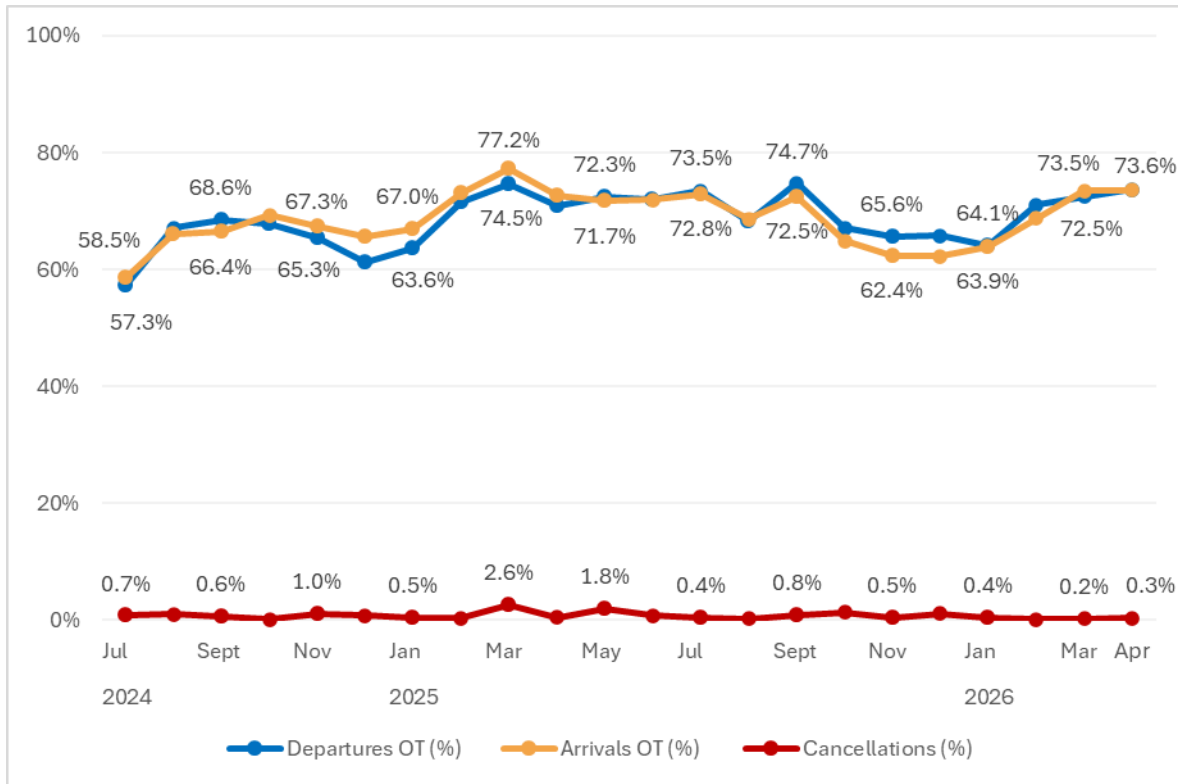
## Jetstar

Jetstar reports that its trans-Tasman OTP were affected by consequential delays due to late arrival of inbound aircraft (including due to tarmac congestion at Sydney airport), gate availability and limitations at Auckland airport, and air traffic control ground movement holding at Auckland airport.



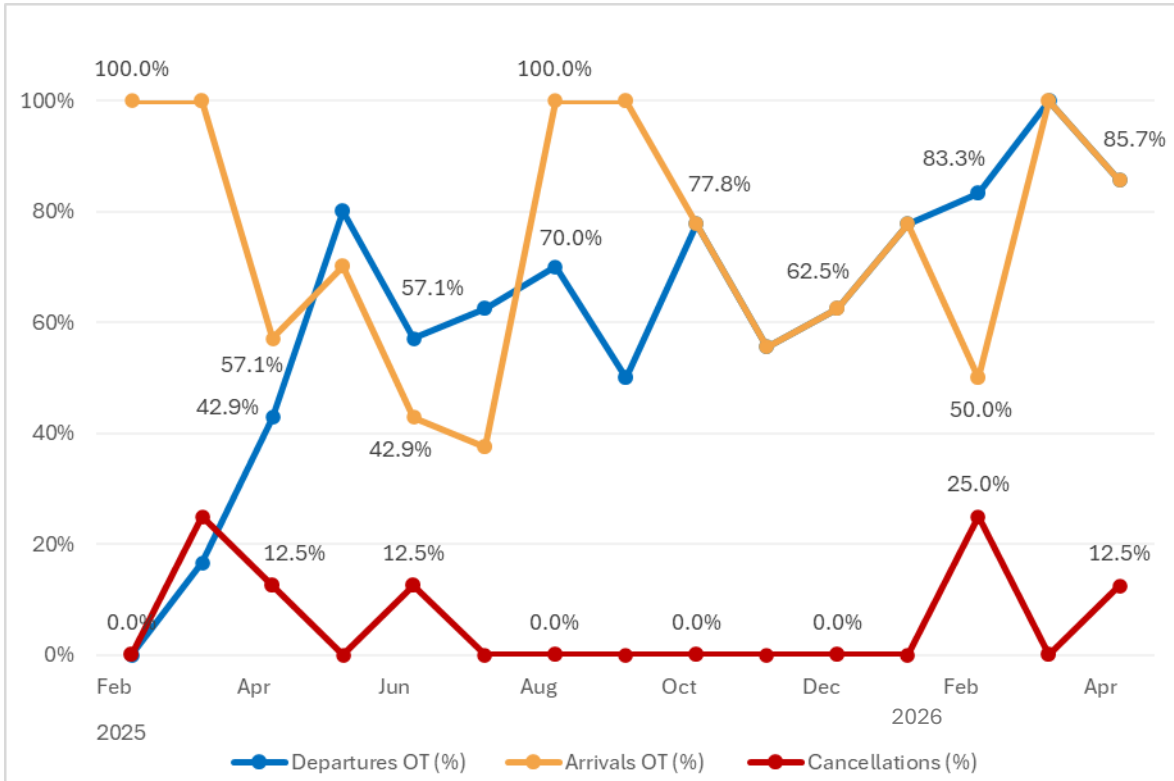
## Qantas

Qantas reports that seasonal weather disruption (storms) contributed to delays during the period. Industry congestion, exacerbated by weather conditions, led to air traffic flow management delays and air traffic control gate holding. Late-arriving inbound aircraft due to weather-related delays led to consequential boarding and ramp delays as services operated off schedule. There were also seasonal boarding delays driven by the increased passenger numbers during the holiday period.

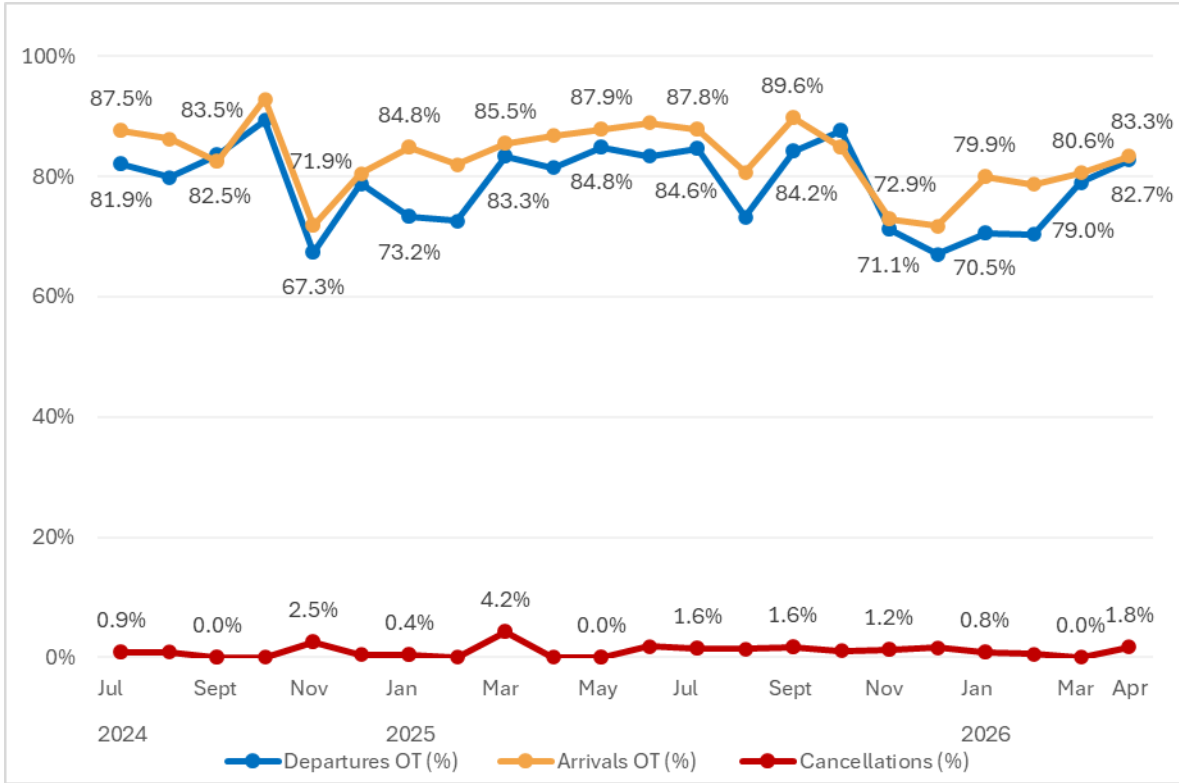


## Solomon Airlines

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



## Virgin Australia



## 13. Individual domestic regional routes in April 2026

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Auckland - Blenheim</b>		<b>120</b>	<b>116</b>	<b>95</b>	<b>81.9%</b>	<b>95</b>	<b>81.9%</b>	<b>4</b>	<b>3.3%</b>
	Air New Zealand	120	116	95	81.9%	95	81.9%	4	3.3%
<b>Auckland - Gisborne</b>		<b>131</b>	<b>123</b>	<b>97</b>	<b>78.9%</b>	<b>106</b>	<b>86.2%</b>	<b>8</b>	<b>6.1%</b>
	Air New Zealand	131	123	97	78.9%	106	86.2%	8	6.1%
<b>Auckland - Hawke's Bay</b>		<b>273</b>	<b>255</b>	<b>218</b>	<b>85.5%</b>	<b>222</b>	<b>87.1%</b>	<b>18</b>	<b>6.6%</b>
	Air New Zealand	273	255	218	85.5%	222	87.1%	18	6.6%
<b>Auckland - Invercargill</b>		<b>19</b>	<b>19</b>	<b>18</b>	<b>94.7%</b>	<b>19</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>
	Air New Zealand	19	19	18	94.7%	19	100.0%	0	0.0%
<b>Auckland - Kerikeri</b>		<b>121</b>	<b>118</b>	<b>91</b>	<b>77.1%</b>	<b>97</b>	<b>82.2%</b>	<b>3</b>	<b>2.5%</b>
	Air New Zealand	121	118	91	77.1%	97	82.2%	3	2.5%
<b>Auckland - Nelson</b>		<b>320</b>	<b>312</b>	<b>257</b>	<b>82.4%</b>	<b>279</b>	<b>89.4%</b>	<b>8</b>	<b>2.5%</b>
	Air New Zealand	320	312	257	82.4%	279	89.4%	8	2.5%
<b>Auckland - New Plymouth</b>		<b>174</b>	<b>166</b>	<b>138</b>	<b>83.1%</b>	<b>139</b>	<b>83.7%</b>	<b>8</b>	<b>4.6%</b>
	Air New Zealand	174	166	138	83.1%	139	83.7%	8	4.6%
<b>Auckland - Palmerston North</b>		<b>244</b>	<b>236</b>	<b>189</b>	<b>80.1%</b>	<b>201</b>	<b>85.2%</b>	<b>8</b>	<b>3.3%</b>
	Air New Zealand	244	236	189	80.1%	201	85.2%	8	3.3%
<b>Auckland - Rotorua</b>		<b>52</b>	<b>48</b>	<b>38</b>	<b>79.2%</b>	<b>36</b>	<b>75.0%</b>	<b>4</b>	<b>7.7%</b>
	Air New Zealand	52	48	38	79.2%	36	75.0%	4	7.7%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Auckland - Taupo</b>		<b>55</b>	<b>48</b>	<b>40</b>	<b>83.3%</b>	<b>43</b>	<b>89.6%</b>	<b>7</b>	<b>12.7%</b>
	Air New Zealand	55	48	40	83.3%	43	89.6%	7	12.7%
<b>Auckland - Tauranga</b>		<b>220</b>	<b>209</b>	<b>178</b>	<b>85.2%</b>	<b>178</b>	<b>85.2%</b>	<b>11</b>	<b>5.0%</b>
	Air New Zealand	220	209	178	85.2%	178	85.2%	11	5.0%
<b>Auckland - Whangarei</b>		<b>97</b>	<b>94</b>	<b>78</b>	<b>83.0%</b>	<b>81</b>	<b>86.2%</b>	<b>3</b>	<b>3.1%</b>
	Air New Zealand	97	94	78	83.0%	81	86.2%	3	3.1%
<b>Blenheim - Auckland</b>		<b>120</b>	<b>115</b>	<b>95</b>	<b>82.6%</b>	<b>93</b>	<b>80.9%</b>	<b>5</b>	<b>4.2%</b>
	Air New Zealand	120	115	95	82.6%	93	80.9%	5	4.2%
<b>Blenheim - Wellington</b>		<b>88</b>	<b>83</b>	<b>69</b>	<b>83.1%</b>	<b>66</b>	<b>79.5%</b>	<b>5</b>	<b>5.7%</b>
	Air New Zealand	88	83	69	83.1%	66	79.5%	5	5.7%
<b>Christchurch - Dunedin</b>		<b>156</b>	<b>156</b>	<b>140</b>	<b>89.7%</b>	<b>146</b>	<b>93.6%</b>	<b>0</b>	<b>0.0%</b>
	Air New Zealand	156	156	140	89.7%	146	93.6%	0	0.0%
<b>Christchurch - Hamilton</b>		<b>65</b>	<b>64</b>	<b>56</b>	<b>87.5%</b>	<b>54</b>	<b>84.4%</b>	<b>1</b>	<b>1.5%</b>
	Air New Zealand	65	64	56	87.5%	54	84.4%	1	1.5%
<b>Christchurch - Hawke's Bay</b>		<b>88</b>	<b>84</b>	<b>78</b>	<b>92.9%</b>	<b>76</b>	<b>90.5%</b>	<b>4</b>	<b>4.5%</b>
	Air New Zealand	88	84	78	92.9%	76	90.5%	4	4.5%
<b>Christchurch - Hokitika</b>		<b>52</b>	<b>49</b>	<b>41</b>	<b>83.7%</b>	<b>42</b>	<b>85.7%</b>	<b>3</b>	<b>5.8%</b>
	Air New Zealand	52	49	41	83.7%	42	85.7%	3	5.8%
<b>Christchurch - Invercargill</b>		<b>165</b>	<b>165</b>	<b>150</b>	<b>90.9%</b>	<b>154</b>	<b>93.3%</b>	<b>0</b>	<b>0.0%</b>
	Air New Zealand	165	165	150	90.9%	154	93.3%	0	0.0%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
<b>Christchurch - Nelson</b>	<b>152</b>	<b>152</b>	<b>137</b>	<b>90.1%</b>	<b>140</b>	<b>92.1%</b>	<b>0</b>	<b>0.0%</b>	
Air New Zealand	152	152	137	90.1%	140	92.1%	0	0.0%	
<b>Christchurch - New Plymouth</b>	<b>57</b>	<b>54</b>	<b>49</b>	<b>90.7%</b>	<b>49</b>	<b>90.7%</b>	<b>3</b>	<b>5.3%</b>	
Air New Zealand	57	54	49	90.7%	49	90.7%	3	5.3%	
<b>Christchurch - Palmerston North</b>	<b>119</b>	<b>118</b>	<b>109</b>	<b>92.4%</b>	<b>111</b>	<b>94.1%</b>	<b>1</b>	<b>0.8%</b>	
Air New Zealand	119	118	109	92.4%	111	94.1%	1	0.8%	
<b>Christchurch - Queenstown</b>	<b>120</b>	<b>120</b>	<b>110</b>	<b>91.7%</b>	<b>108</b>	<b>90.0%</b>	<b>0</b>	<b>0.0%</b>	
Air New Zealand	120	120	110	91.7%	108	90.0%	0	0.0%	
<b>Christchurch - Rotorua</b>	<b>62</b>	<b>60</b>	<b>52</b>	<b>86.7%</b>	<b>54</b>	<b>90.0%</b>	<b>2</b>	<b>3.2%</b>	
Air New Zealand	62	60	52	86.7%	54	90.0%	2	3.2%	
<b>Christchurch - Tauranga</b>	<b>96</b>	<b>93</b>	<b>84</b>	<b>90.3%</b>	<b>86</b>	<b>92.5%</b>	<b>3</b>	<b>3.1%</b>	
Air New Zealand	96	93	84	90.3%	86	92.5%	3	3.1%	
<b>Christchurch - Wellington</b>	<b>369</b>	<b>357</b>	<b>328</b>	<b>91.9%</b>	<b>325</b>	<b>91.0%</b>	<b>12</b>	<b>3.3%</b>	
Air New Zealand	369	357	328	91.9%	325	91.0%	12	3.3%	
<b>Dunedin - Christchurch</b>	<b>155</b>	<b>154</b>	<b>138</b>	<b>89.6%</b>	<b>141</b>	<b>91.6%</b>	<b>1</b>	<b>0.6%</b>	
Air New Zealand	155	154	138	89.6%	141	91.6%	1	0.6%	
<b>Dunedin - Wellington</b>	<b>69</b>	<b>68</b>	<b>63</b>	<b>92.6%</b>	<b>61</b>	<b>89.7%</b>	<b>1</b>	<b>1.4%</b>	
Air New Zealand	69	68	63	92.6%	61	89.7%	1	1.4%	
<b>Gisborne - Auckland</b>	<b>131</b>	<b>124</b>	<b>108</b>	<b>87.1%</b>	<b>109</b>	<b>87.9%</b>	<b>7</b>	<b>5.3%</b>	
Air New Zealand	131	124	108	87.1%	109	87.9%	7	5.3%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
<b>Gisborne - Hamilton</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>100.0%</b>	<b>3</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	3	3	3	100.0%	3	100.0%	0	0.0%	
<b>Gisborne - Hawke's Bay</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>50.0%</b>	<b>2</b>	<b>50.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	4	4	2	50.0%	2	50.0%	0	0.0%	
<b>Gisborne - Wellington</b>	<b>55</b>	<b>50</b>	<b>47</b>	<b>94.0%</b>	<b>48</b>	<b>96.0%</b>	<b>5</b>	<b>9.1%</b>	
Air New Zealand	55	50	47	94.0%	48	96.0%	5	9.1%	
<b>Great Barrier Island - Tauranga</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>100.0%</b>	<b>2</b>	<b>100.0%</b>	<b>1</b>	<b>33.3%</b>	
Sunair Aviation	3	2	2	100.0%	2	100.0%	1	33.3%	
<b>Great Barrier Island - Whitianga</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>100.0%</b>	<b>1</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%	
<b>Hamilton - Christchurch</b>	<b>65</b>	<b>60</b>	<b>51</b>	<b>85.0%</b>	<b>53</b>	<b>88.3%</b>	<b>5</b>	<b>7.7%</b>	
Air New Zealand	65	60	51	85.0%	53	88.3%	5	7.7%	
<b>Hamilton - Gisborne</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>100.0%</b>	<b>2</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%	
<b>Hamilton - Hawke's Bay</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%	
<b>Hamilton - Wellington</b>	<b>127</b>	<b>120</b>	<b>104</b>	<b>86.7%</b>	<b>107</b>	<b>89.2%</b>	<b>7</b>	<b>5.5%</b>	
Air New Zealand	127	120	104	86.7%	107	89.2%	7	5.5%	
<b>Hamilton - Whangarei</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>100.0%</b>	<b>1</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Hawke's Bay - Auckland</b>		<b>275</b>	<b>255</b>	<b>217</b>	<b>85.1%</b>	<b>214</b>	<b>83.9%</b>	<b>18</b>	<b>6.5%</b>
	Air New Zealand	275	255	217	85.1%	214	83.9%	18	6.5%
<b>Hawke's Bay - Christchurch</b>		<b>88</b>	<b>84</b>	<b>70</b>	<b>83.3%</b>	<b>75</b>	<b>89.3%</b>	<b>4</b>	<b>4.5%</b>
	Air New Zealand	88	84	70	83.3%	75	89.3%	4	4.5%
<b>Hawke's Bay - Gisborne</b>		<b>5</b>	<b>3</b>	<b>4</b>	<b>100.0%</b>	<b>4</b>	<b>100.0%</b>	<b>1</b>	<b>20.0%</b>
	Sunair Aviation	5	4	4	100.0%	4	100.0%	1	20.0%
<b>Hawke's Bay - Hamilton</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>100.0%</b>	<b>1</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>
	Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
<b>Hawke's Bay - Wairoa</b>		<b>2</b>	<b>2</b>	<b>2</b>	<b>100.0%</b>	<b>2</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>
	Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%
<b>Hawke's Bay - Wellington</b>		<b>90</b>	<b>82</b>	<b>74</b>	<b>90.2%</b>	<b>75</b>	<b>91.5%</b>	<b>8</b>	<b>8.9%</b>
	Air New Zealand	90	82	74	90.2%	75	91.5%	8	8.9%
<b>Hawke's Bay - Whakatane</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>100.0%</b>	<b>1</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>
	Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
<b>Hokitika - Christchurch</b>		<b>52</b>	<b>49</b>	<b>41</b>	<b>83.7%</b>	<b>41</b>	<b>83.7%</b>	<b>3</b>	<b>5.8%</b>
	Air New Zealand	52	49	41	83.7%	41	83.7%	3	5.8%
<b>Invercargill - Auckland</b>		<b>19</b>	<b>19</b>	<b>16</b>	<b>84.2%</b>	<b>14</b>	<b>73.7%</b>	<b>0</b>	<b>0.0%</b>
	Air New Zealand	19	19	16	84.2%	14	73.7%	0	0.0%
<b>Invercargill - Christchurch</b>		<b>165</b>	<b>163</b>	<b>150</b>	<b>92.0%</b>	<b>153</b>	<b>93.9%</b>	<b>2</b>	<b>1.2%</b>
	Air New Zealand	165	163	150	92.0%	153	93.9%	2	1.2%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Kerikeri - Auckland</b>		<b>120</b>	<b>117</b>	<b>96</b>	<b>82.1%</b>	<b>97</b>	<b>82.9%</b>	<b>3</b>	<b>2.5%</b>
	Air New Zealand	120	117	96	82.1%	97	82.9%	3	2.5%
<b>Nelson - Auckland</b>		<b>321</b>	<b>312</b>	<b>267</b>	<b>85.6%</b>	<b>250</b>	<b>80.1%</b>	<b>9</b>	<b>2.8%</b>
	Air New Zealand	321	312	267	85.6%	250	80.1%	9	2.8%
<b>Nelson - Christchurch</b>		<b>152</b>	<b>150</b>	<b>142</b>	<b>94.7%</b>	<b>140</b>	<b>93.3%</b>	<b>2</b>	<b>1.3%</b>
	Air New Zealand	152	150	142	94.7%	140	93.3%	2	1.3%
<b>Nelson - Wellington</b>		<b>219</b>	<b>215</b>	<b>194</b>	<b>90.2%</b>	<b>191</b>	<b>88.8%</b>	<b>4</b>	<b>1.8%</b>
	Air New Zealand	219	215	194	90.2%	191	88.8%	4	1.8%
<b>New Plymouth - Auckland</b>		<b>175</b>	<b>164</b>	<b>129</b>	<b>78.7%</b>	<b>132</b>	<b>80.5%</b>	<b>11</b>	<b>6.3%</b>
	Air New Zealand	175	164	129	78.7%	132	80.5%	11	6.3%
<b>New Plymouth - Christchurch</b>		<b>57</b>	<b>54</b>	<b>43</b>	<b>79.6%</b>	<b>47</b>	<b>87.0%</b>	<b>3</b>	<b>5.3%</b>
	Air New Zealand	57	54	43	79.6%	47	87.0%	3	5.3%
<b>New Plymouth - Wellington</b>		<b>80</b>	<b>75</b>	<b>62</b>	<b>82.7%</b>	<b>62</b>	<b>82.7%</b>	<b>5</b>	<b>6.3%</b>
	Air New Zealand	80	75	62	82.7%	62	82.7%	5	6.3%
<b>Palmerston North - Auckland</b>		<b>244</b>	<b>235</b>	<b>194</b>	<b>82.6%</b>	<b>190</b>	<b>80.9%</b>	<b>9</b>	<b>3.7%</b>
	Air New Zealand	244	235	194	82.6%	190	80.9%	9	3.7%
<b>Palmerston North - Christchurch</b>		<b>119</b>	<b>113</b>	<b>104</b>	<b>92.0%</b>	<b>105</b>	<b>92.9%</b>	<b>6</b>	<b>5.0%</b>
	Air New Zealand	119	113	104	92.0%	105	92.9%	6	5.0%
<b>Queenstown - Christchurch</b>		<b>120</b>	<b>119</b>	<b>105</b>	<b>88.2%</b>	<b>102</b>	<b>85.7%</b>	<b>1</b>	<b>0.8%</b>
	Air New Zealand	120	119	105	88.2%	102	85.7%	1	0.8%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Rotorua - Auckland</b>		<b>53</b>	<b>50</b>	<b>42</b>	<b>84.0%</b>	<b>42</b>	<b>84.0%</b>	<b>3</b>	<b>5.7%</b>
	Air New Zealand	53	50	42	84.0%	42	84.0%	3	5.7%
<b>Rotorua - Christchurch</b>		<b>62</b>	<b>59</b>	<b>46</b>	<b>78.0%</b>	<b>49</b>	<b>83.1%</b>	<b>3</b>	<b>4.8%</b>
	Air New Zealand	62	59	46	78.0%	49	83.1%	3	4.8%
<b>Rotorua - Wellington</b>		<b>56</b>	<b>48</b>	<b>40</b>	<b>83.3%</b>	<b>42</b>	<b>87.5%</b>	<b>8</b>	<b>14.3%</b>
	Air New Zealand	56	48	40	83.3%	42	87.5%	8	14.3%
<b>Takaka - Wellington</b>		<b>32</b>	<b>32</b>	<b>29</b>	<b>90.6%</b>	<b>27</b>	<b>84.4%</b>	<b>0</b>	<b>0.0%</b>
	Golden Bay Air	32	32	29	90.6%	27	84.4%	0	0.0%
<b>Taupo - Auckland</b>		<b>55</b>	<b>47</b>	<b>42</b>	<b>89.4%</b>	<b>42</b>	<b>89.4%</b>	<b>8</b>	<b>14.5%</b>
	Air New Zealand	55	47	42	89.4%	42	89.4%	8	14.5%
<b>Tauranga - Auckland</b>		<b>226</b>	<b>218</b>	<b>186</b>	<b>85.3%</b>	<b>190</b>	<b>87.2%</b>	<b>8</b>	<b>3.5%</b>
	Air New Zealand	226	218	186	85.3%	190	87.2%	8	3.5%
<b>Tauranga - Christchurch</b>		<b>96</b>	<b>91</b>	<b>78</b>	<b>85.7%</b>	<b>86</b>	<b>94.5%</b>	<b>5</b>	<b>5.2%</b>
	Air New Zealand	96	91	78	85.7%	86	94.5%	5	5.2%
<b>Tauranga - Gisborne</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>100.0%</b>	<b>1</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>
	Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
<b>Tauranga - Great Barrier Island</b>		<b>4</b>	<b>3</b>	<b>2</b>	<b>66.7%</b>	<b>2</b>	<b>66.7%</b>	<b>1</b>	<b>25.0%</b>
	Sunair Aviation	4	3	2	66.7%	2	66.7%	1	25.0%
<b>Tauranga - Wellington</b>		<b>109</b>	<b>99</b>	<b>91</b>	<b>91.9%</b>	<b>92</b>	<b>92.9%</b>	<b>10</b>	<b>9.2%</b>
	Air New Zealand	109	99	91	91.9%	92	92.9%	10	9.2%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Tauranga - Whangarei</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>100.0%</b>	<b>1</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>
	Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
<b>Timaru - Wellington</b>		<b>52</b>	<b>47</b>	<b>42</b>	<b>89.4%</b>	<b>41</b>	<b>87.2%</b>	<b>5</b>	<b>9.6%</b>
	Air New Zealand	52	47	42	89.4%	41	87.2%	5	9.6%
<b>Wairoa - Hawke's Bay</b>		<b>2</b>	<b>2</b>	<b>2</b>	<b>100.0%</b>	<b>2</b>	<b>100.0%</b>	<b>0</b>	<b>0.0%</b>
	Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%
<b>Wellington - Blenheim</b>		<b>88</b>	<b>86</b>	<b>72</b>	<b>83.7%</b>	<b>73</b>	<b>84.9%</b>	<b>2</b>	<b>2.3%</b>
	Air New Zealand	88	86	72	83.7%	73	84.9%	2	2.3%
<b>Wellington - Christchurch</b>		<b>369</b>	<b>353</b>	<b>309</b>	<b>87.5%</b>	<b>308</b>	<b>87.3%</b>	<b>16</b>	<b>4.3%</b>
	Air New Zealand	369	353	309	87.5%	308	87.3%	16	4.3%
<b>Wellington - Dunedin</b>		<b>69</b>	<b>67</b>	<b>63</b>	<b>94.0%</b>	<b>62</b>	<b>92.5%</b>	<b>2</b>	<b>2.9%</b>
	Air New Zealand	69	67	63	94.0%	62	92.5%	2	2.9%
<b>Wellington - Gisborne</b>		<b>55</b>	<b>51</b>	<b>39</b>	<b>76.5%</b>	<b>39</b>	<b>76.5%</b>	<b>4</b>	<b>7.3%</b>
	Air New Zealand	55	51	39	76.5%	39	76.5%	4	7.3%
<b>Wellington - Hamilton</b>		<b>127</b>	<b>121</b>	<b>100</b>	<b>82.6%</b>	<b>106</b>	<b>87.6%</b>	<b>6</b>	<b>4.7%</b>
	Air New Zealand	127	121	100	82.6%	106	87.6%	6	4.7%
<b>Wellington - Hawke's Bay</b>		<b>90</b>	<b>80</b>	<b>73</b>	<b>91.3%</b>	<b>74</b>	<b>92.5%</b>	<b>10</b>	<b>11.1%</b>
	Air New Zealand	90	80	73	91.3%	74	92.5%	10	11.1%
<b>Wellington - Nelson</b>		<b>219</b>	<b>213</b>	<b>194</b>	<b>91.1%</b>	<b>194</b>	<b>91.1%</b>	<b>6</b>	<b>2.7%</b>
	Air New Zealand	219	213	194	91.1%	194	91.1%	6	2.7%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
<b>Wellington - New Plymouth</b>	<b>80</b>	<b>74</b>	<b>64</b>	<b>86.5%</b>	<b>63</b>	<b>85.1%</b>	<b>6</b>	<b>7.5%</b>	
Air New Zealand	80	74	64	86.5%	63	85.1%	6	7.5%	
<b>Wellington - Rotorua</b>	<b>56</b>	<b>49</b>	<b>42</b>	<b>85.7%</b>	<b>42</b>	<b>85.7%</b>	<b>7</b>	<b>12.5%</b>	
Air New Zealand	56	49	42	85.7%	42	85.7%	7	12.5%	
<b>Wellington - Takaka</b>	<b>32</b>	<b>32</b>	<b>25</b>	<b>78.1%</b>	<b>26</b>	<b>81.3%</b>	<b>0</b>	<b>0.0%</b>	
Golden Bay Air	32	32	25	78.1%	26	81.3%	0	0.0%	
<b>Wellington - Tauranga</b>	<b>109</b>	<b>100</b>	<b>91</b>	<b>91.0%</b>	<b>90</b>	<b>90.0%</b>	<b>9</b>	<b>8.3%</b>	
Air New Zealand	109	100	91	91.0%	90	90.0%	9	8.3%	
<b>Wellington - Timaru</b>	<b>52</b>	<b>48</b>	<b>38</b>	<b>79.2%</b>	<b>42</b>	<b>87.5%</b>	<b>4</b>	<b>7.7%</b>	
Air New Zealand	52	48	38	79.2%	42	87.5%	4	7.7%	
<b>Whangarei - Auckland</b>	<b>97</b>	<b>93</b>	<b>77</b>	<b>82.8%</b>	<b>77</b>	<b>82.8%</b>	<b>4</b>	<b>4.1%</b>	
Air New Zealand	97	93	77	82.8%	77	82.8%	4	4.1%	
<b>Whangarei - Great Barrier Island</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%	
<b>Whangarei - Hamilton</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%	
<b>Whangarei - Tauranga</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%	
<b>Grand Total</b>	<b>8,652</b>	<b>8,285</b>	<b>7,158</b>	<b>86.4%</b>	<b>7,239</b>	<b>87.4%</b>	<b>364</b>	<b>4.2%</b>	

## 14. Domestic OTP by region in April 2026

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

Region	On-Time Departures from Region		On-Time Arrivals to Region		Cancellations to and from Region	
	No.	%	No.	%	No.	%
Auckland	2,753	80.0%	2,748	79.8%	234	3.3%
Blenheim	164	82.8%	168	83.2%	16	3.8%
Christchurch	2,024	85.1%	1,995	84.6%	111	2.3%
Dunedin	294	85.2%	304	87.6%	7	1.0%
Gisborne	160	88.4%	152	84.0%	25	6.5%
Great Barrier Island	3	100.0%	2	50.0%	2	22.2%
Hamilton	195	80.6%	210	84.3%	22	4.3%
Hawke's Bay	369	86.0%	376	88.3%	63	6.8%
Hokitika	41	83.7%	42	85.7%	6	5.8%
Invercargill	166	91.2%	173	94.0%	2	0.5%
Kerikeri	96	82.1%	97	82.2%	6	2.5%
Nelson	603	89.1%	613	90.5%	29	2.1%
New Plymouth	234	79.9%	251	85.4%	36	5.8%
Palmerston North	298	85.6%	312	88.1%	24	3.3%
Queenstown	441	79.6%	463	83.3%	12	1.1%
Rotorua	128	81.5%	132	84.1%	27	7.9%
Takaka	29	90.6%	26	81.3%	0	0.0%
Taupo	42	89.4%	43	89.6%	15	13.6%
Tauranga	359	86.9%	356	87.9%	48	5.5%
Timaru	42	89.4%	42	87.5%	9	8.7%
Wairoa	2	100.0%	2	100.0%	0	0.0%
Wellington	1,620	84.0%	1,674	86.8%	167	4.2%
Whakatane	0	0.0%	1	100.0%	0	0.0%
Whangarei	77	80.2%	83	86.5%	7	3.5%
<b>Total:</b>	<b>10,140</b>	<b>83.4%</b>	<b>10,266</b>	<b>84.4%</b>	<b>868</b>	<b>3.4%</b>

## 15. Individual domestic jet routes in April 2026

Route Airline	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Auckland - Christchurch</b>	<b>750</b>	<b>738</b>	<b>550</b>	<b>74.5%</b>	<b>560</b>	<b>75.9%</b>	<b>12</b>	<b>1.6%</b>
Air New Zealand	502	498	396	79.5%	398	79.9%	4	0.8%
Jetstar	248	240	154	64.2%	162	67.5%	8	3.2%
<b>Auckland - Dunedin</b>	<b>125</b>	<b>124</b>	<b>91</b>	<b>73.4%</b>	<b>96</b>	<b>77.4%</b>	<b>1</b>	<b>0.8%</b>
Air New Zealand	82	82	64	78.0%	69	84.1%	0	0.0%
Jetstar	43	42	27	64.3%	27	64.3%	1	2.3%
<b>Auckland - Queenstown</b>	<b>370</b>	<b>365</b>	<b>294</b>	<b>80.5%</b>	<b>297</b>	<b>81.4%</b>	<b>5</b>	<b>1.4%</b>
Air New Zealand	273	272	234	86.0%	237	87.1%	1	0.4%
Jetstar	97	93	60	64.5%	60	64.5%	4	4.1%
<b>Auckland - Wellington</b>	<b>482</b>	<b>469</b>	<b>381</b>	<b>81.2%</b>	<b>392</b>	<b>83.6%</b>	<b>13</b>	<b>2.7%</b>
Air New Zealand	369	361	306	84.8%	314	87.0%	8	2.2%
Jetstar	113	108	75	69.4%	78	72.2%	5	4.4%
<b>Christchurch - Auckland</b>	<b>752</b>	<b>735</b>	<b>555</b>	<b>75.5%</b>	<b>569</b>	<b>77.4%</b>	<b>16</b>	<b>2.1%</b>
Air New Zealand	504	495	396	80.0%	412	83.2%	8	1.6%
Jetstar	248	240	159	66.3%	157	65.4%	8	3.2%
<b>Christchurch - Hamilton</b>	<b>60</b>	<b>59</b>	<b>46</b>	<b>78.0%</b>	<b>46</b>	<b>78.0%</b>	<b>1</b>	<b>1.7%</b>

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air New Zealand	30	30	22	73.3%	23	76.7%	0	0.0%
Jetstar	30	29	24	82.8%	23	79.3%	1	3.3%
<b>Christchurch - Wellington</b>	<b>112</b>	<b>112</b>	<b>89</b>	<b>79.5%</b>	<b>88</b>	<b>78.6%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	52	52	48	92.3%	46	88.5%	0	0.0%
Jetstar	60	60	41	68.3%	42	70.0%	0	0.0%
<b>Dunedin - Auckland</b>	<b>125</b>	<b>123</b>	<b>93</b>	<b>75.6%</b>	<b>90</b>	<b>73.2%</b>	<b>2</b>	<b>1.6%</b>
Air New Zealand	82	82	68	82.9%	64	78.0%	0	0.0%
Jetstar	43	41	25	61.0%	26	63.4%	2	4.7%
<b>Hamilton - Christchurch</b>	<b>60</b>	<b>58</b>	<b>37</b>	<b>63.8%</b>	<b>40</b>	<b>69.0%</b>	<b>2</b>	<b>3.3%</b>
Air New Zealand	30	29	20	69.0%	23	79.3%	1	3.3%
Jetstar	30	29	17	58.6%	17	58.6%	1	3.3%
<b>Queenstown - Auckland</b>	<b>370</b>	<b>364</b>	<b>280</b>	<b>76.9%</b>	<b>279</b>	<b>76.6%</b>	<b>6</b>	<b>1.6%</b>
Air New Zealand	273	271	225	83.0%	223	82.3%	2	0.7%
Jetstar	97	93	55	59.1%	56	60.2%	4	4.1%
<b>Queenstown - Wellington</b>	<b>71</b>	<b>71</b>	<b>56</b>	<b>78.9%</b>	<b>57</b>	<b>80.3%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	58	58	48	82.8%	49	84.5%	0	0.0%
Jetstar	13	13	8	61.5%	8	61.5%	0	0.0%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
<b>Wellington - Auckland</b>	<b>484</b>	<b>472</b>	<b>364</b>	<b>77.1%</b>	<b>360</b>	<b>76.3%</b>	<b>12</b>	<b>2.5%</b>	
Air New Zealand	371	364	292	80.2%	285	78.3%	7	1.9%	
Jetstar	113	108	72	66.7%	75	69.4%	5	4.4%	
<b>Wellington - Christchurch</b>	<b>112</b>	<b>112</b>	<b>91</b>	<b>81.3%</b>	<b>95</b>	<b>84.8%</b>	<b>0</b>	<b>0.0%</b>	
Air New Zealand	52	52	48	92.3%	50	96.2%	0	0.0%	
Jetstar	60	60	43	71.7%	45	75.0%	0	0.0%	
<b>Wellington - Queenstown</b>	<b>71</b>	<b>71</b>	<b>55</b>	<b>77.5%</b>	<b>58</b>	<b>81.7%</b>	<b>0</b>	<b>0.0%</b>	
Air New Zealand	58	58	47	81.0%	49	84.5%	0	0.0%	
Jetstar	13	13	8	61.5%	9	69.2%	0	0.0%	
<b>Grand Total</b>	<b>3,944</b>	<b>3,873</b>	<b>2,982</b>	<b>77.0%</b>	<b>3,027</b>	<b>78.2%</b>	<b>70</b>	<b>1.8%</b>	

## 16. Individual trans-Tasman routes in April 2026

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Adelaide - Auckland</b>	<b>38</b>	<b>38</b>	<b>29</b>	<b>76.3%</b>	<b>30</b>	<b>78.9%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	22	22	15	68.2%	17	77.3%	0	0.0%
Qantas	16	16	14	87.5%	13	81.3%	0	0.0%
<b>Auckland - Adelaide</b>	<b>38</b>	<b>38</b>	<b>27</b>	<b>71.1%</b>	<b>29</b>	<b>76.3%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	22	22	15	68.2%	18	81.8%	0	0.0%
Qantas	16	16	12	75.0%	11	68.8%	0	0.0%
<b>Auckland - Brisbane</b>	<b>219</b>	<b>217</b>	<b>148</b>	<b>68.2%</b>	<b>177</b>	<b>81.6%</b>	<b>2</b>	<b>0.9%</b>
Air New Zealand	78	77	48	62.3%	62	80.5%	1	1.3%
China Airlines	17	17	14	82.4%	15	88.2%	0	0.0%
Jetstar	60	59	35	59.3%	43	72.9%	1	1.7%
Qantas	60	60	47	78.3%	54	90.0%	0	0.0%
Solomon Airlines	4	4	4	100.0%	3	75.0%	0	0.0%
<b>Auckland - Gold Coast</b>	<b>94</b>	<b>94</b>	<b>72</b>	<b>76.6%</b>	<b>76</b>	<b>80.9%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	39	39	32	82.1%	33	84.6%	0	0.0%
Jetstar	55	55	40	72.7%	43	78.2%	0	0.0%
<b>Auckland - Melbourne</b>	<b>259</b>	<b>259</b>	<b>195</b>	<b>75.3%</b>	<b>208</b>	<b>80.3%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	96	96	68	70.8%	84	87.5%	0	0.0%
Jetstar	47	47	33	70.2%	38	80.9%	0	0.0%
Qantas	116	116	94	81.0%	86	74.1%	0	0.0%
<b>Auckland - Perth</b>	<b>51</b>	<b>49</b>	<b>36</b>	<b>73.5%</b>	<b>36</b>	<b>73.5%</b>	<b>2</b>	<b>3.9%</b>
Air New Zealand	39	37	26	70.3%	26	70.3%	2	5.1%
Qantas	12	12	10	83.3%	10	83.3%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Auckland - Sydney</b>	<b>339</b>	<b>336</b>	<b>225</b>	<b>67.0%</b>	<b>262</b>	<b>78.0%</b>	<b>3</b>	<b>0.9%</b>
Air New Zealand	112	111	56	50.5%	80	72.1%	1	0.9%
China Eastern Airlines	9	9	6	66.7%	6	66.7%	0	0.0%
Jetstar	53	52	31	59.6%	41	78.8%	1	1.9%
Qantas	165	164	132	80.5%	135	82.3%	1	0.6%
<b>Brisbane - Auckland</b>	<b>218</b>	<b>217</b>	<b>152</b>	<b>70.0%</b>	<b>150</b>	<b>69.1%</b>	<b>1</b>	<b>0.5%</b>
Air New Zealand	77	77	48	62.3%	50	64.9%	0	0.0%
China Airlines	17	17	12	70.6%	12	70.6%	0	0.0%
Jetstar	60	60	45	75.0%	44	73.3%	0	0.0%
Qantas	60	60	45	75.0%	41	68.3%	0	0.0%
Solomon Airlines	4	3	2	66.7%	3	100.0%	1	25.0%
<b>Brisbane - Christchurch</b>	<b>89</b>	<b>89</b>	<b>55</b>	<b>61.8%</b>	<b>49</b>	<b>55.1%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	33	33	20	60.6%	23	69.7%	0	0.0%
Qantas	56	56	35	62.5%	26	46.4%	0	0.0%
<b>Brisbane - Queenstown</b>	<b>42</b>	<b>41</b>	<b>38</b>	<b>92.7%</b>	<b>36</b>	<b>87.8%</b>	<b>1</b>	<b>2.4%</b>
Qantas	13	13	12	92.3%	12	92.3%	0	0.0%
Virgin Australia	29	28	26	92.9%	24	85.7%	1	3.4%
<b>Brisbane - Wellington</b>	<b>60</b>	<b>60</b>	<b>40</b>	<b>66.7%</b>	<b>33</b>	<b>55.0%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	30	30	21	70.0%	14	46.7%	0	0.0%
Qantas	30	30	19	63.3%	19	63.3%	0	0.0%
<b>Christchurch - Brisbane</b>	<b>89</b>	<b>89</b>	<b>68</b>	<b>76.4%</b>	<b>81</b>	<b>91.0%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	33	33	19	57.6%	30	90.9%	0	0.0%
Qantas	56	56	49	87.5%	51	91.1%	0	0.0%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route		Scheduled	Flown	No.	%	No.	%	No.	%
Airline									
<b>Christchurch - Gold Coast</b>		<b>28</b>	<b>28</b>	<b>20</b>	<b>71.4%</b>	<b>25</b>	<b>89.3%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand		11	11	7	63.6%	10	90.9%	0	0.0%
Jetstar		17	17	13	76.5%	15	88.2%	0	0.0%
<b>Christchurch - Melbourne</b>		<b>125</b>	<b>125</b>	<b>100</b>	<b>80.0%</b>	<b>104</b>	<b>83.2%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand		43	43	33	76.7%	37	86.0%	0	0.0%
Jetstar		30	30	27	90.0%	26	86.7%	0	0.0%
Qantas		52	52	40	76.9%	41	78.8%	0	0.0%
<b>Christchurch - Sydney</b>		<b>145</b>	<b>142</b>	<b>96</b>	<b>67.6%</b>	<b>100</b>	<b>70.4%</b>	<b>3</b>	<b>2.1%</b>
Air New Zealand		47	45	29	64.4%	34	75.6%	2	4.3%
Emirates		30	30	18	60.0%	16	53.3%	0	0.0%
Qantas		68	67	49	73.1%	50	74.6%	1	1.5%
<b>Gold Coast - Auckland</b>		<b>94</b>	<b>93</b>	<b>75</b>	<b>80.6%</b>	<b>78</b>	<b>83.9%</b>	<b>1</b>	<b>1.1%</b>
Air New Zealand		39	39	32	82.1%	34	87.2%	0	0.0%
Jetstar		55	54	43	79.6%	44	81.5%	1	1.8%
<b>Gold Coast - Christchurch</b>		<b>28</b>	<b>28</b>	<b>23</b>	<b>82.1%</b>	<b>24</b>	<b>85.7%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand		11	11	9	81.8%	10	90.9%	0	0.0%
Jetstar		17	17	14	82.4%	14	82.4%	0	0.0%
<b>Melbourne - Auckland</b>		<b>259</b>	<b>259</b>	<b>172</b>	<b>66.4%</b>	<b>178</b>	<b>68.7%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand		96	96	60	62.5%	68	70.8%	0	0.0%
Jetstar		47	47	28	59.6%	29	61.7%	0	0.0%
Qantas		116	116	84	72.4%	81	69.8%	0	0.0%
<b>Melbourne - Christchurch</b>		<b>125</b>	<b>123</b>	<b>75</b>	<b>61.0%</b>	<b>87</b>	<b>70.7%</b>	<b>2</b>	<b>1.6%</b>
Air New Zealand		43	42	25	59.5%	28	66.7%	1	2.3%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Jetstar	30	30	22	73.3%	23	76.7%	0	0.0%	
Qantas	52	51	28	54.9%	36	70.6%	1	1.9%	
<b>Melbourne - Queenstown</b>	<b>93</b>	<b>93</b>	<b>72</b>	<b>77.4%</b>	<b>69</b>	<b>74.2%</b>	<b>0</b>	<b>0.0%</b>	
Air New Zealand	22	22	15	68.2%	16	72.7%	0	0.0%	
Jetstar	20	20	12	60.0%	13	65.0%	0	0.0%	
Qantas	26	26	22	84.6%	19	73.1%	0	0.0%	
Virgin Australia	25	25	23	92.0%	21	84.0%	0	0.0%	
<b>Melbourne - Wellington</b>	<b>69</b>	<b>68</b>	<b>52</b>	<b>76.5%</b>	<b>53</b>	<b>77.9%</b>	<b>1</b>	<b>1.4%</b>	
Air New Zealand	30	29	20	69.0%	21	72.4%	1	3.3%	
Qantas	39	39	32	82.1%	32	82.1%	0	0.0%	
<b>Perth - Auckland</b>	<b>52</b>	<b>50</b>	<b>40</b>	<b>80.0%</b>	<b>40</b>	<b>80.0%</b>	<b>2</b>	<b>3.8%</b>	
Air New Zealand	39	37	32	86.5%	28	75.7%	2	5.1%	
Qantas	13	13	8	61.5%	12	92.3%	0	0.0%	
<b>Queenstown - Brisbane</b>	<b>44</b>	<b>42</b>	<b>38</b>	<b>90.5%</b>	<b>40</b>	<b>95.2%</b>	<b>2</b>	<b>4.5%</b>	
Qantas	13	13	11	84.6%	12	92.3%	0	0.0%	
Virgin Australia	31	29	27	93.1%	28	96.6%	2	6.5%	
<b>Queenstown - Melbourne</b>	<b>93</b>	<b>92</b>	<b>69</b>	<b>75.0%</b>	<b>76</b>	<b>82.6%</b>	<b>1</b>	<b>1.1%</b>	
Air New Zealand	22	21	13	61.9%	14	66.7%	1	4.5%	
Jetstar	20	20	17	85.0%	18	90.0%	0	0.0%	
Qantas	26	26	16	61.5%	20	76.9%	0	0.0%	
Virgin Australia	25	25	23	92.0%	24	96.0%	0	0.0%	
<b>Queenstown - Sydney</b>	<b>141</b>	<b>139</b>	<b>92</b>	<b>66.2%</b>	<b>107</b>	<b>77.0%</b>	<b>2</b>	<b>1.4%</b>	
Air New Zealand	21	21	9	42.9%	12	57.1%	0	0.0%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
	Jetstar	30	28	19	67.9%	23	82.1%	2	6.7%
	Qantas	60	60	45	75.0%	49	81.7%	0	0.0%
	Virgin Australia	30	30	19	63.3%	23	76.7%	0	0.0%
<b>Sydney - Auckland</b>		<b>340</b>	<b>337</b>	<b>194</b>	<b>57.6%</b>	<b>174</b>	<b>51.6%</b>	<b>3</b>	<b>0.9%</b>
	Air New Zealand	113	112	56	50.0%	49	43.8%	1	0.9%
	China Eastern Airlines	9	9	6	66.7%	7	77.8%	0	0.0%
	Jetstar	53	52	27	51.9%	25	48.1%	1	1.9%
	Qantas	165	164	105	64.0%	93	56.7%	1	0.6%
<b>Sydney - Christchurch</b>		<b>145</b>	<b>143</b>	<b>90</b>	<b>62.9%</b>	<b>91</b>	<b>63.6%</b>	<b>2</b>	<b>1.4%</b>
	Air New Zealand	47	45	28	62.2%	31	68.9%	2	4.3%
	Emirates	30	30	28	93.3%	27	90.0%	0	0.0%
	Qantas	68	68	34	50.0%	33	48.5%	0	0.0%
<b>Sydney - Queenstown</b>		<b>142</b>	<b>141</b>	<b>107</b>	<b>75.9%</b>	<b>104</b>	<b>73.8%</b>	<b>1</b>	<b>0.7%</b>
	Air New Zealand	21	20	9	45.0%	12	60.0%	1	4.8%
	Jetstar	30	30	27	90.0%	23	76.7%	0	0.0%
	Qantas	60	60	50	83.3%	49	81.7%	0	0.0%
	Virgin Australia	31	31	21	67.7%	20	64.5%	0	0.0%
<b>Sydney - Wellington</b>		<b>92</b>	<b>91</b>	<b>69</b>	<b>75.8%</b>	<b>67</b>	<b>73.6%</b>	<b>1</b>	<b>1.1%</b>
	Air New Zealand	30	29	26	89.7%	25	86.2%	1	3.3%
	Qantas	62	62	43	69.4%	42	67.7%	0	0.0%
<b>Wellington - Brisbane</b>		<b>60</b>	<b>60</b>	<b>32</b>	<b>53.3%</b>	<b>50</b>	<b>83.3%</b>	<b>0</b>	<b>0.0%</b>
	Air New Zealand	30	30	11	36.7%	24	80.0%	0	0.0%
	Qantas	30	30	21	70.0%	26	86.7%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
<b>Wellington - Melbourne</b>	<b>69</b>	<b>68</b>	<b>53</b>	<b>77.9%</b>	<b>61</b>	<b>89.7%</b>	<b>1</b>	<b>1.4%</b>
Air New Zealand	30	29	21	72.4%	25	86.2%	1	3.3%
Qantas	39	39	32	82.1%	36	92.3%	0	0.0%
<b>Wellington - Sydney</b>	<b>92</b>	<b>92</b>	<b>67</b>	<b>72.8%</b>	<b>74</b>	<b>80.4%</b>	<b>0</b>	<b>0.0%</b>
Air New Zealand	30	30	17	56.7%	25	83.3%	0	0.0%
Qantas	62	62	50	80.6%	49	79.0%	0	0.0%
<b>Grand Total</b>	<b>3,772</b>	<b>3,741</b>	<b>2,621</b>	<b>70.1%</b>	<b>2,769</b>	<b>74.0%</b>	<b>31</b>	<b>0.8%</b>



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