



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Aviation on-time performance: December 2025

Contents

1.	Introduction	5
2.	About on-time performance	5
3.	Coverage.....	5
4.	Reports	8
5.	Definitions.....	8
6.	Caveats and limitations of the data.....	10
7.	Industry on-time performance for domestic regional routes in December 2025	11
8.	Airlines' performance on domestic regional routes in December 2025	12
9.	Industry on-time performance for domestic jet routes in December 2025	14
10.	Airlines' performance for domestic jet routes in December 2025.....	16
11.	Industry on-time performance for trans-Tasman routes in December 2025	18
12.	Airlines' performance for trans-Tasman routes in December 2025.....	20
13.	Individual domestic regional routes in December 2025	24
14.	Domestic regional performance by region in December 2025.....	33
15.	Individual domestic jet routes in December 2025.....	35
16.	Individual trans-Tasman routes in December 2025.....	37

1. Introduction

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

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

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

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

2. About on-time performance

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 on-time performance each month. These are included with each airline's data.

Examples of factors that can affect OTP for flights include:

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

3. Coverage

Domestic regional services

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

In December 2025, the routes included in the Domestic Regional sections were served by the following domestic airlines:

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

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

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 85 Domestic Regional routes flown by participating airlines during the period reported.

Operational factors affecting domestic regional OTP

When comparing OTP across regional carriers, operational factors in addition to the examples listed on page 5 should be considered.

Most routes covered in the Domestic Regional sections of the report are flown by turboprop aircraft, but jet and piston aircraft may also be used. Aircraft size presents its own unique set of challenges:

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

Airport type also plays a role:

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

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

Differences in how OTP is captured also means that data across carriers is not always directly comparable – this is described further in section 4 ‘Reports’ below.

Domestic jet services

On-time performance is reported for jet services on New Zealand domestic routes between Auckland, Wellington, Christchurch, Dunedin and Queenstown. Coverage is unchanged from previous reports.

This report covers the following domestic airlines:

- Air New Zealand
- Jetstar.

The Domestic Jet sections of the report allow for comparison between similar services. In these sections, we have only included routes where there is more than one airline operating on that route. There were 12 routes that met this definition during the period reported:

1. Auckland - Christchurch
2. Auckland - Dunedin
3. Auckland - Queenstown
4. Auckland - Wellington
5. Christchurch - Auckland

6. Christchurch - Wellington
7. Dunedin - Auckland
8. Queenstown - Auckland
9. Queenstown - Wellington
10. Wellington - Auckland
11. Wellington - Christchurch
12. Wellington - Queenstown.

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 solely on data from Air New Zealand and Jetstar.

How Air New Zealand's domestic OTP data is treated

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

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

Trans-Tasman

On-time performance 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 the report, we have only included routes where there is more than one airline operating on that route. There were 30 routes that met this definition during the period reported.

4. Reports

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

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

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

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

5. Definitions

Term	Definition
On time arrival	A flight arrival is counted as "on time" if it arrived at the gate before 15 minutes after the scheduled arrival time shown in the carrier's schedule. Neither diverted nor cancelled flights count as on time.
On time departure	A flight departure is counted as "on time" if it departs the gate before 15 minutes after the scheduled departure time shown in the carriers' schedule.
Cancellation	<p>A flight removed from service within 7 days of scheduled departure is regarded as a cancellation.</p> <p>The cancellation window starts at midnight 7 days before the flight.</p> <ul style="list-style-type: none"> For example, if the flight is scheduled to depart at 09:00 on Monday and is cancelled at or after 00:00 on the previous Tuesday, it will be counted as a cancellation. If it is cancelled at or before 23:59 on the Monday prior, it will not be counted as a cancellation.
Diversion	<p>A diversion is when an aircraft departs from its scheduled departure port but arrives at a different airport to the scheduled port.</p> <p>Diverted services are recorded against the scheduled route as an on-time or late departure (depending on their actual departure time) and as a late arrival.</p> <p>Any subsequent flight from the diversion airport to the scheduled port and serving only diverted passengers is excluded from OTP reporting.</p>

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

6. Caveats and limitations of the data

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

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

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

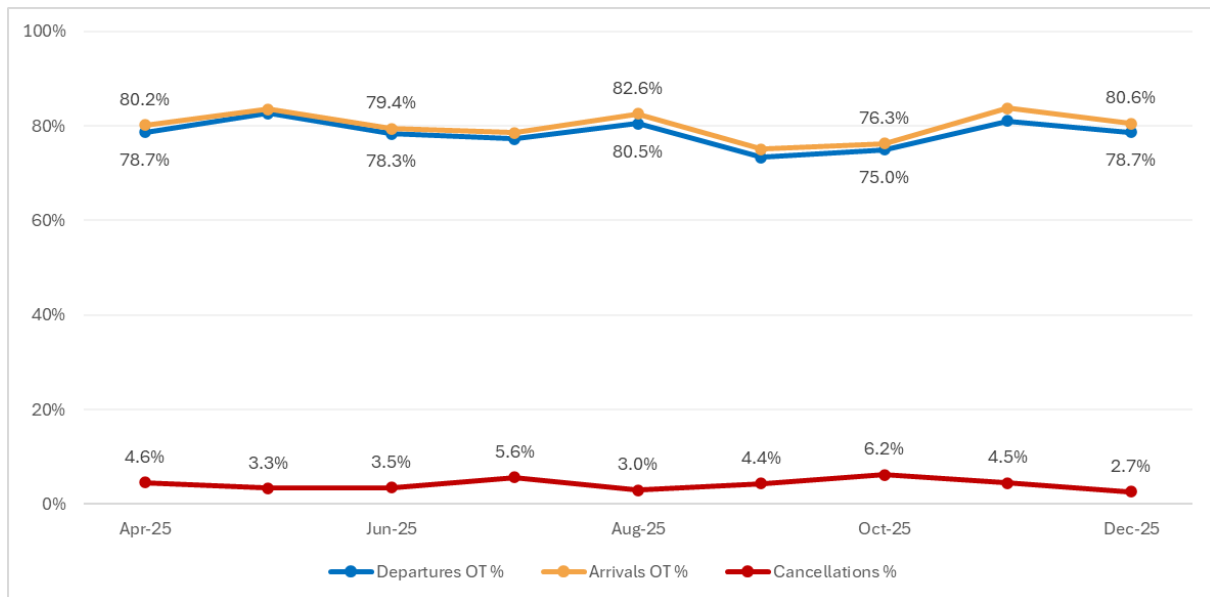
This is especially relevant for some regional airlines with relatively low numbers of scheduled flights. Small changes in the number of cancellations can result in large movements in reported cancellation percentage. In these cases, the percentages should be interpreted with caution and alongside the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

In November 2025, the number of airlines operating the trans-Tasman route dropped from nine to eight. This is because LATAM Airlines stopped operating the route.

7. Industry on-time performance for domestic regional routes in December 2025

For December 2025, 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.

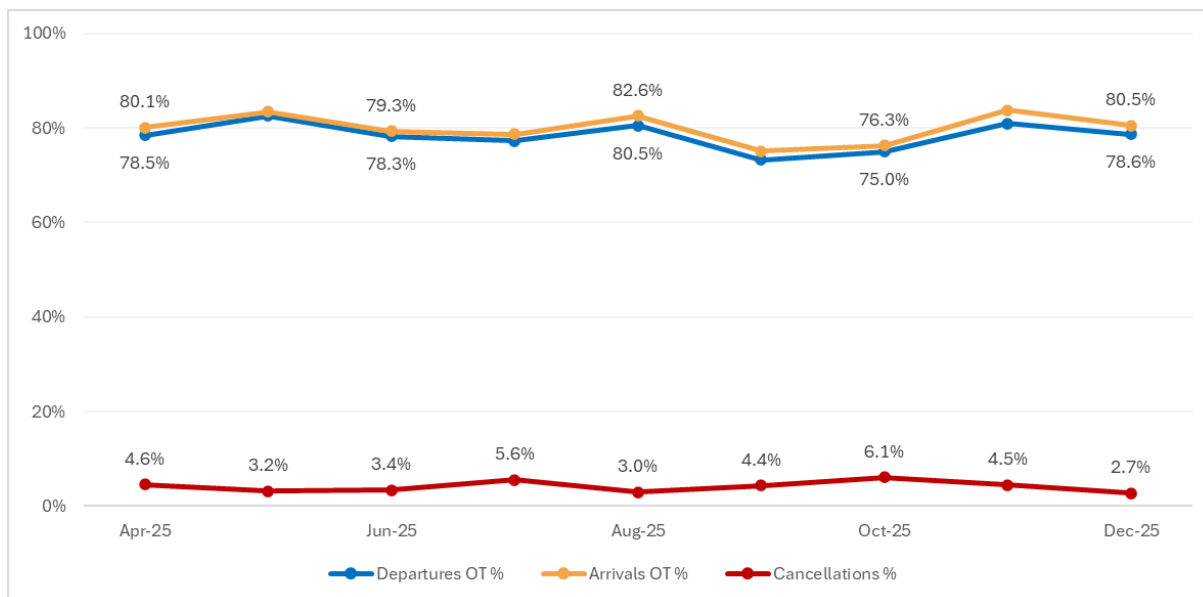
Domestic regional routes (Air NZ, Golden Bay Air, and Sunair Aviation combined)



8. Airlines' performance on domestic regional routes in December 2025

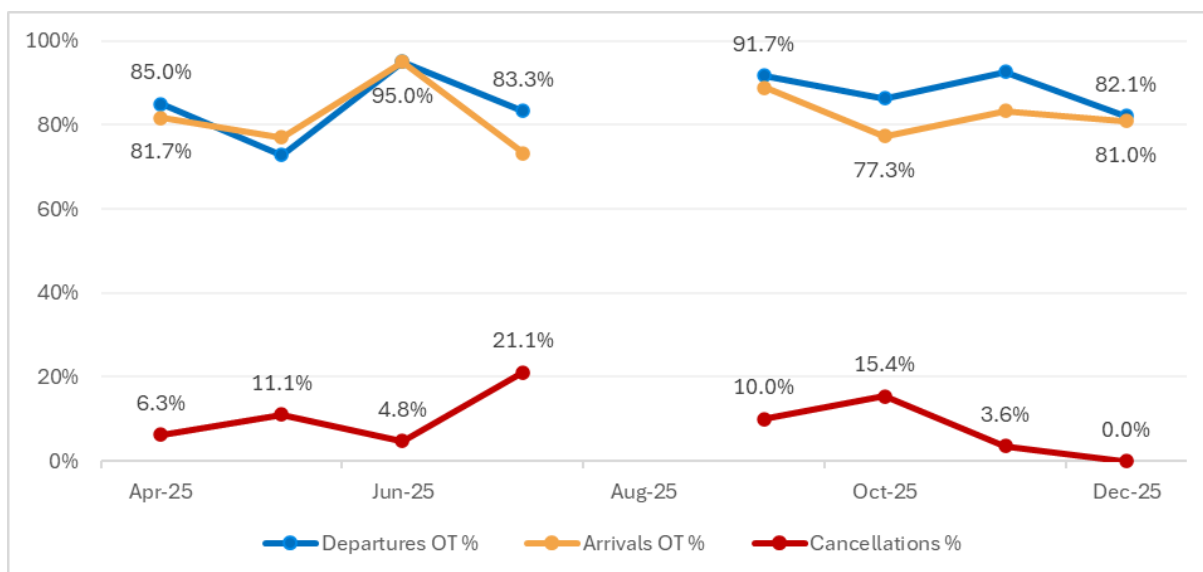
Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 78.6 percent for on-time departures and 80.5 percent for on-time arrivals. The cancellation rate for the month was 2.7 percent. While weather-related disruption, including storm activity during mid-December, affected some services, the updated schedule has supported improved reliability across the network during a high-demand period.



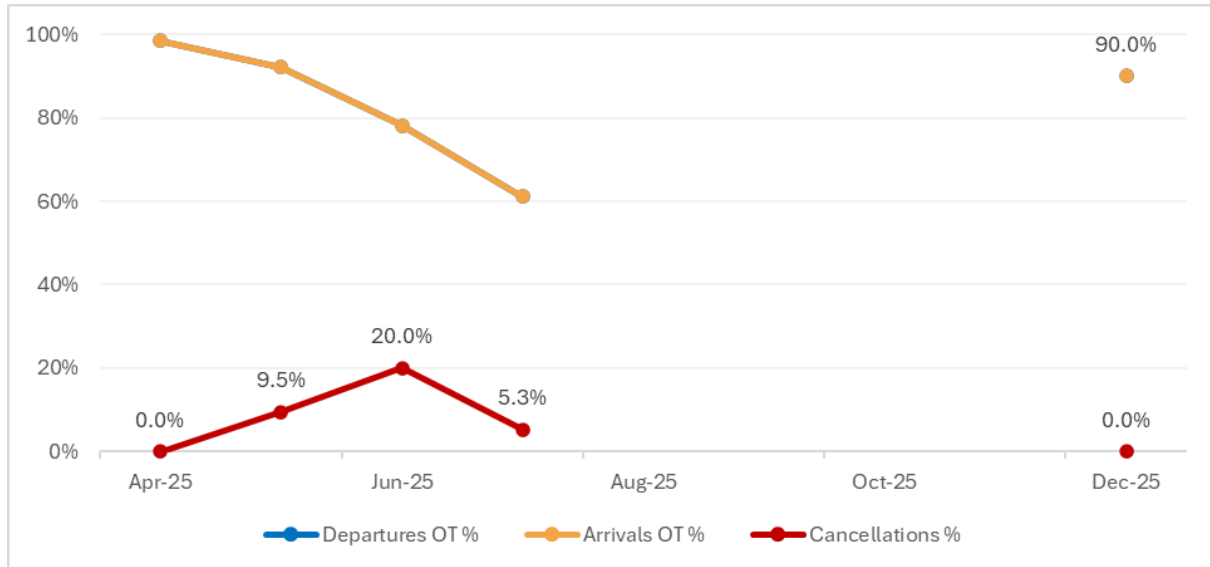
Golden Bay Air

Golden Bay Air's OTP for its domestic regional routes was 82.1 percent for on-time departures and 81.0 percent for on-time arrivals. The cancellation rate for the month was 0.0 percent. Weather-related disruption was the main contributor to delays in December, which affected several services. Additional delays occurred due to maintenance release requirements, air traffic control clearance constraints, and delayed passenger processing. Fuel uplift delays also contributed to some extended turnaround times.



Sunair Aviation

Sunair Aviation resumed operations in December 2025 following a pause in services since July 2025, with some delays in December attributed to passengers completing check-in later than scheduled. Please note that on-time departure and arrival performance for this airline are identical, so the chart displays a single line (yellow) representing both measures.



9. Industry on-time performance for domestic jet routes in December 2025

For December 2025, OTP for all domestic jet routes covered by this report was 77.8 percent for on-time departures and 78.9 percent for on-time arrivals. The cancellation rate for the month was 1.5 percent.

The route with the highest OTP for departures in December 2025 was Wellington – Queenstown, with 87.7 percent of flights departing on time. Wellington – Queenstown and Christchurch – Wellington had the highest arrivals OTP, with 87.7 percent of flights arriving on time.

Cancellations were highest on the Queenstown – Wellington route, with 3.7 percent of services cancelled.

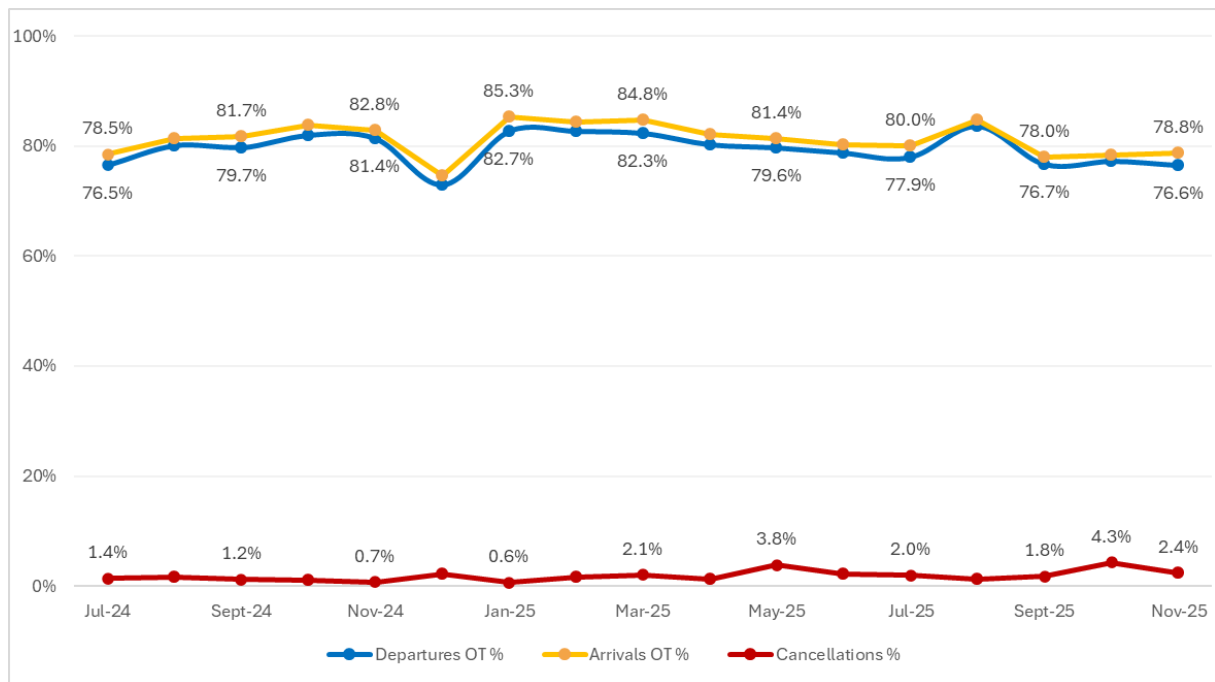
Both airlines' on-time performance, domestic jets, December 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
4,661	4,592	3,572	77.8%	3,622	78.9%	69	1.5%

Domestic jet routes ranked by on-time performance, December 2025

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Wellington - Queenstown	87.7%	Wellington - Queenstown	87.7%	Queenstown - Wellington	3.7%
Queenstown - Wellington	87.2%	Christchurch - Wellington	87.7%	Queenstown - Auckland	2.8%
Christchurch - Wellington	86.4%	Wellington - Christchurch	87.4%	Auckland - Christchurch	2.4%
Wellington - Christchurch	83.9%	Queenstown - Wellington	85.9%	Christchurch - Auckland	2.3%
Dunedin - Auckland	78.0%	Auckland - Queenstown	80.5%	Auckland - Queenstown	1.0%
Auckland - Queenstown	77.9%	Auckland - Wellington	78.0%	Christchurch - Wellington	0.8%
Auckland - Christchurch	75.8%	Queenstown - Auckland	77.8%	Wellington - Christchurch	0.8%
Christchurch - Auckland	75.8%	Auckland - Dunedin	77.3%	Wellington - Auckland	0.8%
Queenstown - Auckland	74.9%	Auckland - Christchurch	76.3%	Dunedin - Auckland	0.8%
Auckland - Dunedin	74.2%	Dunedin - Auckland	74.8%	Auckland - Wellington	0.6%
Auckland - Wellington	73.9%	Christchurch - Auckland	74.7%	Wellington - Queenstown	0.0%
Wellington - Auckland	72.8%	Wellington - Auckland	71.0%	Auckland - Dunedin	0.0%
Overall %	77.8%		78.9%		1.5%

Domestic jets on-time performance trends, both airlines, all reported routes



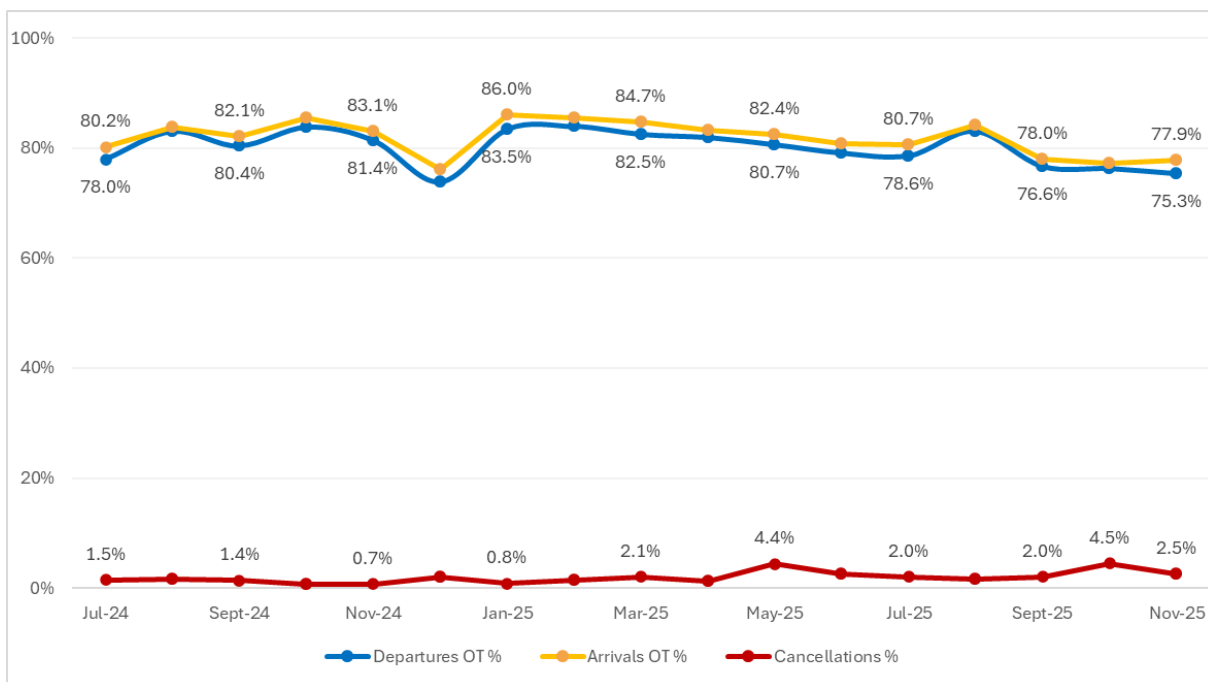
10. Airlines' performance for domestic jet routes in December 2025

Air New Zealand recorded 81.0 percent for on-time departures, and Jetstar 68.0 percent.

For on-time arrivals, Air New Zealand recorded 81.9 percent, and Jetstar recorded 69.5 percent.

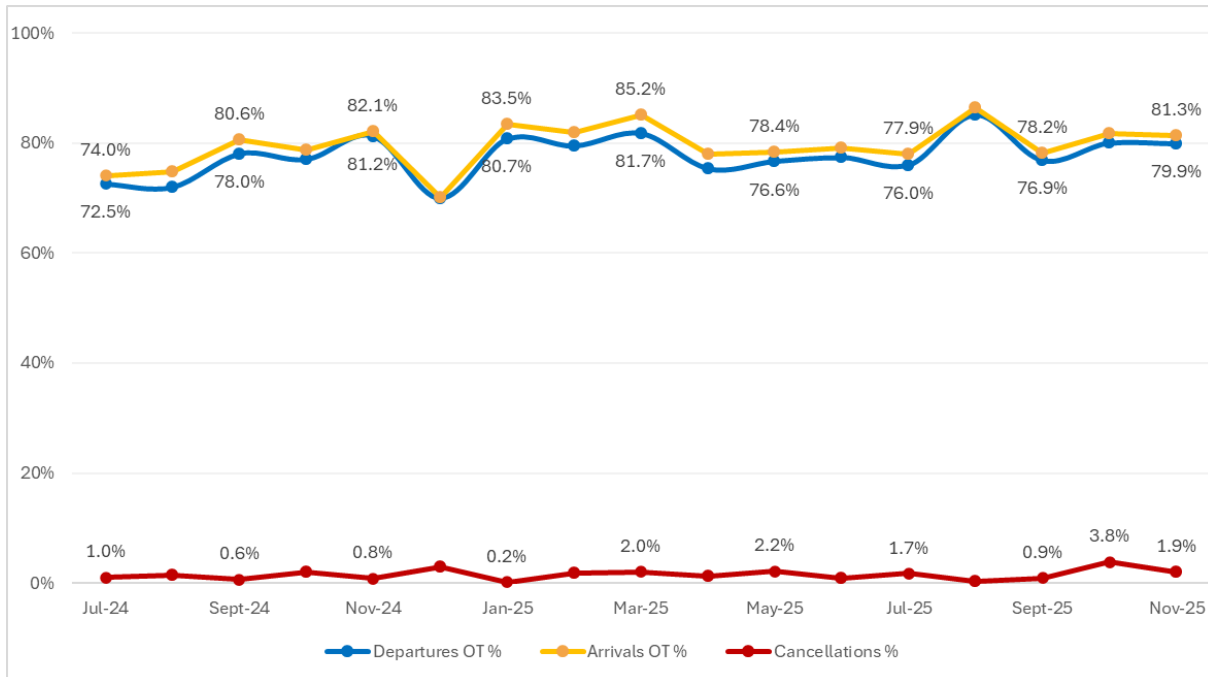
Air New Zealand's cancellation rate was 1.3 percent and Jetstar's was 1.9 percent.

Air New Zealand



Domestic jet services were primarily affected by weather-related disruption, including thunderstorms and strong winds at different points during the month, which led to flow-on delays. Operations progressively returned to normal as weather conditions eased.

Jetstar



Jetstar reported that performance this month was affected by

- weather delays impacting boarding
- aircraft bird strikes
- delays caused by awaiting passengers to be seated safely prior to departure in Auckland.

11. Industry on-time performance for trans-Tasman routes in December 2025

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

For December 2025, OTP over all trans-Tasman routes covered by this report was 61.4 percent for on-time departures and 63.4 percent for on-time arrivals. The cancellation rate for the month was 1.7 percent.

Christchurch – Sydney was the route with the highest OTP for departures in December 2025, with 85.5 percent. The route with the highest OTP for arrivals was Christchurch – Sydney with 79.0 percent.

Cancellations were highest on the Auckland - Adelaide route in December 2025, with 5.1 percent of services cancelled.

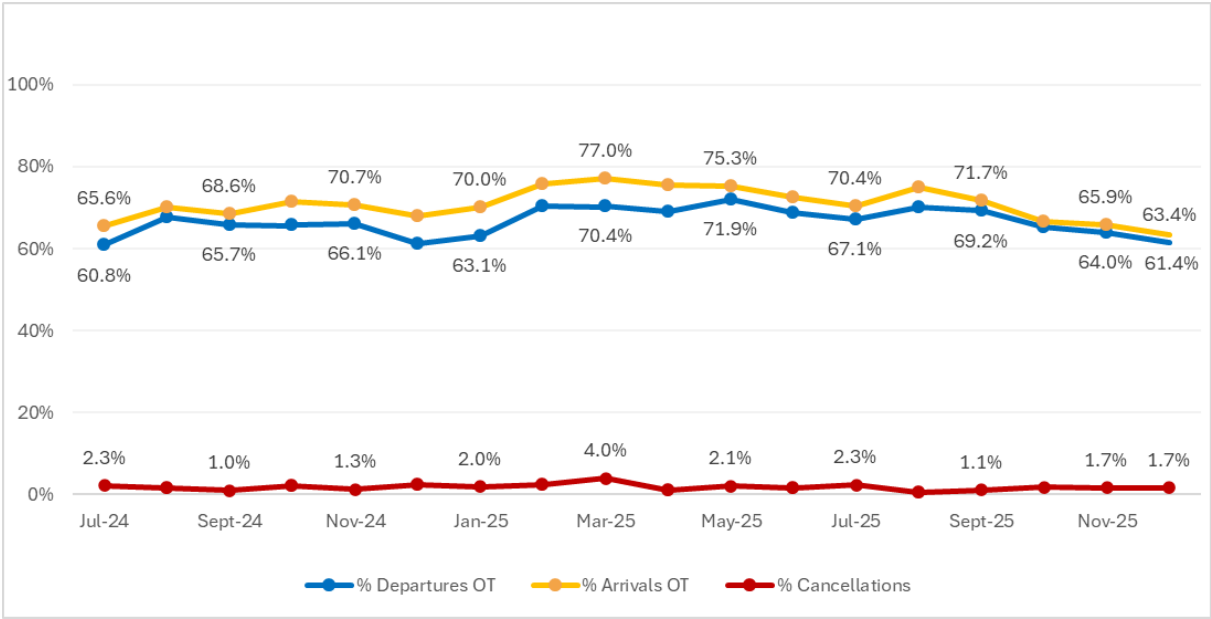
All airlines' on-time performance, December 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
4,224	4,151	2,548	61.4%	2,632	63.4%	73%	1.7%

Top 5 trans-Tasman routes for on-time performance, December 2025

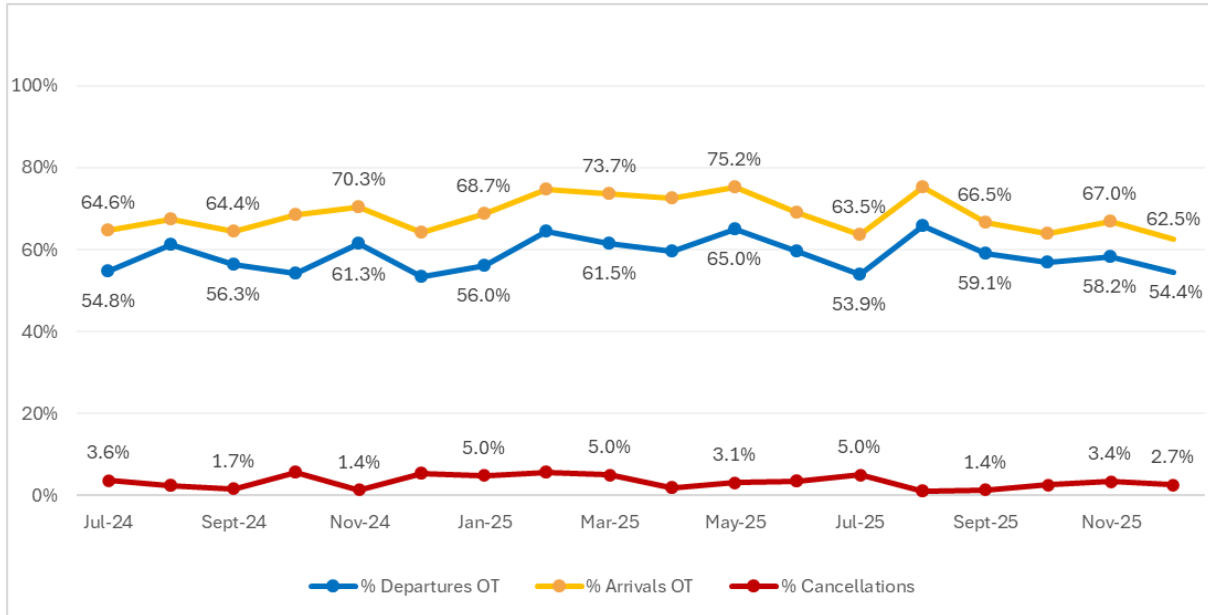
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Christchurch - Sydney	85.5%	Christchurch - Sydney	79.0%	Auckland - Adelaide	5.1%
Wellington - Melbourne	81.4%	Wellington - Melbourne	78.6%	Queenstown - Sydney	3.0%
Wellington - Brisbane	77.0%	Auckland - Adelaide	78.4%	Queenstown - Melbourne	2.9%
Christchurch - Melbourne	76.0%	Adelaide - Auckland	76.3%	Wellington - Melbourne	2.8%
Auckland - Adelaide	75.7%	Gold Coast - Auckland	75.3%	Adelaide - Auckland	2.6%

Trans-Tasman on-time performance trends, all airlines, all reported routes



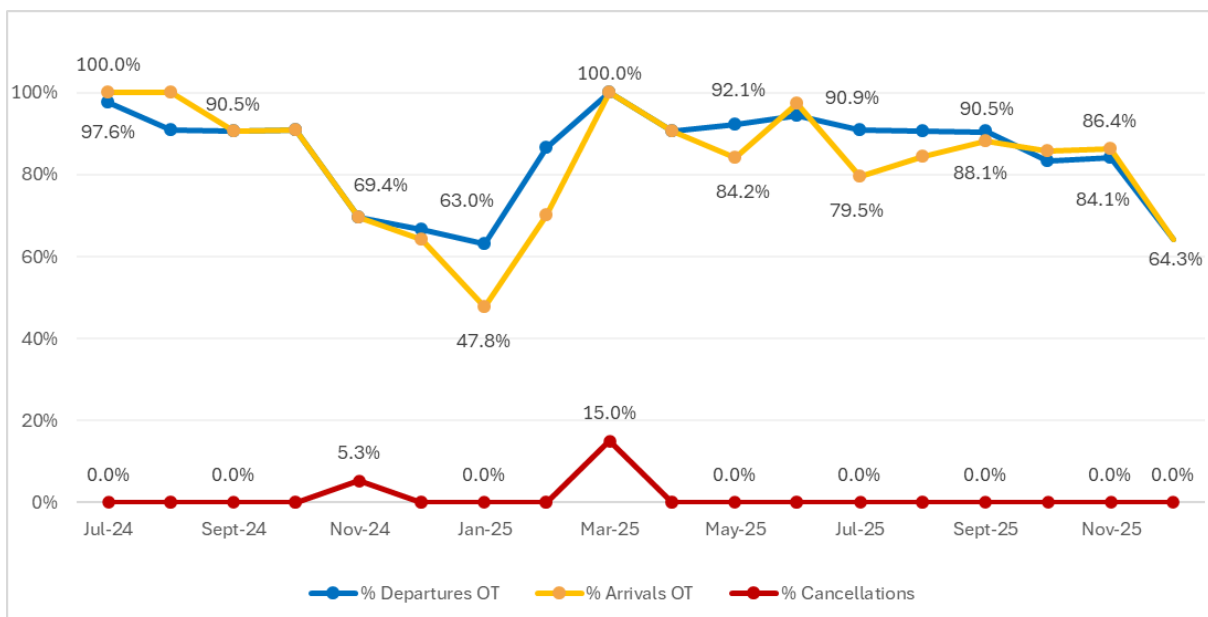
12. Airlines' performance for trans-Tasman routes in December 2025

Air New Zealand

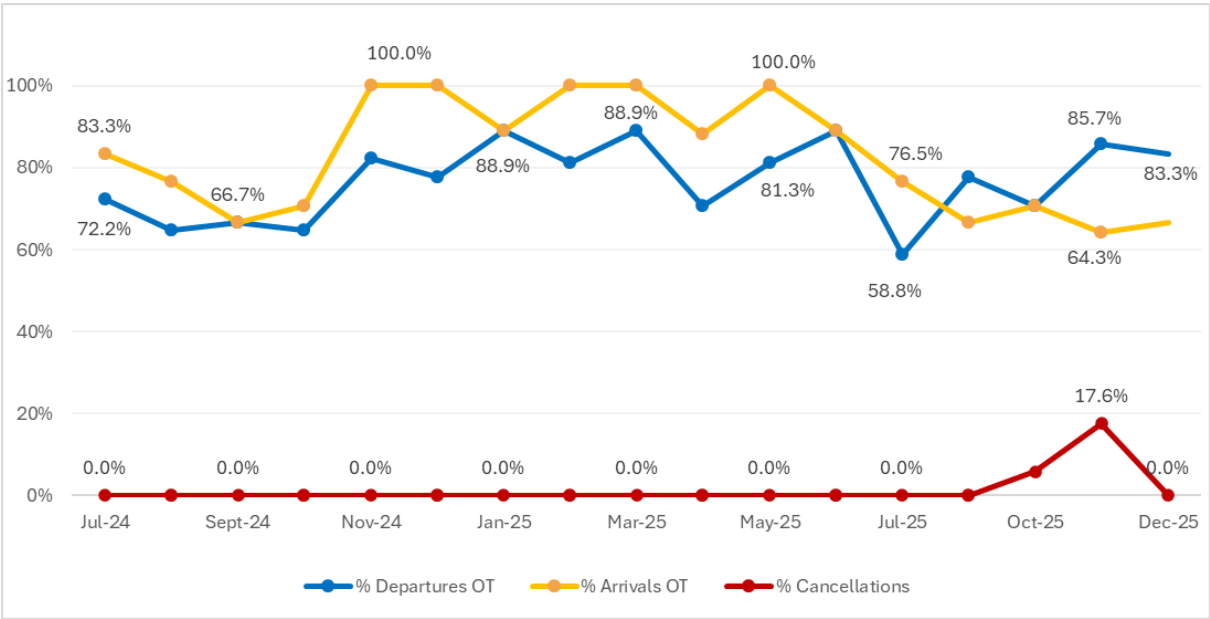


Trans-Tasman services were impacted by weather systems across the Tasman, particularly later in the month, as well as flow-on impacts from domestic disruption. A small number of cancellations were also linked to ongoing global challenges with Pratt & Whitney engines.

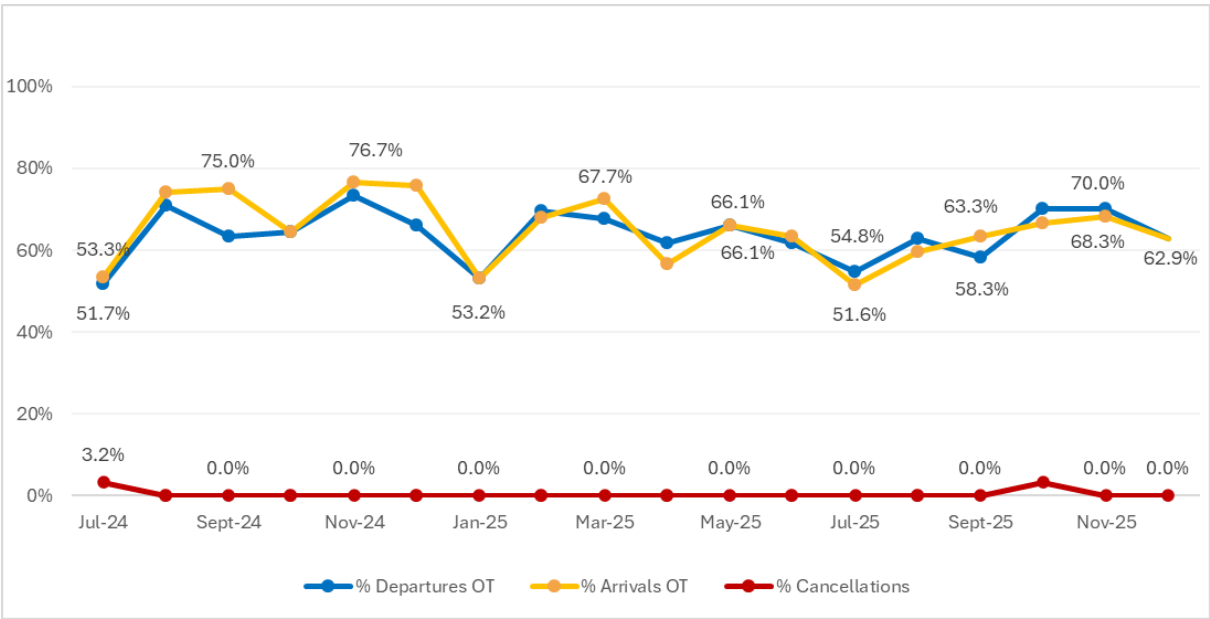
China Airlines



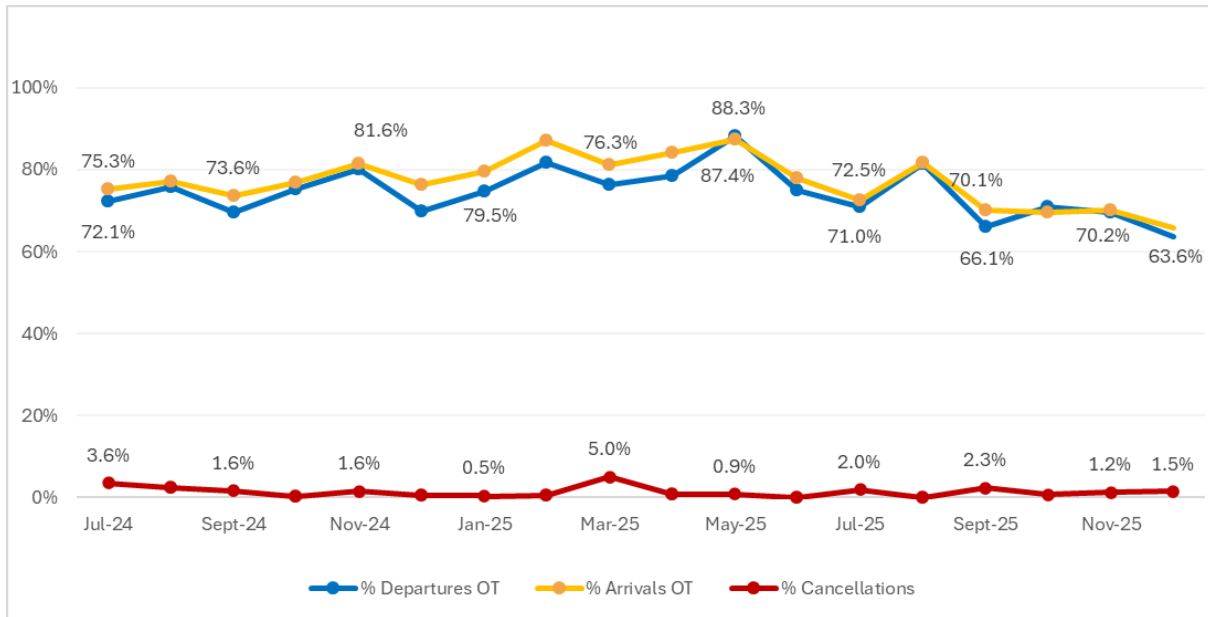
China Eastern Airlines



Emirates

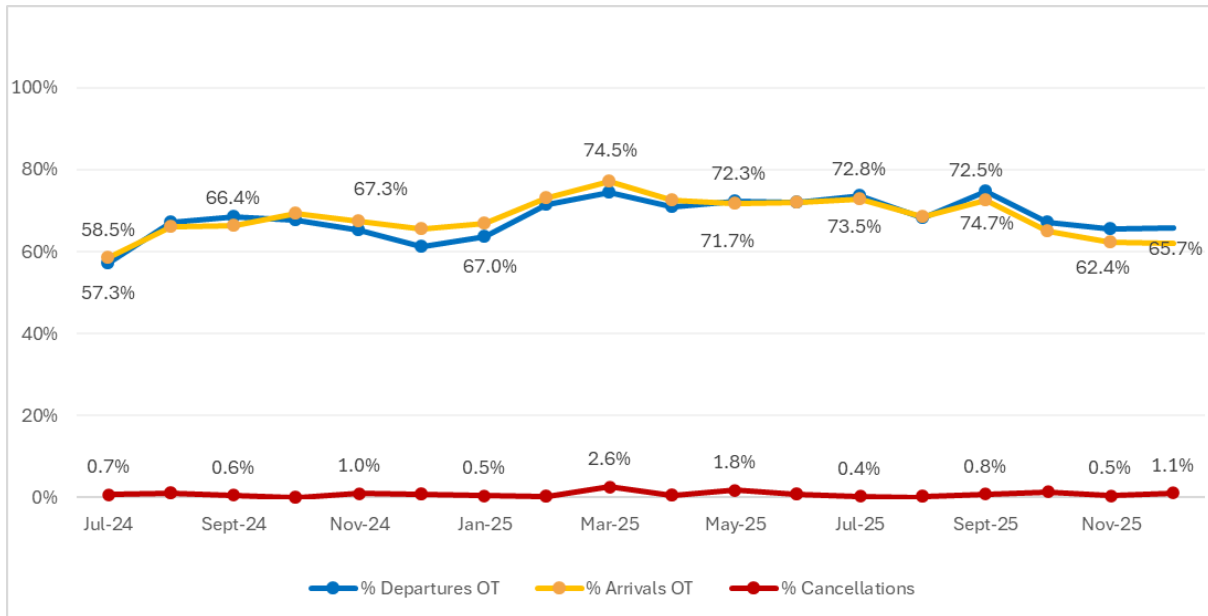


Jetstar



Jetstar reports that its trans-Tasman performance was affected by gate availability in Auckland, delays in receiving air traffic control clearances at Auckland Airport, and delayed passenger deboarding.

Qantas

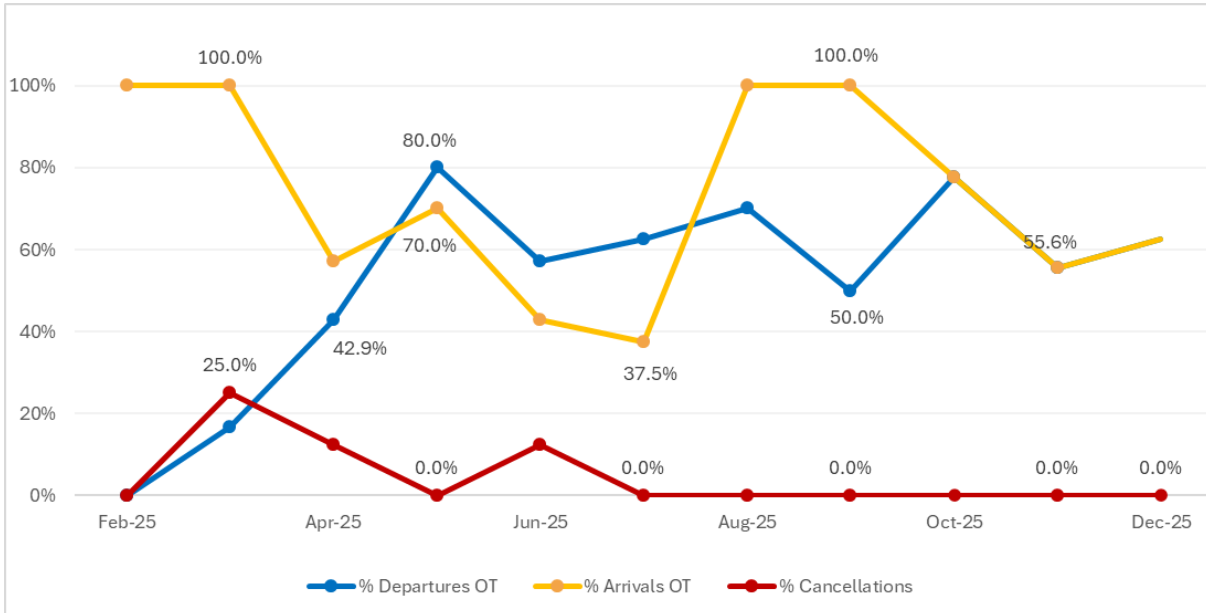


Qantas reports that the following factors affected their OTP in December:

- Seasonal weather delays from East Coast Australia storms.
- Air traffic flow management and air traffic control gate-holding caused by congestion and weather.
- Late inbound aircraft due to upstream weather delays.
- Boarding and ramp delays from off-schedule operations.

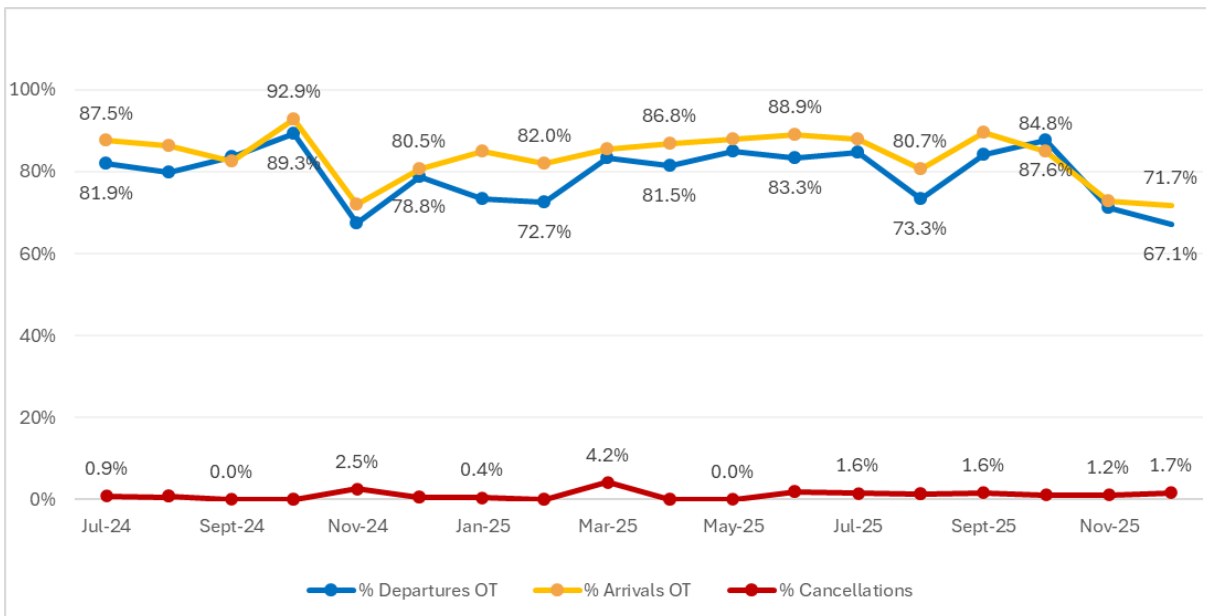
- Seasonal boarding delays driven by holiday-period demand.

Solomon Airlines



Solomon Airlines started weekly Brisbane – Auckland and Auckland – Brisbane services in February 2025.

Virgin Australia



13. Individual domestic regional routes in December 2025

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Blenheim		143	140	98	70.0%	106	75.7%	3	2.1%
Air NZ		143	140	98	70.0%	106	75.7%	3	2.1%
Auckland - Gisborne		159	154	99	64.3%	120	77.9%	5	3.1%
Air NZ		159	154	99	64.3%	120	77.9%	5	3.1%
Auckland - Hawke's Bay		288	278	205	73.7%	224	80.6%	10	3.5%
Air NZ		288	278	205	73.7%	224	80.6%	10	3.5%
Auckland - Invercargill		23	23	22	95.7%	22	95.7%	0	0.0%
Air NZ		23	23	22	95.7%	22	95.7%	0	0.0%
Auckland - Kerikeri		138	136	89	65.4%	89	65.4%	2	1.4%
Air NZ		138	136	89	65.4%	89	65.4%	2	1.4%
Auckland - Nelson		359	347	246	70.9%	275	79.3%	12	3.3%
Air NZ		359	347	246	70.9%	275	79.3%	12	3.3%
Auckland - New Plymouth		183	177	128	72.3%	139	78.5%	6	3.3%
Air NZ		183	177	128	72.3%	139	78.5%	6	3.3%
Auckland - Palmerston North		243	233	157	67.4%	173	74.2%	10	4.1%
Air NZ		243	233	157	67.4%	173	74.2%	10	4.1%
Auckland - Rotorua		67	64	39	60.9%	42	65.6%	3	4.5%
Air NZ		67	64	39	60.9%	42	65.6%	3	4.5%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Taupo	61	58	38	65.5%	43	74.1%	3	4.9%
Air NZ	61	58	38	65.5%	43	74.1%	3	4.9%
Auckland - Tauranga	226	221	151	68.3%	178	80.5%	5	2.2%
Air NZ	226	221	151	68.3%	178	80.5%	5	2.2%
Auckland - Whangarei	120	117	91	77.8%	90	76.9%	3	2.5%
Air NZ	120	117	91	77.8%	90	76.9%	3	2.5%
Blenheim - Auckland	144	143	110	76.9%	108	75.5%	1	0.7%
Air NZ	144	143	110	76.9%	108	75.5%	1	0.7%
Blenheim - Wellington	119	114	86	75.4%	89	78.1%	5	4.2%
Air NZ	119	114	86	75.4%	89	78.1%	5	4.2%
Christchurch - Dunedin	148	148	127	85.8%	130	87.8%	0	0.0%
Air NZ	148	148	127	85.8%	130	87.8%	0	0.0%
Christchurch - Hamilton	140	139	118	84.9%	120	86.3%	1	0.7%
Air NZ	109	108	95	88.0%	96	88.9%	1	0.9%
Jetstar	31	31	23	74.2%	24	77.4%	0	0.0%
Christchurch - Hawke's Bay	99	98	90	91.8%	88	89.8%	1	1.0%
Air NZ	99	98	90	91.8%	88	89.8%	1	1.0%
Christchurch - Hokitika	48	45	37	82.2%	35	77.8%	3	6.3%
Air NZ	48	45	37	82.2%	35	77.8%	3	6.3%
Christchurch - Invercargill	173	170	144	84.7%	152	89.4%	3	1.7%
Air NZ	173	170	144	84.7%	152	89.4%	3	1.7%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Christchurch - Nelson	172	167	142	85.0%	144	86.2%	5	2.9%
Air NZ	172	167	142	85.0%	144	86.2%	5	2.9%
Christchurch - New Plymouth	60	59	48	81.4%	46	78.0%	1	1.7%
Air NZ	60	59	48	81.4%	46	78.0%	1	1.7%
Christchurch - Palmerston North	127	127	119	93.7%	115	90.6%	0	0.0%
Air NZ	127	127	119	93.7%	115	90.6%	0	0.0%
Christchurch - Queenstown	125	125	112	89.6%	108	86.4%	0	0.0%
Air NZ	125	125	112	89.6%	108	86.4%	0	0.0%
Christchurch - Rotorua	84	82	74	90.2%	57	69.5%	2	2.4%
Air NZ	84	82	74	90.2%	57	69.5%	2	2.4%
Christchurch - Tauranga	105	105	92	87.6%	91	86.7%	0	0.0%
Air NZ	105	105	92	87.6%	91	86.7%	0	0.0%
Dunedin - Christchurch	148	148	131	88.5%	131	88.5%	0	0.0%
Air NZ	148	148	131	88.5%	131	88.5%	0	0.0%
Dunedin - Wellington	72	72	61	84.7%	65	90.3%	0	0.0%
Air NZ	72	72	61	84.7%	65	90.3%	0	0.0%
Gisborne - Auckland	159	157	117	74.5%	121	77.1%	2	1.3%
Air NZ	159	157	117	74.5%	121	77.1%	2	1.3%
Gisborne - Hawke's Bay	6	6	6	100.0%	6	100.0%	0	0.0%
Sunair Aviation	6	6	6	100.0%	6	100.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Gisborne - 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%
Gisborne - Wellington	60	58	44	75.9%	45	77.6%	2	3.3%
Air NZ	60	58	44	75.9%	45	77.6%	2	3.3%
Great Barrier Island - Tauranga	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Great Barrier Island - Whangarei	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Great Barrier Island - Whitianga	1	1	0	0.0%	0	0.0%	0	0.0%
Sunair Aviation	1	1	0	0.0%	0	0.0%	0	0.0%
Hamilton - Christchurch	140	139	112	80.6%	112	80.6%	1	0.7%
Air NZ	109	108	94	87.0%	94	87.0%	1	0.9%
Jetstar	31	31	18	58.1%	18	58.1%	0	0.0%
Hamilton - Gisborne	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Hamilton - Nelson	1	1	1	100.0%	1	100.0%	0	0.0%
Air NZ	1	1	1	100.0%	1	100.0%	0	0.0%
Hamilton - Wellington	139	137	126	92.0%	128	93.4%	2	1.4%
Air NZ	139	137	126	92.0%	128	93.4%	2	1.4%
Hawke's Bay - Auckland	290	279	231	82.8%	220	78.9%	11	3.8%
Air NZ	290	279	231	82.8%	220	78.9%	11	3.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Hawke's Bay - Christchurch	99	96	90	93.8%	92	95.8%	3	3.0%
Air NZ	99	96	90	93.8%	92	95.8%	3	3.0%
Hawke's Bay - Gisborne	4	4	2	50.0%	2	50.0%	0	0.0%
Sunair Aviation	4	4	2	50.0%	2	50.0%	0	0.0%
Hawke's Bay - Wairoa	3	3	3	100.0%	3	100.0%	0	0.0%
Sunair Aviation	3	3	3	100.0%	3	100.0%	0	0.0%
Hawke's Bay - Wellington	113	109	87	79.8%	86	78.9%	4	3.5%
Air NZ	113	109	87	79.8%	86	78.9%	4	3.5%
Hawke's Bay - Whakatane	0	0	0	0.0%	0	0.0%	0	0.0%
Sunair Aviation	0	0	0	0.0%	0	0.0%	0	0.0%
Hokitika - Christchurch	48	43	34	79.1%	32	74.4%	5	10.4%
Air NZ	48	43	34	79.1%	32	74.4%	5	10.4%
Invercargill - Auckland	23	23	21	91.3%	19	82.6%	0	0.0%
Air NZ	23	23	21	91.3%	19	82.6%	0	0.0%
Invercargill - Christchurch	173	169	154	91.1%	153	90.5%	4	2.3%
Air NZ	173	169	154	91.1%	153	90.5%	4	2.3%
Kerikeri - Auckland	140	136	91	66.9%	101	74.3%	4	2.9%
Air NZ	140	136	91	66.9%	101	74.3%	4	2.9%
Nelson - Auckland	359	348	274	78.7%	268	77.0%	11	3.1%
Air NZ	359	348	274	78.7%	268	77.0%	11	3.1%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Nelson - Christchurch		173	167	141	84.4%	149	89.2%	6	3.5%
Air NZ		173	167	141	84.4%	149	89.2%	6	3.5%
Nelson - Palmerston North		1	1	1	100.0%	1	100.0%	0	0.0%
Air NZ		1	1	1	100.0%	1	100.0%	0	0.0%
Nelson - Wellington		276	261	202	77.4%	207	79.3%	15	5.4%
Air NZ		276	261	202	77.4%	207	79.3%	15	5.4%
New Plymouth - Auckland		182	175	134	76.6%	141	80.6%	7	3.8%
Air NZ		182	175	134	76.6%	141	80.6%	7	3.8%
New Plymouth - Christchurch		60	60	45	75.0%	49	81.7%	0	0.0%
Air NZ		60	60	45	75.0%	49	81.7%	0	0.0%
New Plymouth - Wellington		77	77	63	81.8%	66	85.7%	0	0.0%
Air NZ		77	77	63	81.8%	66	85.7%	0	0.0%
Palmerston North - Auckland		244	236	184	78.0%	182	77.1%	8	3.3%
Air NZ		244	236	184	78.0%	182	77.1%	8	3.3%
Palmerston North - Christchurch		126	124	102	82.3%	104	83.9%	2	1.6%
Air NZ		126	124	102	82.3%	104	83.9%	2	1.6%
Queenstown - Christchurch		125	122	103	84.4%	102	83.6%	3	2.4%
Air NZ		125	122	103	84.4%	102	83.6%	3	2.4%
Rotorua - Auckland		67	65	50	76.9%	46	70.8%	2	3.0%
Air NZ		67	65	50	76.9%	46	70.8%	2	3.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Rotorua - Christchurch	84	77	50	64.9%	59	76.6%	7	8.3%
Air NZ	84	77	50	64.9%	59	76.6%	7	8.3%
Rotorua - Wellington	62	56	35	62.5%	36	64.3%	6	9.7%
Air NZ	62	56	35	62.5%	36	64.3%	6	9.7%
Takaka - Wellington	42	42	38	90.5%	37	88.1%	0	0.0%
Golden Bay Air	42	42	38	90.5%	37	88.1%	0	0.0%
Taupo - Auckland	61	57	40	70.2%	42	73.7%	4	6.6%
Air NZ	61	57	40	70.2%	42	73.7%	4	6.6%
Tauranga - Auckland	228	224	175	78.1%	167	74.6%	4	1.8%
Air NZ	228	224	175	78.1%	167	74.6%	4	1.8%
Tauranga - Christchurch	105	101	86	85.1%	92	91.1%	4	3.8%
Air NZ	105	101	86	85.1%	92	91.1%	4	3.8%
Tauranga - Great Barrier Island	4	4	4	100.0%	4	100.0%	0	0.0%
Sunair Aviation	4	4	4	100.0%	4	100.0%	0	0.0%
Tauranga - Wellington	134	133	106	79.7%	115	86.5%	1	0.7%
Air NZ	134	133	106	79.7%	115	86.5%	1	0.7%
Tauranga - Whitianga	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Timaru - Wellington	54	52	43	82.7%	45	86.5%	2	3.7%
Air NZ	54	52	43	82.7%	45	86.5%	2	3.7%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Wairoa - Hawke's Bay		3	3	3	100.0%	3	100.0%	0	0.0%
Sunair Aviation		3	3	3	100.0%	3	100.0%	0	0.0%
Wellington - Blenheim		119	116	85	73.3%	84	72.4%	3	2.5%
Air NZ		119	116	85	73.3%	84	72.4%	3	2.5%
Wellington - Dunedin		71	71	61	85.9%	64	90.1%	0	0.0%
Air NZ		71	71	61	85.9%	64	90.1%	0	0.0%
Wellington - Gisborne		60	59	40	67.8%	41	69.5%	1	1.7%
Air NZ		60	59	40	67.8%	41	69.5%	1	1.7%
Wellington - Hamilton		139	138	122	88.4%	120	87.0%	1	0.7%
Air NZ		139	138	122	88.4%	120	87.0%	1	0.7%
Wellington - Hawke's Bay		113	109	81	74.3%	81	74.3%	4	3.5%
Air NZ		113	109	81	74.3%	81	74.3%	4	3.5%
Wellington - Nelson		276	264	200	75.8%	198	75.0%	12	4.3%
Air NZ		276	264	200	75.8%	198	75.0%	12	4.3%
Wellington - New Plymouth		76	76	58	76.3%	61	80.3%	0	0.0%
Air NZ		76	76	58	76.3%	61	80.3%	0	0.0%
Wellington - Rotorua		62	57	38	66.7%	40	70.2%	5	8.1%
Air NZ		62	57	38	66.7%	40	70.2%	5	8.1%
Wellington - Takaka		42	42	31	73.8%	31	73.8%	0	0.0%
Golden Bay Air		42	42	31	73.8%	31	73.8%	0	0.0%
Wellington - Tauranga		133	131	109	83.2%	108	82.4%	2	1.5%
Air NZ		133	131	109	83.2%	108	82.4%	2	1.5%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Timaru	53	52	41	78.8%	35	67.3%	1	1.9%
Air NZ	53	52	41	78.8%	35	67.3%	1	1.9%
Whangarei - Auckland	121	117	95	81.2%	94	80.3%	4	3.3%
Air NZ	121	117	95	81.2%	94	80.3%	4	3.3%
Whangarei - Great Barrier Island	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Whitianga - Great Barrier Island	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Whitianga - Tauranga	1	1	1	100.0%	1	100.0%	0	0.0%
Sunair Aviation	1	1	1	100.0%	1	100.0%	0	0.0%
Grand Total	8,914	8,677	6,822	78.6%	6,982	80.5%	237	2.7%

14. Domestic regional performance by region in December 2025

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

Region	On-Time Departures from Region		On-Time Arrivals from Region		Cancellations to and from Region	
	No.	%	No.	%	No.	%
Auckland	2,669	72.6%	2,794	75.7%	178	2.4%
Blenheim	196	76.3%	190	74.2%	12	2.3%
Chatham Islands (Tuuta)	0	0.0%	0	0.0%	0	0.0%
Christchurch	2,077	83.7%	2,056	83.6%	94	1.9%
Dunedin	291	83.9%	293	84.4%	1	0.1%
Gisborne	169	75.8%	164	75.2%	10	2.2%
Great Barrier Island	2	66.7%	6	100.0%	0	0.0%
Hamilton	240	86.3%	240	86.6%	5	0.9%
Hawke's Bay	413	84.1%	402	81.4%	33	3.2%
Hokitika	34	79.1%	35	77.8%	8	8.3%
Invercargill	175	91.1%	174	90.2%	7	1.8%
Kaitaia	0	0.0%	0	0.0%	0	0.0%
Kerikeri	91	66.9%	89	65.4%	6	2.2%
Nelson	618	79.5%	618	79.3%	61	3.8%
New Plymouth	242	77.6%	246	78.8%	14	2.2%
North Shore	0	0.0%	0	0.0%	0	0.0%
Palmerston North	286	79.4%	289	80.1%	20	2.7%
Paraparaumu	0	0.0%	0	0.0%	0	0.0%

Region	On-Time Departures from Region		On-Time Arrivals from Region		Cancellations to and from Region	
	No.	%	No.	%	No.	%
Picton	0	0.0%	0	0.0%	0	0.0%
Queenstown	454	78.5%	489	82.7%	21	1.8%
Rotorua	135	68.2%	139	68.5%	25	5.9%
Takaka	38	90.5%	31	73.8%	0	0.0%
Taupo	40	70.2%	43	74.1%	7	5.7%
Tauranga	372	80.3%	381	82.6%	16	1.7%
Timaru	43	82.7%	35	67.3%	3	2.8%
Wairoa	3	100.0%	3	100.0%	0	0.0%
Wanaka	0	0.0%	0	0.0%	0	0.0%
Wellington	1,708	78.3%	1,795	82.9%	84	1.9%
Westport	0	0.0%	0	0.0%	0	0.0%
Whakatane	0	0.0%	0	0.0%	0	0.0%
Whanganui	0	0.0%	0	0.0%	0	0.0%
Whangarei	96	81.4%	91	77.1%	7	2.9%
Whitianga	2	100.0%	1	50.0%	0	0.0%

15. Individual domestic jet routes in December 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Queenstown - Wellington	81	78	68	87.2%	67	85.9%	3	3.7%
Air NZ	68	66	57	86.4%	57	86.4%	2	2.9%
Jetstar	13	12	11	91.7%	10	83.3%	1	7.7%
Queenstown - Auckland	389	378	283	74.9%	294	77.8%	11	2.8%
Air NZ	296	286	227	79.4%	229	80.1%	10	3.4%
Jetstar	93	92	56	60.9%	65	70.7%	1	1.1%
Auckland - Christchurch	741	723	548	75.8%	552	76.3%	18	2.4%
Air NZ	497	488	397	81.4%	387	79.3%	9	1.8%
Jetstar	244	235	151	64.3%	165	70.2%	9	3.7%
Christchurch - Auckland	748	731	554	75.8%	546	74.7%	17	2.3%
Air NZ	504	496	392	79.0%	392	79.0%	8	1.6%
Jetstar	244	235	162	68.9%	154	65.5%	9	3.7%
Auckland - Queenstown	389	385	300	77.9%	310	80.5%	4	1.0%
Air NZ	296	292	234	80.1%	241	82.5%	4	1.4%
Jetstar	93	93	66	71.0%	69	74.2%	0	0.0%
Christchurch - Wellington	490	486	420	86.4%	426	87.7%	4	0.8%
Air NZ	428	424	374	88.2%	380	89.6%	4	0.9%
Jetstar	62	62	46	74.2%	46	74.2%	0	0.0%
Wellington - Christchurch	495	491	412	83.9%	429	87.4%	4	0.8%
Air NZ	433	429	369	86.0%	386	90.0%	4	0.9%
Jetstar	62	62	43	69.4%	43	69.4%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Auckland	497	493	359	72.8%	350	71.0%	4	0.8%
Air NZ	367	364	270	74.2%	263	72.3%	3	0.8%
Jetstar	130	129	89	69.0%	87	67.4%	1	0.8%
Dunedin - Auckland	128	127	99	78.0%	95	74.8%	1	0.8%
Air NZ	93	92	76	82.6%	74	80.4%	1	1.1%
Jetstar	35	35	23	65.7%	21	60.0%	0	0.0%
Auckland - Wellington	494	491	363	73.9%	383	78.0%	3	0.6%
Air NZ	364	362	276	76.2%	294	81.2%	2	0.5%
Jetstar	130	129	87	67.4%	89	69.0%	1	0.8%
Wellington - Queenstown	81	81	71	87.7%	71	87.7%	0	0.0%
Air NZ	68	68	60	88.2%	59	86.8%	0	0.0%
Jetstar	13	13	11	84.6%	12	92.3%	0	0.0%
Auckland - Dunedin	128	128	95	74.2%	99	77.3%	0	0.0%
Air NZ	93	93	70	75.3%	73	78.5%	0	0.0%
Jetstar	35	35	25	71.4%	26	74.3%	0	0.0%
Grand Total	4,661	4,592	3,572	77.8%	3,622	78.9%	69	1.5%

16. Individual trans-Tasman routes in December 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Adelaide	39	37	28	75.7%	29	78.4%	2	5.1%
Air NZ	22	22	15	68.2%	16	72.7%	0	0.0%
Qantas	17	15	13	86.7%	13	86.7%	2	11.8%
Queenstown - Sydney	169	164	115	70.1%	112	68.3%	5	3.0%
Air NZ	37	35	24	68.6%	25	71.4%	2	5.4%
Jetstar	31	29	20	69.0%	18	62.1%	2	6.5%
Qantas	62	62	44	71.0%	40	64.5%	0	0.0%
Virgin Australia	39	38	27	71.1%	29	76.3%	1	2.6%
Queenstown - Melbourne	102	99	65	65.7%	59	59.6%	3	2.9%
Air NZ	31	31	17	54.8%	19	61.3%	0	0.0%
Jetstar	13	12	11	91.7%	9	75.0%	1	7.7%
Qantas	22	21	15	71.4%	10	47.6%	1	4.5%
Virgin Australia	36	35	22	62.9%	21	60.0%	1	2.8%
Wellington - Melbourne	72	70	57	81.4%	55	78.6%	2	2.8%
Air NZ	31	30	28	93.3%	27	90.0%	1	3.2%
Qantas	41	40	29	72.5%	28	70.0%	1	2.4%
Adelaide - Auckland	39	38	24	63.2%	29	76.3%	1	2.6%
Air NZ	22	22	10	45.5%	16	72.7%	0	0.0%
Qantas	17	16	14	87.5%	13	81.3%	1	5.9%
Auckland - Brisbane	246	240	159	66.3%	163	67.9%	6	2.4%
Air NZ	99	93	54	58.1%	62	66.7%	6	6.1%
China Airlines	21	21	14	66.7%	14	66.7%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Jetstar	60	60	37	61.7%	39	65.0%	0	0.0%
Qantas	62	62	51	82.3%	45	72.6%	0	0.0%
Solomon Airlines	4	4	3	75.0%	3	75.0%	0	0.0%
Brisbane - Auckland	246	240	115	47.9%	129	53.8%	6	2.4%
Air NZ	99	93	34	36.6%	45	48.4%	6	6.1%
China Airlines	21	21	13	61.9%	13	61.9%	0	0.0%
Jetstar	60	60	38	63.3%	38	63.3%	0	0.0%
Qantas	62	62	28	45.2%	31	50.0%	0	0.0%
Solomon Airlines	4	4	2	50.0%	2	50.0%	0	0.0%
Brisbane - Christchurch	93	91	35	38.5%	47	51.6%	2	2.2%
Air NZ	31	30	7	23.3%	13	43.3%	1	3.2%
Qantas	62	61	28	45.9%	34	55.7%	1	1.6%
Melbourne - Auckland	334	327	156	47.7%	199	60.9%	7	2.1%
Air NZ	148	144	63	43.8%	90	62.5%	4	2.7%
Jetstar	46	44	15	34.1%	23	52.3%	2	4.3%
Qantas	140	139	78	56.1%	86	61.9%	1	0.7%
Perth - Auckland	48	47	28	59.6%	32	68.1%	1	2.1%
Air NZ	37	36	19	52.8%	22	61.1%	1	2.7%
Qantas	11	11	9	81.8%	10	90.9%	0	0.0%
Melbourne - Queenstown	102	100	60	60.0%	72	72.0%	2	2.0%
Air NZ	31	30	21	70.0%	24	80.0%	1	3.2%
Jetstar	13	13	6	46.2%	10	76.9%	0	0.0%
Qantas	22	22	16	72.7%	14	63.6%	0	0.0%
Virgin Australia	36	35	17	48.6%	24	68.6%	1	2.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Sydney	411	403	256	63.5%	227	56.3%	8	1.9%
Air NZ	168	163	86	52.8%	93	57.1%	5	3.0%
China Eastern Airlines	9	9	8	88.9%	5	55.6%	0	0.0%
Jetstar	40	40	26	65.0%	26	65.0%	0	0.0%
Qantas	194	191	136	71.2%	103	53.9%	3	1.5%
Auckland - Melbourne	333	327	209	63.9%	196	59.9%	6	1.8%
Air NZ	149	144	93	64.6%	91	63.2%	5	3.4%
Jetstar	46	46	24	52.2%	24	52.2%	0	0.0%
Qantas	138	137	92	67.2%	81	59.1%	1	0.7%
Sydney - Queenstown	168	165	122	73.9%	123	74.5%	3	1.8%
Air NZ	37	35	26	74.3%	30	85.7%	2	5.4%
Jetstar	31	30	22	73.3%	21	70.0%	1	3.2%
Qantas	62	62	46	74.2%	43	69.4%	0	0.0%
Virgin Australia	38	38	28	73.7%	29	76.3%	0	0.0%
Sydney - Auckland	408	401	222	55.4%	239	59.6%	7	1.7%
Air NZ	164	159	66	41.5%	77	48.4%	5	3.0%
China Eastern Airlines	9	9	7	77.8%	7	77.8%	0	0.0%
Jetstar	40	40	21	52.5%	25	62.5%	0	0.0%
Qantas	195	193	128	66.3%	130	67.4%	2	1.0%
Wellington - Brisbane	62	61	47	77.0%	43	70.5%	1	1.6%
Air NZ	31	31	26	83.9%	25	80.6%	0	0.0%
Qantas	31	30	21	70.0%	18	60.0%	1	3.2%
Christchurch - Melbourne	131	129	98	76.0%	89	69.0%	2	1.5%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	44	44	31	70.5%	25	56.8%	0	0.0%
Jetstar	31	31	29	93.5%	24	77.4%	0	0.0%
Qantas	56	54	38	70.4%	40	74.1%	2	3.6%
Queenstown - Brisbane	70	69	46	66.7%	48	69.6%	1	1.4%
Qantas	24	24	13	54.2%	14	58.3%	0	0.0%
Virgin Australia	46	45	33	73.3%	34	75.6%	1	2.2%
Christchurch - Sydney	140	138	118	85.5%	109	79.0%	2	1.4%
Air NZ	31	30	27	90.0%	27	90.0%	1	3.2%
Emirates	31	31	30	96.8%	27	87.1%	0	0.0%
Qantas	78	77	61	79.2%	55	71.4%	1	1.3%
Sydney - Christchurch	144	142	66	46.5%	76	53.5%	2	1.4%
Air NZ	35	34	19	55.9%	27	79.4%	1	2.9%
Emirates	31	31	9	29.0%	12	38.7%	0	0.0%
Qantas	78	77	38	49.4%	37	48.1%	1	1.3%
Christchurch - Brisbane	93	92	68	73.9%	57	62.0%	1	1.1%
Air NZ	31	30	17	56.7%	18	60.0%	1	3.2%
Qantas	62	62	51	82.3%	39	62.9%	0	0.0%
Auckland - Gold Coast	98	97	66	68.0%	69	71.1%	1	1.0%
Air NZ	47	47	32	68.1%	35	74.5%	0	0.0%
Jetstar	51	50	34	68.0%	34	68.0%	1	2.0%
Gold Coast - Auckland	98	97	67	69.1%	73	75.3%	1	1.0%
Air NZ	47	47	33	70.2%	36	76.6%	0	0.0%
Jetstar	51	50	34	68.0%	37	74.0%	1	2.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Melbourne - Christchurch	131	130	68	52.3%	79	60.8%	1	0.8%
Air NZ	44	44	17	38.6%	25	56.8%	0	0.0%
Jetstar	31	31	24	77.4%	24	77.4%	0	0.0%
Qantas	56	55	27	49.1%	30	54.5%	1	1.8%
Brisbane - Wellington	62	62	31	50.0%	40	64.5%	0	0.0%
Air NZ	31	31	16	51.6%	22	71.0%	0	0.0%
Qantas	31	31	15	48.4%	18	58.1%	0	0.0%
Melbourne - Wellington	71	71	41	57.7%	49	69.0%	0	0.0%
Air NZ	31	31	14	45.2%	22	71.0%	0	0.0%
Qantas	40	40	27	67.5%	27	67.5%	0	0.0%
Auckland - Perth	48	48	26	54.2%	26	54.2%	0	0.0%
Air NZ	37	37	18	48.6%	17	45.9%	0	0.0%
Qantas	11	11	8	72.7%	9	81.8%	0	0.0%
Wellington - Sydney	98	98	68	69.4%	61	62.2%	0	0.0%
Air NZ	27	27	12	44.4%	11	40.7%	0	0.0%
Qantas	71	71	56	78.9%	50	70.4%	0	0.0%
Brisbane - Queenstown	71	71	46	64.8%	47	66.2%	0	0.0%
Qantas	25	25	14	56.0%	14	56.0%	0	0.0%
Virgin Australia	46	46	32	69.6%	33	71.7%	0	0.0%
Sydney - Wellington	97	97	41	42.3%	55	56.7%	0	0.0%
Air NZ	27	27	6	22.2%	15	55.6%	0	0.0%
Qantas	70	70	35	50.0%	40	57.1%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Grand Total	4,224	4,151	2,548	61.4%	2,632	63.4%	73	1.7%

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