



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Aviation on-time performance: March 2026

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1. Introduction

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

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

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

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

2. About OTP

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

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

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

Examples of factors that can affect OTP for flights include:

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

3. Coverage

Domestic regional services

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

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

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

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

Unlike the reporting on domestic jet services and trans-Tasman services, reporting on domestic regional services includes routes where there is only one airline operating on that route. There were 89 domestic regional routes flown by participating airlines during the period reported.

Operational factors affecting domestic regional OTP

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

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

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

Airport type also plays a role:

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

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

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

Domestic jet services

OTP is reported for jet services on New Zealand domestic routes between Auckland, Hamilton, Wellington, Christchurch, Queenstown and Dunedin.

This report covers the following domestic airlines:

- Air New Zealand
- Jetstar.

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

There were 14 routes (7x2 return) that met this definition during the period reported:

1. Auckland - Christchurch - return
2. Auckland - Dunedin - return
3. Auckland - Queenstown - return
4. Auckland - Wellington – return
5. Christchurch – Hamilton - return
6. Wellington - Christchurch - return
7. Wellington - Queenstown - return.

Domestic OTP by region

Section 14 of this report breaks down domestic OTP by region. It covers all aircraft types.

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

How Air New Zealand's domestic OTP data is treated

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

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

Trans-Tasman

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

This report includes data from the following airlines:

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

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

In the trans-Tasman sections of this report, we have only included routes where there is more than one airline operating on that route. There were 30 routes that met this definition during the period reported.

4. Reports

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

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

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

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

5. Definitions

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

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

6. Caveats and limitations of the data

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

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

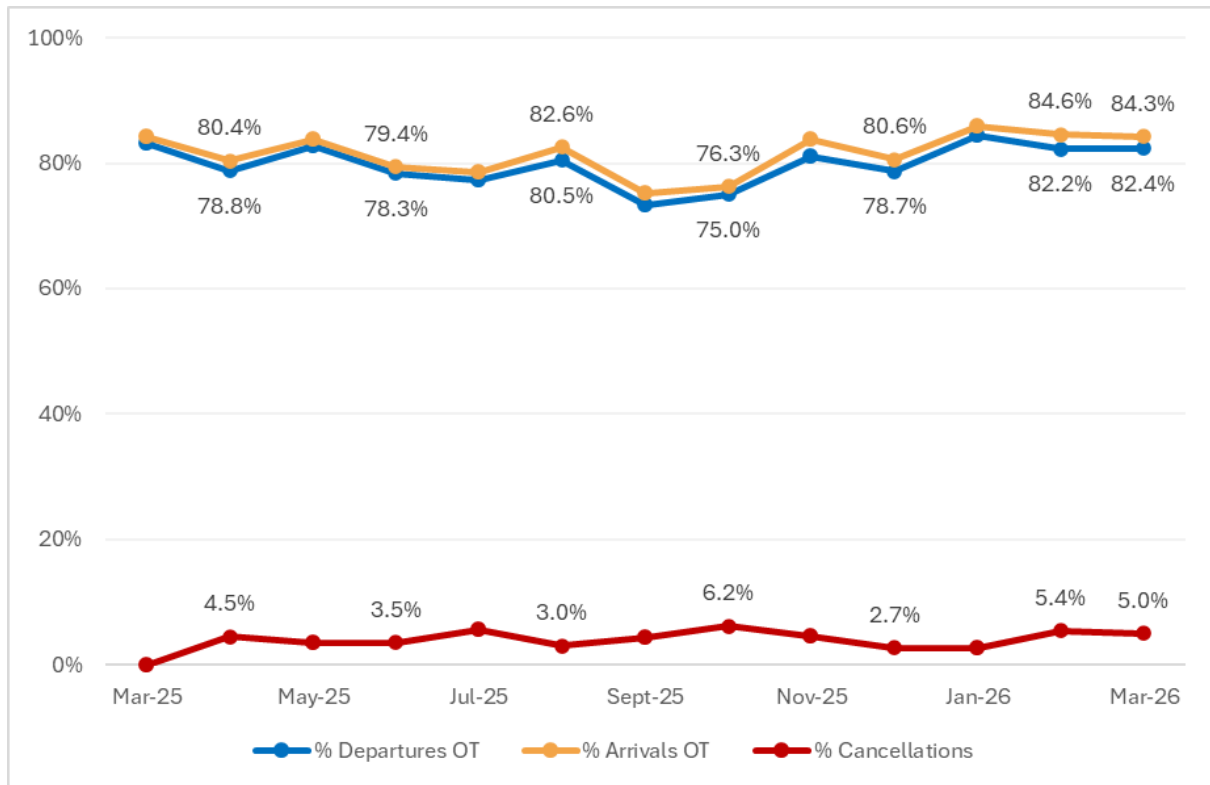
Care should be taken interpreting OTP for airlines that fly 20 or fewer sectors per month. Due to the small number of flights any delay or cancellation will vary their overall OTP considerably.

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

7. Industry OTP for domestic regional routes in March 2026

For March 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)

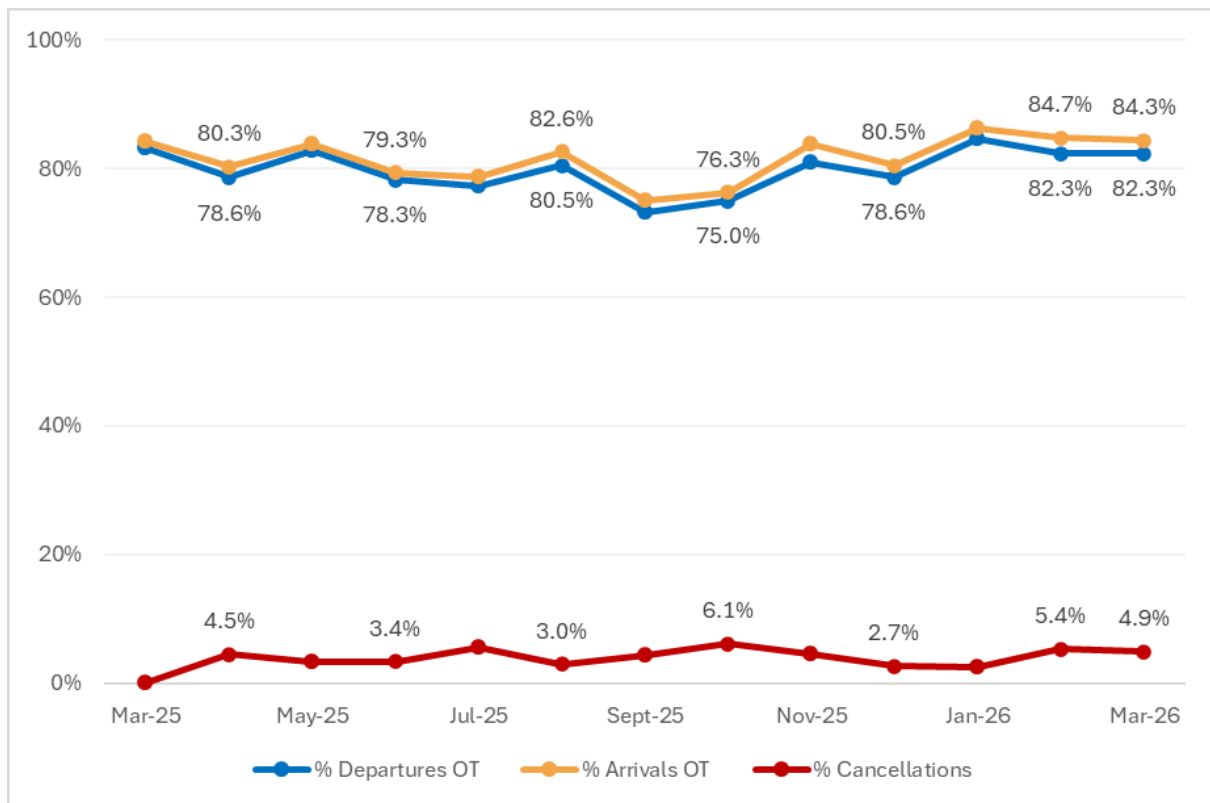


8. Airlines' OTP on domestic regional routes in March 2026

Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 82.3 percent for on-time departures and 84.3 percent for on-time arrivals. The cancellation rate for the month was 4.9 percent.

Services were affected by weather disruption, with conditions affecting Wellington in early and mid-March, low visibility at ports such as Whangārei and Kerikeri around mid-month, and further fog-related disruption later in the month.

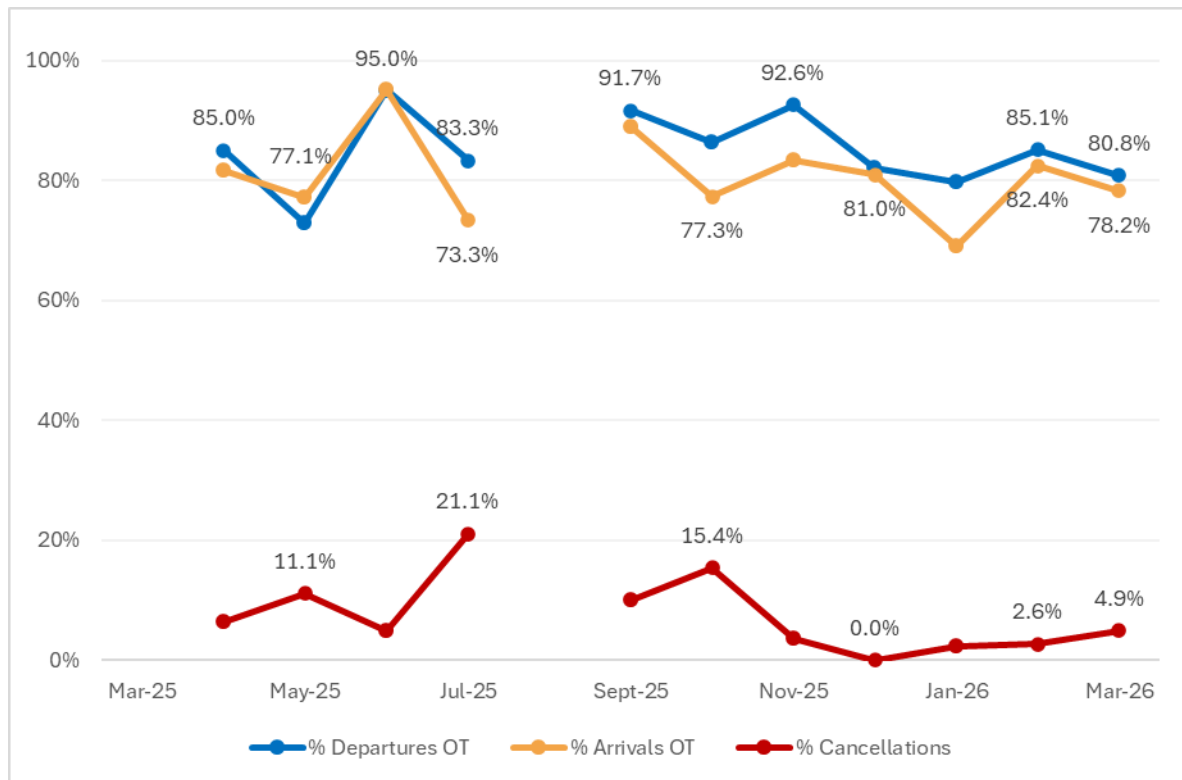


Golden Bay Air

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 80.8 percent for on-time departures and 78.2 percent for on-time arrivals. The cancellation rate for the month was 4.9 percent.

Delays were largely driven by weather disruption, with further impacts from a ground equipment fault and a late arrival from the previous flights. In a separate instance, delays were mainly caused by weather, along with air traffic control clearance delays, late inbound aircraft, a fuel uplift delay, a gate delay, and a passenger delay.

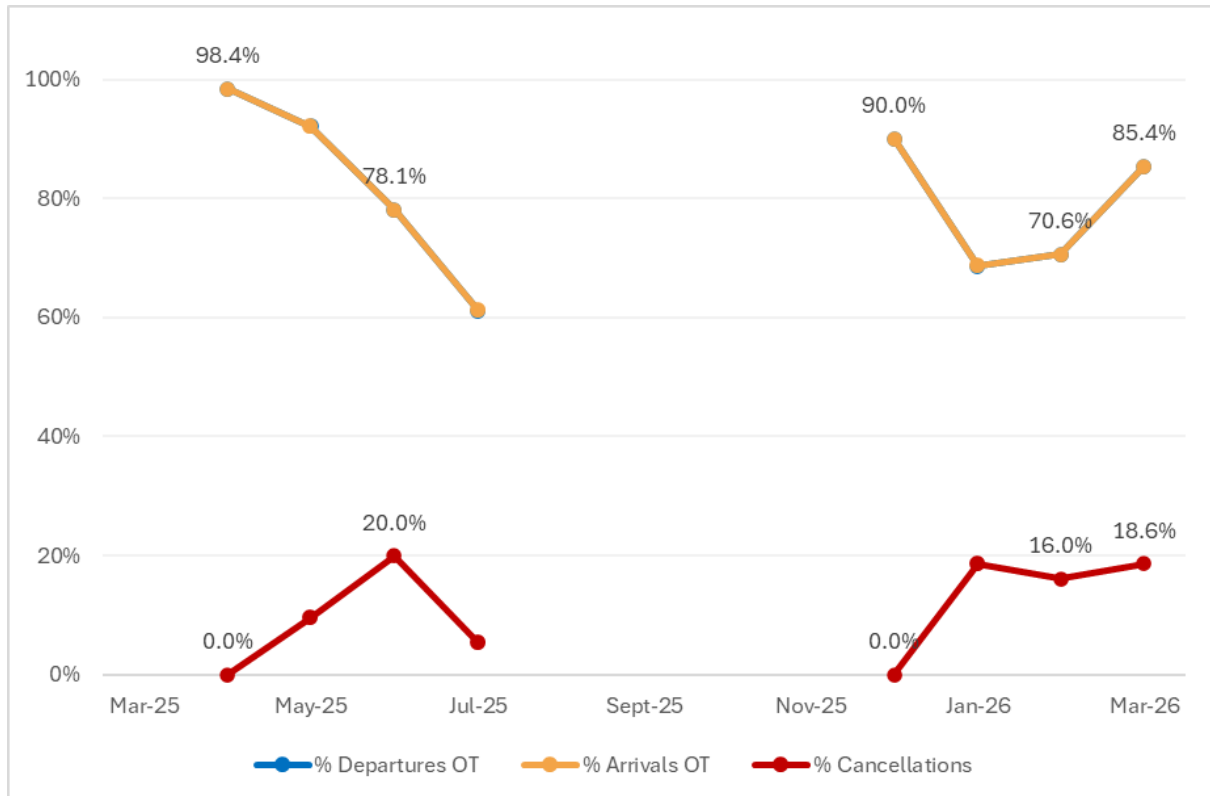


Sunair Aviation

Sunair Aviation resumed operations in December 2025 following a pause in services since July 2025. In March, Sunair Aviation's OTP for its domestic regional routes was 85.4 percent for on-time departures and 85.4 percent for on-time arrivals. The cancellation rate for the month was 18.6 percent.

Disruptions during the period were primarily weather-related, with multiple services cancelled due to weather.

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



9. Industry OTP for domestic jet routes in March 2026

For March 2026, OTP for all domestic jet routes where more than one airline operated jets on that route (see page 5) was 76.7 percent for on-time departures and 78.4 percent for on-time arrivals. The cancellation rate for the month was 1.6 percent.

The route with the highest OTP for departures in March 2026 was Queenstown – Wellington, with 85.9 percent of flights departing on time. Queenstown – Wellington also had the highest OTP for arrivals, with 93.0 percent of flights arriving on time.

Cancellations were highest on the Christchurch – Auckland route, with 2.1 percent of services cancelled.

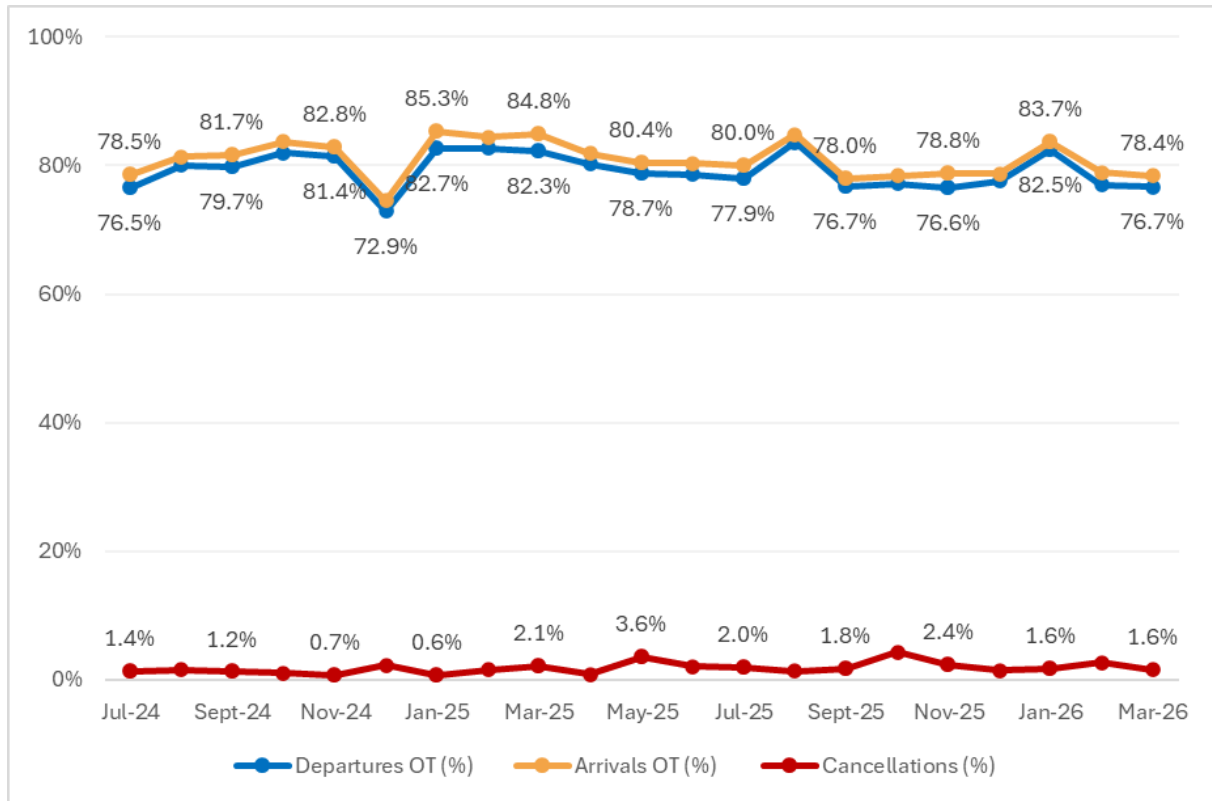
Both airlines' OTP, domestic jets, March 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
4,337	4,268	3,274	76.7%	3,346	78.4%	69	1.6%

Domestic jet routes ranked by OTP, March 2026

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Queenstown - Wellington	85.9%	Queenstown - Wellington	93.0%	Christchurch - Auckland	2.1%
Wellington - Queenstown	83.1%	Wellington - Queenstown	85.9%	Auckland - Christchurch	2.0%
Wellington - Christchurch	81.7%	Auckland - Wellington	83.8%	Queenstown - Auckland	1.9%
Auckland - Wellington	81.1%	Wellington - Christchurch	82.5%	Auckland - Wellington	1.8%
Auckland - Dunedin	80.3%	Auckland - Dunedin	81.8%	Wellington - Auckland	1.7%
Wellington - Auckland	79.8%	Queenstown - Auckland	80.5%	Dunedin - Auckland	1.4%
Auckland - Queenstown	78.9%	Dunedin - Auckland	79.4%	Auckland - Queenstown	1.4%
Auckland - Christchurch	77.4%	Wellington - Auckland	78.6%	Auckland - Dunedin	0.7%
Christchurch - Wellington	77.3%	Auckland - Queenstown	78.3%	Christchurch - Hamilton	0.0%
Dunedin - Auckland	77.2%	Auckland - Christchurch	77.5%	Hamilton - Christchurch	0.0%
Queenstown - Auckland	74.5%	Christchurch - Wellington	76.5%	Wellington - Christchurch	0.0%
Christchurch - Auckland	69.5%	Christchurch - Auckland	73.0%	Wellington - Queenstown	0.0%
Christchurch - Hamilton	66.1%	Christchurch - Hamilton	67.7%	Queenstown - Wellington	0.0%
Hamilton - Christchurch	62.9%	Hamilton - Christchurch	66.1%	Christchurch - Wellington	0.0%
Overall %	76.7%		78.4%		1.6%

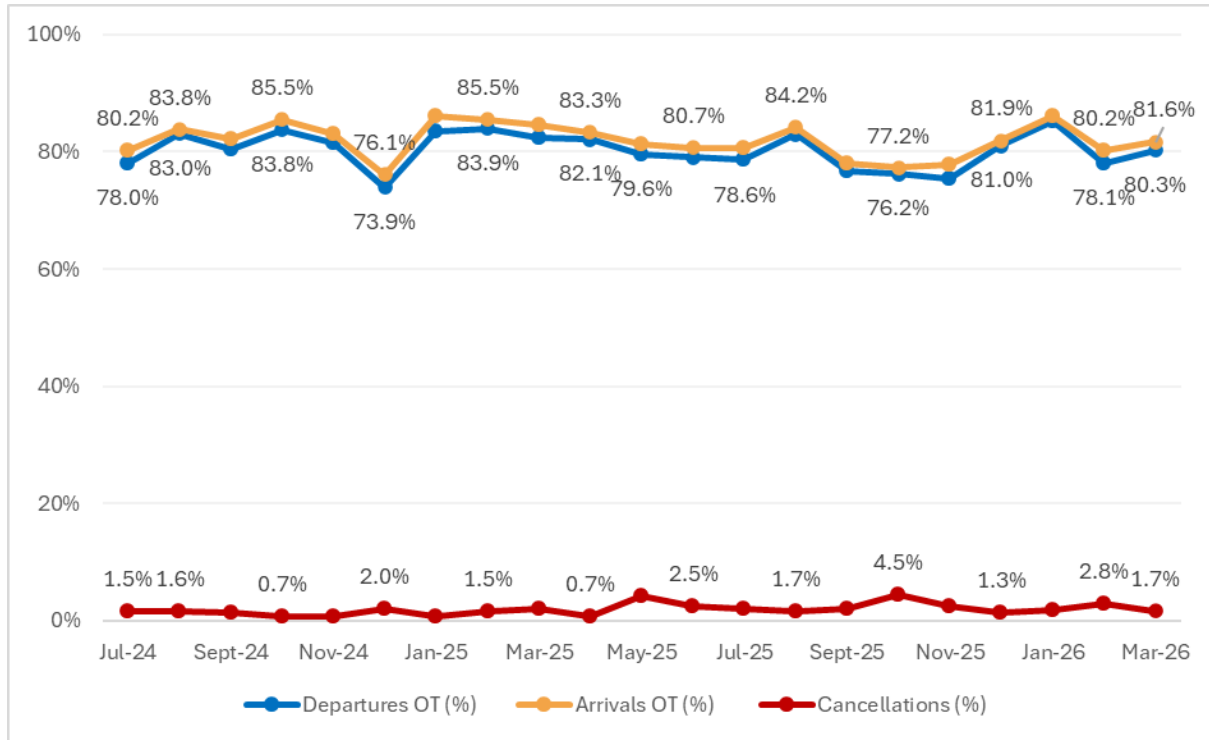
Domestic jet OTP trends, both airlines, all reported routes



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

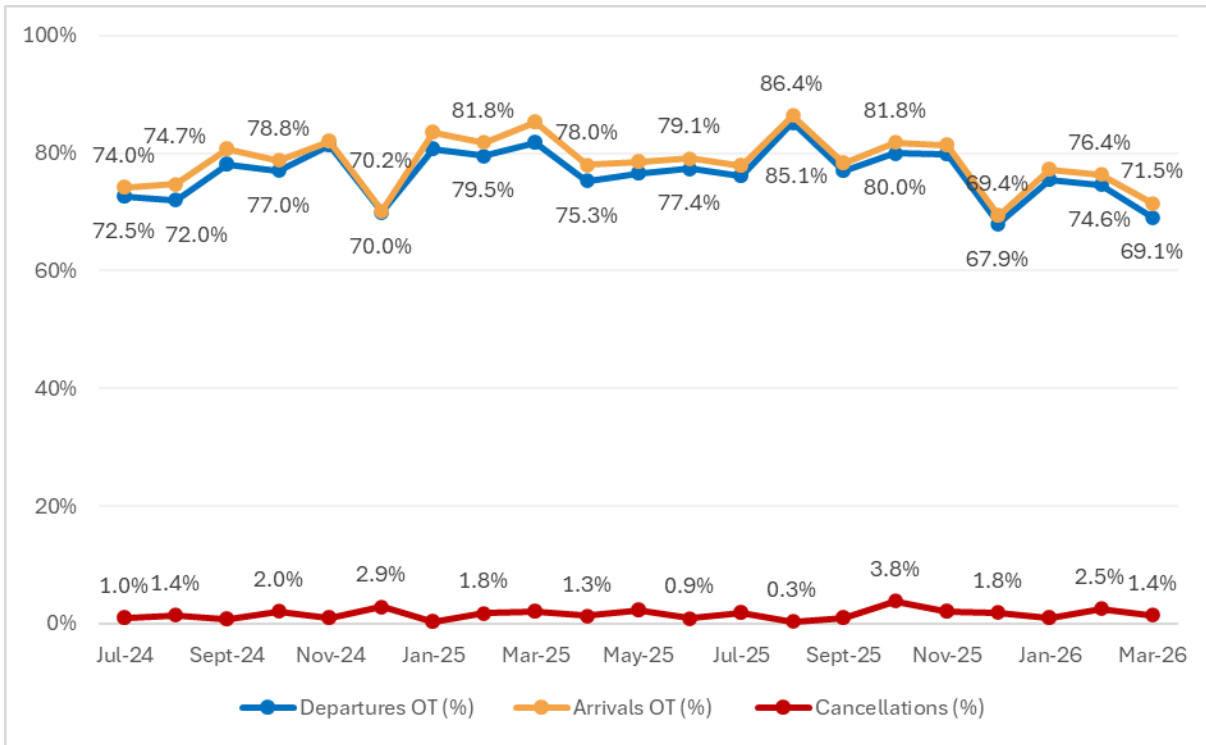
Air New Zealand recorded 80.3 percent for on-time departures, and Jetstar 69.1 percent. For on-time arrivals, Air New Zealand recorded 81.6 percent, and Jetstar recorded 71.5 percent. Air New Zealand's cancellation rate was 1.7 percent and Jetstar's was 1.4 percent.

Air New Zealand



Air New Zealand's domestic jet services were affected by Christchurch fog on 24 March and Auckland fog later in the month, with some flow-on effects across the network. A smaller number of services were also affected by air traffic management delays and airport infrastructure-related delays at key ports.

Jetstar



Jetstar reported delays were mainly caused by air traffic control ground movement restrictions, limitations on passenger boarding due to gate availability, and weather-related disruption at Christchurch, Auckland, and Wellington airports.

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

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

For March 2026, OTP over all trans-Tasman routes covered by this report was 71.4 percent for on-time departures and 75.5 percent for on-time arrivals. The cancellation rate for the month was 0.9 percent.

Adelaide – Auckland was the route with the highest OTP for departures in March 2026, with 85.0 percent. The route with the highest OTP for arrivals was Adelaide – Auckland with 90.0 percent.

Cancellations were highest on the Gold Coast – Auckland route in March 2026, with 2.8 percent of services cancelled.

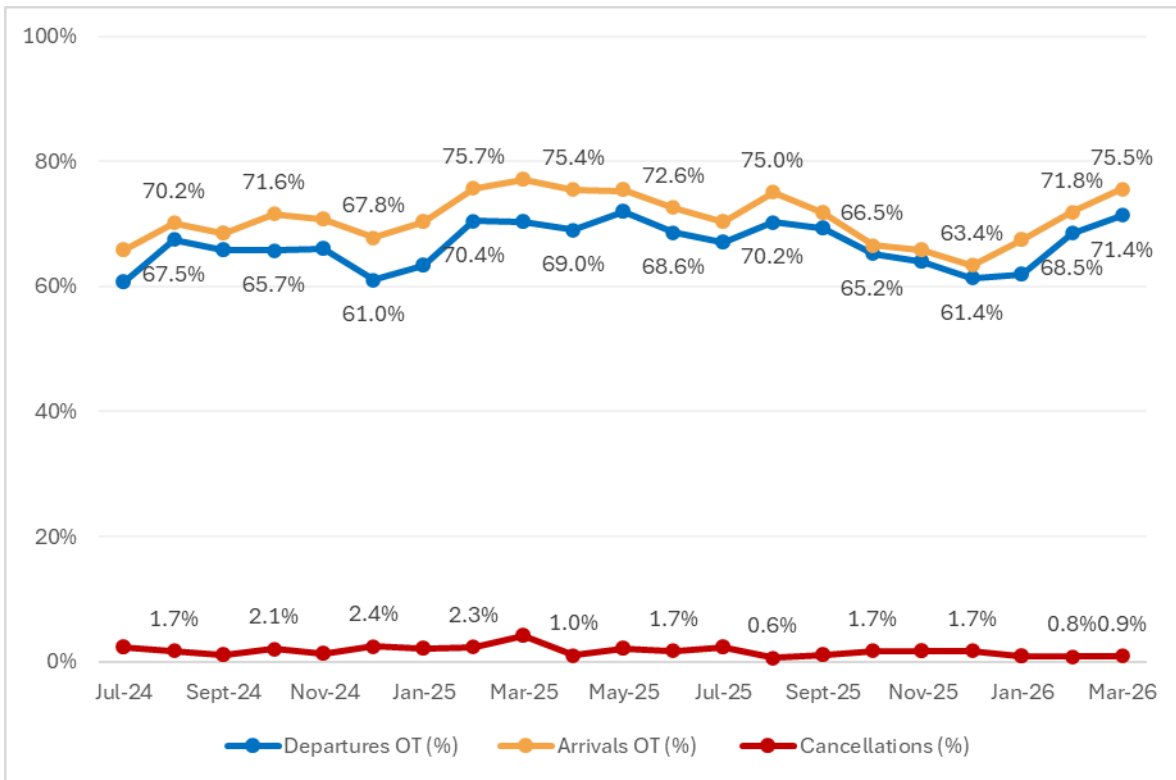
All airlines' OTP, March 2026

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,845	3,812	2,722	71.4%	2,879	75.5%	33	0.9%

Top 5 trans-Tasman routes for OTP, March 2026

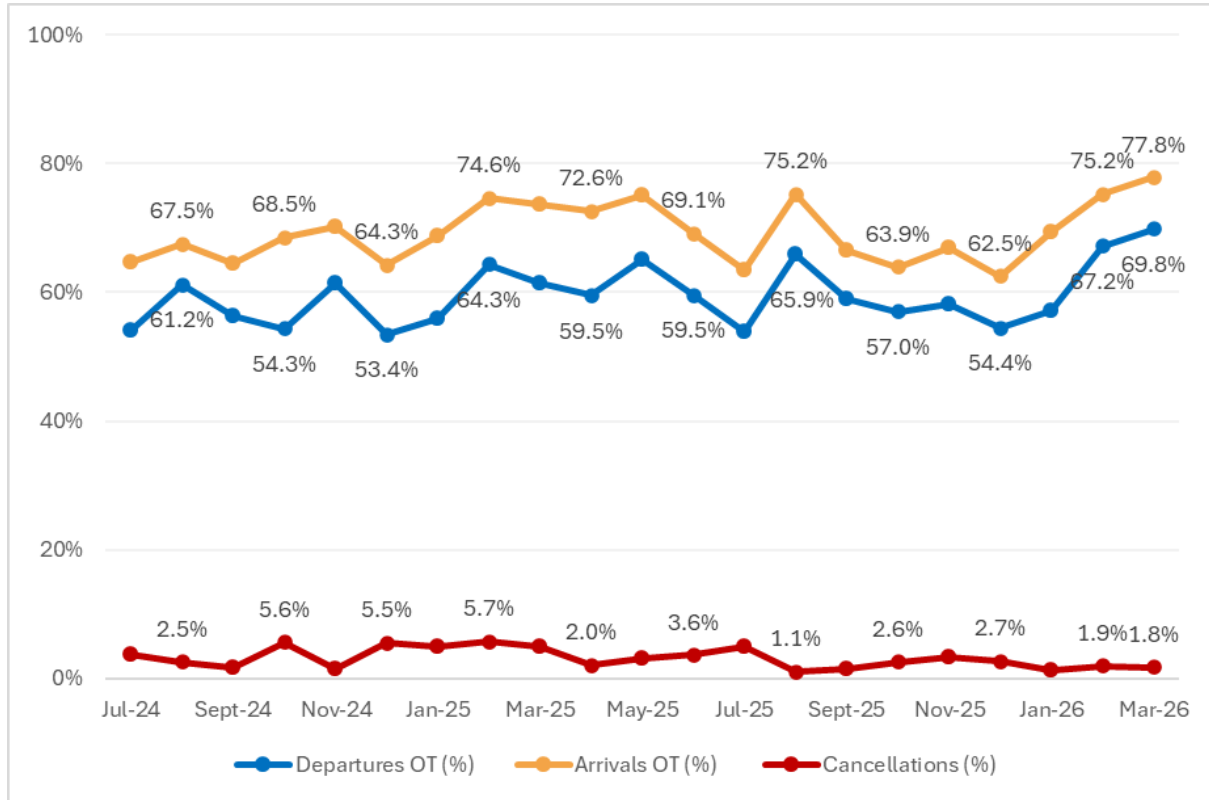
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Adelaide - Auckland	85.0%	Adelaide - Auckland	90.0%	Gold Coast - Auckland	2.8%
Wellington - Melbourne	84.7%	Wellington - Melbourne	88.9%	Queenstown - Melbourne	2.6%
Wellington - Sydney	84.0%	Wellington - Sydney	87.2%	Sydney - Christchurch	2.2%
Christchurch - Melbourne	83.6%	Christchurch - Melbourne	86.9%	Christchurch - Sydney	2.2%
Auckland - Adelaide	82.5%	Auckland - Adelaide	85.0%	Perth - Auckland	1.9%

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



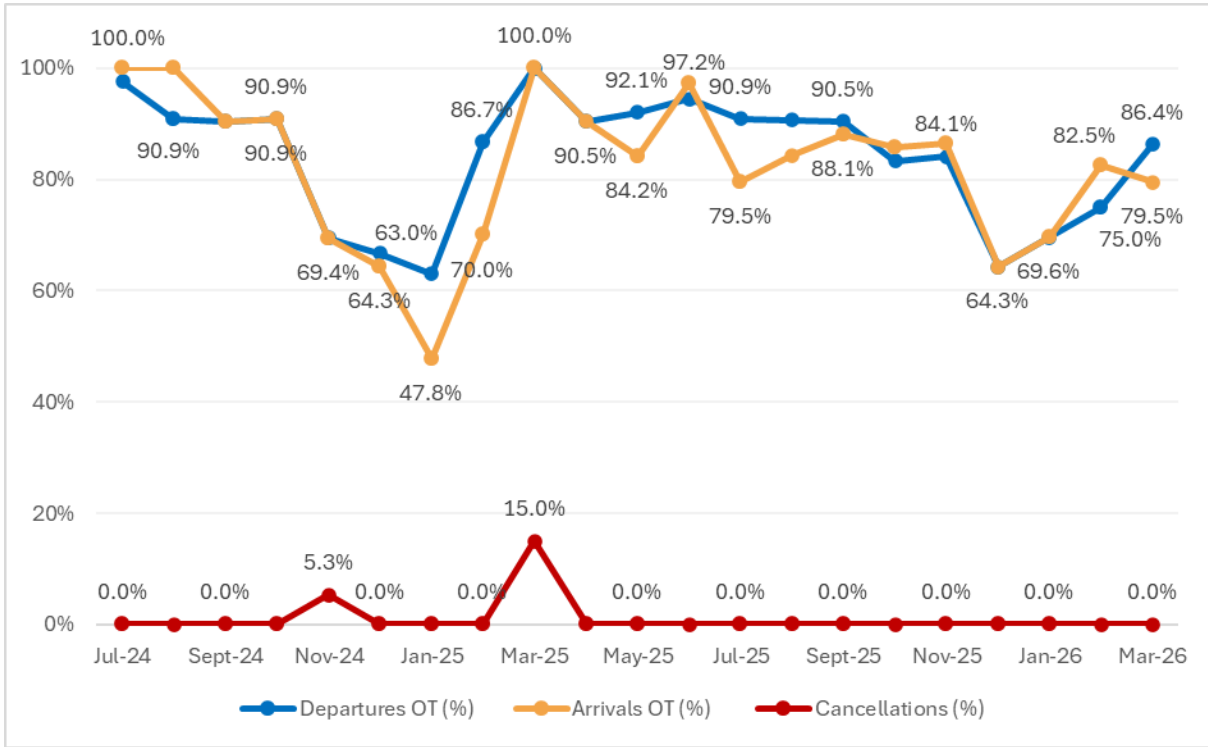
12. Airlines' OTP for trans-Tasman routes in March 2026

Air New Zealand

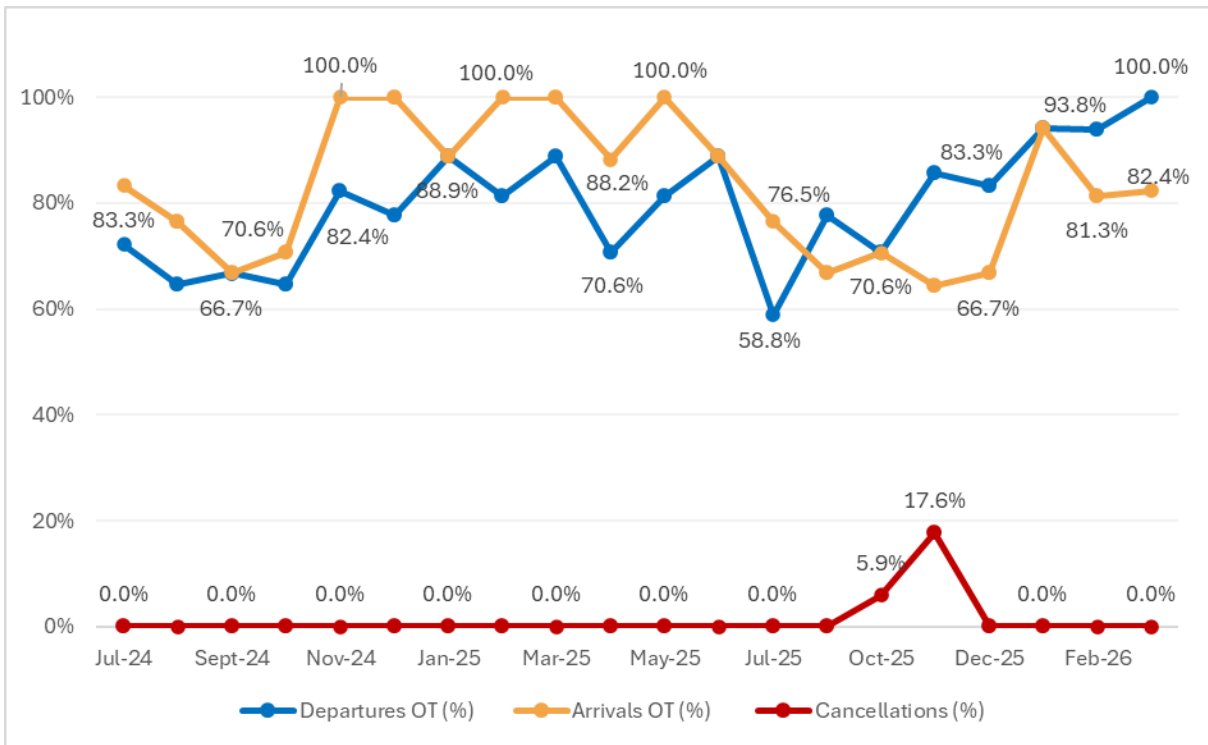


Trans-Tasman services experienced some weather-related disruption, including Auckland fog later in the month, weather impacts in Sydney, and some resulting flow-on effects from recovery across the wider network. A smaller number of services were also affected by external operational constraints, including airport infrastructure-related delays in Auckland, and air traffic management delays affecting Sydney operations.

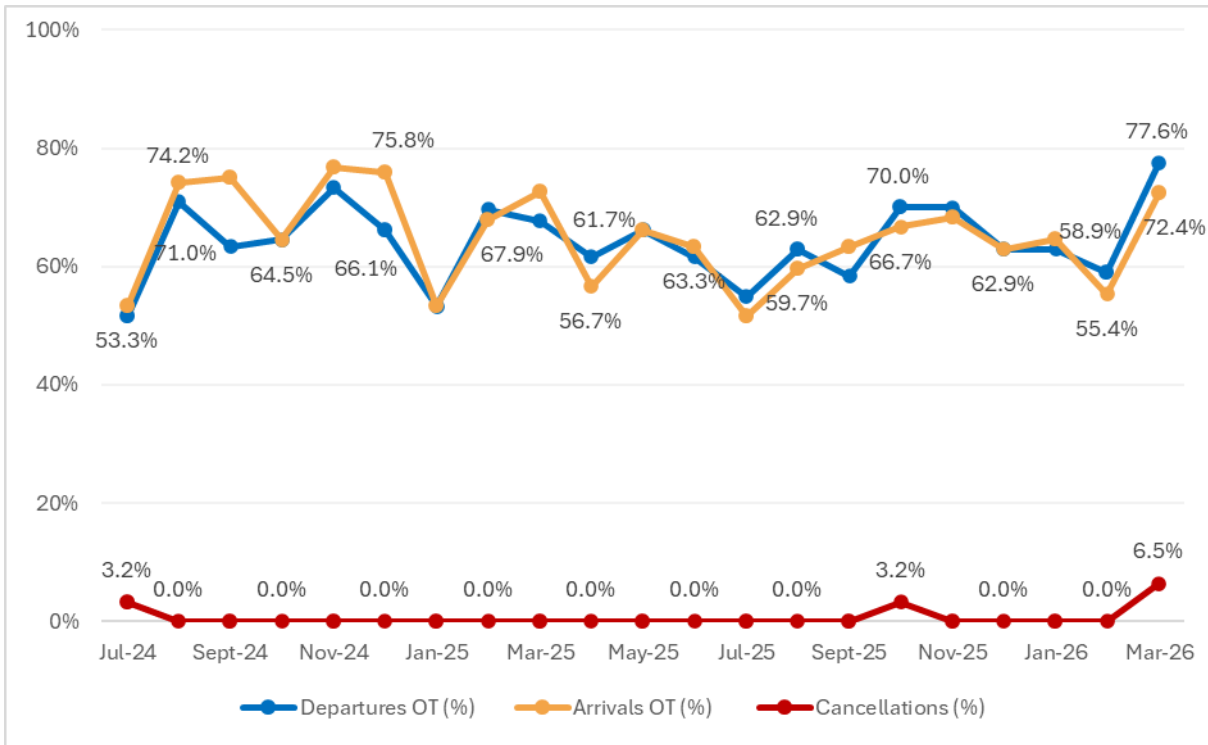
China Airlines



China Eastern Airlines

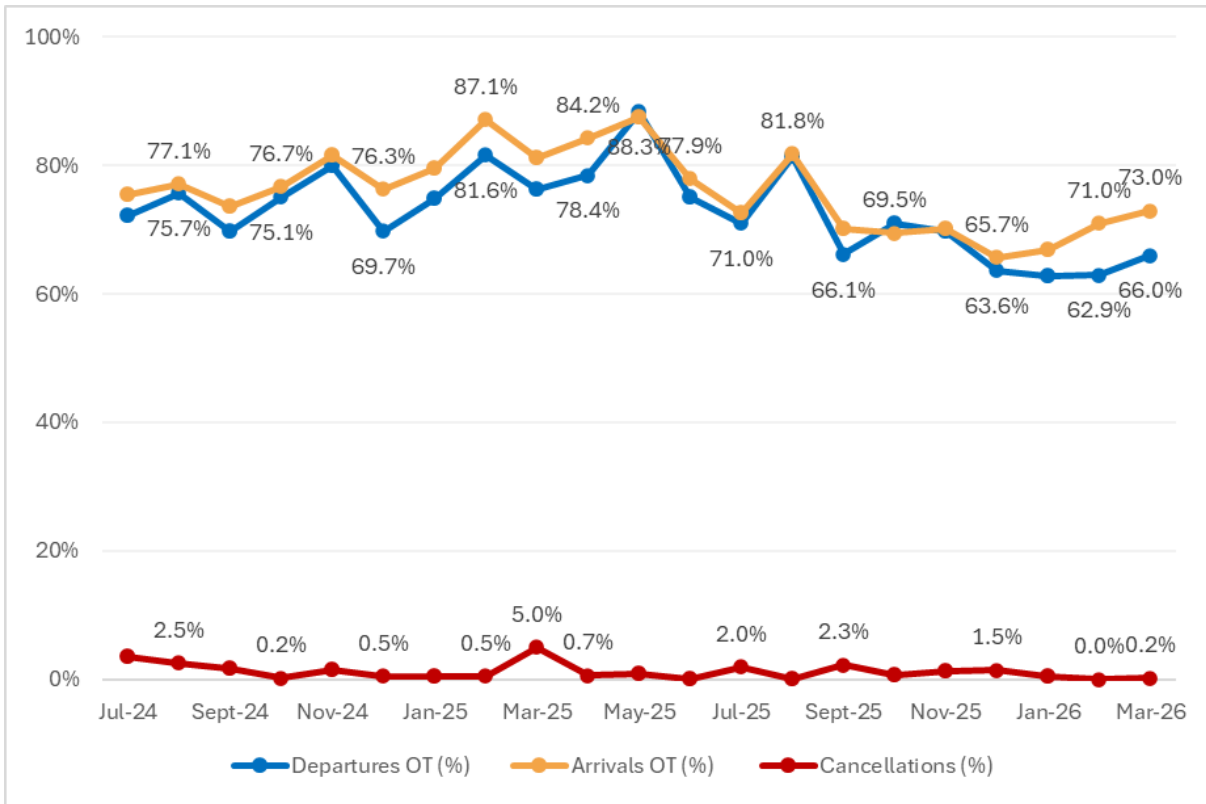


Emirates



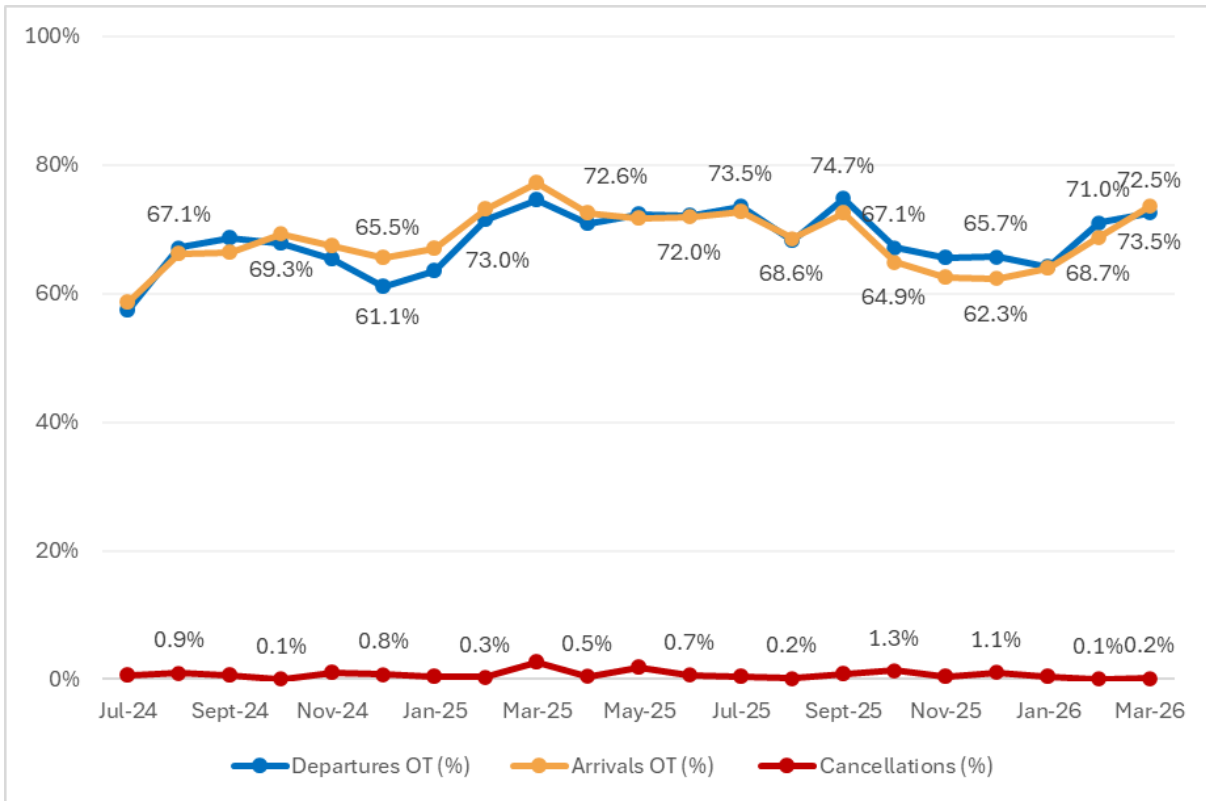
Emirates reported two cancellations due to the current situation in the Middle East, delays attributed to the issues related to airspace closures in Dubai, delaying the Dubai to Sydney sector.

Jetstar



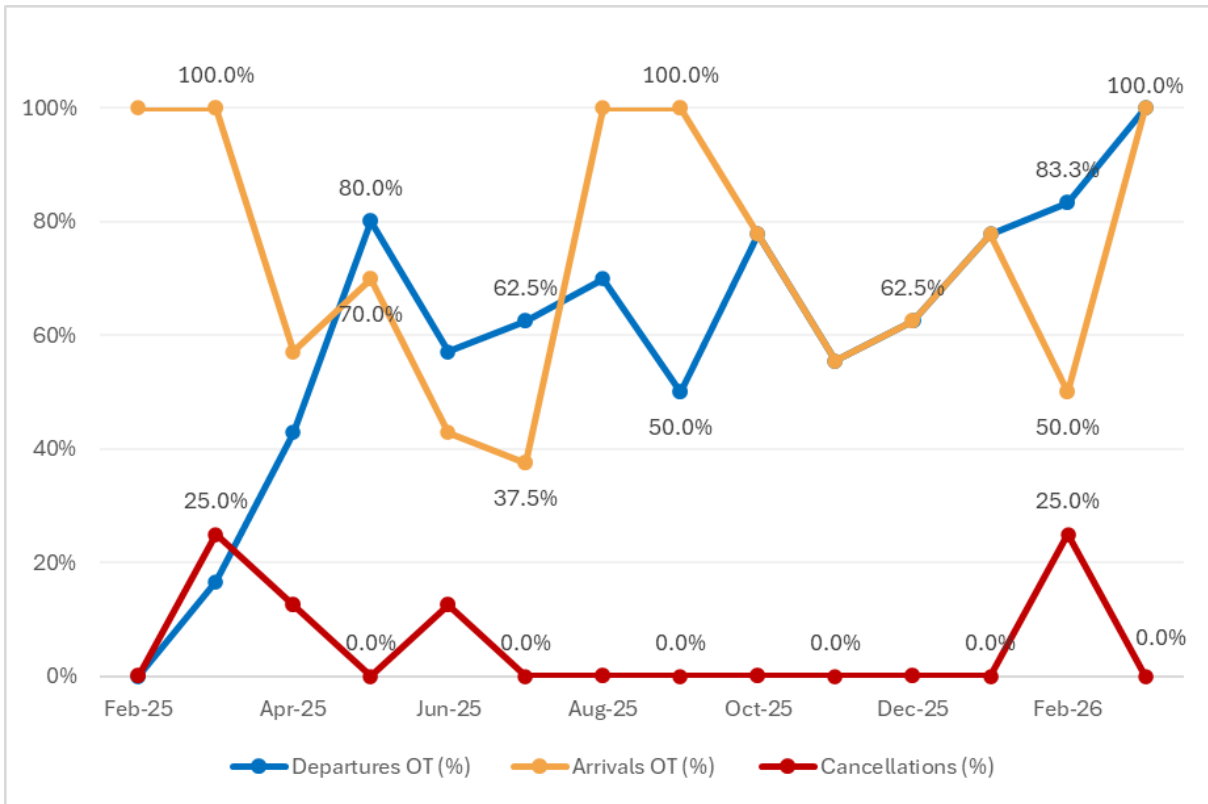
Jetstar reports that its trans-Tasman OTP delays were influenced by weather disruption, with departures waiting for clearance due to fog, along with gate availability limitations and air traffic control ground movement holding at Auckland Airport.

Qantas



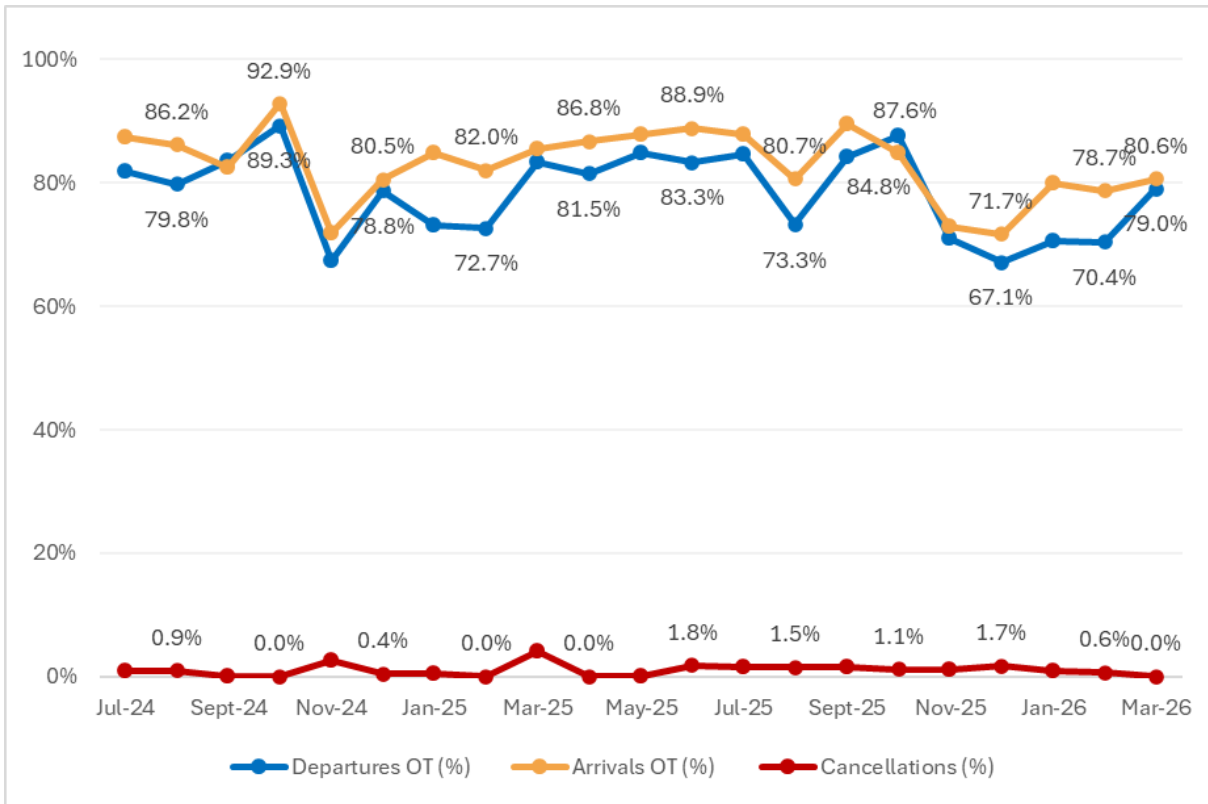
Qantas reports that seasonal weather disruption (storms) contributed to delays during the period. Industry congestion, exacerbated by weather conditions, led to air traffic flow management delays and air traffic control gate holding. Late-arriving inbound aircraft due to weather-related delays led to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

Solomon Airlines



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

Virgin Australia



13. Individual domestic regional routes in March 2026

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Blenheim		133	125	107	85.6%	113	90.4%	8	6.0%
	Air New Zealand	133	125	107	85.6%	113	90.4%	8	6.0%
Auckland - Gisborne		149	142	101	71.1%	110	77.5%	7	4.7%
	Air New Zealand	149	142	101	71.1%	110	77.5%	7	4.7%
Auckland - Hawke's Bay		313	295	246	83.4%	257	87.1%	18	5.8%
	Air New Zealand	313	295	246	83.4%	257	87.1%	18	5.8%
Auckland - Invercargill		23	22	18	81.8%	19	86.4%	1	4.3%
	Air New Zealand	23	22	18	81.8%	19	86.4%	1	4.3%
Auckland - Kerikeri		130	116	85	73.3%	91	78.4%	14	10.8%
	Air New Zealand	130	116	85	73.3%	91	78.4%	14	10.8%
Auckland - Nelson		326	319	255	79.9%	275	86.2%	7	2.1%
	Air New Zealand	326	319	255	79.9%	275	86.2%	7	2.1%
Auckland - New Plymouth		190	184	153	83.2%	159	86.4%	6	3.2%
	Air New Zealand	190	184	153	83.2%	159	86.4%	6	3.2%
Auckland - Palmerston North		277	268	224	83.6%	229	85.4%	9	3.2%
	Air New Zealand	277	268	224	83.6%	229	85.4%	9	3.2%
Auckland - Rotorua		69	66	53	80.3%	53	80.3%	3	4.3%
	Air New Zealand	69	66	53	80.3%	53	80.3%	3	4.3%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Taupo		62	58	39	67.2%	43	74.1%	4	6.5%
	Air New Zealand	62	58	39	67.2%	43	74.1%	4	6.5%
Auckland - Tauranga		241	216	166	76.9%	184	85.2%	24	10.0%
	Air New Zealand	241	216	166	76.9%	184	85.2%	24	10.0%
Auckland - Whangarei		121	111	80	72.1%	80	72.1%	10	8.3%
	Air New Zealand	121	111	80	72.1%	80	72.1%	10	8.3%
Blenheim - Auckland		133	126	116	92.1%	113	89.7%	7	5.3%
	Air New Zealand	133	126	116	92.1%	113	89.7%	7	5.3%
Blenheim - Wellington		108	101	71	70.3%	69	68.3%	7	6.5%
	Air New Zealand	108	101	71	70.3%	69	68.3%	7	6.5%
Christchurch - Dunedin		171	167	145	86.8%	156	93.4%	4	2.3%
	Air New Zealand	171	167	145	86.8%	156	93.4%	4	2.3%
Christchurch - Hamilton		79	76	65	85.5%	67	88.2%	3	3.8%
	Air New Zealand	79	76	65	85.5%	67	88.2%	3	3.8%
Christchurch - Hawke's Bay		94	92	82	89.1%	84	91.3%	2	2.1%
	Air New Zealand	94	92	82	89.1%	84	91.3%	2	2.1%
Christchurch - Hokitika		53	48	36	75.0%	36	75.0%	5	9.4%
	Air New Zealand	53	48	36	75.0%	36	75.0%	5	9.4%
Christchurch - Invercargill		187	183	159	86.9%	164	89.6%	4	2.1%
	Air New Zealand	187	183	159	86.9%	164	89.6%	4	2.1%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Christchurch - Nelson		168	164	141	86.0%	149	90.9%	4	2.4%
	Air New Zealand	168	164	141	86.0%	149	90.9%	4	2.4%
Christchurch - New Plymouth		58	56	50	89.3%	50	89.3%	2	3.4%
	Air New Zealand	58	56	50	89.3%	50	89.3%	2	3.4%
Christchurch - Palmerston North		125	124	106	85.5%	108	87.1%	1	0.8%
	Air New Zealand	125	124	106	85.5%	108	87.1%	1	0.8%
Christchurch - Queenstown		125	123	104	84.6%	99	80.5%	2	1.6%
	Air New Zealand	125	123	104	84.6%	99	80.5%	2	1.6%
Christchurch - Rotorua		76	74	57	77.0%	60	81.1%	2	2.6%
	Air New Zealand	76	74	57	77.0%	60	81.1%	2	2.6%
Christchurch - Tauranga		102	94	81	86.2%	83	88.3%	8	7.8%
	Air New Zealand	102	94	81	86.2%	83	88.3%	8	7.8%
Christchurch - Wellington		394	384	334	87.0%	343	89.3%	10	2.5%
	Air New Zealand	394	384	334	87.0%	343	89.3%	10	2.5%
Dunedin - Christchurch		172	167	151	90.4%	150	89.8%	5	2.9%
	Air New Zealand	172	167	151	90.4%	150	89.8%	5	2.9%
Dunedin - Wellington		82	79	69	87.3%	73	92.4%	3	3.7%
	Air New Zealand	82	79	69	87.3%	73	92.4%	3	3.7%
Gisborne - Auckland		148	139	116	83.5%	116	83.5%	9	6.1%
	Air New Zealand	148	139	116	83.5%	116	83.5%	9	6.1%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
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		6	6	6	100.0%	6	100.0%	0	0.0%
	Sunair Aviation	6	6	6	100.0%	6	100.0%	0	0.0%
Gisborne - Tauranga		7	5	5	100.0%	5	100.0%	2	28.6%
	Sunair Aviation	7	5	5	100.0%	5	100.0%	2	28.6%
Gisborne - Wellington		58	54	41	75.9%	41	75.9%	4	6.9%
	Air New Zealand	58	54	41	75.9%	41	75.9%	4	6.9%
Gisborne - Whakatane		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 - Tauranga		3	2	1	50.0%	1	50.0%	1	33.3%
	Sunair Aviation	3	2	1	50.0%	1	50.0%	1	33.3%
Great Barrier Island - Whangarei		5	3	3	100.0%	3	100.0%	2	40.0%
	Sunair Aviation	5	3	3	100.0%	3	100.0%	2	40.0%
Hamilton - Christchurch		79	75	63	84.0%	64	85.3%	4	5.1%
	Air New Zealand	79	75	63	84.0%	64	85.3%	4	5.1%
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 - Wellington		155	150	126	84.0%	121	80.7%	5	3.2%
	Air New Zealand	155	150	126	84.0%	121	80.7%	5	3.2%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
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	313	294	247	84.0%	251	85.4%	19	6.1%	
Air New Zealand	313	294	247	84.0%	251	85.4%	19	6.1%	
Hawke's Bay - Christchurch	93	91	79	86.8%	84	92.3%	2	2.2%	
Air New Zealand	93	91	79	86.8%	84	92.3%	2	2.2%	
Hawke's Bay - Gisborne	5	5	5	100.0%	5	100.0%	0	0.0%	
Sunair Aviation	5	5	5	100.0%	5	100.0%	0	0.0%	
Hawke's Bay - Wairoa	3	3	2	66.7%	2	66.7%	0	0.0%	
Sunair Aviation	3	3	2	66.7%	2	66.7%	0	0.0%	
Hawke's Bay - Wellington	108	103	80	77.7%	76	73.8%	5	4.6%	
Air New Zealand	108	103	80	77.7%	76	73.8%	5	4.6%	
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	53	47	34	72.3%	36	76.6%	6	11.3%	
Air New Zealand	53	47	34	72.3%	36	76.6%	6	11.3%	
Invercargill - Auckland	23	22	17	77.3%	18	81.8%	1	4.3%	
Air New Zealand	23	22	17	77.3%	18	81.8%	1	4.3%	
Invercargill - Christchurch	187	183	164	89.6%	165	90.2%	4	2.1%	
Air New Zealand	187	183	164	89.6%	165	90.2%	4	2.1%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Kerikeri - Auckland		129	114	87	76.3%	88	77.2%	15	11.6%
	Air New Zealand	129	114	87	76.3%	88	77.2%	15	11.6%
Nelson - Auckland		327	319	256	80.3%	258	80.9%	8	2.4%
	Air New Zealand	327	319	256	80.3%	258	80.9%	8	2.4%
Nelson - Christchurch		173	162	123	75.9%	127	78.4%	11	6.4%
	Air New Zealand	173	162	123	75.9%	127	78.4%	11	6.4%
Nelson - Wellington		265	258	212	82.2%	219	84.9%	7	2.6%
	Air New Zealand	265	258	212	82.2%	219	84.9%	7	2.6%
New Plymouth - Auckland		189	179	153	85.5%	154	86.0%	10	5.3%
	Air New Zealand	189	179	153	85.5%	154	86.0%	10	5.3%
New Plymouth - Christchurch		58	58	53	91.4%	53	91.4%	0	0.0%
	Air New Zealand	58	58	53	91.4%	53	91.4%	0	0.0%
New Plymouth - Wellington		88	88	72	81.8%	72	81.8%	0	0.0%
	Air New Zealand	88	88	72	81.8%	72	81.8%	0	0.0%
Palmerston North - Auckland		276	265	223	84.2%	221	83.4%	11	4.0%
	Air New Zealand	276	265	223	84.2%	221	83.4%	11	4.0%
Palmerston North - Christchurch		124	124	110	88.7%	110	88.7%	0	0.0%
	Air New Zealand	124	124	110	88.7%	110	88.7%	0	0.0%
Queenstown - Christchurch		123	120	97	80.8%	91	75.8%	3	2.4%
	Air New Zealand	123	120	97	80.8%	91	75.8%	3	2.4%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Rotorua - Auckland		69	64	51	79.7%	46	71.9%	5	7.2%
	Air New Zealand	69	64	51	79.7%	46	71.9%	5	7.2%
Rotorua - Christchurch		75	71	43	60.6%	52	73.2%	4	5.3%
	Air New Zealand	75	71	43	60.6%	52	73.2%	4	5.3%
Rotorua - Wellington		62	54	45	83.3%	43	79.6%	8	12.9%
	Air New Zealand	62	54	45	83.3%	43	79.6%	8	12.9%
Takaka - Wellington		41	39	34	87.2%	30	76.9%	2	4.9%
	Golden Bay Air	41	39	34	87.2%	30	76.9%	2	4.9%
Taupo - Auckland		62	56	42	75.0%	41	73.2%	6	9.7%
	Air New Zealand	62	56	42	75.0%	41	73.2%	6	9.7%
Tauranga - Auckland		240	216	181	83.8%	182	84.3%	24	10.0%
	Air New Zealand	240	216	181	83.8%	182	84.3%	24	10.0%
Tauranga - Christchurch		102	90	75	83.3%	78	86.7%	12	11.8%
	Air New Zealand	102	90	75	83.3%	78	86.7%	12	11.8%
Tauranga - Gisborne		4	2	1	50.0%	1	50.0%	2	50.0%
	Sunair Aviation	4	2	1	50.0%	1	50.0%	2	50.0%
Tauranga - Great Barrier Island		6	4	3	75.0%	3	75.0%	2	33.3%
	Sunair Aviation	6	4	3	75.0%	3	75.0%	2	33.3%
Tauranga - Wellington		130	113	93	82.3%	97	85.8%	17	13.1%
	Air New Zealand	130	113	93	82.3%	97	85.8%	17	13.1%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
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		58	50	46	92.0%	45	90.0%	8	13.8%
	Air New Zealand	58	50	46	92.0%	45	90.0%	8	13.8%
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		108	103	76	73.8%	73	70.9%	5	4.6%
	Air New Zealand	108	103	76	73.8%	73	70.9%	5	4.6%
Wellington - Christchurch		396	385	323	83.9%	336	87.3%	11	2.8%
	Air New Zealand	396	385	323	83.9%	336	87.3%	11	2.8%
Wellington - Dunedin		83	81	75	92.6%	76	93.8%	2	2.4%
	Air New Zealand	83	81	75	92.6%	76	93.8%	2	2.4%
Wellington - Gisborne		58	56	49	87.5%	52	92.9%	2	3.4%
	Air New Zealand	58	56	49	87.5%	52	92.9%	2	3.4%
Wellington - Hamilton		155	150	118	78.7%	123	82.0%	5	3.2%
	Air New Zealand	155	150	118	78.7%	123	82.0%	5	3.2%
Wellington - Hawke's Bay		109	105	80	76.2%	87	82.9%	4	3.7%
	Air New Zealand	109	105	80	76.2%	87	82.9%	4	3.7%
Wellington - Nelson		263	252	192	76.2%	200	79.4%	11	4.2%
	Air New Zealand	263	252	192	76.2%	200	79.4%	11	4.2%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - New Plymouth		89	89	77	86.5%	79	88.8%	0	0.0%
	Air New Zealand	89	89	77	86.5%	79	88.8%	0	0.0%
Wellington - Rotorua		61	57	42	73.7%	47	82.5%	4	6.6%
	Air New Zealand	61	57	42	73.7%	47	82.5%	4	6.6%
Wellington - Takaka		41	39	29	74.4%	31	79.5%	2	4.9%
	Golden Bay Air	41	39	29	74.4%	31	79.5%	2	4.9%
Wellington - Tauranga		131	117	103	88.0%	101	86.3%	14	10.7%
	Air New Zealand	131	117	103	88.0%	101	86.3%	14	10.7%
Wellington - Timaru		58	54	46	85.2%	45	83.3%	4	6.9%
	Air New Zealand	58	54	46	85.2%	45	83.3%	4	6.9%
Whakatane - Gisborne		2	2	2	100.0%	2	100.0%	0	0.0%
	Sunair Aviation	2	2	2	100.0%	2	100.0%	0	0.0%
Whakatane - 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%
Whangarei - Auckland		121	105	84	80.0%	84	80.0%	16	13.2%
	Air New Zealand	121	105	84	80.0%	84	80.0%	16	13.2%
Whangarei - Great Barrier Island		2	2	1	50.0%	1	50.0%	0	0.0%
	Sunair Aviation	2	2	1	50.0%	1	50.0%	0	0.0%
Whitianga - Great Barrier Island		3	1	1	100.0%	1	100.0%	2	66.7%
	Sunair Aviation	3	1	1	100.0%	1	100.0%	2	66.7%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Grand Total		9,701	9,219	7,592	82.4%	7,771	84.3%	481	5.0%

14. Domestic OTP by region in March 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	3,016	79.2%	3,012	79.7%	311	3.9%
Blenheim	187	82.4%	186	81.6%	27	5.6%
Christchurch	2,050	79.9%	2,109	82.4%	142	2.7%
Dunedin	325	85.1%	344	89.4%	17	2.2%
Gisborne	170	82.1%	171	82.2%	26	5.9%
Great Barrier Island	4	80.0%	5	71.4%	7	36.8%
Hamilton	231	79.7%	232	80.3%	17	2.9%
Hawke's Bay	413	83.1%	439	87.3%	50	4.8%
Hokitika	34	72.3%	36	75.0%	11	10.4%
Invercargill	181	88.3%	183	89.3%	10	2.4%
Kerikeri	87	76.3%	91	78.4%	29	11.2%
Nelson	591	80.0%	624	84.9%	48	3.2%
New Plymouth	278	85.5%	288	87.5%	18	2.7%
Palmerston North	333	85.6%	337	86.0%	21	2.6%
Queenstown	421	77.4%	438	79.8%	17	1.5%
Rotorua	139	73.5%	160	81.2%	26	6.3%
Takaka	34	87.2%	31	79.5%	4	4.9%
Taupo	42	75.0%	43	74.1%	10	8.1%
Tauranga	354	83.1%	374	86.2%	106	11.0%
Timaru	46	92.0%	45	83.3%	12	10.3%
Wairoa	4	100.0%	2	66.7%	0	0.0%
Wellington	1,837	81.0%	1,879	83.5%	161	3.4%
Whakatane	3	100.0%	2	66.7%	0	0.0%
Whangarei	85	79.4%	86	73.5%	28	11.1%
Total:	10,866	80.6%	11,117	82.4%	1,100	3.9%

15. Individual domestic jet routes in March 2026

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Christchurch	820	804	622	77.4%	623	77.5%	16	2.0%
Air New Zealand	525	515	415	80.6%	407	79.0%	10	1.9%
Jetstar	295	289	207	71.6%	216	74.7%	6	2.0%
Auckland - Dunedin	138	137	110	80.3%	112	81.8%	1	0.7%
Air New Zealand	96	95	78	82.1%	80	84.2%	1	1.0%
Jetstar	42	42	32	76.2%	32	76.2%	0	0.0%
Auckland - Queenstown	360	355	280	78.9%	278	78.3%	5	1.4%
Air New Zealand	266	263	217	82.5%	216	82.1%	3	1.1%
Jetstar	94	92	63	68.5%	62	67.4%	2	2.1%
Auckland - Wellington	599	588	477	81.1%	493	83.8%	11	1.8%
Air New Zealand	446	437	375	85.8%	385	88.1%	9	2.0%
Jetstar	153	151	102	67.5%	108	71.5%	2	1.3%
Christchurch - Auckland	818	801	557	69.5%	585	73.0%	17	2.1%
Air New Zealand	524	513	363	70.8%	390	76.0%	11	2.1%
Jetstar	294	288	194	67.4%	195	67.7%	6	2.0%
Christchurch - Hamilton	62	62	41	66.1%	42	67.7%	0	0.0%
Air New Zealand	31	31	21	67.7%	21	67.7%	0	0.0%
Jetstar	31	31	20	64.5%	21	67.7%	0	0.0%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Christchurch - Wellington	119	119	92	77.3%	91	76.5%	0	0.0%	
Air New Zealand	56	56	46	82.1%	44	78.6%	0	0.0%	
Jetstar	63	63	46	73.0%	47	74.6%	0	0.0%	
Dunedin - Auckland	138	136	105	77.2%	108	79.4%	2	1.4%	
Air New Zealand	96	94	77	81.9%	78	83.0%	2	2.1%	
Jetstar	42	42	28	66.7%	30	71.4%	0	0.0%	
Hamilton - Christchurch	62	62	39	62.9%	41	66.1%	0	0.0%	
Air New Zealand	31	31	21	67.7%	24	77.4%	0	0.0%	
Jetstar	31	31	18	58.1%	17	54.8%	0	0.0%	
Queenstown - Auckland	360	353	263	74.5%	284	80.5%	7	1.9%	
Air New Zealand	266	261	206	78.9%	219	83.9%	5	1.9%	
Jetstar	94	92	57	62.0%	65	70.7%	2	2.1%	
Queenstown - Wellington	71	71	61	85.9%	66	93.0%	0	0.0%	
Air New Zealand	58	58	51	87.9%	54	93.1%	0	0.0%	
Jetstar	13	13	10	76.9%	12	92.3%	0	0.0%	
Wellington - Auckland	599	589	470	79.8%	463	78.6%	10	1.7%	
Air New Zealand	446	438	362	82.6%	352	80.4%	8	1.8%	
Jetstar	153	151	108	71.5%	111	73.5%	2	1.3%	
Wellington - Christchurch	120	120	98	81.7%	99	82.5%	0	0.0%	
Air New Zealand	58	58	54	93.1%	54	93.1%	0	0.0%	
Jetstar	62	62	44	71.0%	45	72.6%	0	0.0%	

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Wellington - Queenstown	71	71	59	83.1%	61	85.9%	0	0.0%	
Air New Zealand	58	58	48	82.8%	50	86.2%	0	0.0%	
Jetstar	13	13	11	84.6%	11	84.6%	0	0.0%	
Grand Total	4,337	4,268	3,274	76.7%	3,346	78.4%	69	1.6%	

16. Individual trans-Tasman routes in March 2026

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Adelaide - Auckland	40	40	34	85.0%	36	90.0%	0	0.0%
Air New Zealand	22	22	17	77.3%	18	81.8%	0	0.0%
Qantas	18	18	17	94.4%	18	100.0%	0	0.0%
Auckland - Adelaide	40	40	33	82.5%	34	85.0%	0	0.0%
Air New Zealand	22	22	17	77.3%	19	86.4%	0	0.0%
Qantas	18	18	16	88.9%	15	83.3%	0	0.0%
Auckland - Brisbane	240	237	175	73.8%	186	78.5%	3	1.3%
Air New Zealand	90	89	60	67.4%	66	74.2%	1	1.1%
China Airlines	22	22	20	90.9%	20	90.9%	0	0.0%
Jetstar	62	61	41	67.2%	50	82.0%	1	1.6%
Qantas	62	61	50	82.0%	46	75.4%	1	1.6%
Solomon Airlines	4	4	4	100.0%	4	100.0%	0	0.0%
Auckland - Gold Coast	71	70	49	70.0%	52	74.3%	1	1.4%
Air New Zealand	37	36	26	72.2%	29	80.6%	1	2.7%
Jetstar	34	34	23	67.6%	23	67.6%	0	0.0%
Auckland - Melbourne	292	289	199	68.9%	224	77.5%	3	1.0%
Air New Zealand	135	133	94	70.7%	104	78.2%	2	1.5%
Jetstar	33	33	13	39.4%	20	60.6%	0	0.0%
Qantas	124	123	92	74.8%	100	81.3%	1	0.8%
Auckland - Perth	53	52	33	63.5%	40	76.9%	1	1.9%
Air New Zealand	39	38	22	57.9%	28	73.7%	1	2.6%
Qantas	14	14	11	78.6%	12	85.7%	0	0.0%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Auckland - Sydney	381	379	275	72.6%	285	75.2%	2	0.5%	
Air New Zealand	146	144	105	72.9%	115	79.9%	2	1.4%	
China Eastern Airlines	8	8	8	100.0%	5	62.5%	0	0.0%	
Jetstar	47	47	33	70.2%	39	83.0%	0	0.0%	
Qantas	180	180	129	71.7%	126	70.0%	0	0.0%	
Brisbane - Auckland	241	239	145	60.7%	160	66.9%	2	0.8%	
Air New Zealand	90	89	53	59.6%	63	70.8%	1	1.1%	
China Airlines	22	22	18	81.8%	15	68.2%	0	0.0%	
Jetstar	62	62	37	59.7%	37	59.7%	0	0.0%	
Qantas	62	61	32	52.5%	40	65.6%	1	1.6%	
Solomon Airlines	5	5	5	100.0%	5	100.0%	0	0.0%	
Brisbane - Christchurch	93	93	52	55.9%	62	66.7%	0	0.0%	
Air New Zealand	31	31	18	58.1%	22	71.0%	0	0.0%	
Qantas	62	62	34	54.8%	40	64.5%	0	0.0%	
Brisbane - Queenstown	48	48	39	81.3%	37	77.1%	0	0.0%	
Qantas	17	17	13	76.5%	11	64.7%	0	0.0%	
Virgin Australia	31	31	26	83.9%	26	83.9%	0	0.0%	
Brisbane - Wellington	54	54	38	70.4%	45	83.3%	0	0.0%	
Air New Zealand	31	31	24	77.4%	28	90.3%	0	0.0%	
Qantas	23	23	14	60.9%	17	73.9%	0	0.0%	
Christchurch - Brisbane	93	93	65	69.9%	63	67.7%	0	0.0%	
Air New Zealand	31	31	22	71.0%	27	87.1%	0	0.0%	

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Qantas	62	62	43	69.4%	36	58.1%	0	0.0%
Christchurch - Melbourne	123	122	102	83.6%	106	86.9%	1	0.8%
Air New Zealand	44	43	35	81.4%	41	95.3%	1	2.3%
Jetstar	31	31	26	83.9%	25	80.6%	0	0.0%
Qantas	48	48	41	85.4%	40	83.3%	0	0.0%
Christchurch - Sydney	138	135	104	77.0%	103	76.3%	3	2.2%
Air New Zealand	36	35	24	68.6%	28	80.0%	1	2.8%
Emirates	31	29	27	93.1%	24	82.8%	2	6.5%
Qantas	71	71	53	74.6%	51	71.8%	0	0.0%
Gold Coast - Auckland	71	69	48	69.6%	53	76.8%	2	2.8%
Air New Zealand	37	35	24	68.6%	25	71.4%	2	5.4%
Jetstar	34	34	24	70.6%	28	82.4%	0	0.0%
Melbourne - Auckland	292	288	191	66.3%	197	68.4%	4	1.4%
Air New Zealand	135	131	83	63.4%	90	68.7%	4	3.0%
Jetstar	33	33	15	45.5%	20	60.6%	0	0.0%
Qantas	124	124	93	75.0%	87	70.2%	0	0.0%
Melbourne - Christchurch	124	122	88	72.1%	89	73.0%	2	1.6%
Air New Zealand	44	42	28	66.7%	32	76.2%	2	4.5%
Jetstar	31	31	21	67.7%	19	61.3%	0	0.0%
Qantas	49	49	39	79.6%	38	77.6%	0	0.0%
Melbourne - Queenstown	77	76	59	77.6%	59	77.6%	1	1.3%
Air New Zealand	14	13	10	76.9%	8	61.5%	1	7.1%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Jetstar	14	14	9	64.3%	11	78.6%	0	0.0%
Qantas	18	18	15	83.3%	13	72.2%	0	0.0%
Virgin Australia	31	31	25	80.6%	27	87.1%	0	0.0%
Melbourne - Wellington	72	71	52	73.2%	53	74.6%	1	1.4%
Air New Zealand	32	31	19	61.3%	19	61.3%	1	3.1%
Qantas	40	40	33	82.5%	34	85.0%	0	0.0%
Perth - Auckland	52	51	36	70.6%	43	84.3%	1	1.9%
Air New Zealand	39	38	28	73.7%	31	81.6%	1	2.6%
Qantas	13	13	8	61.5%	12	92.3%	0	0.0%
Queenstown - Brisbane	48	48	35	72.9%	40	83.3%	0	0.0%
Qantas	17	17	10	58.8%	14	82.4%	0	0.0%
Virgin Australia	31	31	25	80.6%	26	83.9%	0	0.0%
Queenstown - Melbourne	77	75	54	72.0%	60	80.0%	2	2.6%
Air New Zealand	14	12	5	41.7%	8	66.7%	2	14.3%
Jetstar	14	14	13	92.9%	13	92.9%	0	0.0%
Qantas	18	18	13	72.2%	14	77.8%	0	0.0%
Virgin Australia	31	31	23	74.2%	25	80.6%	0	0.0%
Queenstown - Sydney	145	145	101	69.7%	116	80.0%	0	0.0%
Air New Zealand	22	22	15	68.2%	16	72.7%	0	0.0%
Jetstar	31	31	22	71.0%	26	83.9%	0	0.0%
Qantas	61	61	44	72.1%	52	85.2%	0	0.0%
Virgin Australia	31	31	20	64.5%	22	71.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Sydney - Auckland	382	381	263	69.0%	283	74.3%	1	0.3%
Air New Zealand	146	145	98	67.6%	111	76.6%	1	0.7%
China Eastern Airlines	9	9	9	100.0%	9	100.0%	0	0.0%
Jetstar	47	47	30	63.8%	31	66.0%	0	0.0%
Qantas	180	180	126	70.0%	132	73.3%	0	0.0%
Sydney - Christchurch	138	135	82	60.7%	79	58.5%	3	2.2%
Air New Zealand	36	35	24	68.6%	25	71.4%	1	2.8%
Emirates	31	29	18	62.1%	18	62.1%	2	6.5%
Qantas	71	71	40	56.3%	36	50.7%	0	0.0%
Sydney - Queenstown	146	146	113	77.4%	114	78.1%	0	0.0%
Air New Zealand	22	22	14	63.6%	17	77.3%	0	0.0%
Jetstar	31	31	25	80.6%	25	80.6%	0	0.0%
Qantas	62	62	46	74.2%	48	77.4%	0	0.0%
Virgin Australia	31	31	28	90.3%	24	77.4%	0	0.0%
Sydney - Wellington	94	94	74	78.7%	72	76.6%	0	0.0%
Air New Zealand	31	31	29	93.5%	30	96.8%	0	0.0%
Qantas	63	63	45	71.4%	42	66.7%	0	0.0%
Wellington - Brisbane	54	54	43	79.6%	42	77.8%	0	0.0%
Air New Zealand	31	31	26	83.9%	27	87.1%	0	0.0%
Qantas	23	23	17	73.9%	15	65.2%	0	0.0%
Wellington - Melbourne	72	72	61	84.7%	64	88.9%	0	0.0%
Air New Zealand	32	32	28	87.5%	29	90.6%	0	0.0%
Qantas	40	40	33	82.5%	35	87.5%	0	0.0%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route	Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Sydney		94	94	79	84.0%	82	87.2%	0	0.0%
	Air New Zealand	31	31	26	83.9%	30	96.8%	0	0.0%
	Qantas	63	63	53	84.1%	52	82.5%	0	0.0%
Grand Total		3,845	3,812	2,722	71.4%	2,879	75.5%	33	0.9%

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