



Aviation on-time performance:
November 2025

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

- Air New Zealand
- Golden Bay Air.

Sunair Aviation advised that no data was available for November.

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 68 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.

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, Jetstar and Golden Bay Air.

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 28 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 | A flight removed from service within 7 days of scheduled departure is regarded as a cancellation. The cancellation window starts at midnight 7 days before the flight. <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 | A diversion is when an aircraft departs from its scheduled departure port but arrives at a different airport to the scheduled port. 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. Any subsequent flight from the diversion airport to the scheduled port and serving only diverted passengers is excluded from OTP reporting. |

| 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.

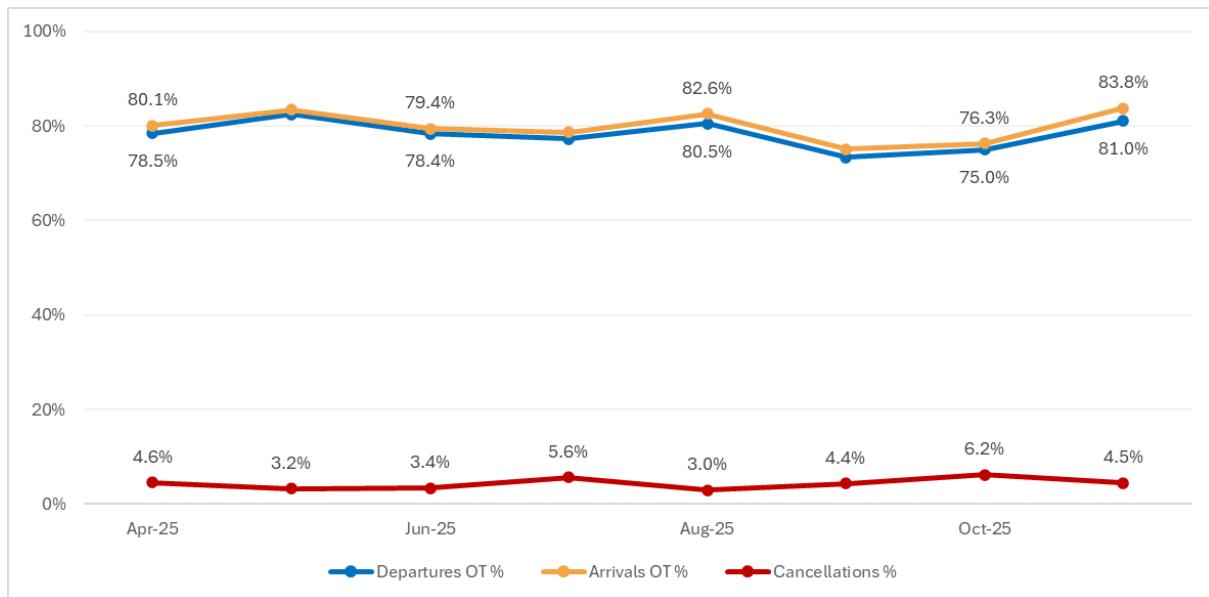
This especially relevant for some regional airlines with relatively low numbers of scheduled flights. Small changes in the number of cancellations can result in large movements in reported cancellation percentage. In these cases, the percentages should be interpreted with caution and alongside the absolute 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, the number of airlines operating the trans-Tasman route has dropped from nine to eight. This is because LATAM Airlines stopped operating the route.

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

For November 2025, four regional airlines declined to provide data, while Sunair Aviation had no flights or data, which means that only Air New Zealand and Golden Bay Air's data is available for this period. Therefore, no industry-wide data is provided this month.

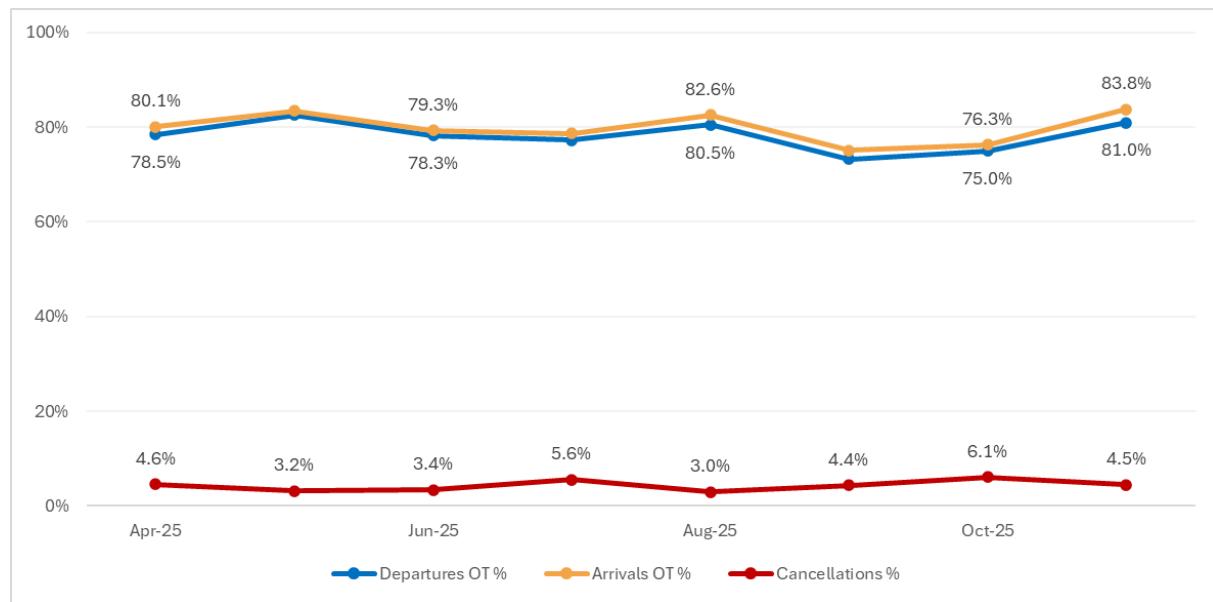
Domestic regional routes (Air NZ and Golden Bay Air combined)



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

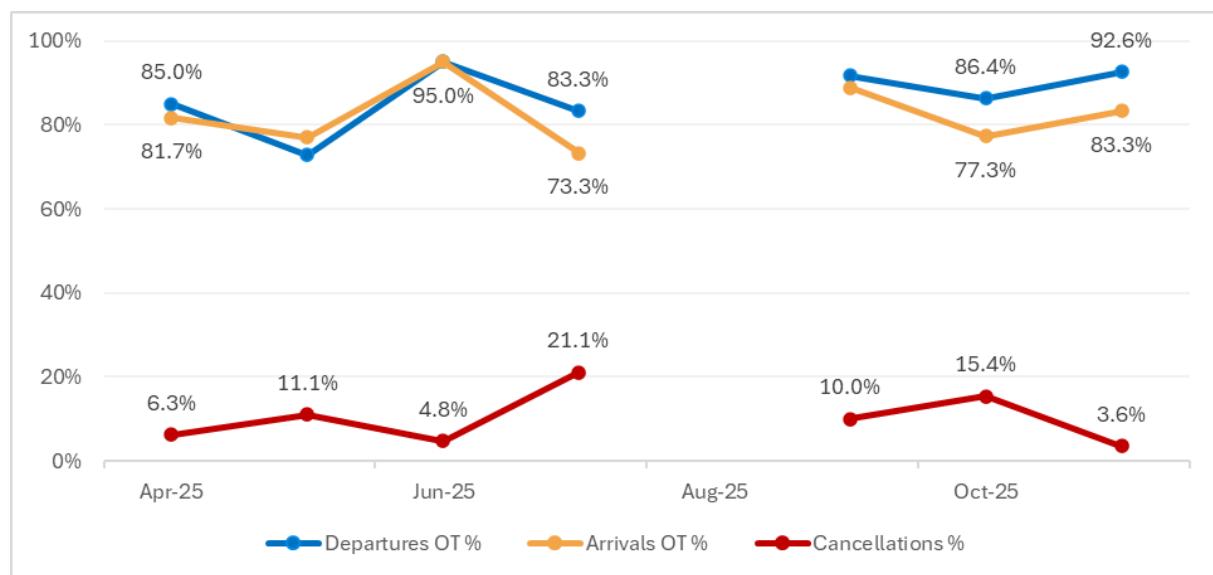
Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 81 percent for on-time departures and 83.8 percent for on-time arrivals. The cancellation rate for the month was 4.5 percent. While weather events and Whakaari/White Island ash activity required some operational adjustments, overall reliability remained high.



Golden Bay Air

Golden Bay Air's OTP for its domestic regional routes was 92.6 percent for on-time departures and 83.3 percent for on-time arrivals. The cancellation rate for the month was 3.6 percent. All November cancellations (2) were due to adverse weather conditions, none of the cancellations were caused by operational issues.



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

For November 2025, OTP for all domestic jet routes covered by this report was 76.6 percent for on-time departures and 78.8 percent for on-time arrivals. The cancellation rate for the month was 2.4 percent.

The route with the highest OTP for departures in November 2025 was Christchurch – Wellington, with 88.3 percent of flights departing on time. Wellington – Christchurch had the highest arrivals OTP, with 90.6 percent of flights arriving on time.

Cancellations were highest on the Queenstown – Auckland route, with 4.0 percent of services cancelled.

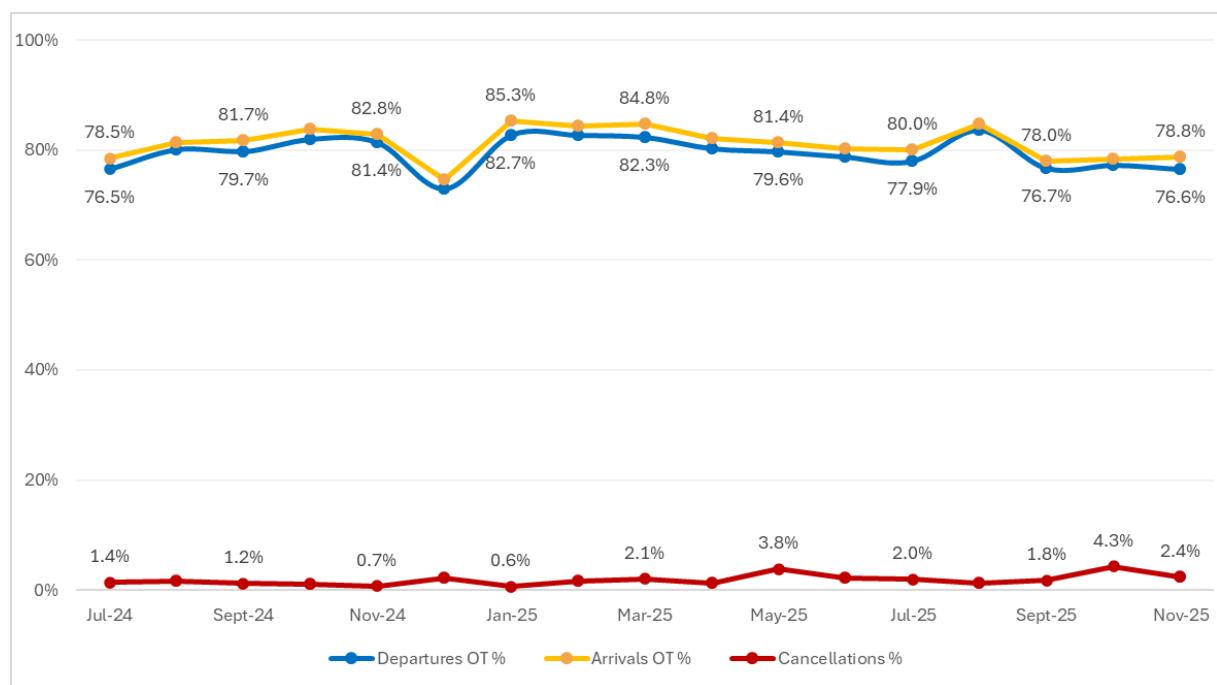
Both airlines' on-time performance, domestic jets, November 2025

| Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|-----------|-------|--------------------|-------|------------------|-------|---------------|------|
| Scheduled | Flown | No. | % | No. | % | No. | % |
| 4,836 | 4,721 | 3,614 | 76.6% | 3,720 | 78.8% | 114 | 2.4% |

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

| On-Time Departures | | On-Time Arrivals | | Cancellations | |
|---------------------------|--------------|---------------------------|-------|---------------------------|-------------|
| Route | % | Route | % | Route | % |
| Christchurch - Wellington | 88.3% | Wellington - Christchurch | 90.6% | Queenstown - Auckland | 4.0% |
| Wellington - Christchurch | 87.3% | Christchurch - Wellington | 89.7% | Christchurch - Auckland | 3.0% |
| Dunedin - Auckland | 83.1% | Wellington - Queenstown | 82.4% | Auckland - Queenstown | 2.5% |
| Queenstown - Wellington | 82.2% | Queenstown - Wellington | 82.2% | Auckland - Christchurch | 2.3% |
| Queenstown - Auckland | 81.2% | Auckland - Dunedin | 81.8% | Christchurch - Wellington | 2.2% |
| Wellington - Queenstown | 79.7% | Dunedin - Auckland | 80.9% | Wellington - Auckland | 2.2% |
| Auckland - Dunedin | 78.8% | Auckland - Queenstown | 80.9% | Dunedin - Auckland | 2.2% |
| Auckland - Queenstown | 74.2% | Queenstown - Auckland | 78.8% | Wellington - Christchurch | 2.0% |
| Christchurch - Auckland | 72.8% | Auckland - Wellington | 76.7% | Auckland - Wellington | 1.7% |
| Wellington - Auckland | 71.5% | Christchurch - Auckland | 74.4% | Auckland - Dunedin | 1.4% |
| Auckland - Wellington | 71.4% | Auckland - Christchurch | 72.9% | Queenstown - Wellington | 1.4% |
| Auckland - Christchurch | 70.4% | Wellington - Auckland | 72.0% | Wellington - Queenstown | 0.0% |
| Overall % | 76.6% | | | 78.8% | |
| | | | | | 2.4% |

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



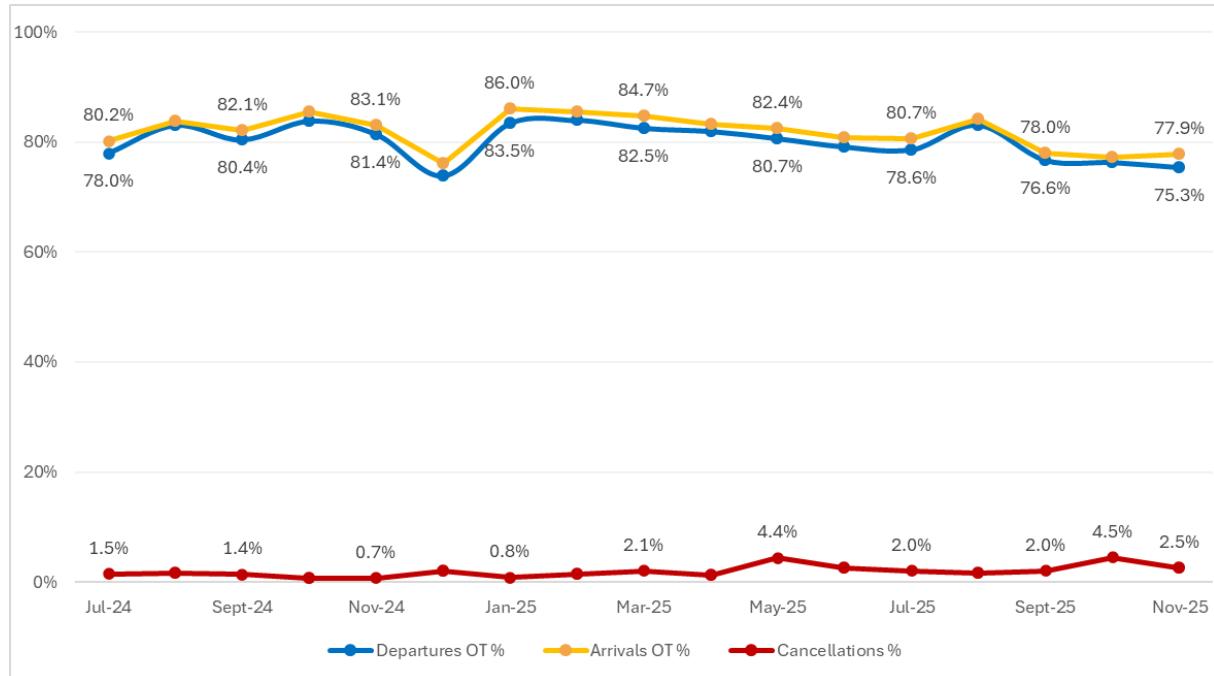
10. Airlines' performance for domestic jet routes in November 2025

Air New Zealand recorded 75.3 percent for on-time departures, and Jetstar 79.9 percent.

For on-time arrivals, Air New Zealand recorded 77.9 percent, and Jetstar recorded 81.3 percent.

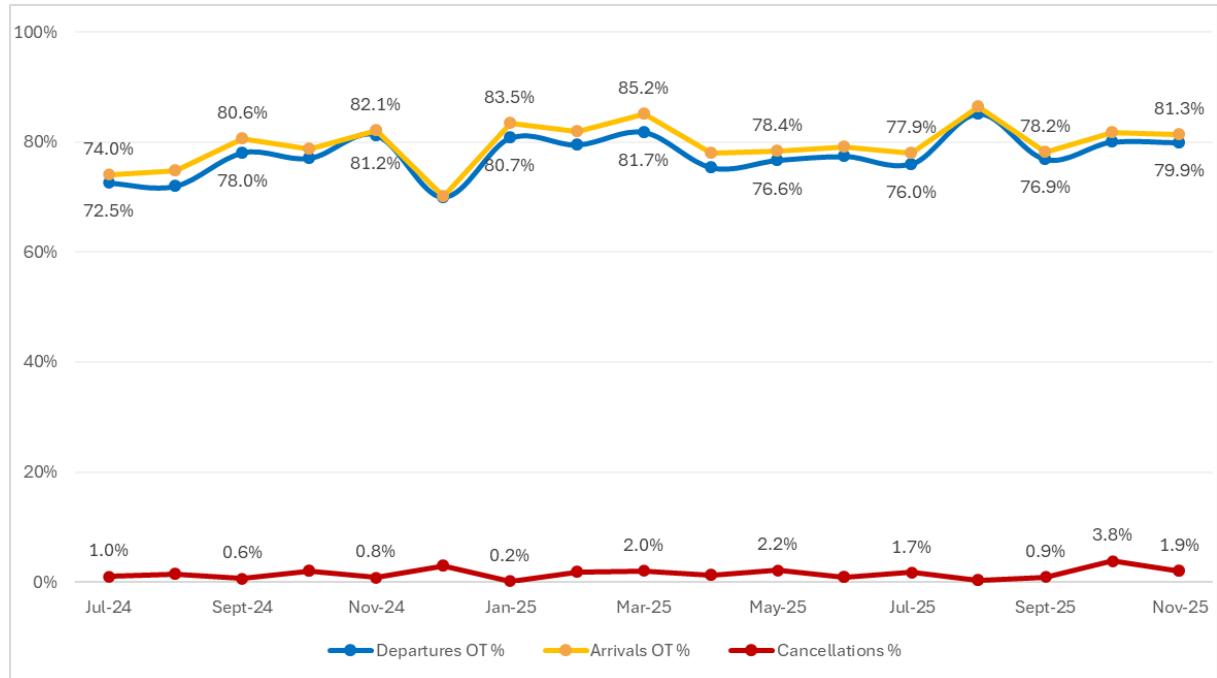
Air New Zealand's cancellation rate was 2.5 percent and Jetstar's was 1.9 percent.

Air New Zealand



Air New Zealand reports that fog in key ports and the flow-on effects of the global Airbus software update caused some short-term delays.

Jetstar



Jetstar reported that performance this month was affected by:

- air traffic control holding at Christchurch, Queenstown, and Auckland
- animal damage at Auckland and Dunedin
- delays caused by awaiting passengers to be seated safely prior to departure.

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

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

For November 2025, OTP over all trans-Tasman routes covered by this report was 64.0 percent for on-time departures and 65.9 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 November 2025, with 85.7 percent. The route with the highest OTP for arrivals was Brisbane – Queenstown with 85.2 percent.

Cancellations were highest on the Melbourne – Wellington route in November 2025, with 6.1 percent of services cancelled.

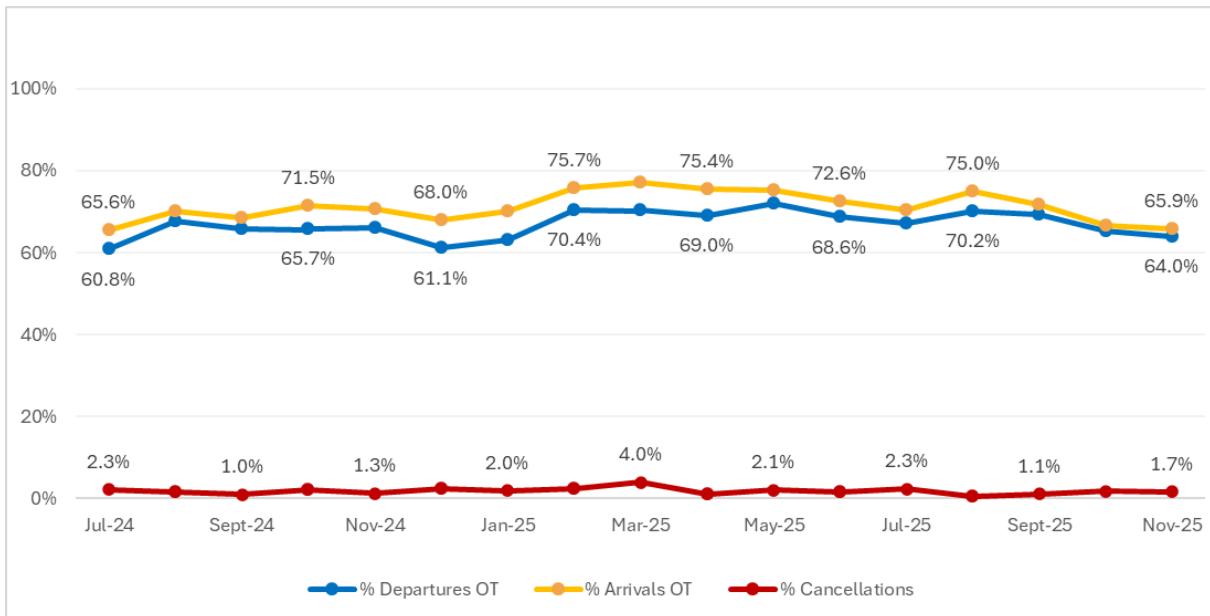
All airlines' on-time performance, November 2025

| Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|-----------|-------|--------------------|-------|------------------|-------|---------------|------|
| Scheduled | Flown | No. | % | No. | % | No. | % |
| 3,520 | 3,459 | 2,214 | 64.0% | 2,278 | 65.9% | 61 | 1.7% |

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

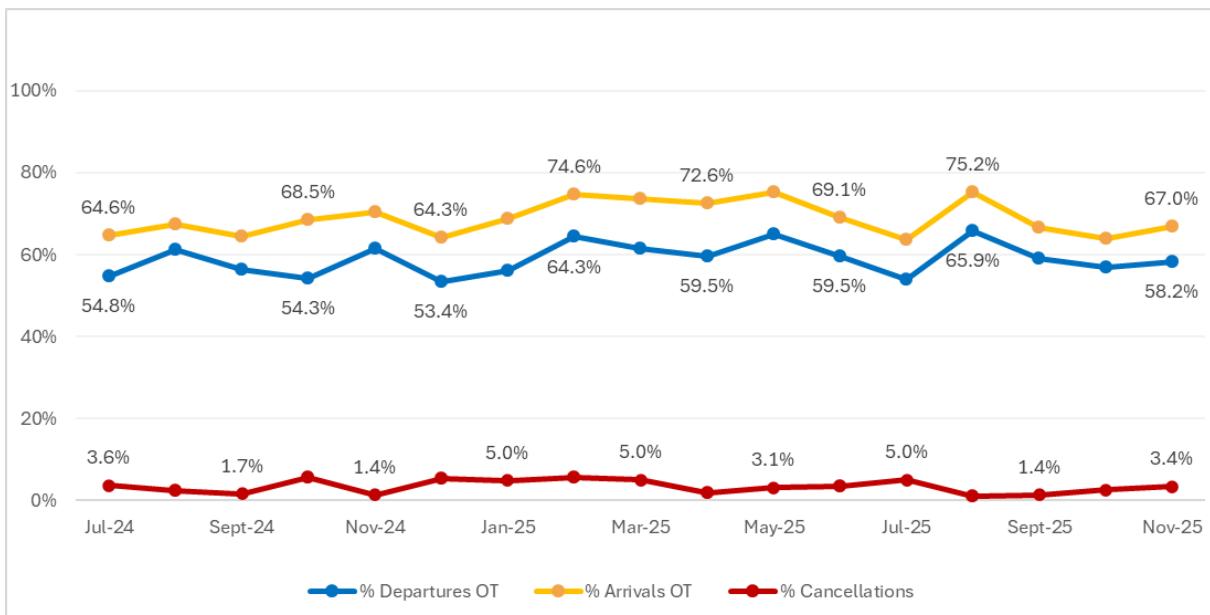
| On-Time Departures | | | On-Time Arrivals | | | Cancellations | |
|------------------------|-------|------------------------|------------------|-------------------------|------|---------------|---|
| Route | % | Route | % | Route | % | Route | % |
| Christchurch - Sydney | 85.7% | Brisbane - Queenstown | 85.2% | Melbourne - Wellington | 6.1% | | |
| Auckland - Adelaide | 85.4% | Auckland - Adelaide | 82.9% | Wellington - Melbourne | 4.5% | | |
| Queenstown - Brisbane | 84.6% | Melbourne - Queenstown | 80.0% | Queenstown - Melbourne | 4.5% | | |
| Queenstown - Melbourne | 79.7% | Adelaide - Auckland | 80.0% | Queenstown - Sydney | 3.6% | | |
| Melbourne - Queenstown | 76.9% | Sydney - Queenstown | 77.7% | Brisbane - Christchurch | 3.3% | | |

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



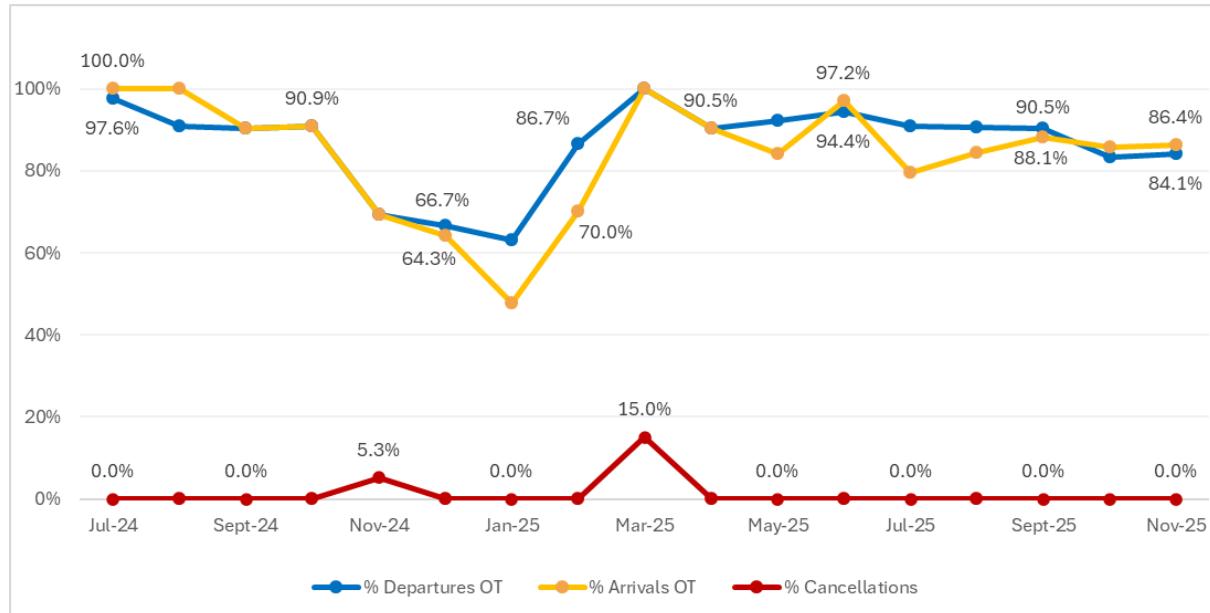
12. Airlines' performance for trans-Tasman routes in November 2025

Air New Zealand

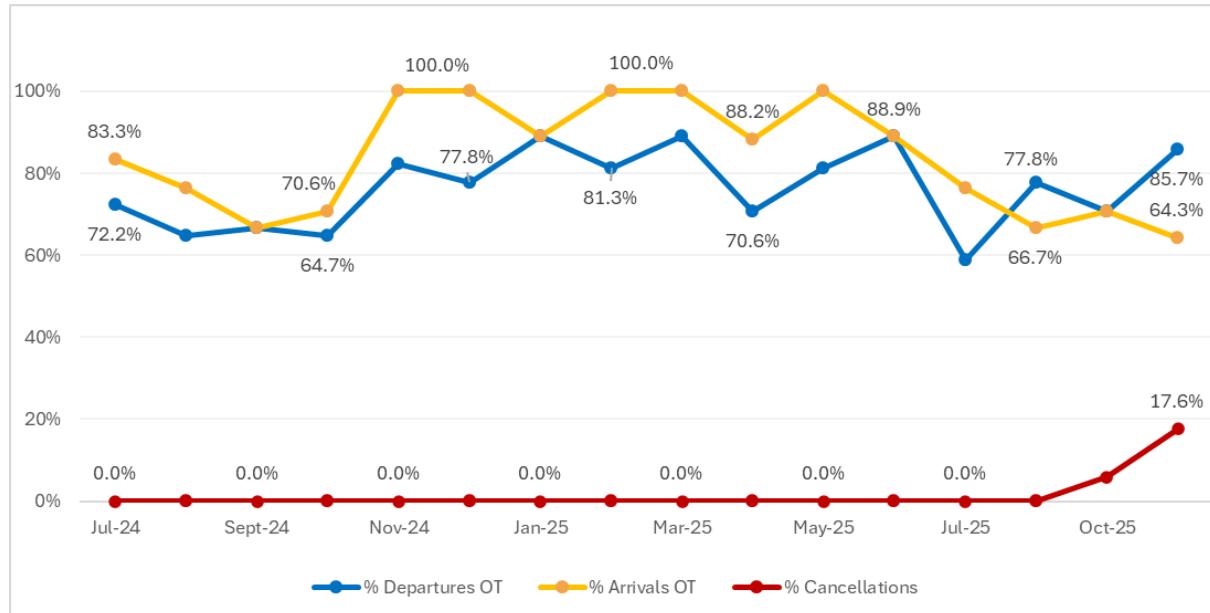


Trans-Tasman services faced a few uncontrollable challenges during the month, including storm activity across the Tasman and Pacific. The global Airbus software update also affected some trans-Tasman services.

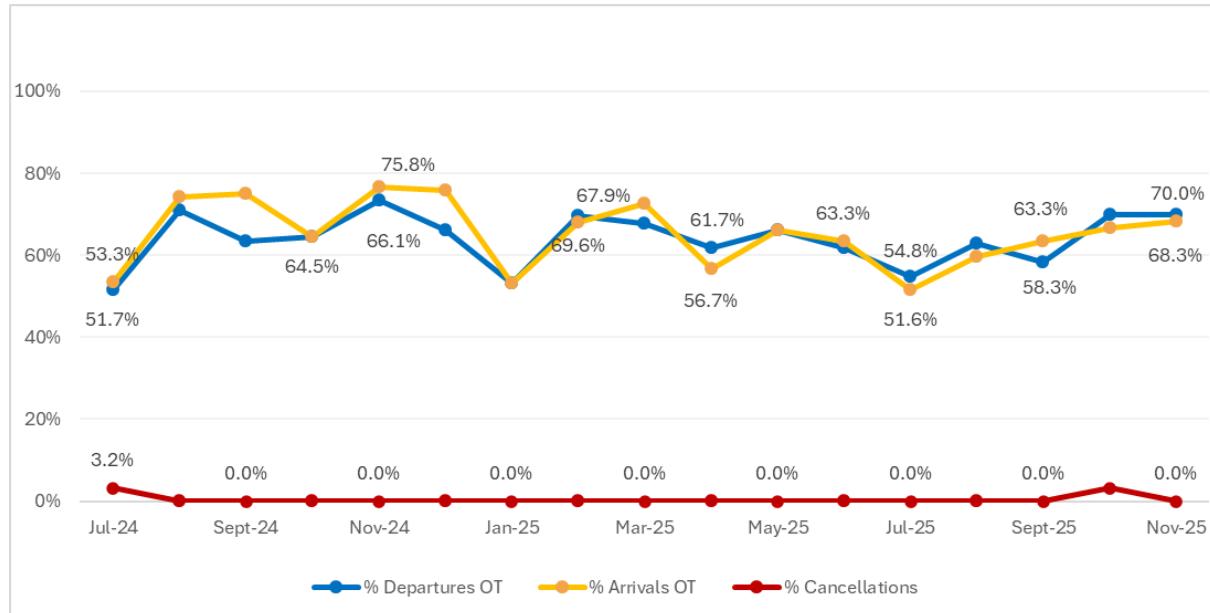
China Airlines



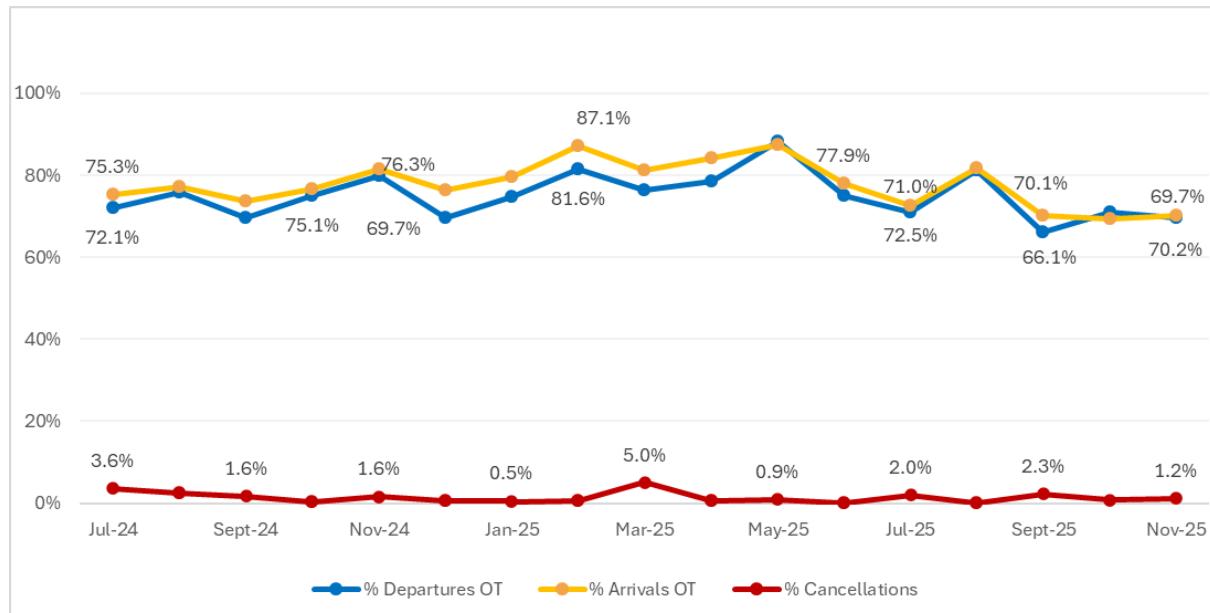
China Eastern Airlines



Emirates

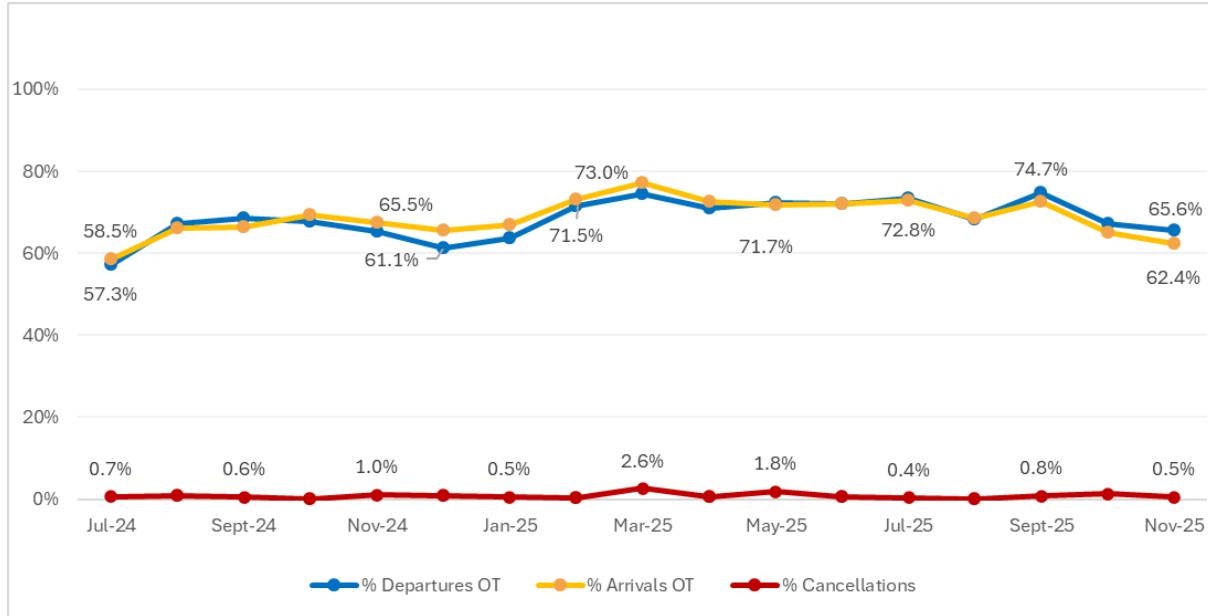


Jetstar



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 slower-than-expected passenger deboarding.

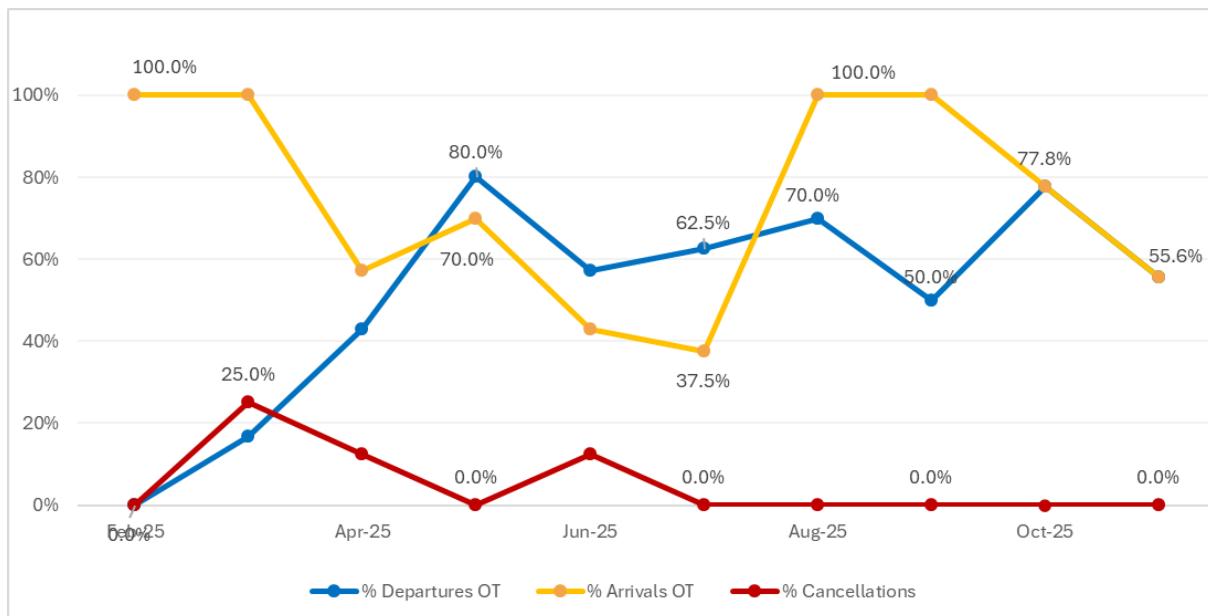
Qantas



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

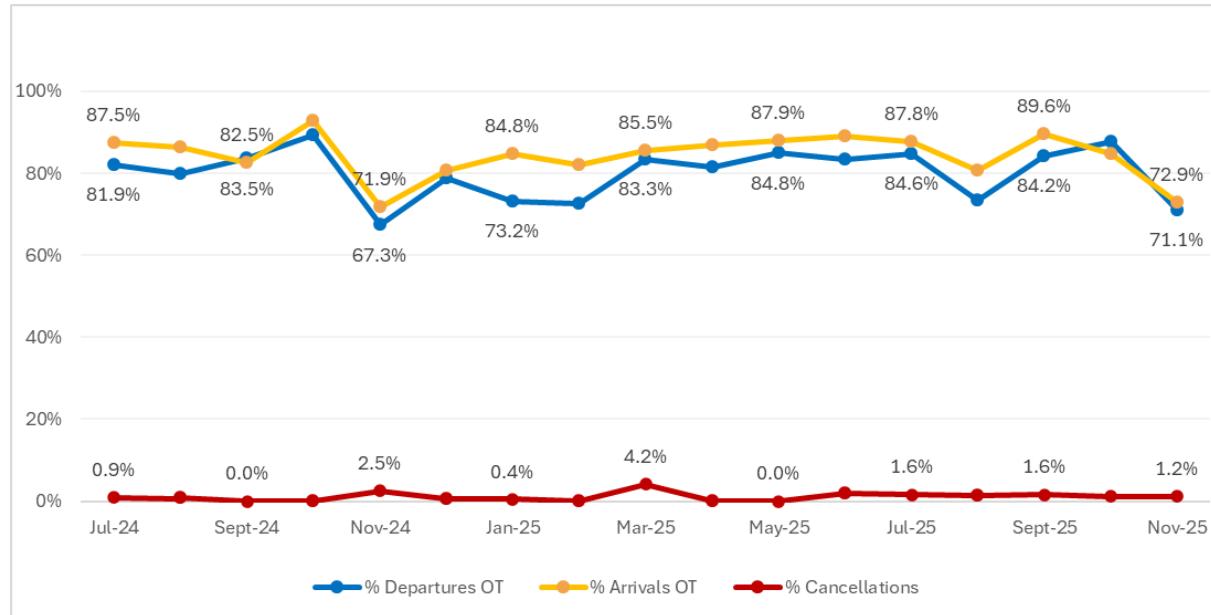
- seasonal weather-related delays (storms, wind, and fog)
- industry congestion at airports, exacerbated by weather conditions
- late arriving inbound aircraft as a result of weather-related delays
- consequential boarding and ramp delays as a result of off-schedule operations.

Solomon Airlines



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

Virgin Australia



13. Individual domestic regional routes in November 2025

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|------------------------------------|------------|------------|--------------------|--------------|------------------|--------------|---------------|--------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Auckland - Blenheim | 133 | 127 | 98 | 77.2% | 106 | 83.5% | 6 | 4.5% |
| Air NZ | 133 | 127 | 98 | 77.2% | 106 | 83.5% | 6 | 4.5% |
| Auckland - Gisborne | 149 | 147 | 92 | 62.6% | 115 | 78.2% | 2 | 1.3% |
| Air NZ | 149 | 147 | 92 | 62.6% | 115 | 78.2% | 2 | 1.3% |
| Auckland - Hawke's Bay | 311 | 298 | 227 | 76.2% | 252 | 84.6% | 13 | 4.2% |
| Air NZ | 311 | 298 | 227 | 76.2% | 252 | 84.6% | 13 | 4.2% |
| Auckland - Invercargill | 21 | 21 | 16 | 76.2% | 18 | 85.7% | 0 | 0.0% |
| Air NZ | 21 | 21 | 16 | 76.2% | 18 | 85.7% | 0 | 0.0% |
| Auckland - KeriKeri | 127 | 118 | 82 | 69.5% | 87 | 73.7% | 9 | 7.1% |
| Air NZ | 127 | 118 | 82 | 69.5% | 87 | 73.7% | 9 | 7.1% |
| Auckland - Nelson | 317 | 303 | 212 | 70.0% | 238 | 78.5% | 14 | 4.4% |
| Air NZ | 317 | 303 | 212 | 70.0% | 238 | 78.5% | 14 | 4.4% |
| Auckland - New Plymouth | 187 | 179 | 137 | 76.5% | 150 | 83.8% | 8 | 4.3% |
| Air NZ | 187 | 179 | 137 | 76.5% | 150 | 83.8% | 8 | 4.3% |
| Auckland - Palmerston North | 277 | 267 | 212 | 79.4% | 227 | 85.0% | 10 | 3.6% |
| Air NZ | 277 | 267 | 212 | 79.4% | 227 | 85.0% | 10 | 3.6% |
| Auckland - Rotorua | 69 | 60 | 40 | 66.7% | 43 | 71.7% | 9 | 13.0% |
| Air NZ | 69 | 60 | 40 | 66.7% | 43 | 71.7% | 9 | 13.0% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|------------------------------------|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Auckland - Taupo | 60 | 56 | 36 | 64.3% | 39 | 69.6% | 4 | 6.7% |
| Air NZ | 60 | 56 | 36 | 64.3% | 39 | 69.6% | 4 | 6.7% |
| Auckland - Tauranga | 236 | 214 | 165 | 77.1% | 181 | 84.6% | 22 | 9.3% |
| Air NZ | 236 | 214 | 165 | 77.1% | 181 | 84.6% | 22 | 9.3% |
| Auckland - Whangarei | 123 | 117 | 86 | 73.5% | 84 | 71.8% | 6 | 4.9% |
| Air NZ | 123 | 117 | 86 | 73.5% | 84 | 71.8% | 6 | 4.9% |
| Blenheim - Auckland | 132 | 127 | 101 | 79.5% | 95 | 74.8% | 5 | 3.8% |
| Air NZ | 132 | 127 | 101 | 79.5% | 95 | 74.8% | 5 | 3.8% |
| Blenheim - Wellington | 115 | 111 | 84 | 75.7% | 85 | 76.6% | 4 | 3.5% |
| Air NZ | 115 | 111 | 84 | 75.7% | 85 | 76.6% | 4 | 3.5% |
| Christchurch - Dunedin | 173 | 169 | 148 | 87.6% | 151 | 89.3% | 4 | 2.3% |
| Air NZ | 173 | 169 | 148 | 87.6% | 151 | 89.3% | 4 | 2.3% |
| Christchurch - Hamilton | 107 | 103 | 90 | 87.4% | 93 | 90.3% | 4 | 3.7% |
| Air NZ | 107 | 103 | 90 | 87.4% | 93 | 90.3% | 4 | 3.7% |
| Christchurch - Hawke's Bay | 91 | 86 | 82 | 95.3% | 80 | 93.0% | 4 | 4.4% |
| Air NZ | 91 | 86 | 82 | 95.3% | 80 | 93.0% | 4 | 4.4% |
| Christchurch - Hokitika | 50 | 47 | 41 | 87.2% | 38 | 80.9% | 3 | 6.0% |
| Air NZ | 50 | 47 | 41 | 87.2% | 38 | 80.9% | 3 | 6.0% |
| Christchurch - Invercargill | 181 | 177 | 160 | 90.4% | 169 | 95.5% | 4 | 2.2% |
| Air NZ | 181 | 177 | 160 | 90.4% | 169 | 95.5% | 4 | 2.2% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|--|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Christchurch - Nelson | 163 | 157 | 138 | 87.9% | 128 | 81.5% | 6 | 3.7% |
| Air NZ | 163 | 157 | 138 | 87.9% | 128 | 81.5% | 6 | 3.7% |
| Christchurch - New Plymouth | 55 | 53 | 47 | 88.7% | 47 | 88.7% | 2 | 3.6% |
| Air NZ | 55 | 53 | 47 | 88.7% | 47 | 88.7% | 2 | 3.6% |
| Christchurch - Palmerston North | 119 | 119 | 109 | 91.6% | 109 | 91.6% | 0 | 0.0% |
| Air NZ | 119 | 119 | 109 | 91.6% | 109 | 91.6% | 0 | 0.0% |
| Christchurch - Queenstown | 122 | 118 | 110 | 93.2% | 105 | 89.0% | 4 | 3.3% |
| Air NZ | 122 | 118 | 110 | 93.2% | 105 | 89.0% | 4 | 3.3% |
| Christchurch - Rotorua | 72 | 72 | 68 | 94.4% | 61 | 84.7% | 0 | 0.0% |
| Air NZ | 72 | 72 | 68 | 94.4% | 61 | 84.7% | 0 | 0.0% |
| Christchurch - Tauranga | 98 | 95 | 85 | 89.5% | 80 | 84.2% | 3 | 3.1% |
| Air NZ | 98 | 95 | 85 | 89.5% | 80 | 84.2% | 3 | 3.1% |
| Dunedin - Christchurch | 174 | 169 | 148 | 87.6% | 155 | 91.7% | 5 | 2.9% |
| Air NZ | 174 | 169 | 148 | 87.6% | 155 | 91.7% | 5 | 2.9% |
| Dunedin - Wellington | 83 | 82 | 67 | 81.7% | 68 | 82.9% | 1 | 1.2% |
| Air NZ | 83 | 82 | 67 | 81.7% | 68 | 82.9% | 1 | 1.2% |
| Gisborne - Auckland | 149 | 144 | 118 | 81.9% | 124 | 86.1% | 5 | 3.4% |
| Air NZ | 149 | 144 | 118 | 81.9% | 124 | 86.1% | 5 | 3.4% |
| Gisborne - Wellington | 55 | 55 | 47 | 85.5% | 47 | 85.5% | 0 | 0.0% |
| Air NZ | 55 | 55 | 47 | 85.5% | 47 | 85.5% | 0 | 0.0% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|------------------------------------|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Hamilton - Christchurch | 107 | 105 | 88 | 83.8% | 93 | 88.6% | 2 | 1.9% |
| Air NZ | 107 | 105 | 88 | 83.8% | 93 | 88.6% | 2 | 1.9% |
| Hamilton - Wellington | 156 | 154 | 135 | 87.7% | 136 | 88.3% | 2 | 1.3% |
| Air NZ | 156 | 154 | 135 | 87.7% | 136 | 88.3% | 2 | 1.3% |
| Hawke's Bay - Auckland | 311 | 297 | 240 | 80.8% | 245 | 82.5% | 14 | 4.5% |
| Air NZ | 311 | 297 | 240 | 80.8% | 245 | 82.5% | 14 | 4.5% |
| Hawke's Bay - Christchurch | 90 | 86 | 79 | 91.9% | 82 | 95.3% | 4 | 4.4% |
| Air NZ | 90 | 86 | 79 | 91.9% | 82 | 95.3% | 4 | 4.4% |
| Hawke's Bay - Wellington | 112 | 102 | 82 | 80.4% | 83 | 81.4% | 10 | 8.9% |
| Air NZ | 112 | 102 | 82 | 80.4% | 83 | 81.4% | 10 | 8.9% |
| Hokitika - Christchurch | 50 | 47 | 39 | 83.0% | 39 | 83.0% | 3 | 6.0% |
| Air NZ | 50 | 47 | 39 | 83.0% | 39 | 83.0% | 3 | 6.0% |
| Invercargill - Auckland | 21 | 21 | 17 | 81.0% | 17 | 81.0% | 0 | 0.0% |
| Air NZ | 21 | 21 | 17 | 81.0% | 17 | 81.0% | 0 | 0.0% |
| Invercargill - Christchurch | 181 | 177 | 168 | 94.9% | 168 | 94.9% | 4 | 2.2% |
| Air NZ | 181 | 177 | 168 | 94.9% | 168 | 94.9% | 4 | 2.2% |
| Kerikeri - Auckland | 127 | 116 | 80 | 69.0% | 85 | 73.3% | 11 | 8.7% |
| Air NZ | 127 | 116 | 80 | 69.0% | 85 | 73.3% | 11 | 8.7% |
| Nelson - Auckland | 317 | 291 | 232 | 79.7% | 227 | 78.0% | 26 | 8.2% |
| Air NZ | 317 | 291 | 232 | 79.7% | 227 | 78.0% | 26 | 8.2% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|--|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Nelson - Christchurch | 162 | 154 | 118 | 76.6% | 130 | 84.4% | 8 | 4.9% |
| Air NZ | 162 | 154 | 118 | 76.6% | 130 | 84.4% | 8 | 4.9% |
| Nelson - Wellington | 260 | 247 | 199 | 80.6% | 211 | 85.4% | 13 | 5.0% |
| Air NZ | 260 | 247 | 199 | 80.6% | 211 | 85.4% | 13 | 5.0% |
| New Plymouth - Auckland | 187 | 179 | 143 | 79.9% | 151 | 84.4% | 8 | 4.3% |
| Air NZ | 187 | 179 | 143 | 79.9% | 151 | 84.4% | 8 | 4.3% |
| New Plymouth - Christchurch | 55 | 53 | 41 | 77.4% | 48 | 90.6% | 2 | 3.6% |
| Air NZ | 55 | 53 | 41 | 77.4% | 48 | 90.6% | 2 | 3.6% |
| New Plymouth - Wellington | 85 | 83 | 72 | 86.7% | 72 | 86.7% | 2 | 2.4% |
| Air NZ | 85 | 83 | 72 | 86.7% | 72 | 86.7% | 2 | 2.4% |
| Palmerston North - Auckland | 277 | 266 | 230 | 86.5% | 226 | 85.0% | 11 | 4.0% |
| Air NZ | 277 | 266 | 230 | 86.5% | 226 | 85.0% | 11 | 4.0% |
| Palmerston North - Christchurch | 119 | 117 | 102 | 87.2% | 109 | 93.2% | 2 | 1.7% |
| Air NZ | 119 | 117 | 102 | 87.2% | 109 | 93.2% | 2 | 1.7% |
| Queenstown - Christchurch | 122 | 116 | 100 | 86.2% | 106 | 91.4% | 6 | 4.9% |
| Air NZ | 122 | 116 | 100 | 86.2% | 106 | 91.4% | 6 | 4.9% |
| Rotorua - Auckland | 68 | 62 | 44 | 71.0% | 43 | 69.4% | 6 | 8.8% |
| Air NZ | 68 | 62 | 44 | 71.0% | 43 | 69.4% | 6 | 8.8% |
| Rotorua - Christchurch | 72 | 70 | 53 | 75.7% | 64 | 91.4% | 2 | 2.8% |
| Air NZ | 72 | 70 | 53 | 75.7% | 64 | 91.4% | 2 | 2.8% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|--------------------------------|------------|------------|--------------------|---------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Rotorua - Wellington | 63 | 59 | 44 | 74.6% | 47 | 79.7% | 4 | 6.3% |
| Air NZ | 63 | 59 | 44 | 74.6% | 47 | 79.7% | 4 | 6.3% |
| Takaka - Wellington | 28 | 27 | 27 | 100.0% | 25 | 92.6% | 1 | 3.6% |
| Golden Bay Air | 28 | 27 | 27 | 100.0% | 25 | 92.6% | 1 | 3.6% |
| Taupo - Auckland | 60 | 55 | 38 | 69.1% | 39 | 70.9% | 5 | 8.3% |
| Air NZ | 60 | 55 | 38 | 69.1% | 39 | 70.9% | 5 | 8.3% |
| Tauranga - Auckland | 237 | 216 | 178 | 82.4% | 175 | 81.0% | 21 | 8.9% |
| Air NZ | 237 | 216 | 178 | 82.4% | 175 | 81.0% | 21 | 8.9% |
| Tauranga - Christchurch | 98 | 92 | 78 | 84.8% | 85 | 92.4% | 6 | 6.1% |
| Air NZ | 98 | 92 | 78 | 84.8% | 85 | 92.4% | 6 | 6.1% |
| Tauranga - Wellington | 135 | 126 | 99 | 78.6% | 111 | 88.1% | 9 | 6.7% |
| Air NZ | 135 | 126 | 99 | 78.6% | 111 | 88.1% | 9 | 6.7% |
| Timaru - Wellington | 55 | 51 | 45 | 88.2% | 45 | 88.2% | 4 | 7.3% |
| Air NZ | 55 | 51 | 45 | 88.2% | 45 | 88.2% | 4 | 7.3% |
| Wellington - Blenheim | 117 | 113 | 82 | 72.6% | 83 | 73.5% | 4 | 3.4% |
| Air NZ | 117 | 113 | 82 | 72.6% | 83 | 73.5% | 4 | 3.4% |
| Wellington - Dunedin | 83 | 83 | 70 | 84.3% | 70 | 84.3% | 0 | 0.0% |
| Air NZ | 83 | 83 | 70 | 84.3% | 70 | 84.3% | 0 | 0.0% |
| Wellington - Gisborne | 55 | 53 | 42 | 79.2% | 44 | 83.0% | 2 | 3.6% |
| Air NZ | 55 | 53 | 42 | 79.2% | 44 | 83.0% | 2 | 3.6% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|----------------------------------|--------------|--------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Wellington - Hamilton | 156 | 155 | 134 | 86.5% | 136 | 87.7% | 1 | 0.6% |
| Air NZ | 156 | 155 | 134 | 86.5% | 136 | 87.7% | 1 | 0.6% |
| Wellington - Hawke's Bay | 112 | 104 | 84 | 80.8% | 85 | 81.7% | 8 | 7.1% |
| Air NZ | 112 | 104 | 84 | 80.8% | 85 | 81.7% | 8 | 7.1% |
| Wellington - Nelson | 259 | 247 | 187 | 75.7% | 187 | 75.7% | 12 | 4.6% |
| Air NZ | 259 | 247 | 187 | 75.7% | 187 | 75.7% | 12 | 4.6% |
| Wellington - New Plymouth | 85 | 83 | 71 | 85.5% | 71 | 85.5% | 2 | 2.4% |
| Air NZ | 85 | 83 | 71 | 85.5% | 71 | 85.5% | 2 | 2.4% |
| Wellington - Rotorua | 63 | 61 | 49 | 80.3% | 52 | 85.2% | 2 | 3.2% |
| Air NZ | 63 | 61 | 49 | 80.3% | 52 | 85.2% | 2 | 3.2% |
| Wellington - Takaka | 28 | 27 | 23 | 85.2% | 20 | 74.1% | 1 | 3.6% |
| Golden Bay Air | 28 | 27 | 23 | 85.2% | 20 | 74.1% | 1 | 3.6% |
| Wellington - Tauranga | 135 | 125 | 101 | 80.8% | 97 | 77.6% | 10 | 7.4% |
| Air NZ | 135 | 125 | 101 | 80.8% | 97 | 77.6% | 10 | 7.4% |
| Wellington - Timaru | 55 | 53 | 38 | 71.7% | 40 | 75.5% | 2 | 3.6% |
| Air NZ | 55 | 53 | 38 | 71.7% | 40 | 75.5% | 2 | 3.6% |
| Whangarei - Auckland | 123 | 117 | 93 | 79.5% | 100 | 85.5% | 6 | 4.9% |
| Air NZ | 123 | 117 | 93 | 79.5% | 100 | 85.5% | 6 | 4.9% |
| Grand Total | 8,775 | 8,381 | 6,791 | 81.0% | 7,022 | 83.8% | 393 | 4.5% |

14. Domestic regional performance by region in November 2025

Note: the following table for November includes data from Air New Zealand, Jetstar, and Golden Bay Air only, 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 | 2,711 | 72.8% | 2,878 | 77.9% | 313 | 4.0% |
| Blenheim | 185 | 77.7% | 189 | 78.8% | 19 | 3.8% |
| Chatham Islands (Tuuta) | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Christchurch | 2,049 | 84.4% | 2,065 | 85.3% | 140 | 2.8% |
| Dunedin | 328 | 84.8% | 333 | 85.6% | 15 | 1.9% |
| Gisborne | 165 | 82.9% | 159 | 79.5% | 9 | 2.2% |
| Great Barrier Island | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hamilton | 223 | 86.1% | 229 | 88.8% | 9 | 1.7% |
| Hawke's Bay | 401 | 82.7% | 417 | 85.5% | 53 | 5.2% |
| Hokitika | 39 | 83.0% | 38 | 80.9% | 6 | 6.0% |
| Invercargill | 185 | 93.4% | 187 | 94.4% | 8 | 2.0% |
| Kaitaia | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Kerikeri | 80 | 69.0% | 87 | 73.7% | 20 | 7.9% |
| Nelson | 549 | 79.3% | 553 | 78.2% | 79 | 5.3% |
| New Plymouth | 256 | 81.3% | 268 | 85.1% | 24 | 3.7% |
| North Shore | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Palmerston North | 332 | 86.7% | 336 | 87.0% | 23 | 2.9% |
| Paraparaumu | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Picton | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Queenstown | 436 | 82.4% | 445 | 82.9% | 34 | 3.1% |
| Rotorua | 141 | 73.8% | 156 | 80.8% | 23 | 5.7% |
| Takaka | 27 | 100.0% | 20 | 74.1% | 2 | 3.6% |
| Taupo | 38 | 69.1% | 39 | 69.6% | 9 | 7.5% |
| Tauranga | 355 | 81.8% | 358 | 82.5% | 71 | 7.6% |
| Timaru | 45 | 88.2% | 40 | 75.5% | 6 | 5.5% |

| Region | On-Time Departures from Region | | On-Time Arrivals to Region | | Cancellations to and from Region | |
|------------|--------------------------------|-------|----------------------------|-------|----------------------------------|------|
| | No. | % | No. | % | No. | % |
| Wairoa | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wanaka | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wellington | 1,767 | 79.3% | 1,861 | 83.7% | 139 | 3.0% |
| 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 | 93 | 79.5% | 84 | 71.8% | 12 | 4.9% |
| Whitianga | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |

15. Individual domestic jet routes in November 2025

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|----------------------------------|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Auckland - Christchurch | 776 | 757 | 533 | 70.4% | 552 | 72.9% | 18 | 2.3% |
| Air NZ | 495 | 484 | 320 | 66.1% | 331 | 68.4% | 10 | 2.0% |
| Jetstar | 281 | 273 | 213 | 78.0% | 221 | 81.0% | 8 | 2.8% |
| Auckland - Dunedin | 139 | 137 | 108 | 78.8% | 112 | 81.8% | 2 | 1.4% |
| Air NZ | 96 | 94 | 72 | 76.6% | 74 | 78.7% | 2 | 2.1% |
| Jetstar | 43 | 43 | 36 | 83.7% | 38 | 88.4% | 0 | 0.0% |
| Auckland - Queenstown | 354 | 345 | 256 | 74.2% | 279 | 80.9% | 9 | 2.5% |
| Air NZ | 264 | 256 | 185 | 72.3% | 202 | 78.9% | 8 | 3.0% |
| Jetstar | 90 | 89 | 71 | 79.8% | 77 | 86.5% | 1 | 1.1% |
| Auckland - Wellington | 586 | 576 | 411 | 71.4% | 442 | 76.7% | 10 | 1.7% |
| Air NZ | 429 | 422 | 291 | 69.0% | 323 | 76.5% | 7 | 1.6% |
| Jetstar | 157 | 154 | 120 | 77.9% | 119 | 77.3% | 3 | 1.9% |
| Christchurch - Auckland | 777 | 754 | 549 | 72.8% | 561 | 74.4% | 23 | 3.0% |
| Air NZ | 496 | 482 | 327 | 67.8% | 341 | 70.7% | 14 | 2.8% |
| Jetstar | 281 | 272 | 222 | 81.6% | 220 | 80.9% | 9 | 3.2% |
| Christchurch - Wellington | 489 | 478 | 422 | 88.3% | 429 | 89.7% | 11 | 2.2% |
| Air NZ | 429 | 418 | 373 | 89.2% | 378 | 90.4% | 11 | 2.6% |
| Jetstar | 60 | 60 | 49 | 81.7% | 51 | 85.0% | 0 | 0.0% |
| Dunedin - Auckland | 139 | 136 | 113 | 83.1% | 110 | 80.9% | 3 | 2.2% |
| Air NZ | 96 | 93 | 78 | 83.9% | 74 | 79.6% | 3 | 3.1% |
| Jetstar | 43 | 43 | 35 | 81.4% | 36 | 83.7% | 0 | 0.0% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|----------------------------------|--------------|--------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Queenstown - Auckland | 354 | 340 | 276 | 81.2% | 268 | 78.8% | 14 | 4.0% |
| Air NZ | 264 | 251 | 206 | 82.1% | 197 | 78.5% | 13 | 4.9% |
| Jetstar | 90 | 89 | 70 | 78.7% | 71 | 79.8% | 1 | 1.1% |
| Queenstown - Wellington | 74 | 73 | 60 | 82.2% | 60 | 82.2% | 1 | 1.4% |
| Air NZ | 61 | 60 | 48 | 80.0% | 48 | 80.0% | 1 | 1.6% |
| Jetstar | 13 | 13 | 12 | 92.3% | 12 | 92.3% | 0 | 0.0% |
| Wellington - Auckland | 585 | 572 | 409 | 71.5% | 412 | 72.0% | 13 | 2.2% |
| Air NZ | 428 | 418 | 290 | 69.4% | 290 | 69.4% | 10 | 2.3% |
| Jetstar | 157 | 154 | 119 | 77.3% | 122 | 79.2% | 3 | 1.9% |
| Wellington - Christchurch | 489 | 479 | 418 | 87.3% | 434 | 90.6% | 10 | 2.0% |
| Air NZ | 429 | 419 | 368 | 87.8% | 386 | 92.1% | 10 | 2.3% |
| Jetstar | 60 | 60 | 50 | 83.3% | 48 | 80.0% | 0 | 0.0% |
| Wellington - Queenstown | 74 | 74 | 59 | 79.7% | 61 | 82.4% | 0 | 0.0% |
| Air NZ | 61 | 61 | 47 | 77.0% | 49 | 80.3% | 0 | 0.0% |
| Jetstar | 13 | 13 | 12 | 92.3% | 12 | 92.3% | 0 | 0.0% |
| Grand Total | 4,836 | 4,721 | 3,614 | 76.6% | 3,720 | 78.8% | 114 | 2.4% |

16. Individual trans-Tasman routes in November 2025

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|------------------------------|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Adelaide - Auckland | 41 | 40 | 26 | 65.0% | 32 | 80.0% | 1 | 2.4% |
| Air NZ | 23 | 22 | 9 | 40.9% | 15 | 68.2% | 1 | 4.3% |
| Qantas | 18 | 18 | 17 | 94.4% | 17 | 94.4% | 0 | 0.0% |
| Auckland - Adelaide | 42 | 41 | 35 | 85.4% | 34 | 82.9% | 1 | 2.4% |
| Air NZ | 24 | 23 | 18 | 78.3% | 17 | 73.9% | 1 | 4.2% |
| Qantas | 18 | 18 | 17 | 94.4% | 17 | 94.4% | 0 | 0.0% |
| Auckland - Brisbane | 213 | 211 | 152 | 72.0% | 156 | 73.9% | 2 | 0.9% |
| Air NZ | 88 | 86 | 51 | 59.3% | 62 | 72.1% | 2 | 2.3% |
| China Airlines | 22 | 22 | 20 | 90.9% | 18 | 81.8% | 0 | 0.0% |
| Jetstar | 39 | 39 | 29 | 74.4% | 28 | 71.8% | 0 | 0.0% |
| Qantas | 60 | 60 | 51 | 85.0% | 47 | 78.3% | 0 | 0.0% |
| Solomon Airlines | 4 | 4 | 1 | 25.0% | 1 | 25.0% | 0 | 0.0% |
| Auckland - Gold Coast | 67 | 66 | 48 | 72.7% | 48 | 72.7% | 1 | 1.5% |
| Air NZ | 37 | 36 | 28 | 77.8% | 30 | 83.3% | 1 | 2.7% |
| Jetstar | 30 | 30 | 20 | 66.7% | 18 | 60.0% | 0 | 0.0% |
| Auckland - Melbourne | 281 | 279 | 179 | 64.2% | 182 | 65.2% | 2 | 0.7% |
| Air NZ | 131 | 130 | 85 | 65.4% | 93 | 71.5% | 1 | 0.8% |
| Jetstar | 30 | 29 | 11 | 37.9% | 14 | 48.3% | 1 | 3.3% |
| Qantas | 120 | 120 | 83 | 69.2% | 75 | 62.5% | 0 | 0.0% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|--------------------------------|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Auckland - Sydney | 358 | 354 | 233 | 65.8% | 216 | 61.0% | 4 | 1.1% |
| Air NZ | 147 | 145 | 84 | 57.9% | 90 | 62.1% | 2 | 1.4% |
| China Eastern Airlines | 9 | 8 | 6 | 75.0% | 5 | 62.5% | 1 | 11.1% |
| Jetstar | 30 | 30 | 27 | 90.0% | 26 | 86.7% | 0 | 0.0% |
| Qantas | 172 | 171 | 116 | 67.8% | 95 | 55.6% | 1 | 0.6% |
| Brisbane - Auckland | 214 | 210 | 104 | 49.5% | 128 | 61.0% | 4 | 1.9% |
| Air NZ | 88 | 84 | 29 | 34.5% | 47 | 56.0% | 4 | 4.5% |
| China Airlines | 22 | 22 | 17 | 77.3% | 20 | 90.9% | 0 | 0.0% |
| Jetstar | 39 | 39 | 26 | 66.7% | 25 | 64.1% | 0 | 0.0% |
| Qantas | 60 | 60 | 28 | 46.7% | 32 | 53.3% | 0 | 0.0% |
| Solomon Airlines | 5 | 5 | 4 | 80.0% | 4 | 80.0% | 0 | 0.0% |
| Brisbane - Christchurch | 90 | 87 | 30 | 34.5% | 37 | 42.5% | 3 | 3.3% |
| Air NZ | 30 | 28 | 13 | 46.4% | 14 | 50.0% | 2 | 6.7% |
| Qantas | 60 | 59 | 17 | 28.8% | 23 | 39.0% | 1 | 1.7% |
| Brisbane - Queenstown | 55 | 54 | 33 | 61.1% | 46 | 85.2% | 1 | 1.8% |
| Qantas | 18 | 18 | 11 | 61.1% | 16 | 88.9% | 0 | 0.0% |
| Virgin Australia | 37 | 36 | 22 | 61.1% | 30 | 83.3% | 1 | 2.7% |
| Brisbane - Wellington | 60 | 60 | 35 | 58.3% | 44 | 73.3% | 0 | 0.0% |
| Air NZ | 30 | 30 | 16 | 53.3% | 24 | 80.0% | 0 | 0.0% |
| Qantas | 30 | 30 | 19 | 63.3% | 20 | 66.7% | 0 | 0.0% |
| Christchurch - Brisbane | 90 | 88 | 58 | 65.9% | 52 | 59.1% | 2 | 2.2% |
| Air NZ | 30 | 29 | 16 | 55.2% | 18 | 62.1% | 1 | 3.3% |
| Qantas | 60 | 59 | 42 | 71.2% | 34 | 57.6% | 1 | 1.7% |

| Route | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|---------------------------------|------------|------------|--------------------|--------------|------------------|--------------|---------------|-------------|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % |
| Christchurch - Melbourne | 117 | 115 | 83 | 72.2% | 73 | 63.5% | 2 | 1.7% |
| Air NZ | 40 | 38 | 23 | 60.5% | 20 | 52.6% | 2 | 5.0% |
| Jetstar | 30 | 30 | 27 | 90.0% | 24 | 80.0% | 0 | 0.0% |
| Qantas | 47 | 47 | 33 | 70.2% | 29 | 61.7% | 0 | 0.0% |
| Christchurch - Sydney | 120 | 119 | 102 | 85.7% | 80 | 67.2% | 1 | 0.8% |
| Air NZ | 30 | 29 | 27 | 93.1% | 25 | 86.2% | 1 | 3.3% |
| Emirates | 30 | 30 | 28 | 93.3% | 21 | 70.0% | 0 | 0.0% |
| Qantas | 60 | 60 | 47 | 78.3% | 34 | 56.7% | 0 | 0.0% |
| Gold Coast - Auckland | 67 | 66 | 47 | 71.2% | 51 | 77.3% | 1 | 1.5% |
| Air NZ | 37 | 36 | 28 | 77.8% | 32 | 88.9% | 1 | 2.7% |
| Jetstar | 30 | 30 | 19 | 63.3% | 19 | 63.3% | 0 | 0.0% |
| Melbourne - Auckland | 282 | 279 | 148 | 53.0% | 157 | 56.3% | 3 | 1.1% |
| Air NZ | 132 | 130 | 68 | 52.3% | 83 | 63.8% | 2 | 1.5% |
| Jetstar | 30 | 29 | 8 | 27.6% | 12 | 41.4% | 1 | 3.3% |
| Qantas | 120 | 120 | 72 | 60.0% | 62 | 51.7% | 0 | 0.0% |
| Melbourne - Christchurch | 117 | 115 | 59 | 51.3% | 68 | 59.1% | 2 | 1.7% |
| Air NZ | 40 | 38 | 13 | 34.2% | 20 | 52.6% | 2 | 5.0% |
| Jetstar | 30 | 30 | 20 | 66.7% | 22 | 73.3% | 0 | 0.0% |
| Qantas | 47 | 47 | 26 | 55.3% | 26 | 55.3% | 0 | 0.0% |

| | | | | | | | | |
|-------------------------------|------------|------------|------------|--------------|------------|--------------|----------|-------------|
| Melbourne - Queenstown | 67 | 65 | 50 | 76.9% | 52 | 80.0% | 2 | 3.0% |
| Air NZ | 19 | 17 | 12 | 70.6% | 13 | 76.5% | 2 | 10.5% |
| Jetstar | 13 | 13 | 8 | 61.5% | 12 | 92.3% | 0 | 0.0% |
| Qantas | 18 | 18 | 15 | 83.3% | 13 | 72.2% | 0 | 0.0% |
| Virgin Australia | 17 | 17 | 15 | 88.2% | 14 | 82.4% | 0 | 0.0% |
| Melbourne - Wellington | 66 | 62 | 36 | 58.1% | 41 | 66.1% | 4 | 6.1% |
| Air NZ | 27 | 23 | 11 | 47.8% | 14 | 60.9% | 4 | 14.8% |
| Qantas | 39 | 39 | 25 | 64.1% | 27 | 69.2% | 0 | 0.0% |
| Queenstown - Brisbane | 53 | 52 | 44 | 84.6% | 39 | 75.0% | 1 | 1.9% |
| Qantas | 16 | 16 | 13 | 81.3% | 12 | 75.0% | 0 | 0.0% |
| Virgin Australia | 37 | 36 | 31 | 86.1% | 27 | 75.0% | 1 | 2.7% |
| Queenstown - Melbourne | 67 | 64 | 51 | 79.7% | 44 | 68.8% | 3 | 4.5% |
| Air NZ | 19 | 16 | 11 | 68.8% | 9 | 56.3% | 3 | 15.8% |
| Jetstar | 13 | 13 | 13 | 100.0% | 10 | 76.9% | 0 | 0.0% |
| Qantas | 18 | 18 | 14 | 77.8% | 13 | 72.2% | 0 | 0.0% |
| Virgin Australia | 17 | 17 | 13 | 76.5% | 12 | 70.6% | 0 | 0.0% |
| Queenstown - Sydney | 139 | 134 | 99 | 73.9% | 95 | 70.9% | 5 | 3.6% |
| Air NZ | 21 | 19 | 14 | 73.7% | 15 | 78.9% | 2 | 9.5% |
| Jetstar | 30 | 28 | 25 | 89.3% | 21 | 75.0% | 2 | 6.7% |
| Qantas | 58 | 57 | 41 | 71.9% | 40 | 70.2% | 1 | 1.7% |
| Virgin Australia | 30 | 30 | 19 | 63.3% | 19 | 63.3% | 0 | 0.0% |
| Sydney - Auckland | 357 | 353 | 210 | 59.5% | 230 | 65.2% | 4 | 1.1% |
| Air NZ | 147 | 145 | 74 | 51.0% | 87 | 60.0% | 2 | 1.4% |
| China Eastern Airlines | 8 | 6 | 6 | 100.0% | 4 | 66.7% | 2 | 25.0% |
| Jetstar | 30 | 30 | 22 | 73.3% | 23 | 76.7% | 0 | 0.0% |
| Qantas | 172 | 172 | 108 | 62.8% | 116 | 67.4% | 0 | 0.0% |

| | | | | | | | | |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------|-------------|
| Sydney - Christchurch | 120 | 117 | 54 | 46.2% | 64 | 54.7% | 3 | 2.5% |
| Air NZ | 30 | 27 | 15 | 55.6% | 18 | 66.7% | 3 | 10.0% |
| Emirates | 30 | 30 | 14 | 46.7% | 20 | 66.7% | 0 | 0.0% |
| Qantas | 60 | 60 | 25 | 41.7% | 26 | 43.3% | 0 | 0.0% |
| Sydney - Queenstown | 141 | 139 | 99 | 71.2% | 108 | 77.7% | 2 | 1.4% |
| Air NZ | 21 | 20 | 15 | 75.0% | 17 | 85.0% | 1 | 4.8% |
| Jetstar | 30 | 29 | 23 | 79.3% | 26 | 89.7% | 1 | 3.3% |
| Qantas | 60 | 60 | 43 | 71.7% | 46 | 76.7% | 0 | 0.0% |
| Virgin Australia | 30 | 30 | 18 | 60.0% | 19 | 63.3% | 0 | 0.0% |
| Sydney - Wellington | 85 | 83 | 44 | 53.0% | 54 | 65.1% | 2 | 2.4% |
| Air NZ | 25 | 24 | 10 | 41.7% | 15 | 62.5% | 1 | 4.0% |
| Qantas | 60 | 59 | 34 | 57.6% | 39 | 66.1% | 1 | 1.7% |
| Wellington - Brisbane | 60 | 59 | 45 | 76.3% | 42 | 71.2% | 1 | 1.7% |
| Air NZ | 30 | 29 | 26 | 89.7% | 26 | 89.7% | 1 | 3.3% |
| Qantas | 30 | 30 | 19 | 63.3% | 16 | 53.3% | 0 | 0.0% |
| Wellington - Melbourne | 66 | 63 | 48 | 76.2% | 45 | 71.4% | 3 | 4.5% |
| Air NZ | 27 | 25 | 22 | 88.0% | 22 | 88.0% | 2 | 7.4% |
| Qantas | 39 | 38 | 26 | 68.4% | 23 | 60.5% | 1 | 2.6% |
| Wellington - Sydney | 85 | 84 | 62 | 73.8% | 60 | 71.4% | 1 | 1.2% |
| Air NZ | 25 | 25 | 12 | 48.0% | 14 | 56.0% | 0 | 0.0% |
| Qantas | 60 | 59 | 50 | 84.7% | 46 | 78.0% | 1 | 1.7% |
| Grand Total | 3,520 | 3,459 | 2,214 | 64.0% | 2,278 | 65.9% | 61 | 1.7% |

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