



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

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	<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.

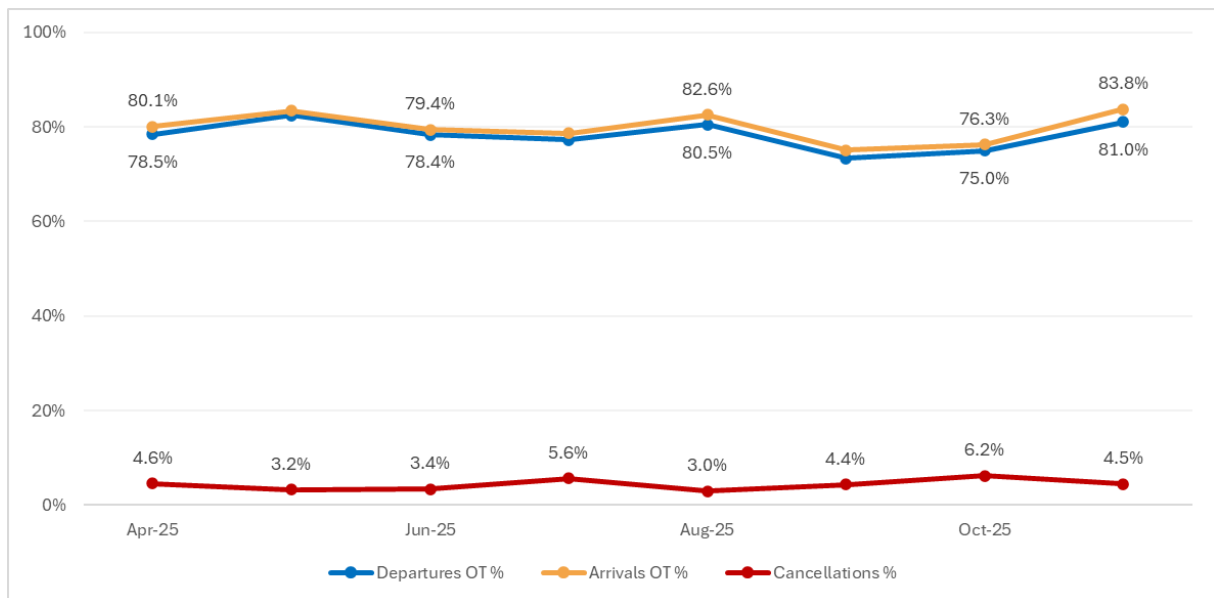
This is especially relevant for some regional airlines with relatively low numbers of scheduled flights. Small changes in the number of cancellations can result in large movements in reported cancellation percentage. In these cases, the percentages should be interpreted with caution and alongside the 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, 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.

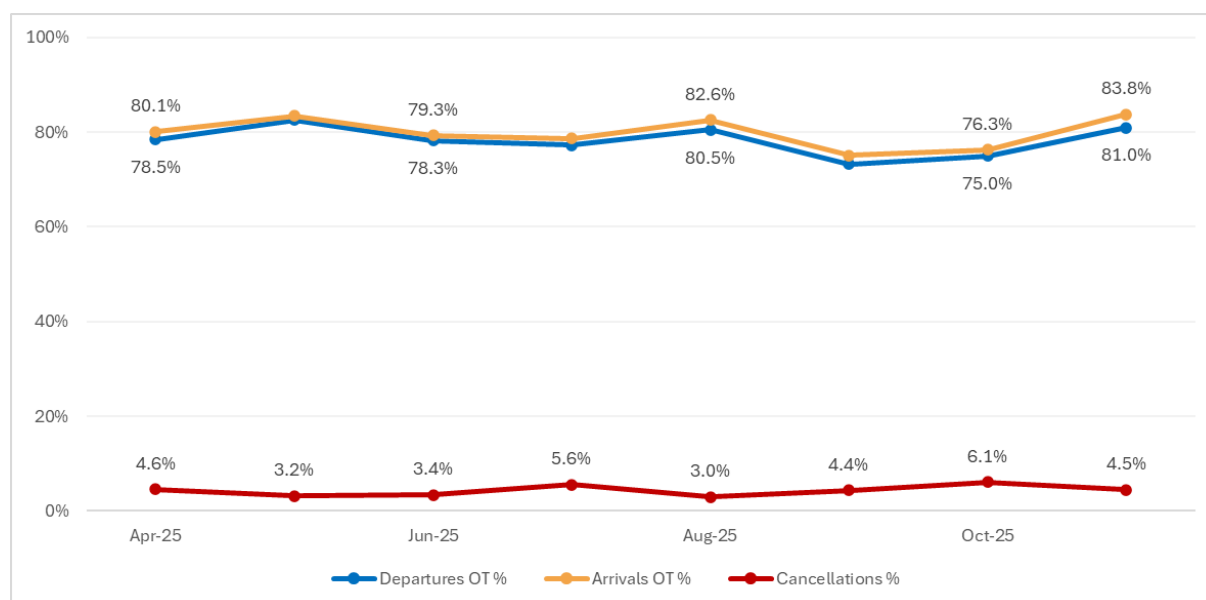
Domestic regional routes (Air NZ and Golden Bay Air combined)



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

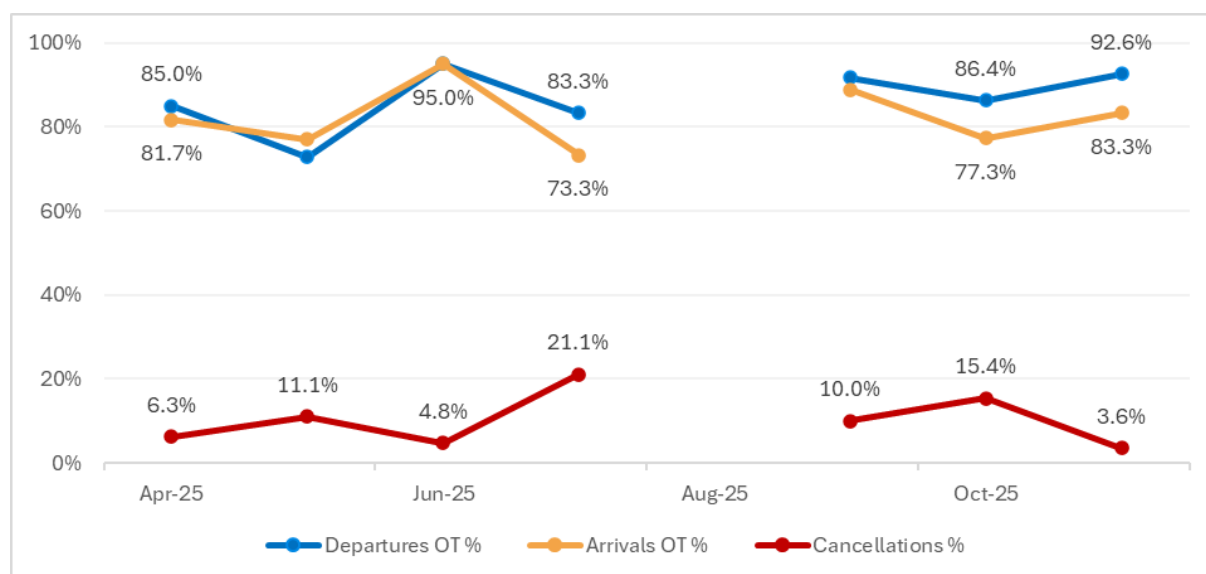
Air New Zealand

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.

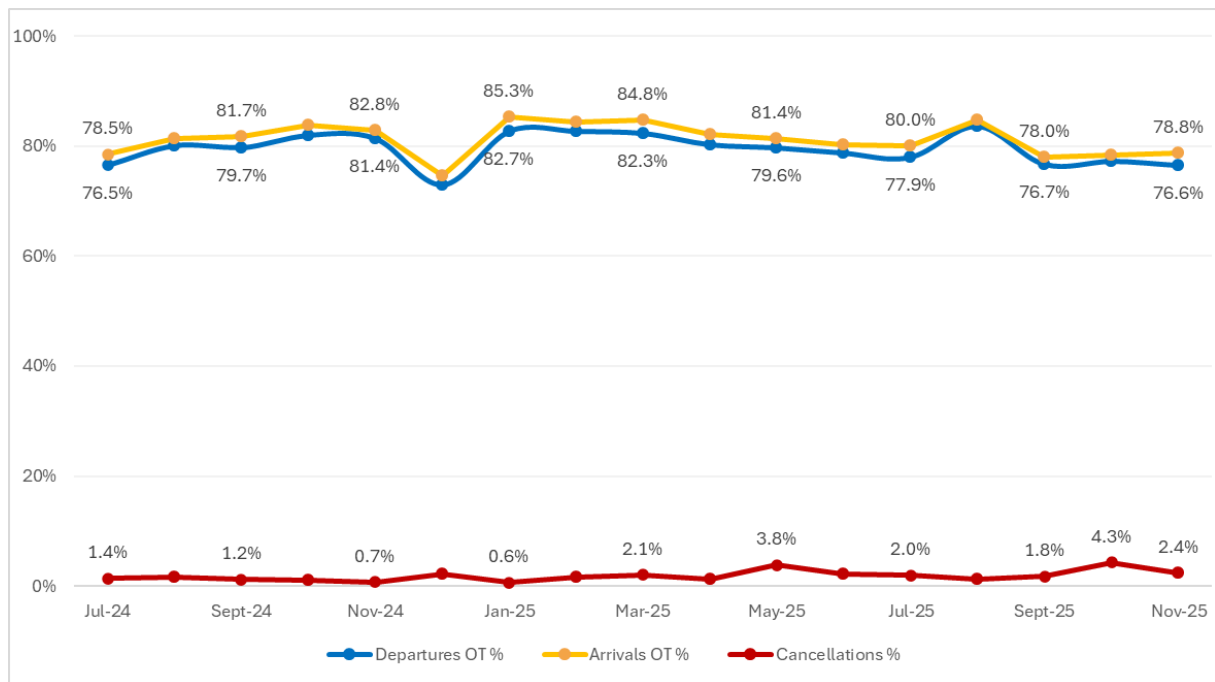
Both airlines' on-time performance, domestic jets, November 2025

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



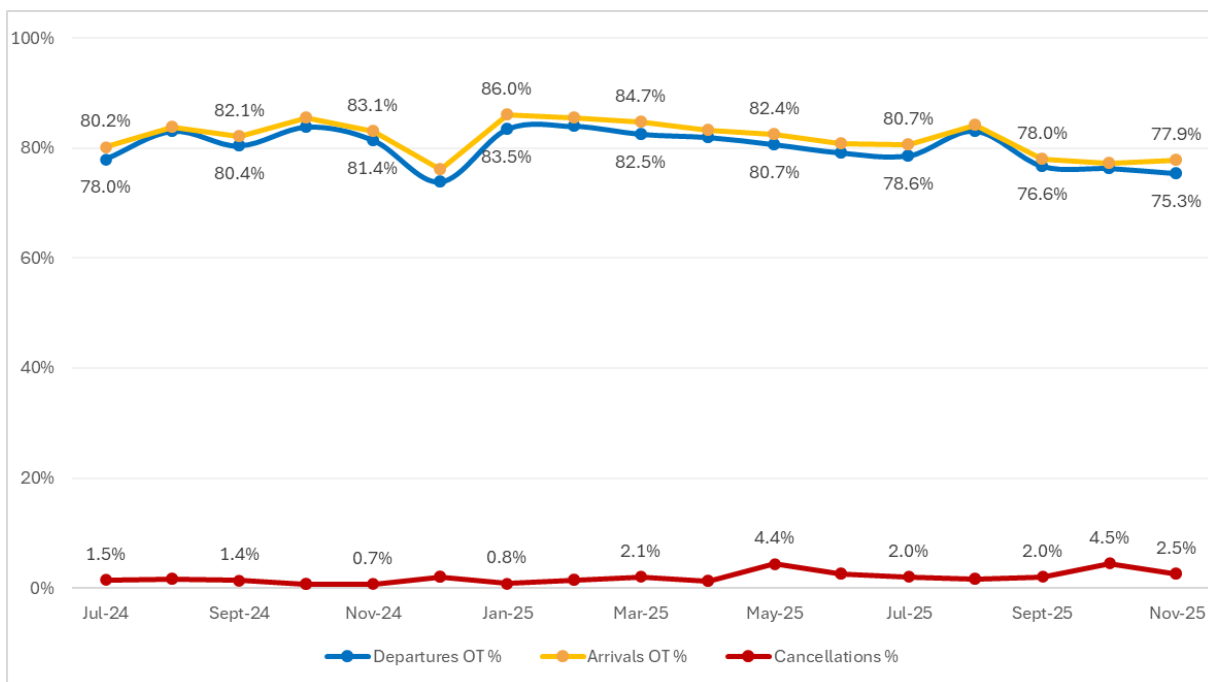
10. Airlines' performance for domestic jet routes in November 2025

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.

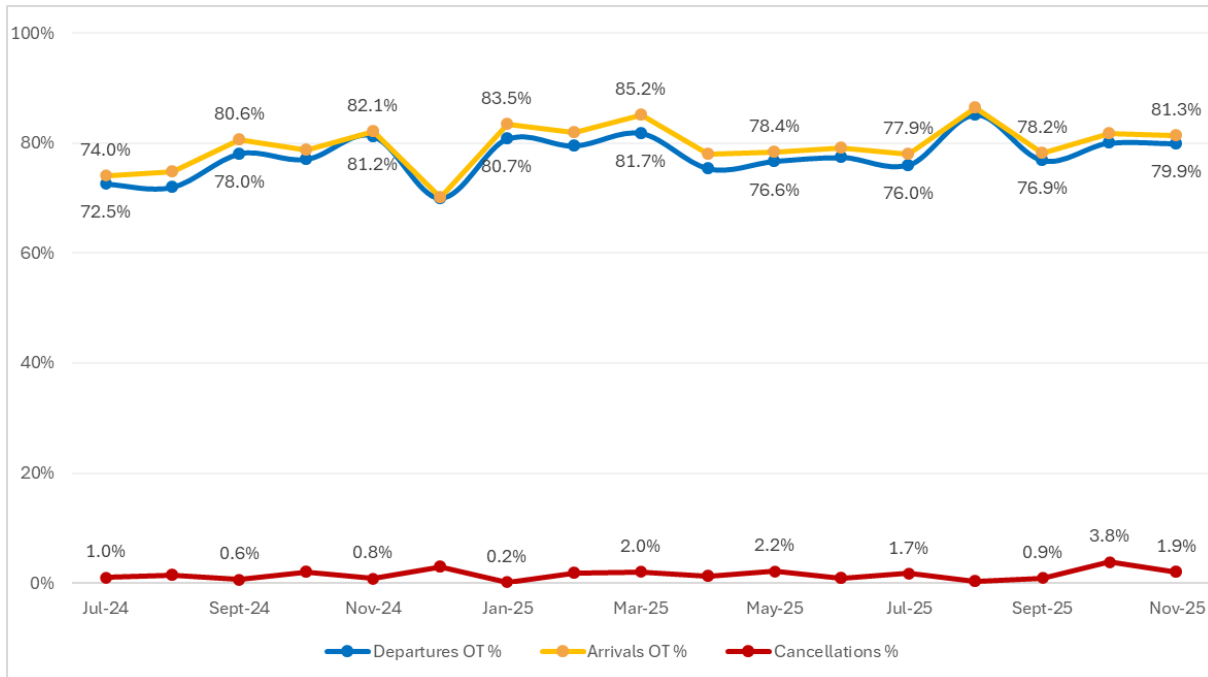
Air New Zealand's cancellation rate was 2.5 percent and Jetstar's was 1.9 percent.

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.

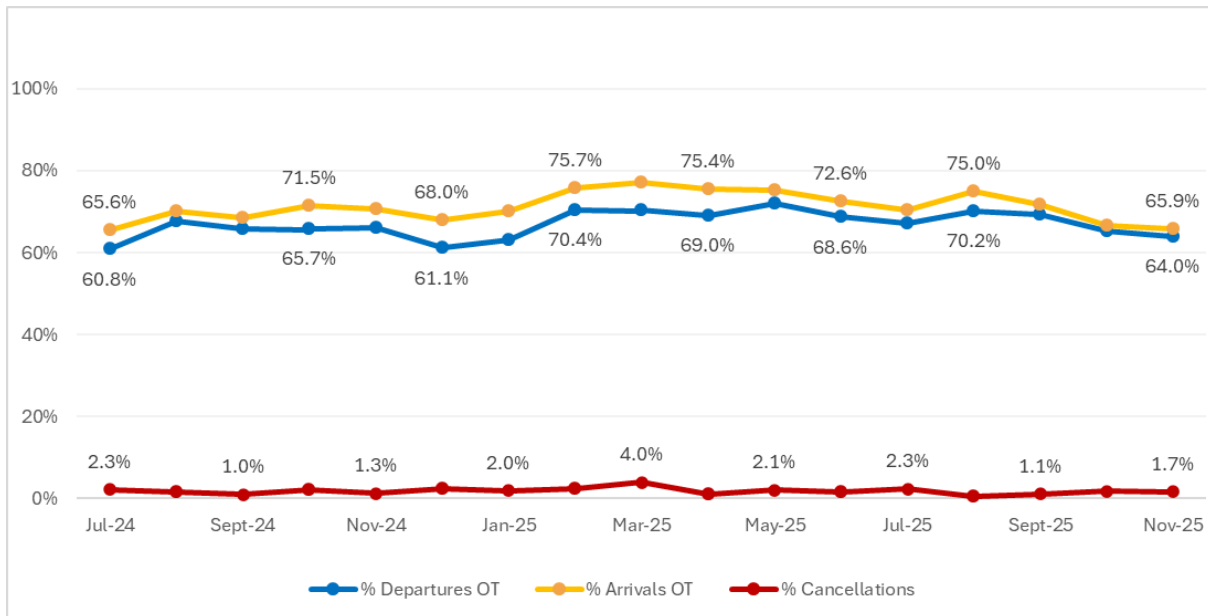
All airlines' on-time performance, November 2025

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

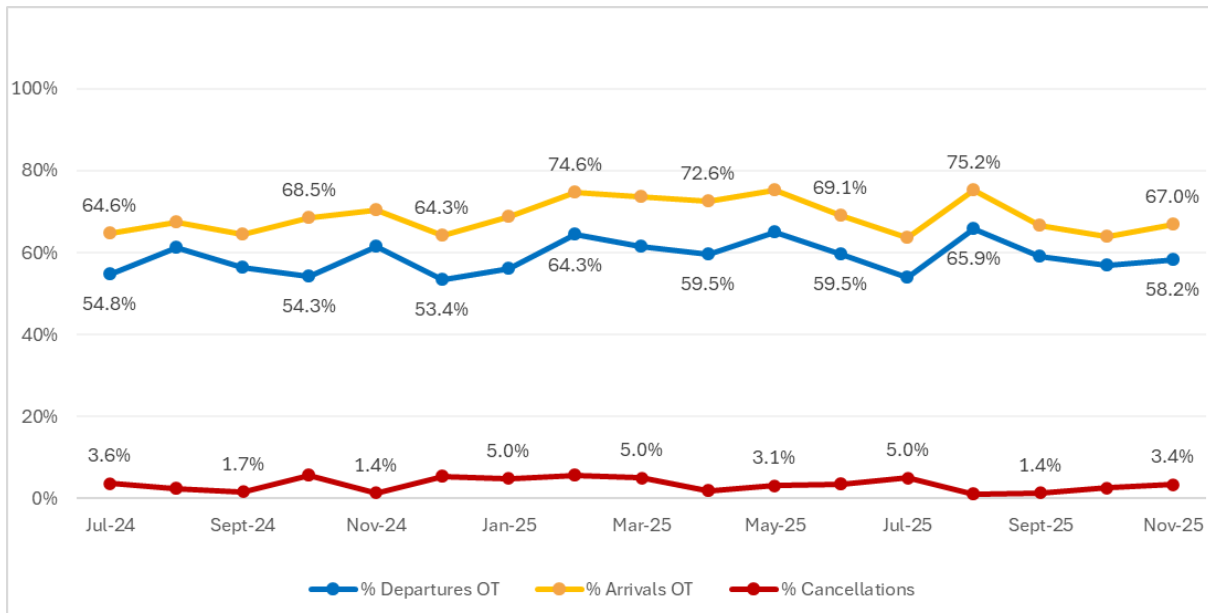
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Christchurch - Sydney	85.7%	Brisbane - Queenstown	85.2%	Melbourne - Wellington	6.1%
Auckland - Adelaide	85.4%	Auckland - Adelaide	82.9%	Wellington - Melbourne	4.5%
Queenstown - Brisbane	84.6%	Melbourne - Queenstown	80.0%	Queenstown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



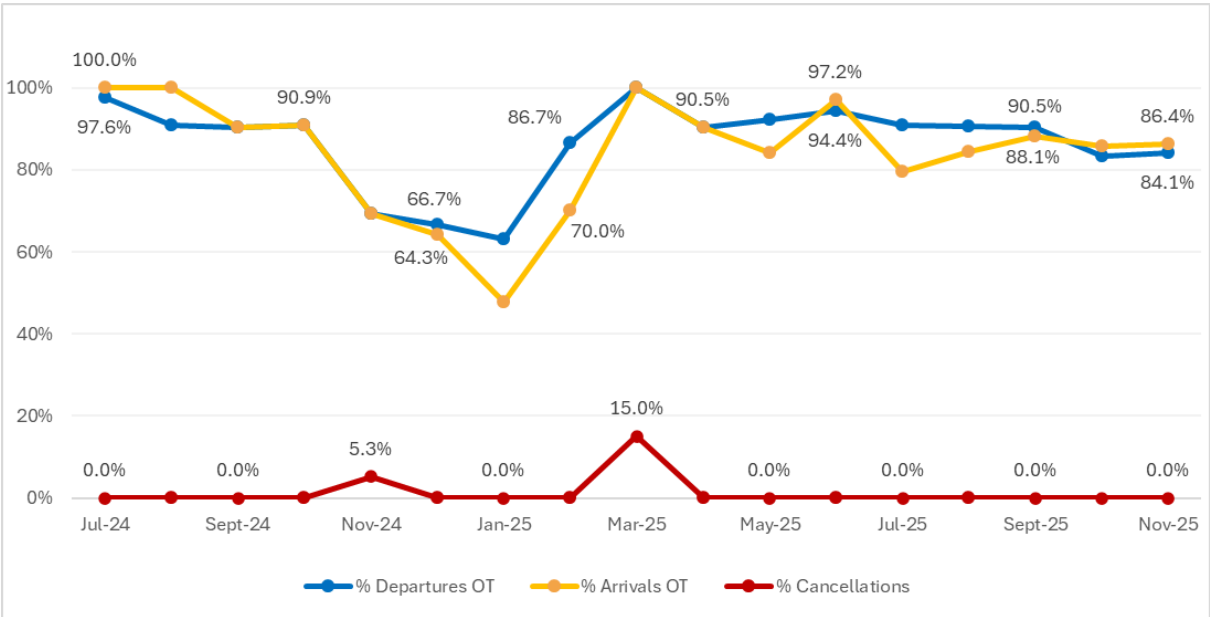
12. Airlines' performance for trans-Tasman routes in November 2025

Air New Zealand

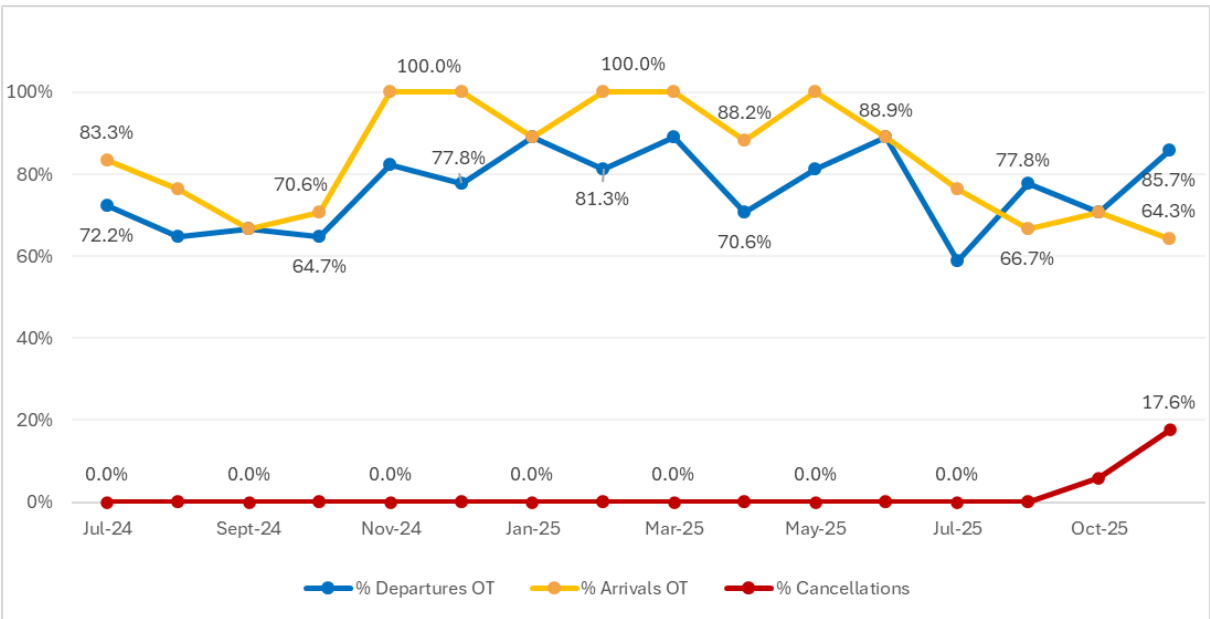


Trans-Tasman services faced a few uncontrollable challenges during the month, including storm activity across the Tasman and Pacific. The global Airbus software update also affected some trans-Tasman services.

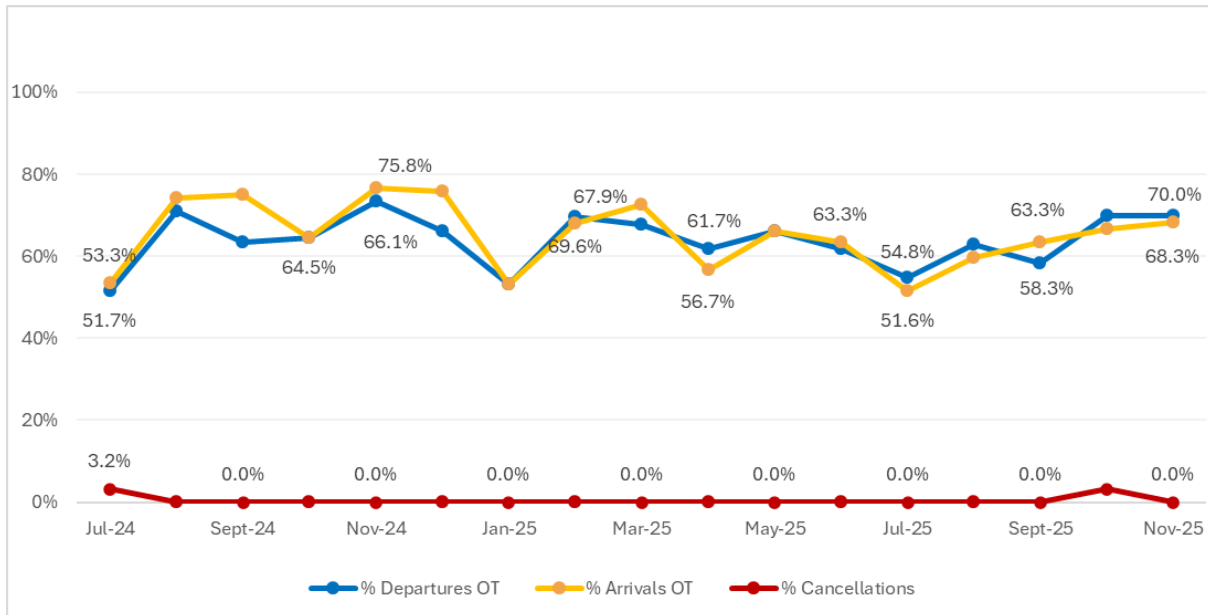
China Airlines



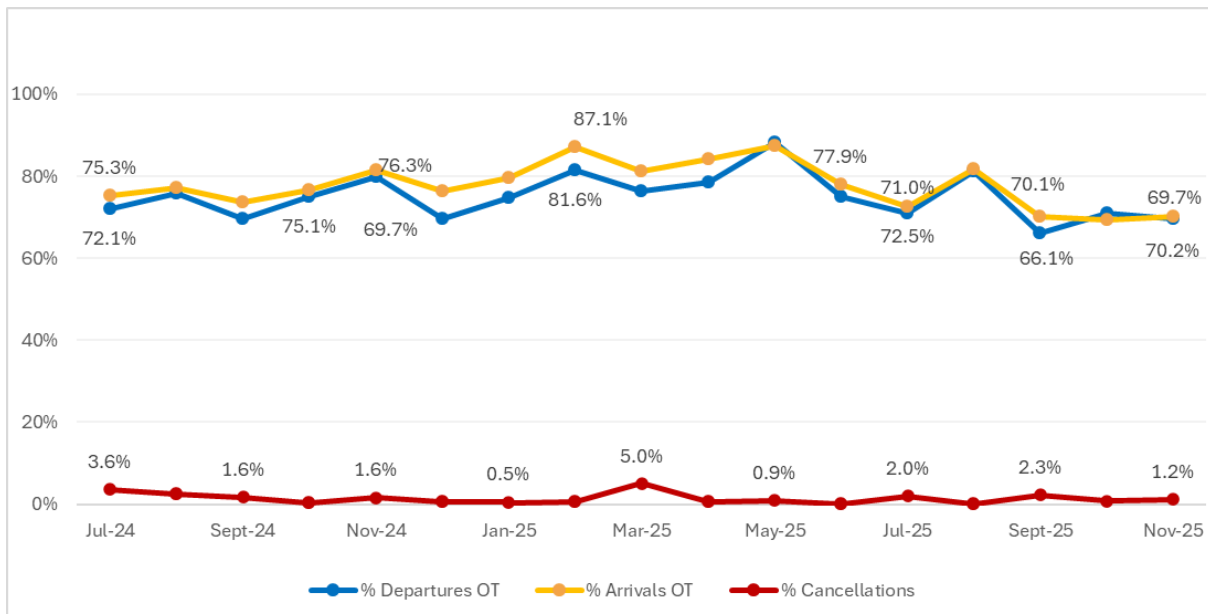
China Eastern Airlines



Emirates

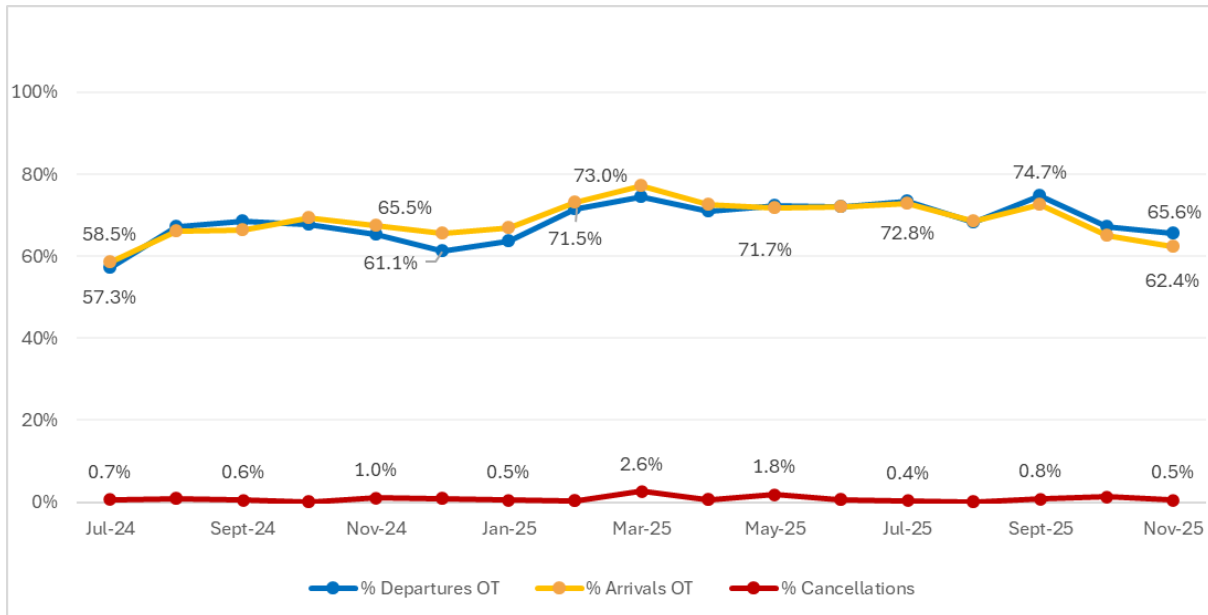


Jetstar



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.

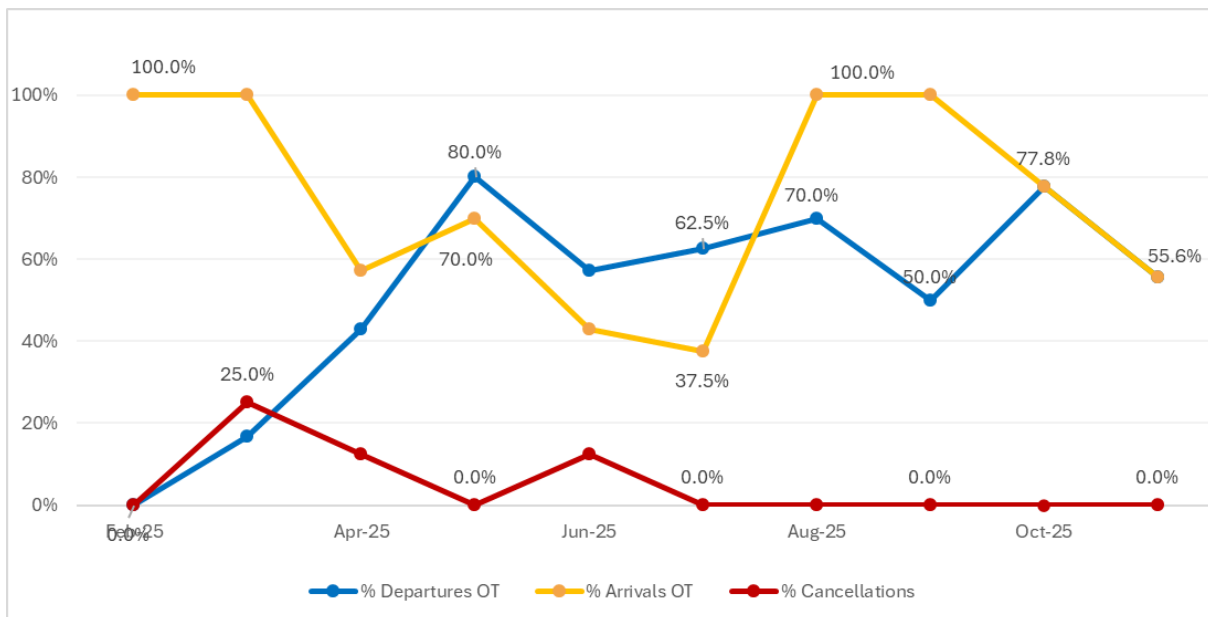
Qantas



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

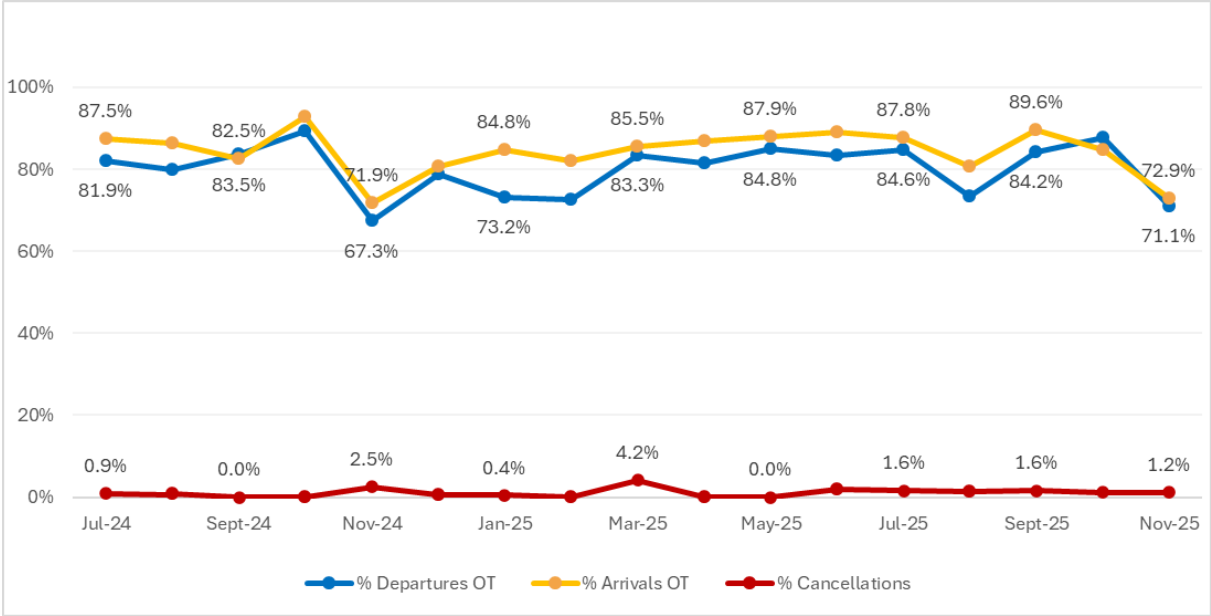
- seasonal weather-related delays (storms, wind, and fog)
- industry congestion at airports, exacerbated by weather conditions
- late arriving inbound aircraft as a result of weather-related delays
- consequential boarding and ramp delays as a result of off-schedule operations.

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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