



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Aviation on-time performance: April 2026

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1. Introduction

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

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

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

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

2. About OTP

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

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

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

Examples of factors that can affect OTP for flights include:

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

3. Coverage

Domestic regional services

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

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

- Air New Zealand
- Golden Bay Air

- Sunair Aviation.

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

Unlike the reporting on domestic jet services and trans-Tasman services, reporting on domestic regional services includes routes where there is only one airline operating on that route. There were 88 domestic regional routes operated by participating airlines during the period reported.

Operational factors affecting domestic regional OTP

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

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

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

Airport type also plays a role:

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

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

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

Domestic jet services

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

This report covers the following domestic airlines:

- Air New Zealand
- Jetstar.

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

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

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

Domestic OTP by region

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

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

How Air New Zealand's domestic OTP data is treated

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

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

Trans-Tasman

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

This report includes data from the following airlines:

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

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

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

4. Reports

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

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

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

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

5. Definitions

| Term | Definition |
|--------------------------|---|
| 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.

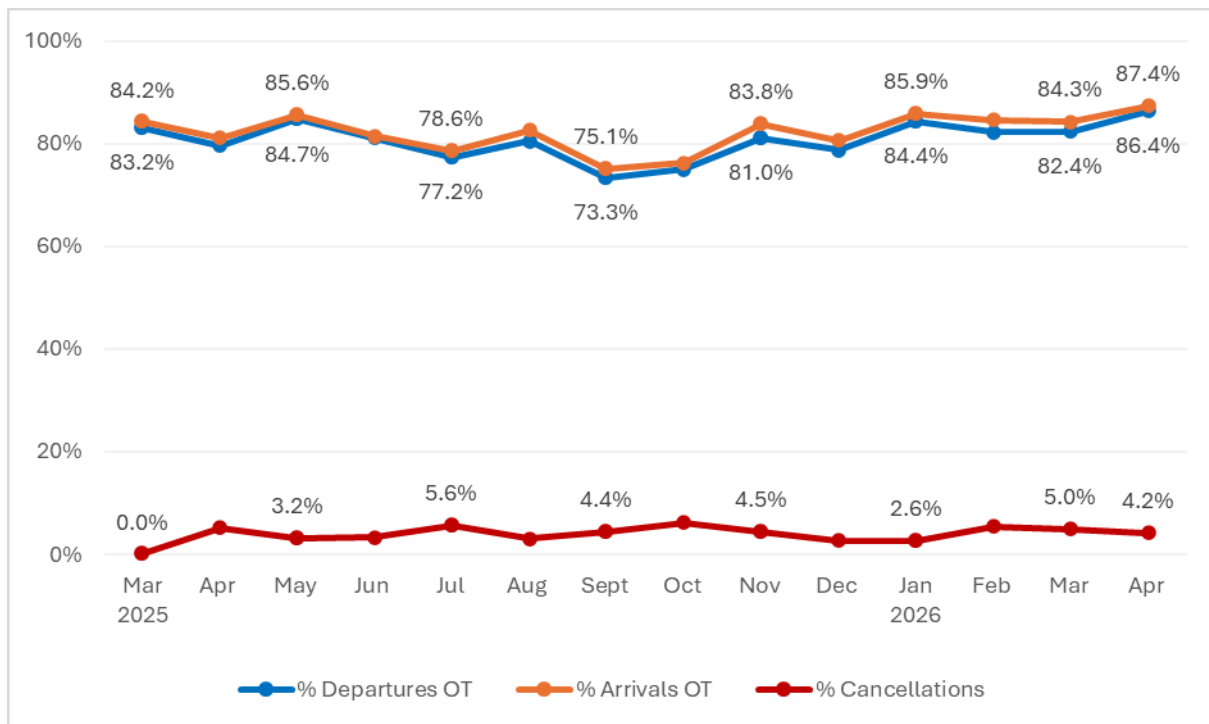
Care should be taken when interpreting OTP for airlines that fly 20 or fewer sectors per month. Due to the small number of flights any delay or cancellation will vary their overall OTP considerably.

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

7. Industry OTP for domestic regional routes in April 2026

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

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

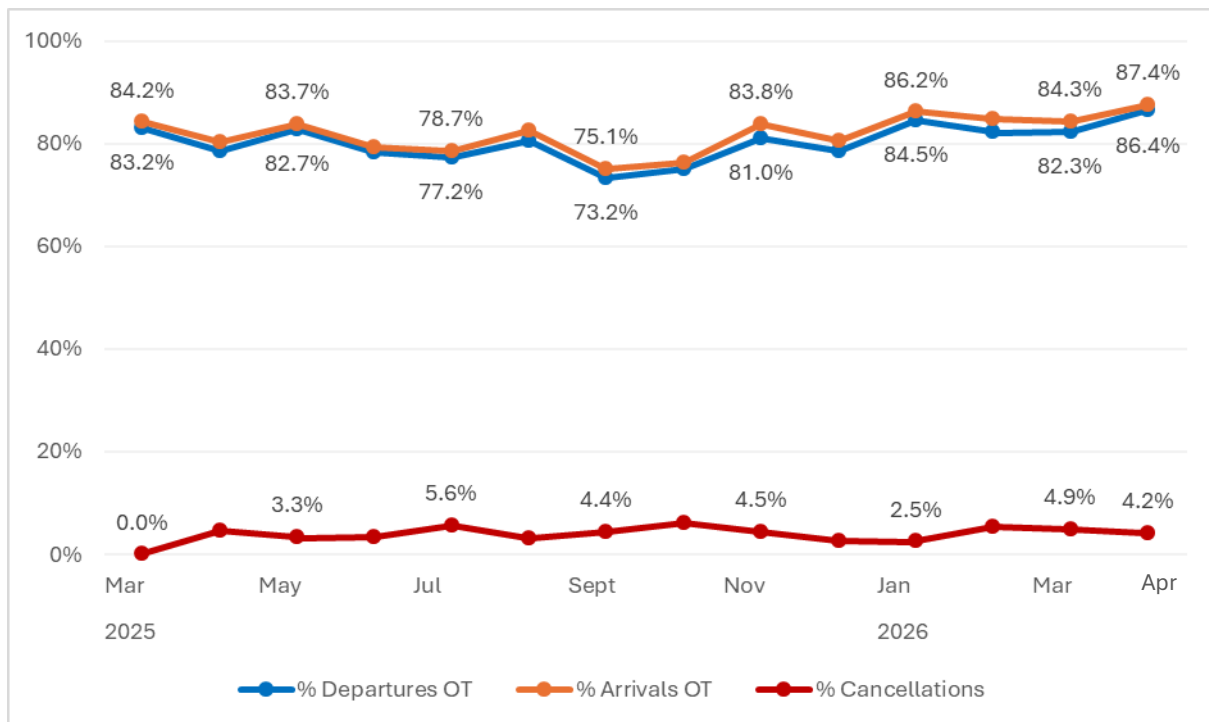


8. Airlines' OTP on domestic regional routes in April 2026

Air New Zealand

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

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

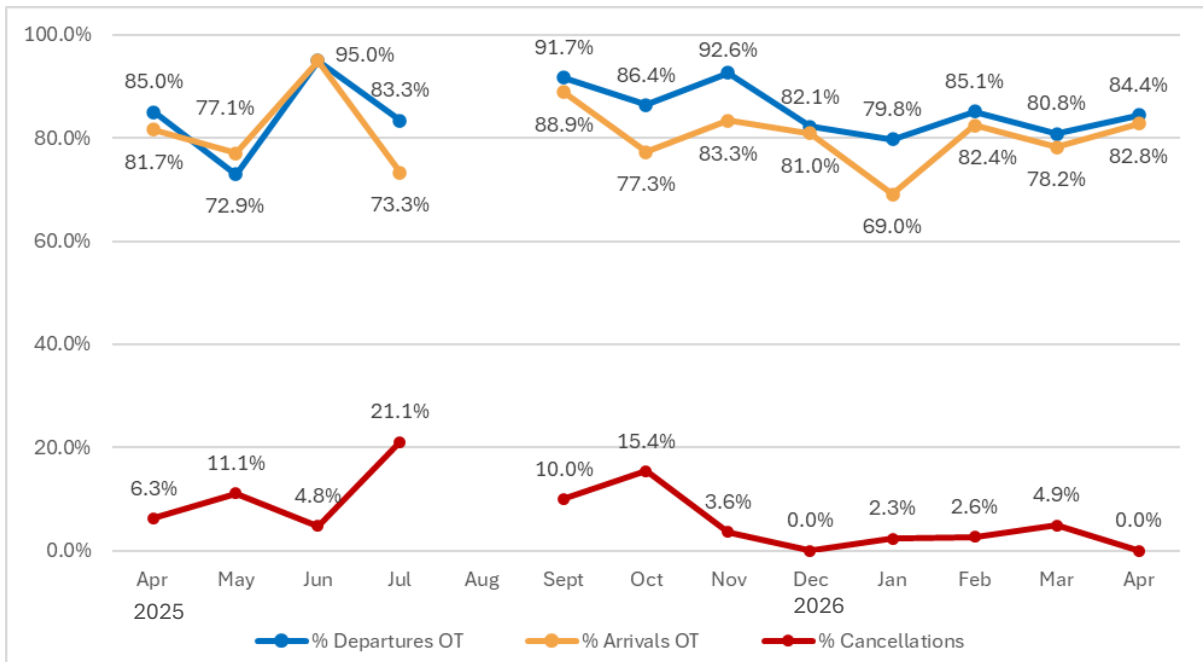


Golden Bay Air

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

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

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



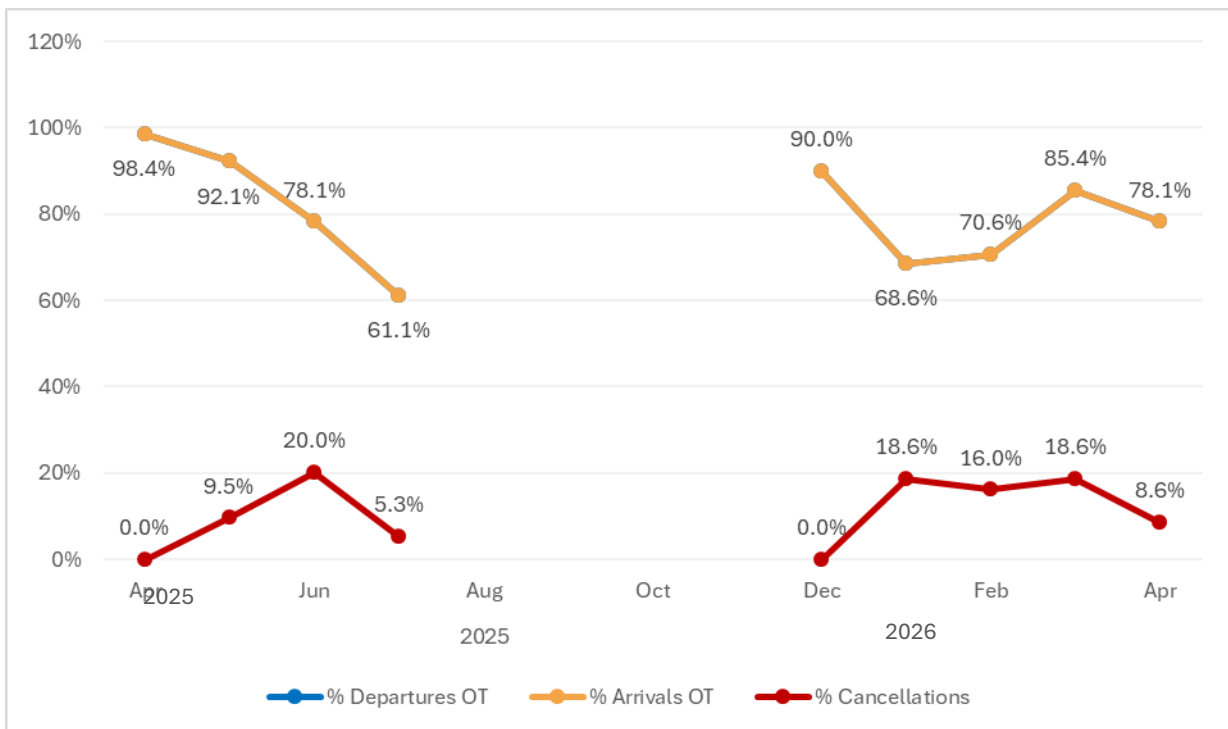
Sunair Aviation

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

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

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

Delays and cancellations were due to bad weather and scheduling.



9. Industry OTP for domestic jet routes in April 2026

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

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

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

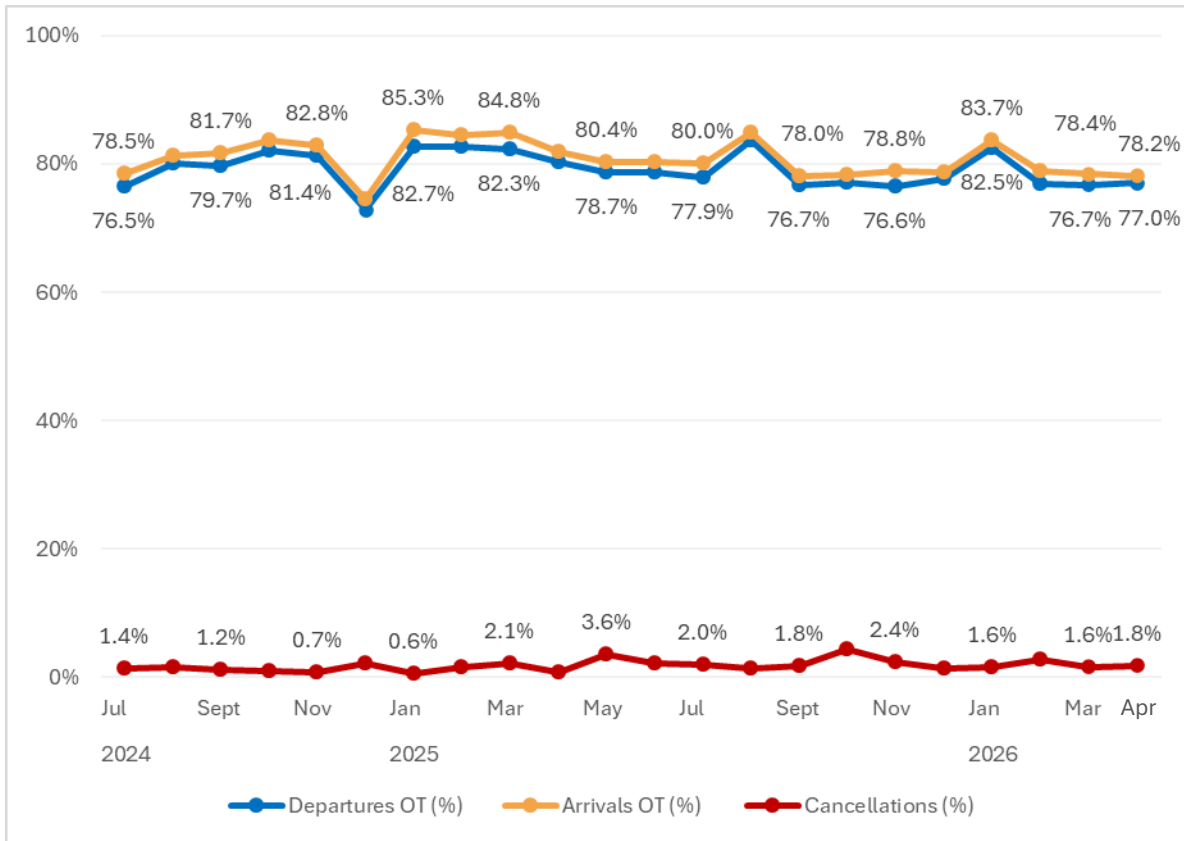
Both airlines' OTP, domestic jets, April 2026

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

Domestic jet routes ranked by OTP, April 2026

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

Domestic jet OTP trends, both airlines, all reported routes

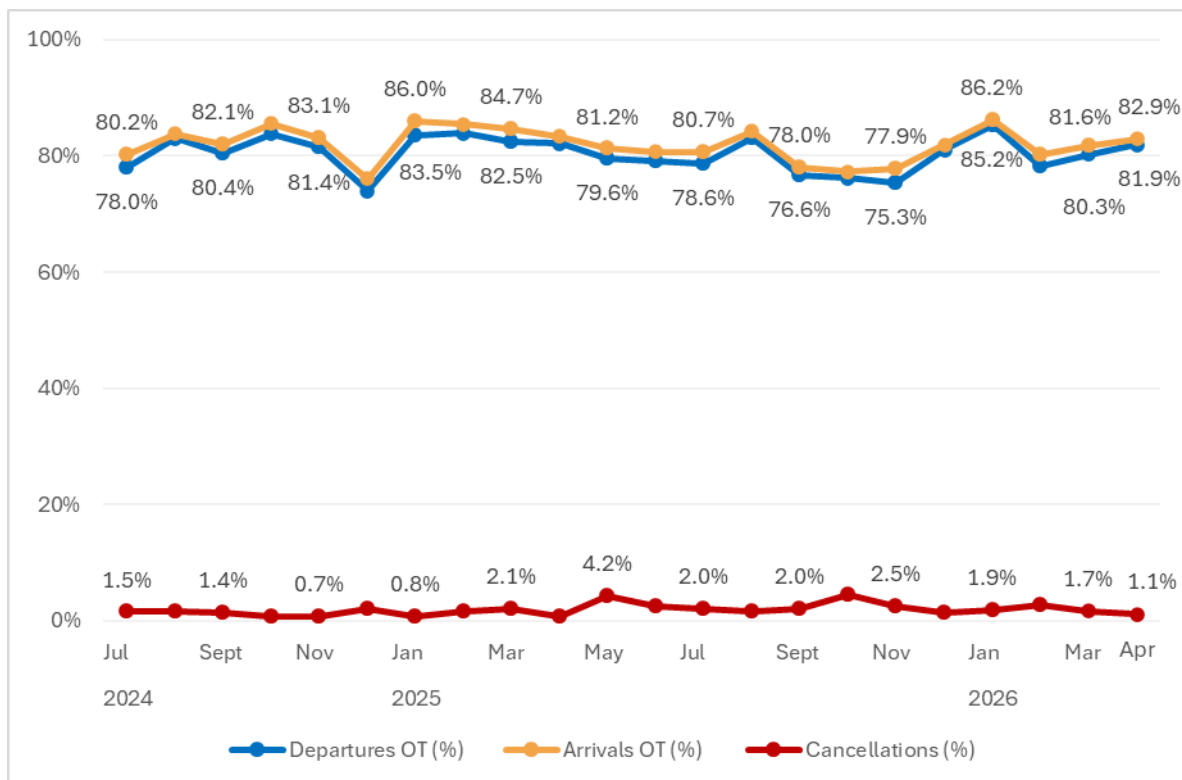


10. Airlines' OTP for domestic jet routes in April 2026

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

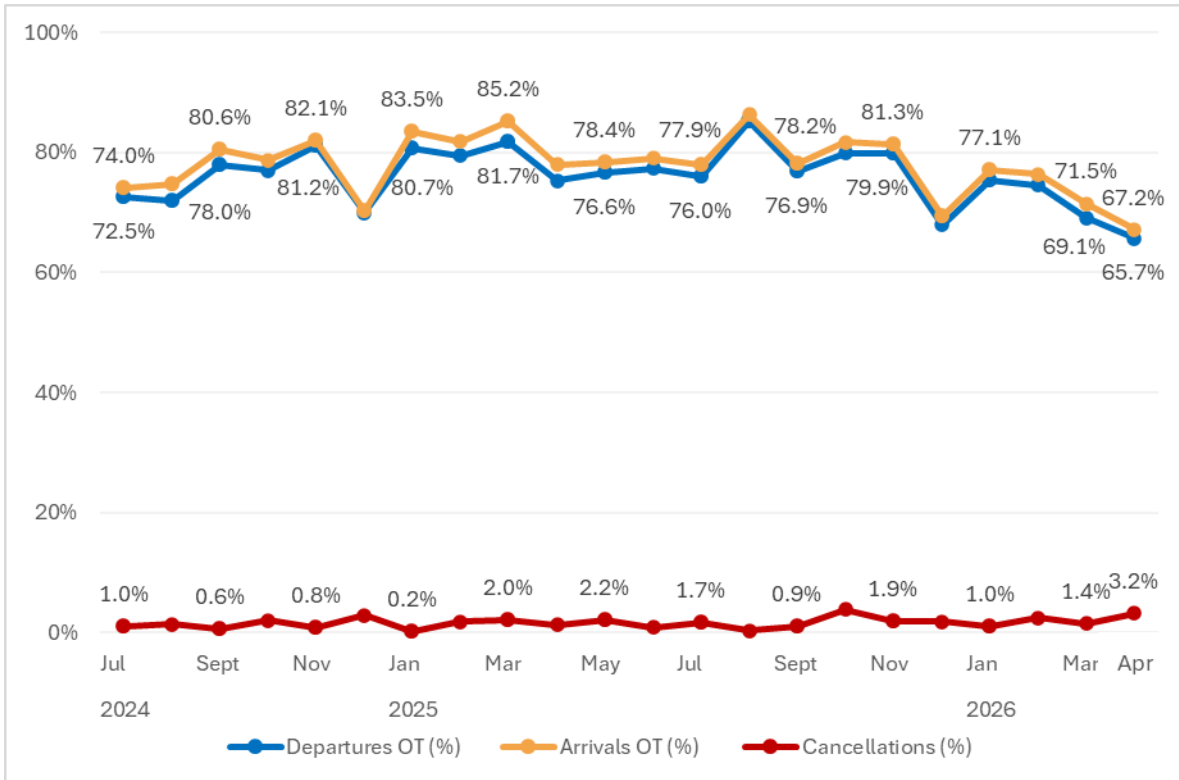
Air New Zealand

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



Jetstar

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



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

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

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

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

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

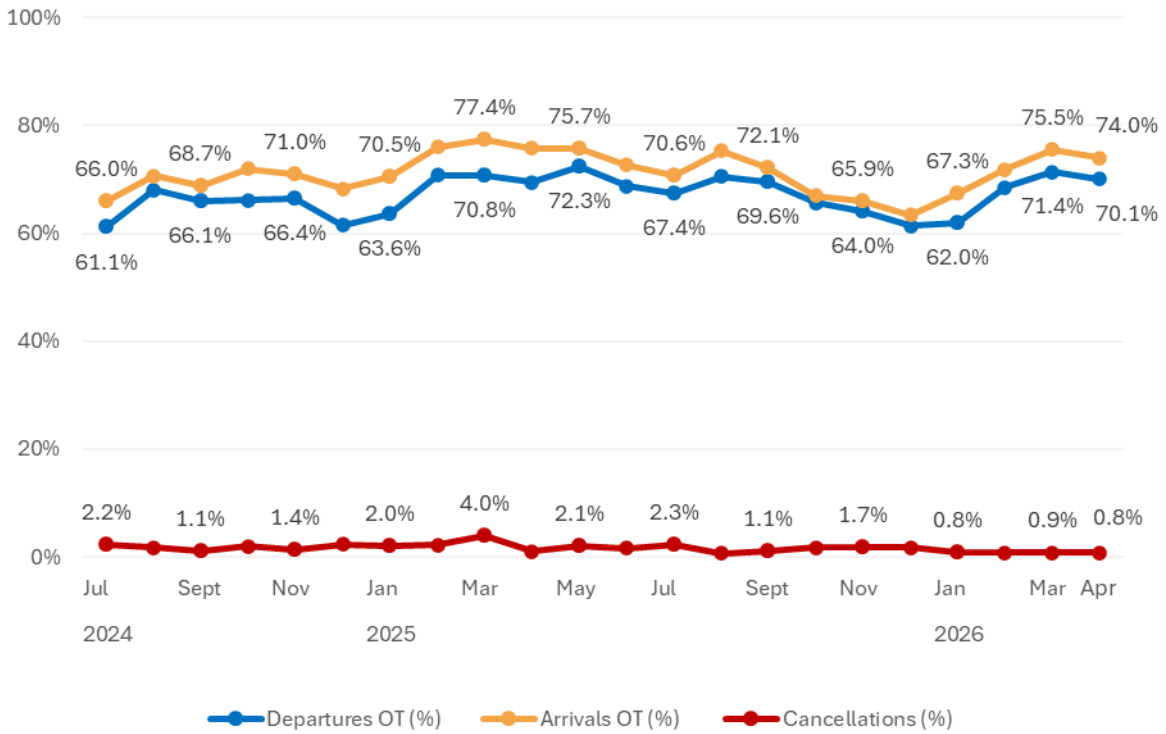
All airlines' OTP, April 2026

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

Top 5 trans-Tasman routes for OTP, April 2026

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

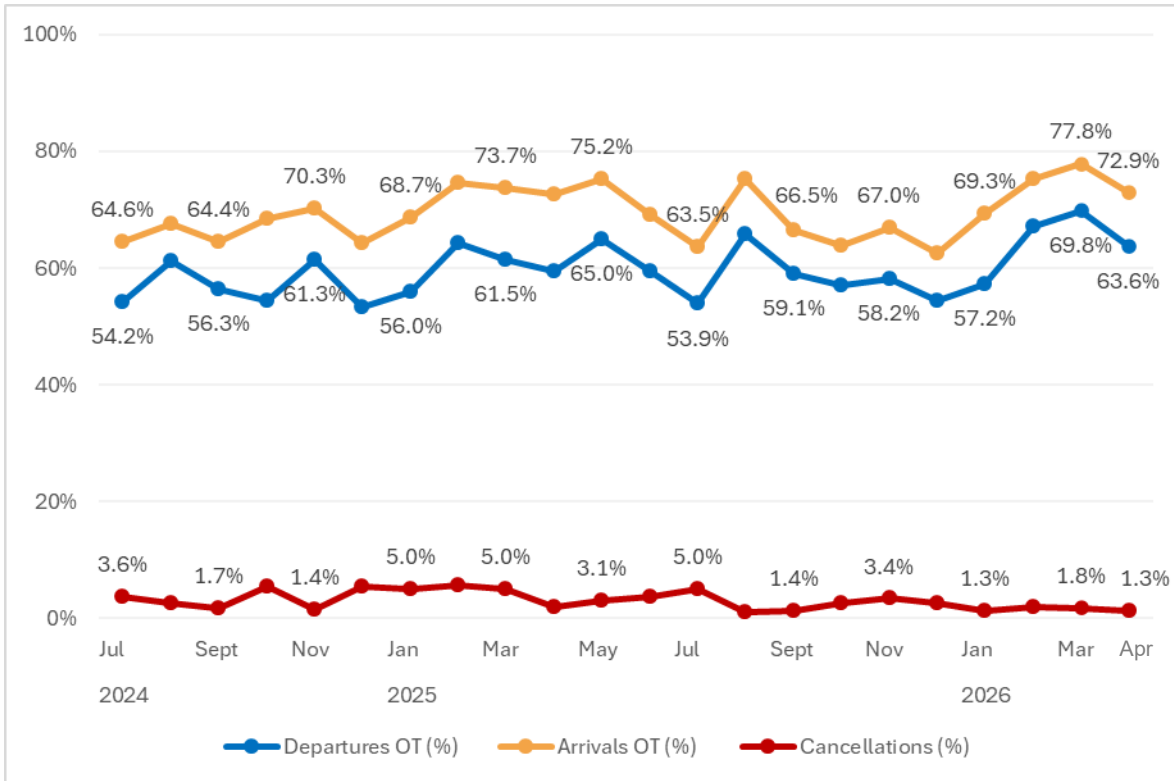
Trans-Tasman OTP trends, all airlines, all reported routes



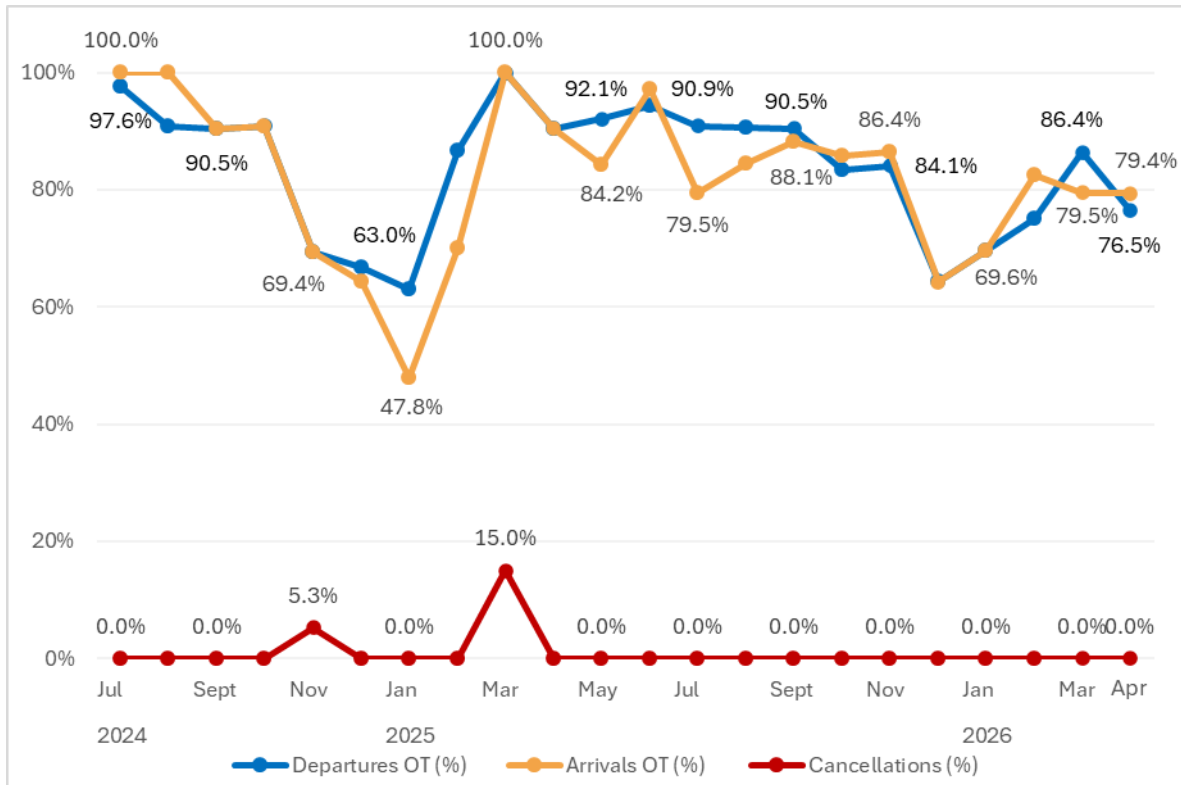
12. Airlines' OTP for trans-Tasman routes in April 2026

Air New Zealand

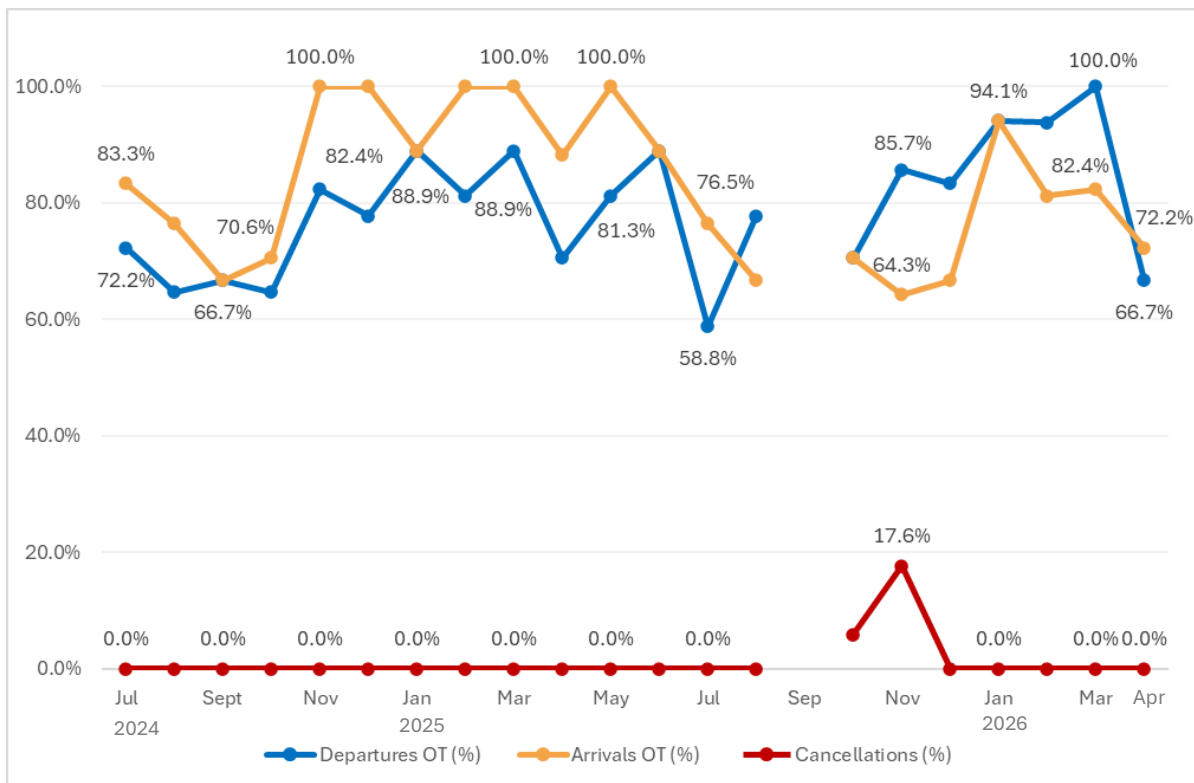
Some trans-Tasman services were affected by delays earlier in the operating day, which flowed through to later or return flights. The focus remained on operating scheduled services where possible, while recovering the schedule and reducing further disruption for customers.



China Airlines

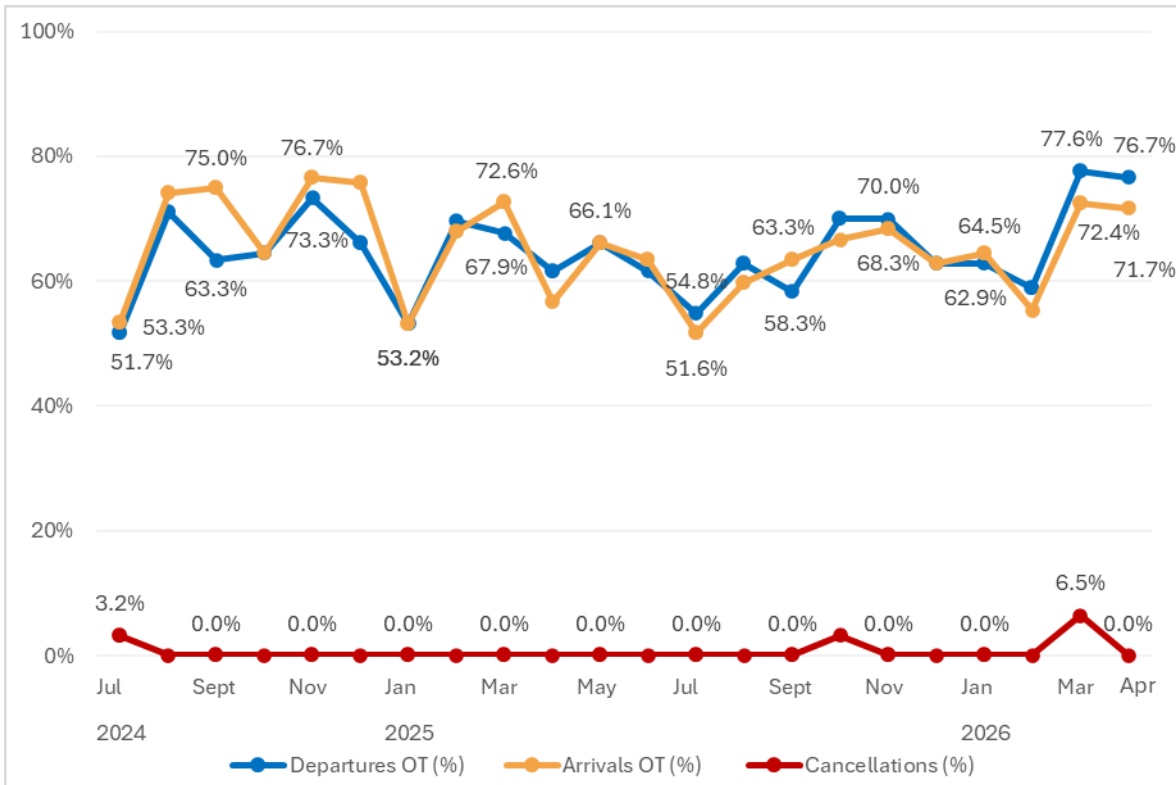


China Eastern Airlines



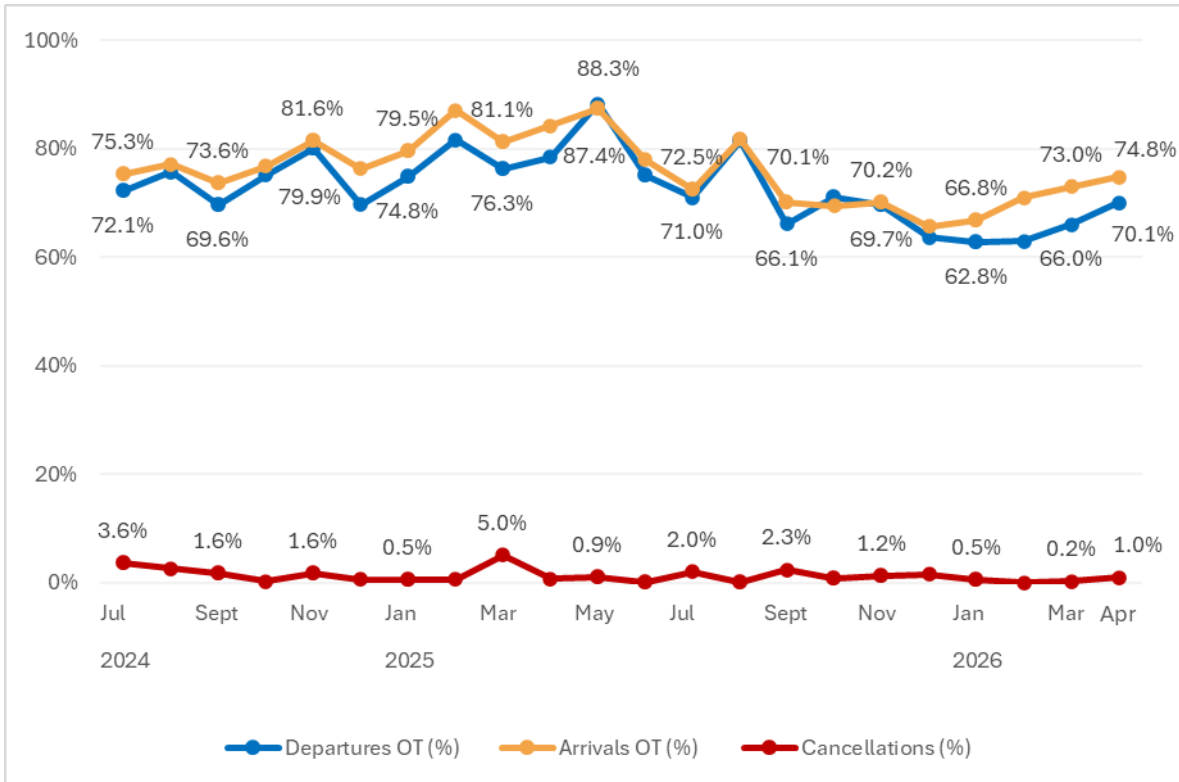
Emirates

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



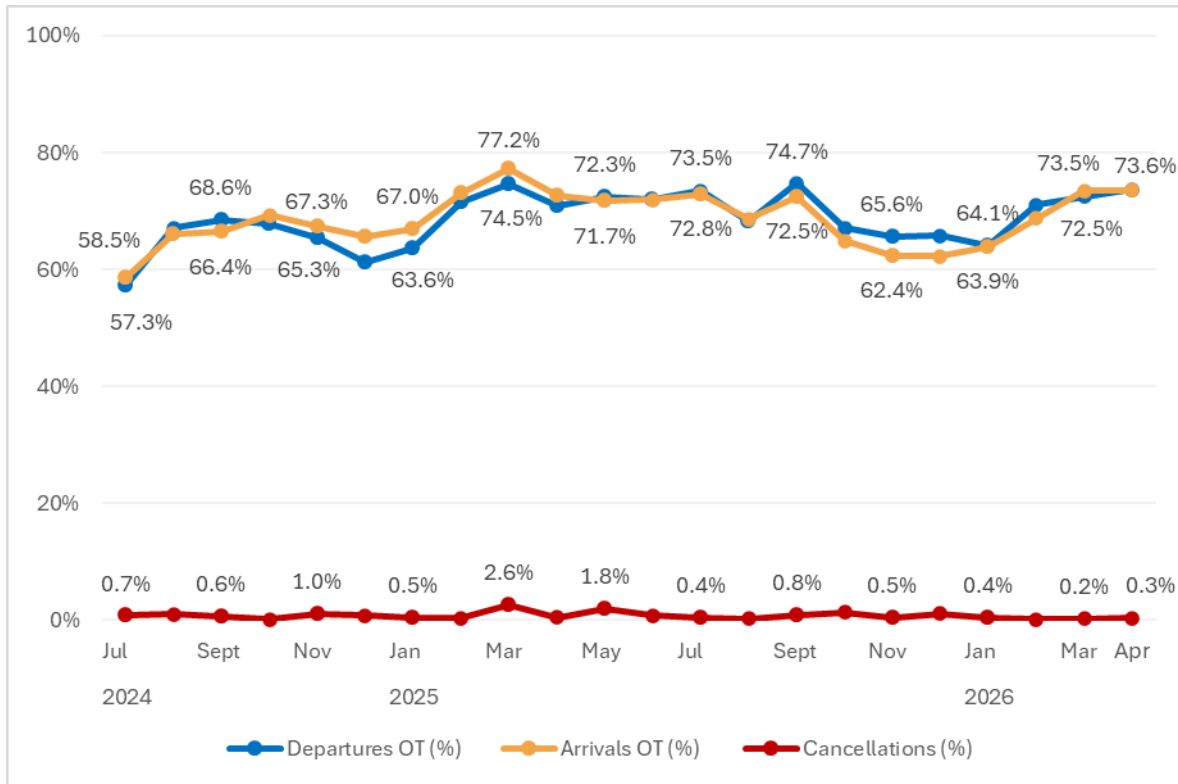
Jetstar

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



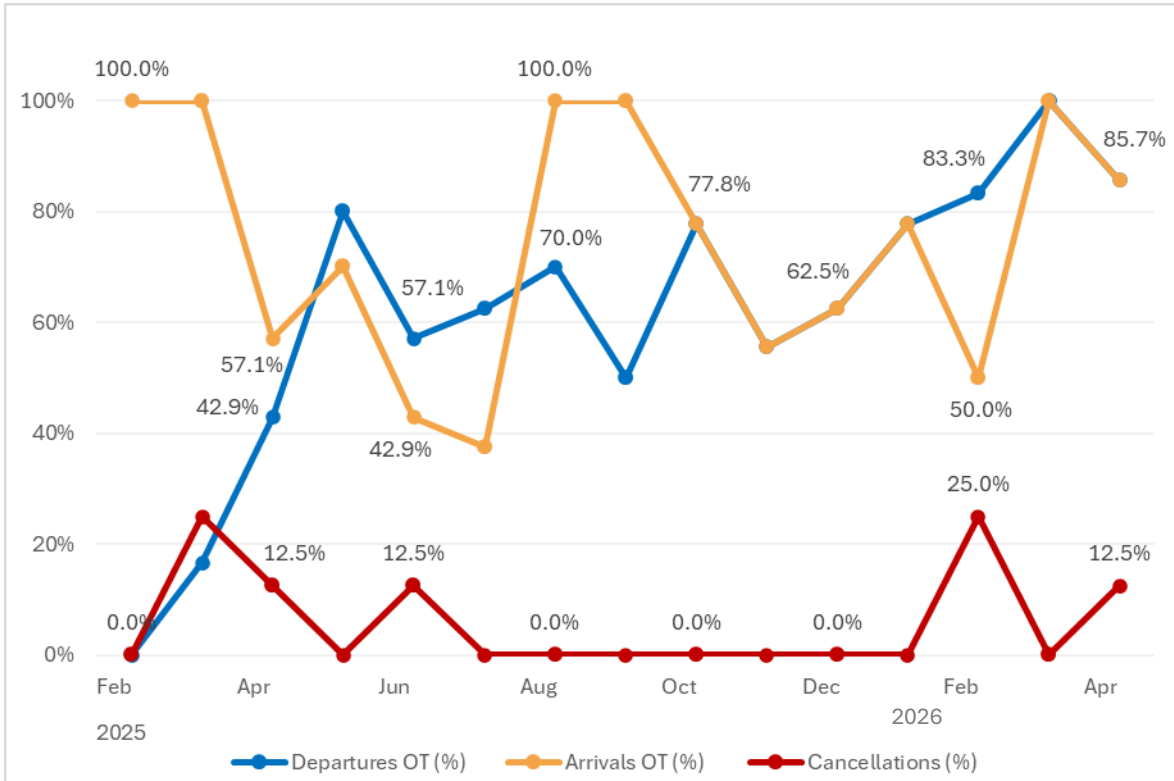
Qantas

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

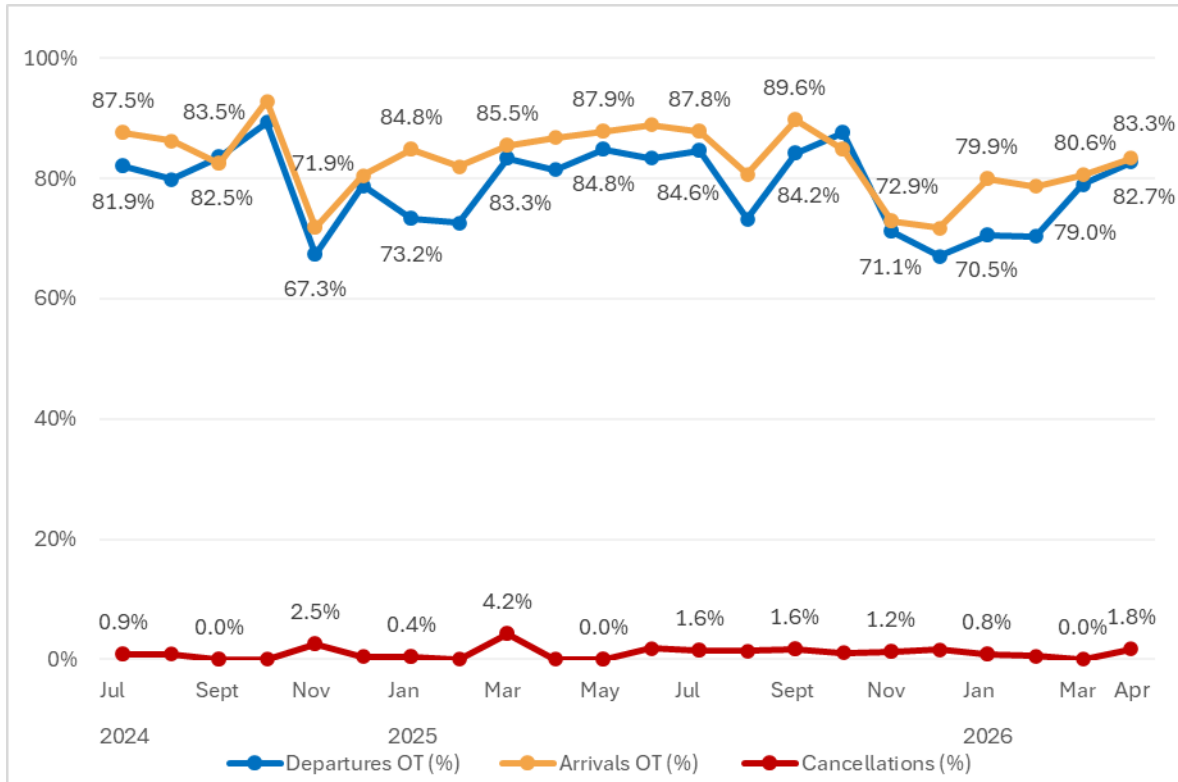


Solomon Airlines

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



Virgin Australia



13. Individual domestic regional routes in April 2026

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

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

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

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

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

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

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

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

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

14. Domestic OTP by region in April 2026

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

| Region | On-Time Departures from Region | | On-Time Arrivals to Region | | Cancellations to and from Region | |
|----------------------|--------------------------------|--------------|----------------------------|--------------|----------------------------------|-------------|
| 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 April 2026

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

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

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

16. Individual trans-Tasman routes in April 2026

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

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

| Route | | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|----------------------------------|------------|------------|------------|--------------------|------------|------------------|----------|---------------|--|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % | |
| Qantas | 56 | 56 | 49 | 87.5% | 51 | 91.1% | 0 | 0.0% | |
| Christchurch - Gold Coast | 28 | 28 | 20 | 71.4% | 25 | 89.3% | 0 | 0.0% | |
| Air New Zealand | 11 | 11 | 7 | 63.6% | 10 | 90.9% | 0 | 0.0% | |
| Jetstar | 17 | 17 | 13 | 76.5% | 15 | 88.2% | 0 | 0.0% | |
| Christchurch - Melbourne | 125 | 125 | 100 | 80.0% | 104 | 83.2% | 0 | 0.0% | |
| Air New Zealand | 43 | 43 | 33 | 76.7% | 37 | 86.0% | 0 | 0.0% | |
| Jetstar | 30 | 30 | 27 | 90.0% | 26 | 86.7% | 0 | 0.0% | |
| Qantas | 52 | 52 | 40 | 76.9% | 41 | 78.8% | 0 | 0.0% | |
| Christchurch - Sydney | 145 | 142 | 96 | 67.6% | 100 | 70.4% | 3 | 2.1% | |
| Air New Zealand | 47 | 45 | 29 | 64.4% | 34 | 75.6% | 2 | 4.3% | |
| Emirates | 30 | 30 | 18 | 60.0% | 16 | 53.3% | 0 | 0.0% | |
| Qantas | 68 | 67 | 49 | 73.1% | 50 | 74.6% | 1 | 1.5% | |
| Gold Coast - Auckland | 94 | 93 | 75 | 80.6% | 78 | 83.9% | 1 | 1.1% | |
| Air New Zealand | 39 | 39 | 32 | 82.1% | 34 | 87.2% | 0 | 0.0% | |
| Jetstar | 55 | 54 | 43 | 79.6% | 44 | 81.5% | 1 | 1.8% | |
| Gold Coast - Christchurch | 28 | 28 | 23 | 82.1% | 24 | 85.7% | 0 | 0.0% | |
| Air New Zealand | 11 | 11 | 9 | 81.8% | 10 | 90.9% | 0 | 0.0% | |
| Jetstar | 17 | 17 | 14 | 82.4% | 14 | 82.4% | 0 | 0.0% | |
| Melbourne - Auckland | 259 | 259 | 172 | 66.4% | 178 | 68.7% | 0 | 0.0% | |
| Air New Zealand | 96 | 96 | 60 | 62.5% | 68 | 70.8% | 0 | 0.0% | |
| Jetstar | 47 | 47 | 28 | 59.6% | 29 | 61.7% | 0 | 0.0% | |
| Qantas | 116 | 116 | 84 | 72.4% | 81 | 69.8% | 0 | 0.0% | |

| Route | | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|---------------------------------|------------|------------|-----------|--------------------|-----------|------------------|----------|---------------|--|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % | |
| Melbourne - Christchurch | 125 | 123 | 75 | 61.0% | 87 | 70.7% | 2 | 1.6% | |
| Air New Zealand | 43 | 42 | 25 | 59.5% | 28 | 66.7% | 1 | 2.3% | |
| Jetstar | 30 | 30 | 22 | 73.3% | 23 | 76.7% | 0 | 0.0% | |
| Qantas | 52 | 51 | 28 | 54.9% | 36 | 70.6% | 1 | 1.9% | |
| Melbourne - Queenstown | 93 | 93 | 72 | 77.4% | 69 | 74.2% | 0 | 0.0% | |
| Air New Zealand | 22 | 22 | 15 | 68.2% | 16 | 72.7% | 0 | 0.0% | |
| Jetstar | 20 | 20 | 12 | 60.0% | 13 | 65.0% | 0 | 0.0% | |
| Qantas | 26 | 26 | 22 | 84.6% | 19 | 73.1% | 0 | 0.0% | |
| Virgin Australia | 25 | 25 | 23 | 92.0% | 21 | 84.0% | 0 | 0.0% | |
| Melbourne - Wellington | 69 | 68 | 52 | 76.5% | 53 | 77.9% | 1 | 1.4% | |
| Air New Zealand | 30 | 29 | 20 | 69.0% | 21 | 72.4% | 1 | 3.3% | |
| Qantas | 39 | 39 | 32 | 82.1% | 32 | 82.1% | 0 | 0.0% | |
| Perth - Auckland | 52 | 50 | 40 | 80.0% | 40 | 80.0% | 2 | 3.8% | |
| Air New Zealand | 39 | 37 | 32 | 86.5% | 28 | 75.7% | 2 | 5.1% | |
| Qantas | 13 | 13 | 8 | 61.5% | 12 | 92.3% | 0 | 0.0% | |
| Queenstown - Brisbane | 44 | 42 | 38 | 90.5% | 40 | 95.2% | 2 | 4.5% | |
| Qantas | 13 | 13 | 11 | 84.6% | 12 | 92.3% | 0 | 0.0% | |
| Virgin Australia | 31 | 29 | 27 | 93.1% | 28 | 96.6% | 2 | 6.5% | |
| Queenstown - Melbourne | 93 | 92 | 69 | 75.0% | 76 | 82.6% | 1 | 1.1% | |
| Air New Zealand | 22 | 21 | 13 | 61.9% | 14 | 66.7% | 1 | 4.5% | |
| Jetstar | 20 | 20 | 17 | 85.0% | 18 | 90.0% | 0 | 0.0% | |
| Qantas | 26 | 26 | 16 | 61.5% | 20 | 76.9% | 0 | 0.0% | |

| Route | | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|------------------------------|------------|------------|------------|--------------------|------------|------------------|----------|---------------|--|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % | |
| Virgin Australia | 25 | 25 | 23 | 92.0% | 24 | 96.0% | 0 | 0.0% | |
| Queenstown - Sydney | 141 | 139 | 92 | 66.2% | 107 | 77.0% | 2 | 1.4% | |
| Air New Zealand | 21 | 21 | 9 | 42.9% | 12 | 57.1% | 0 | 0.0% | |
| Jetstar | 30 | 28 | 19 | 67.9% | 23 | 82.1% | 2 | 6.7% | |
| Qantas | 60 | 60 | 45 | 75.0% | 49 | 81.7% | 0 | 0.0% | |
| Virgin Australia | 30 | 30 | 19 | 63.3% | 23 | 76.7% | 0 | 0.0% | |
| Sydney - Auckland | 340 | 337 | 194 | 57.6% | 174 | 51.6% | 3 | 0.9% | |
| Air New Zealand | 113 | 112 | 56 | 50.0% | 49 | 43.8% | 1 | 0.9% | |
| China Eastern Airlines | 9 | 9 | 6 | 66.7% | 7 | 77.8% | 0 | 0.0% | |
| Jetstar | 53 | 52 | 27 | 51.9% | 25 | 48.1% | 1 | 1.9% | |
| Qantas | 165 | 164 | 105 | 64.0% | 93 | 56.7% | 1 | 0.6% | |
| Sydney - Christchurch | 145 | 143 | 90 | 62.9% | 91 | 63.6% | 2 | 1.4% | |
| Air New Zealand | 47 | 45 | 28 | 62.2% | 31 | 68.9% | 2 | 4.3% | |
| Emirates | 30 | 30 | 28 | 93.3% | 27 | 90.0% | 0 | 0.0% | |
| Qantas | 68 | 68 | 34 | 50.0% | 33 | 48.5% | 0 | 0.0% | |
| Sydney - Queenstown | 142 | 141 | 107 | 75.9% | 104 | 73.8% | 1 | 0.7% | |
| Air New Zealand | 21 | 20 | 9 | 45.0% | 12 | 60.0% | 1 | 4.8% | |
| Jetstar | 30 | 30 | 27 | 90.0% | 23 | 76.7% | 0 | 0.0% | |
| Qantas | 60 | 60 | 50 | 83.3% | 49 | 81.7% | 0 | 0.0% | |
| Virgin Australia | 31 | 31 | 21 | 67.7% | 20 | 64.5% | 0 | 0.0% | |
| Sydney - Wellington | 92 | 91 | 69 | 75.8% | 67 | 73.6% | 1 | 1.1% | |
| Air New Zealand | 30 | 29 | 26 | 89.7% | 25 | 86.2% | 1 | 3.3% | |
| Qantas | 62 | 62 | 43 | 69.4% | 42 | 67.7% | 0 | 0.0% | |

| Route | | Sectors | | On-Time Departures | | On-Time Arrivals | | Cancellations | |
|-------------------------------|--------------|--------------|--------------|--------------------|--------------|------------------|-----------|---------------|--|
| Route Airline | Scheduled | Flown | No. | % | No. | % | No. | % | |
| Wellington - Brisbane | 60 | 60 | 32 | 53.3% | 50 | 83.3% | 0 | 0.0% | |
| Air New Zealand | 30 | 30 | 11 | 36.7% | 24 | 80.0% | 0 | 0.0% | |
| Qantas | 30 | 30 | 21 | 70.0% | 26 | 86.7% | 0 | 0.0% | |
| Wellington - Melbourne | 69 | 68 | 53 | 77.9% | 61 | 89.7% | 1 | 1.4% | |
| Air New Zealand | 30 | 29 | 21 | 72.4% | 25 | 86.2% | 1 | 3.3% | |
| Qantas | 39 | 39 | 32 | 82.1% | 36 | 92.3% | 0 | 0.0% | |
| Wellington - Sydney | 92 | 92 | 67 | 72.8% | 74 | 80.4% | 0 | 0.0% | |
| Air New Zealand | 30 | 30 | 17 | 56.7% | 25 | 83.3% | 0 | 0.0% | |
| Qantas | 62 | 62 | 50 | 80.6% | 49 | 79.0% | 0 | 0.0% | |
| Grand Total | 3,772 | 3,741 | 2,621 | 70.1% | 2,769 | 74.0% | 31 | 0.8% | |

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