



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Aviation on-time performance: August 2025

Contents

1.	Introduction.....	5
2.	About on-time performance	5
3.	Coverage.....	5
4.	Reports	8
5.	Definitions.....	8
6.	Caveats and limitations of the data	10
7.	Industry on-time performance for domestic regional routes in August 2025	11
8.	Airlines' performance on domestic regional routes in August 2025	11
9.	Industry on-time performance for domestic jet routes in August 2025.....	12
10.	Airlines' performance for domestic jet routes in August 2025	14
11.	Industry on-time performance for trans-Tasman routes in August 2025.....	16
12.	Airlines' performance for trans-Tasman routes in August 2025	17
13.	Individual domestic regional routes in August 2025	22
14.	Domestic regional performance by region in August 2025	29
15.	Individual domestic jet routes in August 2025	31
16.	Individual trans-Tasman routes in August 2025	33

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.

Four regional airlines declined to provide data for this month's report, so we have not reported on their on-time performance.

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

- Air New Zealand.

Golden Bay Air did not provide data for August as its Wellington-Takaka service was suspended for a four-week winter close-down period to complete heavy maintenance on its fleet. Although two flights were scheduled at the end of the month when services resumed, these are excluded from the analysis to avoid distorting the results. Sunair Aviation also advised that no data was available for August.

Originair, Sounds Air, Air Chathams and Barrier Air declined to provide data for this month.

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 66 Domestic Regional routes during the period reported.

Operational factors affecting domestic regional OTP

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

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

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

Airport type also plays a role:

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

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

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

Domestic jet services

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

This report covers the following domestic airlines:

- Air New Zealand
- Jetstar.

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

1. Auckland - Christchurch
2. Auckland - Dunedin

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

Domestic OTP by region

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

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

How Air New Zealand's domestic OTP data is treated

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

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

Trans-Tasman

On-time performance is reported for services on routes between New Zealand and Australia.

This report includes data from the following airlines:

- Air New Zealand
- China Airlines
- China Eastern Airlines
- Emirates
- Jetstar
- LATAM Airlines
- Qantas
- Solomon Airlines

- Virgin Australia.

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 26 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. • 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.

For August, not all regional airlines provided data. This is why some routes shows zero percent cancellations. This caveat should be considered when comparing to data from previous months.

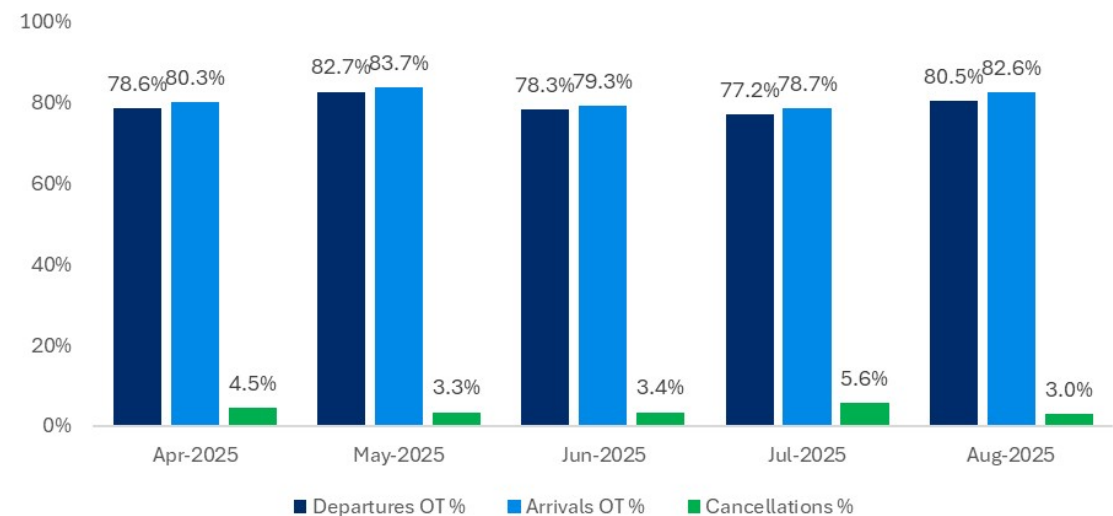
7. Industry on-time performance for domestic regional routes in August 2025

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

Air New Zealand's OTP for its domestic regional routes was 80.5 percent for on-time departures and 82.6 percent for on-time arrivals. The cancellation rate for the month was 3.0 percent.

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

Air New Zealand



Air New Zealand notes that regional operations were impacted by severe weather across the North Island, including thunderstorms in Kerikeri, crosswinds in New Plymouth, and heavy fog in some ports. Frontal systems brought persistent rains, lightning, and wind, resulting in delays and some cancellations.

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

For August 2025, OTP for all domestic jet routes covered by this report was 83.6 percent for on-time departures and 84.8 percent for on-time arrivals. The cancellation rate for the month was 1.3 percent.

The route with the highest OTP for departures in August 2025 was Queenstown – Wellington with 88.9 percent of flights departing on time. Wellington – Queenstown and Queenstown – Wellington had the highest arrivals OTP, with 90.3 percent of flights arriving on time.

Cancellations were highest on the Wellington – Christchurch route, with 2.6 percent of services cancelled.

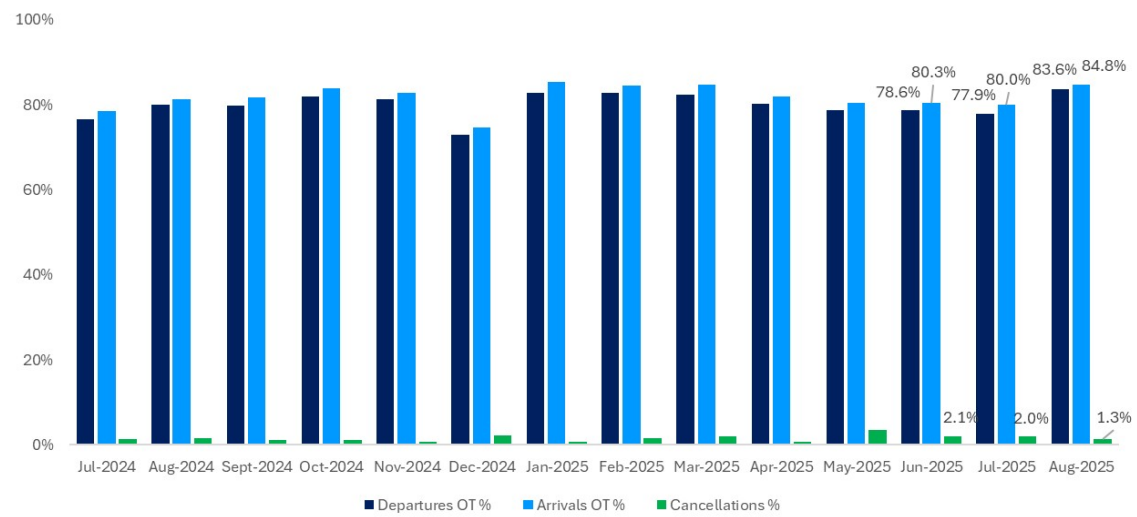
Both airlines' on-time performance, domestic jets, August 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
4,412	4,352	3,637	83.6%	3,690	84.8%	59	1.3%

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

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Queenstown - Wellington	88.9%	Wellington - Queenstown	90.3%	Wellington - Christchurch	2.6%
Auckland - Wellington	87.2%	Queenstown - Wellington	90.3%	Auckland - Wellington	1.9%
Queenstown - Auckland	86.9%	Auckland - Wellington	89.3%	Christchurch - Wellington	1.9%
Auckland - Queenstown	85.7%	Auckland - Queenstown	88.8%	Wellington - Auckland	1.5%
Wellington - Queenstown	84.7%	Queenstown - Auckland	86.0%	Queenstown - Auckland	1.2%
Wellington - Christchurch	83.6%	Wellington - Christchurch	84.6%	Auckland - Christchurch	1.0%
Wellington - Auckland	83.1%	Auckland - Christchurch	84.4%	Auckland - Queenstown	0.9%
Christchurch - Wellington	82.5%	Wellington - Auckland	83.9%	Dunedin - Auckland	0.9%
Auckland - Christchurch	82.3%	Christchurch - Wellington	82.9%	Auckland - Dunedin	0.9%
Christchurch - Auckland	81.7%	Christchurch - Auckland	81.4%	Christchurch - Auckland	0.6%
Auckland - Dunedin	78.3%	Auckland - Dunedin	80.9%	Wellington - Queenstown	0.0%
Dunedin - Auckland	75.4%	Dunedin - Auckland	78.1%	Queenstown - Wellington	0.0%
Overall %	83.6%		84.8%		1.3%

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



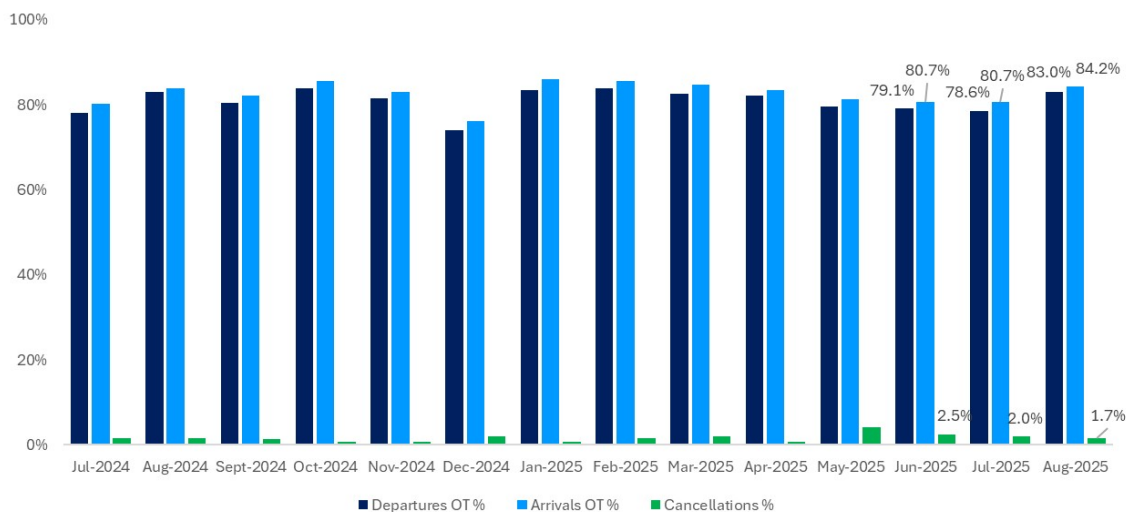
10. Airlines' performance for domestic jet routes in August 2025

Air New Zealand recorded 83.0 percent for on-time departures, and Jetstar 85.1 percent.

For on-time arrivals, Air New Zealand recorded 84.2 percent and Jetstar recorded 86.4 percent.

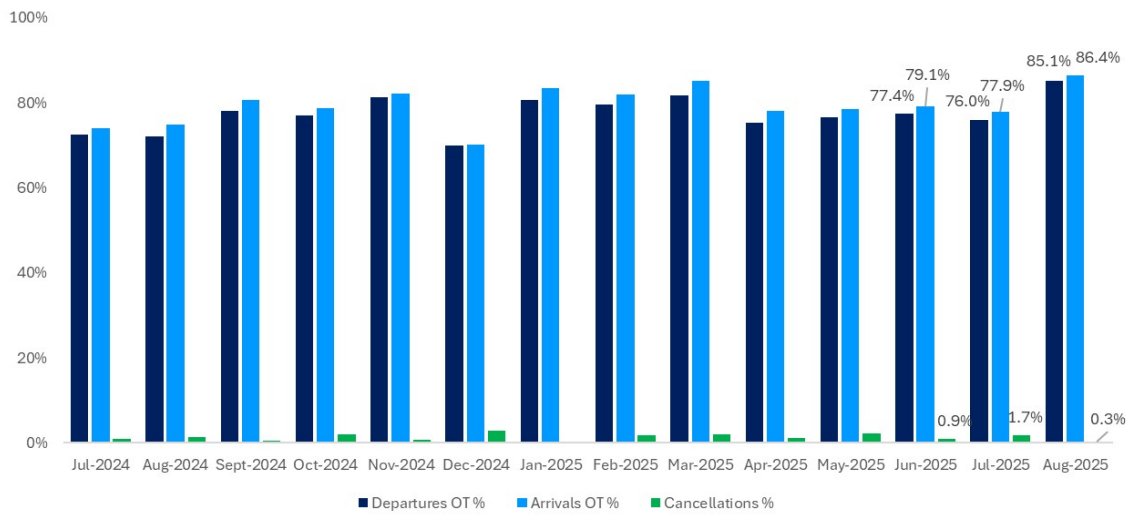
Air New Zealand's cancellation rate was 1.7 percent and Jetstar's was 0.3 percent.

Air New Zealand



High winds in Auckland caused widespread disruption, particularly during peak travel periods. Fog and early morning de-icing requirements also contributed to delays.

Jetstar



Jetstar reported that performance this month was affected by air traffic control holding in Queenstown and Christchurch, as well as delays from slow passenger seating in Auckland.

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

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

For August 2025, OTP over all trans-Tasman routes covered by this report was 70.6 percent for on-time departures and 75.3 percent for on-time arrivals. The cancellation rate for the month was 0.7 percent.

Auckland – Sunshine Coast was the route with the highest OTP for departures in August 2025, with 88.9 percent. The route with the highest OTP for arrivals was Gold Coast – Christchurch with 96.2 percent.

Cancellations were highest on the Queenstown – Brisbane route in August 2025, with 2.4 percent of services cancelled.

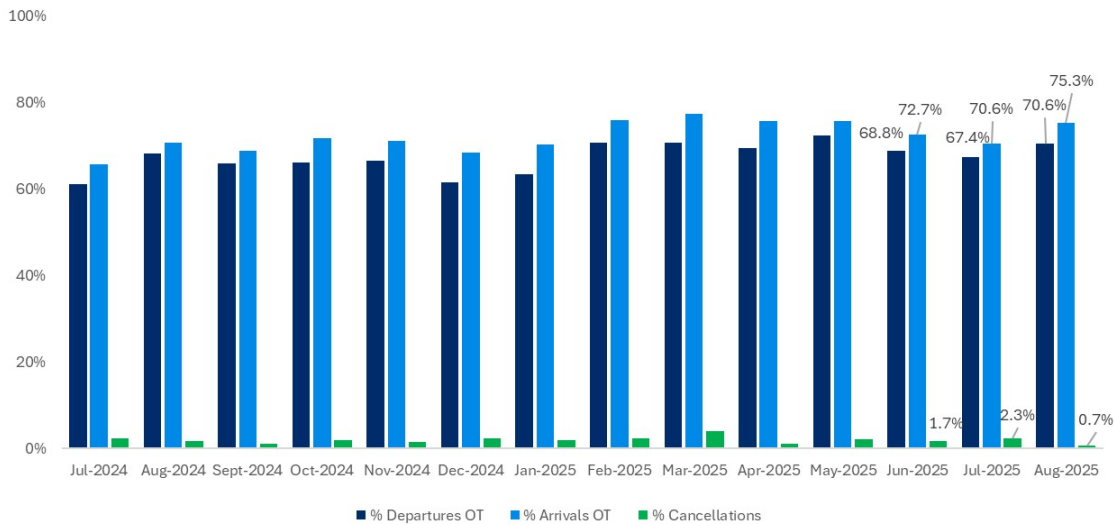
All airlines' on-time performance, August 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
2,583	2,564	1,809	70.6%	1,930	75.3%	19	0.7%

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

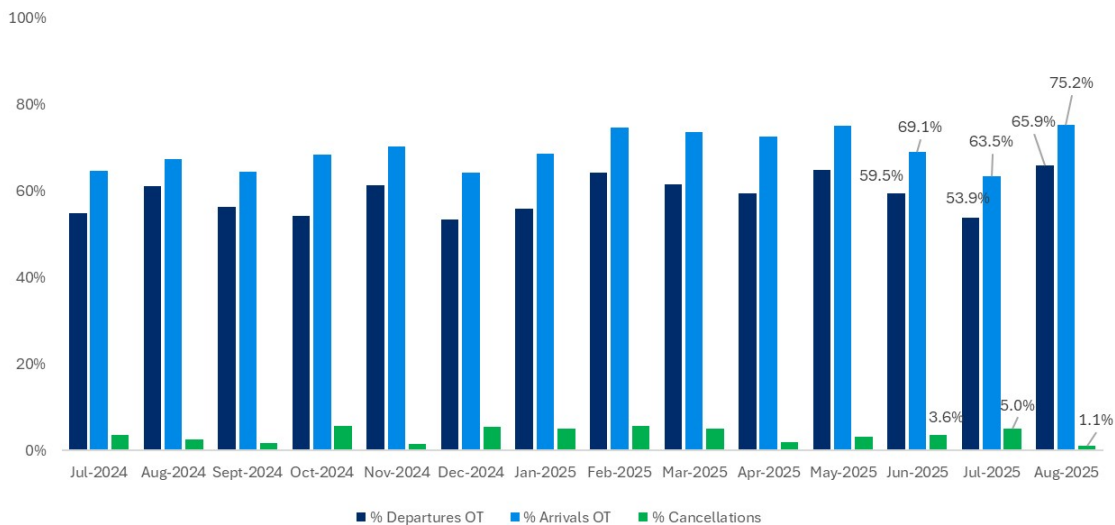
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Auckland - Sunshine Coast	88.9%	Gold Coast - Christchurch	96.2%	Queenstown - Brisbane	2.4%
Christchurch - Sydney	88.7%	Wellington - Melbourne	95.4%	Melbourne - Christchurch	2.0%
Wellington - Melbourne	86.2%	Christchurch - Melbourne	91.8%	Wellington - Brisbane	1.9%
Melbourne - Christchurch	83.3%	Gold Coast - Auckland	89.9%	Auckland - Sydney	1.7%
Christchurch - Melbourne	81.6%	Christchurch - Gold Coast	88.5%	Sydney - Christchurch	1.6%

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



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

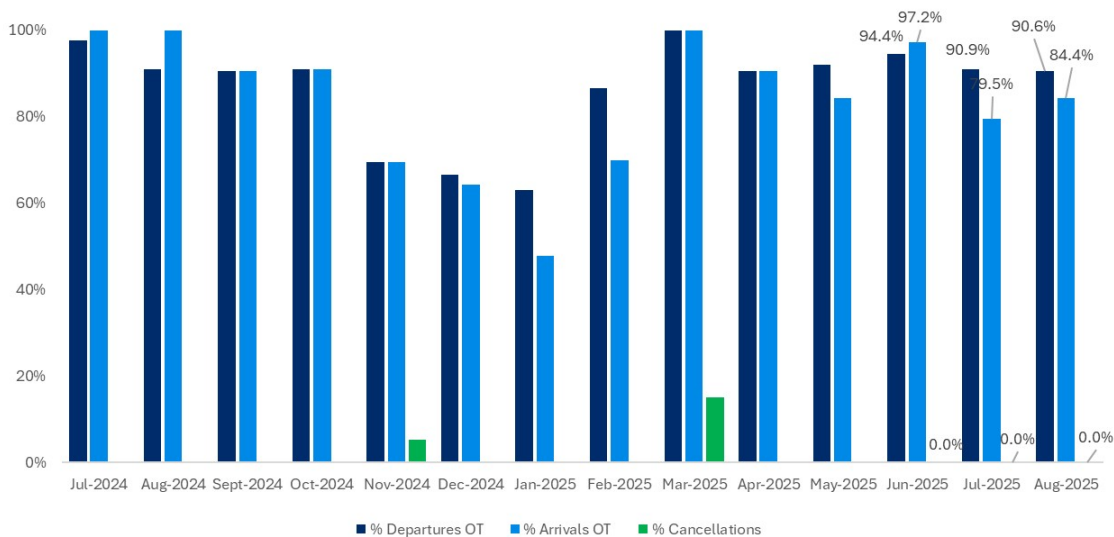
Air New Zealand



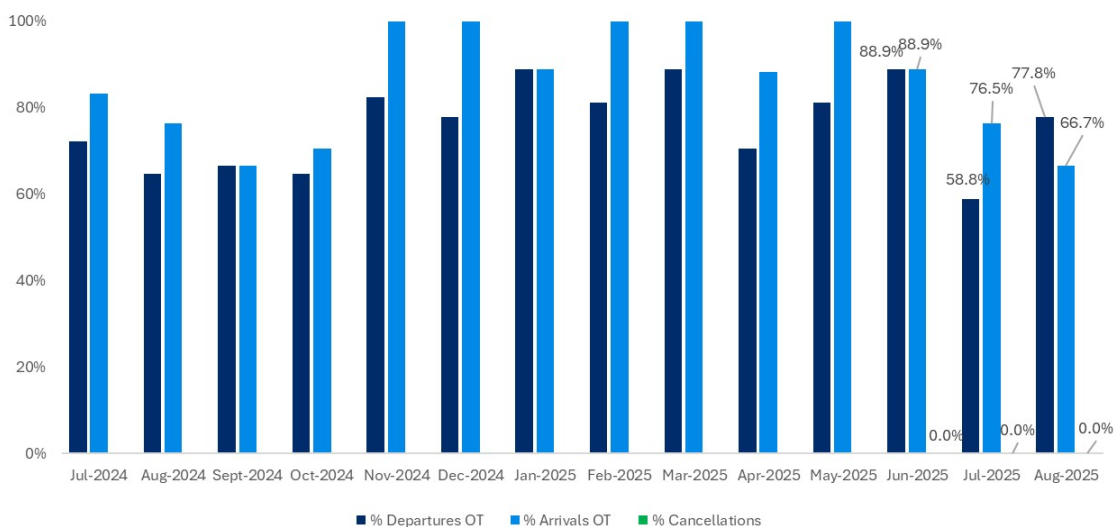
Air New Zealand reports that challenging weather across New Zealand and resulting flow-on impacts were the main contributors to schedule disruption in August. Additional delays were caused by industrial action involving ground handlers in Perth and ramp congestion at several airports. Ongoing challenges related to Pratt & Whitney engines also affected a small number of

flights. Fast crossing times led to delayed departures on select services, as crews worked to manage arrival slot scheduling and air traffic flow.

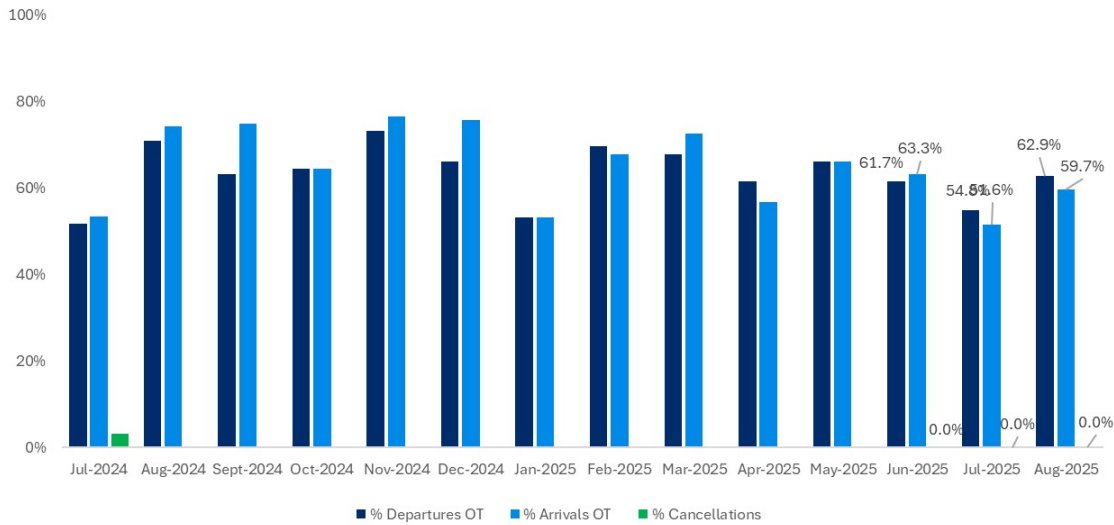
China Airlines



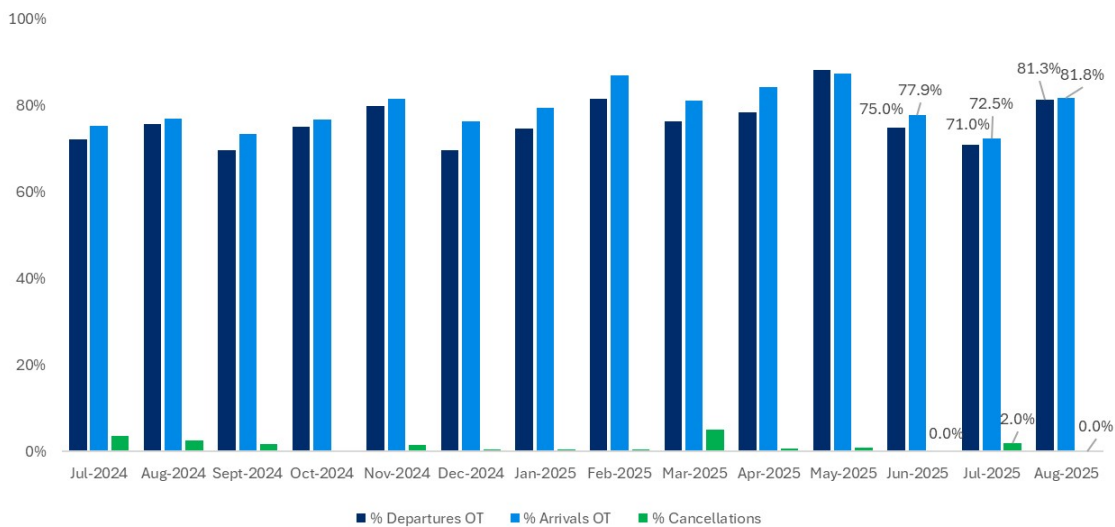
China Eastern Airlines



Emirates

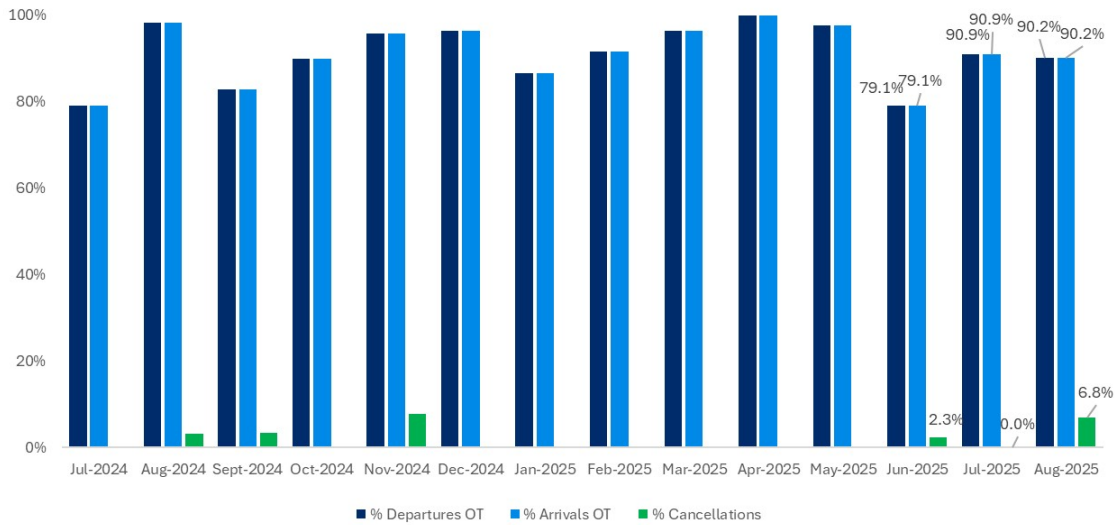


Jetstar

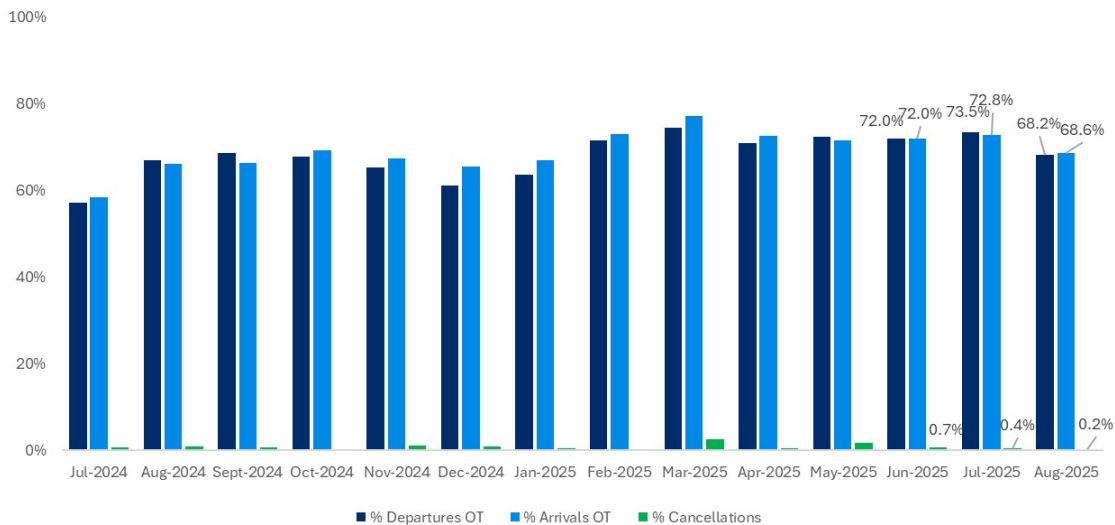


Jetstar reports that its trans-Tasman performance was affected by ground movement restrictions in Auckland and Queenstown, and last-minute gate changes in Auckland.

LATAM Airlines



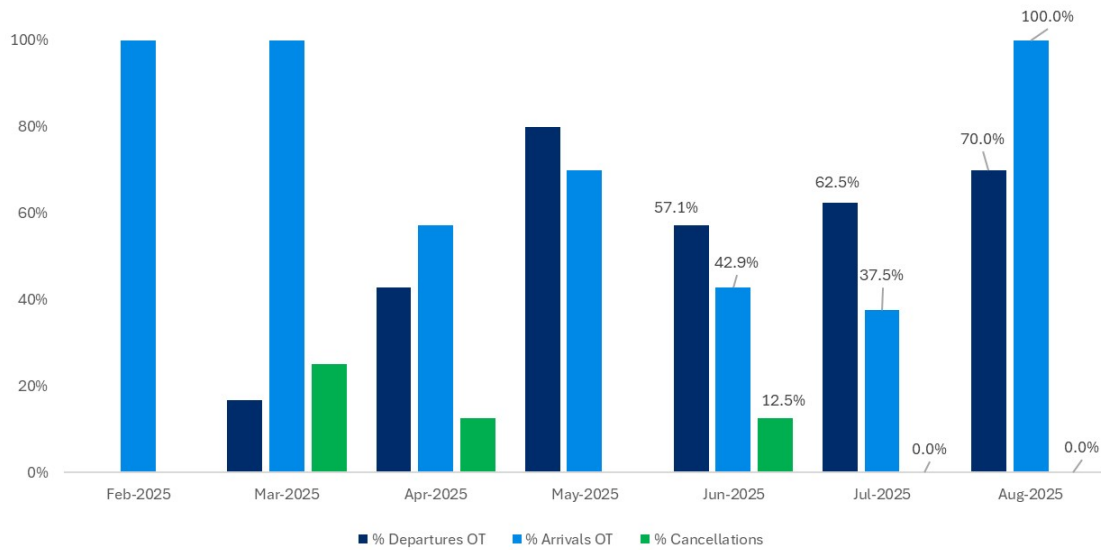
Qantas



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

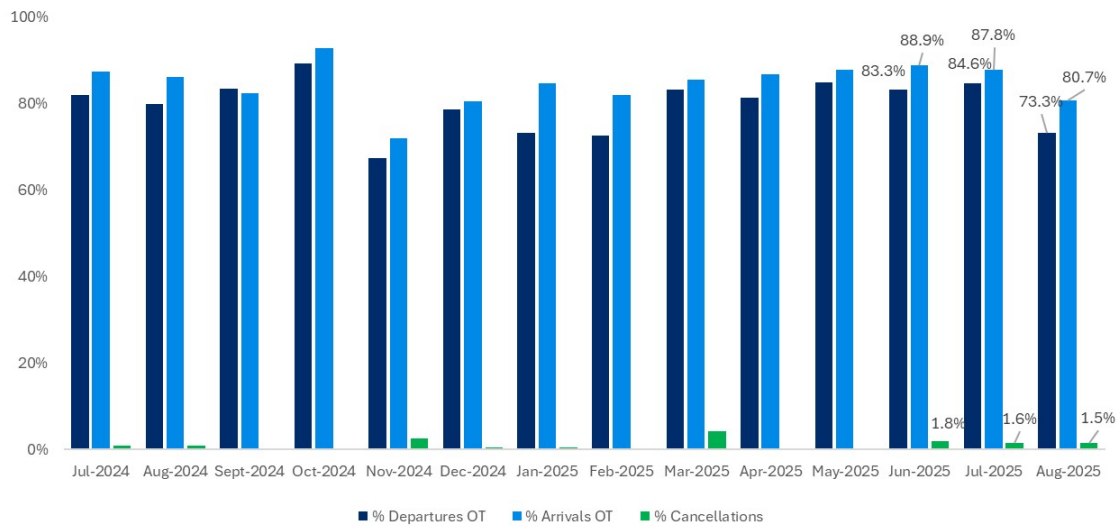
- Seasonal weather-related delays (storms, fog, and icing).
- Industry congestion at airports, exacerbated by weather conditions.
- Late arriving inbound aircraft as a result of weather-related delays.
- Consequential boarding and ramp delays as a result of off-schedule operations.

Solomon Airlines



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

Virgin Australia



13. Individual domestic regional routes in August 2025

Route		Sectors		On-Time Departures		On-Timer Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Blenheim		115	111	88	79.3%	92	82.9%	4	3.5%
Air NZ		115	111	88	79.3%	92	82.9%	4	3.5%
Auckland - Gisborne		139	137	106	77.4%	110	80.3%	2	1.4%
Air NZ		139	137	106	77.4%	110	80.3%	2	1.4%
Auckland - Hawke's Bay		301	291	243	83.5%	241	82.8%	10	3.3%
Air NZ		301	291	243	83.5%	241	82.8%	10	3.3%
Auckland - Invercargill		22	22	19	86.4%	20	90.9%	0	0.0%
Air NZ		22	22	19	86.4%	20	90.9%	0	0.0%
Auckland - KeriKeri		111	107	82	76.6%	79	73.8%	4	3.6%
Air NZ		111	107	82	76.6%	79	73.8%	4	3.6%
Auckland - Nelson		254	245	195	79.6%	205	83.7%	9	3.5%
Air NZ		254	245	195	79.6%	205	83.7%	9	3.5%
Auckland - New Plymouth		199	191	150	78.5%	157	82.2%	8	4.0%
Air NZ		199	191	150	78.5%	157	82.2%	8	4.0%
Auckland - Palmerston North		286	276	234	84.8%	247	89.5%	10	3.5%
Air NZ		286	276	234	84.8%	247	89.5%	10	3.5%
Auckland - Rotorua		67	59	40	67.8%	45	76.3%	8	11.9%
Air NZ		67	59	40	67.8%	45	76.3%	8	11.9%

Route		Sectors		On-Time Departures		On-Timer Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Taupo		57	53	41	77.4%	40	75.5%	4	7.0%
Air NZ		57	53	41	77.4%	40	75.5%	4	7.0%
Auckland - Tauranga		226	223	182	81.6%	179	80.3%	3	1.3%
Air NZ		226	223	182	81.6%	179	80.3%	3	1.3%
Auckland - Whangarei		109	105	74	70.5%	75	71.4%	4	3.7%
Air NZ		109	105	74	70.5%	75	71.4%	4	3.7%
Blenheim - Auckland		115	110	91	82.7%	93	84.5%	5	4.3%
Air NZ		115	110	91	82.7%	93	84.5%	5	4.3%
Blenheim - Wellington		93	90	81	90.0%	80	88.9%	3	3.2%
Air NZ		93	90	81	90.0%	80	88.9%	3	3.2%
Christchurch - Dunedin		184	180	140	77.8%	151	83.9%	4	2.2%
Air NZ		184	180	140	77.8%	151	83.9%	4	2.2%
Christchurch - Hamilton		123	121	100	82.6%	107	88.4%	2	1.6%
Air NZ		123	121	100	82.6%	107	88.4%	2	1.6%
Christchurch - Hawke's Bay		86	86	68	79.1%	70	81.4%	0	0.0%
Air NZ		86	86	68	79.1%	70	81.4%	0	0.0%
Christchurch - Hokitika		52	47	39	83.0%	40	85.1%	5	9.6%
Air NZ		52	47	39	83.0%	40	85.1%	5	9.6%
Christchurch - Invercargill		170	170	143	84.1%	142	83.5%	0	0.0%
Air NZ		170	170	143	84.1%	142	83.5%	0	0.0%

Route		Sectors		On-Time Departures		On-Timer Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Christchurch - Nelson		171	168	138	82.1%	140	83.3%	3	1.8%
Air NZ		171	168	138	82.1%	140	83.3%	3	1.8%
Christchurch - New Plymouth		62	61	43	70.5%	40	65.6%	1	1.6%
Air NZ		62	61	43	70.5%	40	65.6%	1	1.6%
Christchurch - Palmerston North		133	131	109	83.2%	111	84.7%	2	1.5%
Air NZ		133	131	109	83.2%	111	84.7%	2	1.5%
Christchurch - Queenstown		111	111	99	89.2%	94	84.7%	0	0.0%
Air NZ		111	111	99	89.2%	94	84.7%	0	0.0%
Christchurch - Rotorua		54	53	45	84.9%	43	81.1%	1	1.9%
Air NZ		54	53	45	84.9%	43	81.1%	1	1.9%
Christchurch - Tauranga		98	98	75	76.5%	81	82.7%	0	0.0%
Air NZ		98	98	75	76.5%	81	82.7%	0	0.0%
Dunedin - Christchurch		184	180	146	81.1%	153	85.0%	4	2.2%
Air NZ		184	180	146	81.1%	153	85.0%	4	2.2%
Dunedin - Wellington		76	75	64	85.3%	61	81.3%	1	1.3%
Air NZ		76	75	64	85.3%	61	81.3%	1	1.3%
Gisborne - Auckland		139	135	110	81.5%	117	86.7%	4	2.9%
Air NZ		139	135	110	81.5%	117	86.7%	4	2.9%
Gisborne - Wellington		57	53	29	54.7%	37	69.8%	4	7.0%
Air NZ		57	53	29	54.7%	37	69.8%	4	7.0%

Route		Sectors		On-Time Departures		On-Timer Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Hamilton - Christchurch		123	121	100	82.6%	109	90.1%	2	1.6%
Air NZ		123	121	100	82.6%	109	90.1%	2	1.6%
Hamilton - Wellington		163	158	134	84.8%	129	81.6%	5	3.1%
Air NZ		163	158	134	84.8%	129	81.6%	5	3.1%
Hawke's Bay - Auckland		302	289	225	77.9%	236	81.7%	13	4.3%
Air NZ		302	289	225	77.9%	236	81.7%	13	4.3%
Hawke's Bay - Christchurch		86	86	66	76.7%	68	79.1%	0	0.0%
Air NZ		86	86	66	76.7%	68	79.1%	0	0.0%
Hawke's Bay - Wellington		119	112	96	85.7%	98	87.5%	7	5.9%
Air NZ		119	112	96	85.7%	98	87.5%	7	5.9%
Hokitika - Christchurch		52	47	41	87.2%	40	85.1%	5	9.6%
Air NZ		52	47	41	87.2%	40	85.1%	5	9.6%
Invercargill - Auckland		22	22	18	81.8%	19	86.4%	0	0.0%
Air NZ		22	22	18	81.8%	19	86.4%	0	0.0%
Invercargill - Christchurch		170	169	141	83.4%	144	85.2%	1	0.6%
Air NZ		170	169	141	83.4%	144	85.2%	1	0.6%
Kerikeri - Auckland		111	106	82	77.4%	88	83.0%	5	4.5%
Air NZ		111	106	82	77.4%	88	83.0%	5	4.5%
Nelson - Auckland		254	248	206	83.1%	217	87.5%	6	2.4%
Air NZ		254	248	206	83.1%	217	87.5%	6	2.4%

Route		Sectors		On-Time Departures		On-Timer Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Nelson - Christchurch		176	173	137	79.2%	136	78.6%	3	1.7%
Air NZ		176	173	137	79.2%	136	78.6%	3	1.7%
Nelson - Wellington		222	218	172	78.9%	176	80.7%	4	1.8%
Air NZ		222	218	172	78.9%	176	80.7%	4	1.8%
New Plymouth - Auckland		199	190	151	79.5%	158	83.2%	9	4.5%
Air NZ		199	190	151	79.5%	158	83.2%	9	4.5%
New Plymouth - Christchurch		62	56	34	60.7%	37	66.1%	6	9.7%
Air NZ		62	56	34	60.7%	37	66.1%	6	9.7%
New Plymouth - Wellington		83	79	72	91.1%	72	91.1%	4	4.8%
Air NZ		83	79	72	91.1%	72	91.1%	4	4.8%
Palmerston North - Auckland		286	275	243	88.4%	244	88.7%	11	3.8%
Air NZ		286	275	243	88.4%	244	88.7%	11	3.8%
Palmerston North - Christchurch		133	131	109	83.2%	108	82.4%	2	1.5%
Air NZ		133	131	109	83.2%	108	82.4%	2	1.5%
Queenstown - Christchurch		111	109	86	78.9%	90	82.6%	2	1.8%
Air NZ		111	109	86	78.9%	90	82.6%	2	1.8%
Rotorua - Auckland		67	61	49	80.3%	46	75.4%	6	9.0%
Air NZ		67	61	49	80.3%	46	75.4%	6	9.0%
Rotorua - Christchurch		54	51	38	74.5%	42	82.4%	3	5.6%
Air NZ		54	51	38	74.5%	42	82.4%	3	5.6%

Route		Sectors		On-Time Departures		On-Timer Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Rotorua - Wellington		62	60	53	88.3%	57	95.0%	2	3.2%
Air NZ		62	60	53	88.3%	57	95.0%	2	3.2%
Taupo - Auckland		57	53	42	79.2%	43	81.1%	4	7.0%
Air NZ		57	53	42	79.2%	43	81.1%	4	7.0%
Tauranga - Auckland		227	225	183	81.3%	181	80.4%	2	0.9%
Air NZ		227	225	183	81.3%	181	80.4%	2	0.9%
Tauranga - Christchurch		98	96	73	76.0%	80	83.3%	2	2.0%
Air NZ		98	96	73	76.0%	80	83.3%	2	2.0%
Tauranga - Wellington		123	117	95	81.2%	95	81.2%	6	4.9%
Air NZ		123	117	95	81.2%	95	81.2%	6	4.9%
Timaru - Wellington		57	53	42	79.2%	43	81.1%	4	7.0%
Air NZ		57	53	42	79.2%	43	81.1%	4	7.0%
Wellington - Blenheim		93	89	78	87.6%	80	89.9%	4	4.3%
Air NZ		93	89	78	87.6%	80	89.9%	4	4.3%
Wellington - Dunedin		76	75	62	82.7%	66	88.0%	1	1.3%
Air NZ		76	75	62	82.7%	66	88.0%	1	1.3%
Wellington - Gisborne		57	56	37	66.1%	37	66.1%	1	1.8%
Air NZ		57	56	37	66.1%	37	66.1%	1	1.8%
Wellington - Hamilton		163	159	133	83.6%	136	85.5%	4	2.5%
Air NZ		163	159	133	83.6%	136	85.5%	4	2.5%

Route		Sectors		On-Time Departures		On-Timer Arrivals		Cancellations	
Route Airline		Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Hawke's Bay		119	113	98	86.7%	97	85.8%	6	5.0%
Air NZ		119	113	98	86.7%	97	85.8%	6	5.0%
Wellington - Nelson		226	224	162	72.3%	164	73.2%	2	0.9%
Air NZ		226	224	162	72.3%	164	73.2%	2	0.9%
Wellington - New Plymouth		83	81	62	76.5%	62	76.5%	2	2.4%
Air NZ		83	81	62	76.5%	62	76.5%	2	2.4%
Wellington - Rotorua		62	62	47	75.8%	54	87.1%	0	0.0%
Air NZ		62	62	47	75.8%	54	87.1%	0	0.0%
Wellington - Tauranga		124	118	89	75.4%	91	77.1%	6	4.8%
Air NZ		124	118	89	75.4%	91	77.1%	6	4.8%
Wellington - Timaru		57	55	31	56.4%	38	69.1%	2	3.5%
Air NZ		57	55	31	56.4%	38	69.1%	2	3.5%
Whangarei - Auckland		109	104	80	76.9%	85	81.7%	5	4.6%
Air NZ		109	104	80	76.9%	85	81.7%	5	4.6%
Grand Total		8,382	8,130	6,541	80.5%	6,716	82.6%	252	3.0%

14. Domestic regional performance by region in August 2025

Note: the following table for August includes data from Air New Zealand and Jetstar 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	2,878	82.0%	2,929	83.5%	176	2.4%
Blenheim	172	86.0%	172	86.0%	16	3.8%
Chatham Islands (Tuuta)	-	0.0%	-	0.0%	-	0.0%
Christchurch	1,889	81.7%	1,915	83.5%	78	1.7%
Dunedin	296	80.2%	310	83.8%	12	1.6%
Gisborne	139	73.9%	147	76.2%	11	2.8%
Great Barrier Island	-	0.0%	-	0.0%	-	0.0%
Hamilton	234	83.9%	243	86.8%	13	2.3%
Hawke's Bay	387	79.5%	408	83.3%	36	3.6%
Hokitika	41	87.2%	40	85.1%	10	9.6%
Invercargill	159	83.2%	162	84.4%	1	0.3%
Kaitia	-	0.0%	-	0.0%	-	0.0%
Kerikeri	82	77.4%	79	73.8%	9	4.1%
Nelson	515	80.6%	509	79.9%	27	2.1%
New Plymouth	257	79.1%	259	77.8%	30	4.4%
North Shore	-	0.0%	-	0.0%	-	0.0%
Palmerston North	352	86.7%	358	88.0%	25	3.0%
Paraparaumu	-	0.0%	-	0.0%	-	0.0%
Picton	-	0.0%	-	0.0%	-	0.0%
Queenstown	435	85.5%	451	88.1%	9	0.9%
Rotorua	140	81.4%	142	81.6%	20	5.5%
Takaka	-	0.0%	-	0.0%	-	0.0%
Taupo	42	79.2%	40	75.5%	8	7.0%
Tauranga	351	80.1%	351	80.0%	19	2.1%
Timaru	42	79.2%	38	69.1%	6	5.3%
Wairoa	-	0.0%	-	0.0%	-	0.0%

Region	On-Time Departures from Region		On-Time Arrivals to Region		Cancellations to and from Region	
	No.	%	No.	%	No.	%
Wanaka	-	0.0%	-	0.0%	-	0.0%
Wellington	1,687	80.4%	1,778	85.2%	107	2.5%
Westport	-	0.0%	-	0.0%	-	0.0%
Whakatane	-	0.0%	-	0.0%	-	0.0%
Whanganui	-	0.0%	-	0.0%	-	0.0%
Whangarei	80	76.9%	75	71.4%	9	4.1%
Whitianga	-	0.0%	-	0.0%	-	0.0%

15. Individual domestic jet routes in August 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Christchurch	674	667	549	82.3%	563	84.4%	7	1.0%
Air NZ	450	443	364	82.2%	371	83.7%	7	1.6%
Jetstar	224	224	185	82.6%	192	85.7%	0	0.0%
Auckland - Dunedin	116	115	90	78.3%	93	80.9%	1	0.9%
Air NZ	85	84	64	76.2%	67	79.8%	1	1.2%
Jetstar	31	31	26	83.9%	26	83.9%	0	0.0%
Auckland - Queenstown	332	329	282	85.7%	292	88.8%	3	0.9%
Air NZ	239	236	200	84.7%	210	89.0%	3	1.3%
Jetstar	93	93	82	88.2%	82	88.2%	0	0.0%
Auckland - Wellington	588	577	503	87.2%	515	89.3%	11	1.9%
Air NZ	431	422	366	86.7%	378	89.6%	9	2.1%
Jetstar	157	155	137	88.4%	137	88.4%	2	1.3%
Christchurch - Auckland	667	663	542	81.7%	540	81.4%	4	0.6%
Air NZ	443	439	349	79.5%	351	80.0%	4	0.9%
Jetstar	224	224	193	86.2%	189	84.4%	0	0.0%
Christchurch - Wellington	430	422	348	82.5%	350	82.9%	8	1.9%
Air NZ	368	360	291	80.8%	294	81.7%	8	2.2%
Jetstar	62	62	57	91.9%	56	90.3%	0	0.0%
Dunedin - Auckland	115	114	86	75.4%	89	78.1%	1	0.9%
Air NZ	84	83	60	72.3%	60	72.3%	1	1.2%
Jetstar	31	31	26	83.9%	29	93.5%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Queenstown - Auckland	332	328	285	86.9%	282	86.0%	4	1.2%
Air NZ	239	235	208	88.5%	203	86.4%	4	1.7%
Jetstar	93	93	77	82.8%	79	84.9%	0	0.0%
Queenstown - Wellington	72	72	64	88.9%	65	90.3%	0	0.0%
Air NZ	58	58	54	93.1%	55	94.8%	0	0.0%
Jetstar	14	14	10	71.4%	10	71.4%	0	0.0%
Wellington - Auckland	594	585	486	83.1%	491	83.9%	9	1.5%
Air NZ	437	430	359	83.5%	359	83.5%	7	1.6%
Jetstar	157	155	127	81.9%	132	85.2%	2	1.3%
Wellington - Christchurch	420	408	341	83.6%	345	84.6%	11	2.6%
Air NZ	358	346	285	82.4%	289	83.5%	11	3.1%
Jetstar	62	62	56	90.3%	56	90.3%	0	0.0%
Wellington - Queenstown	72	72	61	84.7%	65	90.3%	0	0.0%
Air NZ	58	58	51	87.9%	53	91.4%	0	0.0%
Jetstar	14	14	10	71.4%	12	85.7%	0	0.0%
Grand Total	4,412	4,352	3,637	83.6%	3,690	84.8%	59	1.3%

16. Individual trans-Tasman routes in August 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Brisbane	156	155	115	74.2%	118	76.1%	1	0.6%
Air NZ	90	89	60	67.4%	67	75.3%	1	1.1%
China Airlines	16	16	14	87.5%	13	81.3%	0	0.0%
Jetstar	45	45	38	84.4%	33	73.3%	0	0.0%
Solomon Airlines	5	5	3	60.0%	5	100.0%	0	0.0%
Auckland - Gold Coast	79	79	61	77.2%	58	73.4%	0	0.0%
Air NZ	48	48	32	66.7%	34	70.8%	0	0.0%
Jetstar	31	31	29	93.5%	24	77.4%	0	0.0%
Auckland - Melbourne	131	131	93	71.0%	103	78.6%	0	0.0%
Air NZ	100	100	67	67.0%	81	81.0%	0	0.0%
Jetstar	31	31	26	83.9%	22	71.0%	0	0.0%
Auckland - Sunshine Coast	27	27	24	88.9%	22	81.5%	0	0.0%
Air NZ	13	13	12	92.3%	12	92.3%	0	0.0%
Jetstar	14	14	12	85.7%	10	71.4%	0	0.0%
Auckland - Sydney	176	173	126	72.8%	134	77.5%	3	1.7%
Air NZ	114	112	76	67.9%	82	73.2%	2	1.8%
China Eastern Airlines	9	9	8	88.9%	7	77.8%	0	0.0%
Jetstar	31	31	24	77.4%	27	87.1%	0	0.0%
LATAM	22	21	18	85.7%	18	85.7%	1	4.5%
Brisbane - Auckland	156	154	104	67.5%	122	79.2%	2	1.3%
Air NZ	90	88	49	55.7%	63	71.6%	2	2.2%
China Airlines	16	16	15	93.8%	14	87.5%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Jetstar	45	45	36	80.0%	40	88.9%	0	0.0%
Solomon Airlines	5	5	4	80.0%	5	100.0%	0	0.0%
Christchurch - Gold Coast	26	26	21	80.8%	23	88.5%	0	0.0%
Air NZ	13	13	11	84.6%	13	100.0%	0	0.0%
Jetstar	13	13	10	76.9%	10	76.9%	0	0.0%
Christchurch - Melbourne	49	49	40	81.6%	45	91.8%	0	0.0%
Air NZ	26	26	18	69.2%	24	92.3%	0	0.0%
Jetstar	23	23	22	95.7%	21	91.3%	0	0.0%
Christchurch - Sydney	62	62	55	88.7%	50	80.6%	0	0.0%
Air NZ	31	31	24	77.4%	22	71.0%	0	0.0%
Emirates	31	31	31	100.0%	28	90.3%	0	0.0%
Gold Coast - Auckland	79	79	58	73.4%	71	89.9%	0	0.0%
Air NZ	48	48	33	68.8%	41	85.4%	0	0.0%
Jetstar	31	31	25	80.6%	30	96.8%	0	0.0%
Gold Coast - Christchurch	26	26	21	80.8%	25	96.2%	0	0.0%
Air NZ	13	13	11	84.6%	13	100.0%	0	0.0%
Jetstar	13	13	10	76.9%	12	92.3%	0	0.0%
Melbourne - Auckland	131	131	98	74.8%	104	79.4%	0	0.0%
Air NZ	100	100	76	76.0%	78	78.0%	0	0.0%
Jetstar	31	31	22	71.0%	26	83.9%	0	0.0%
Melbourne - Christchurch	49	48	40	83.3%	39	81.3%	1	2.0%
Air NZ	26	25	21	84.0%	19	76.0%	1	3.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Jetstar	23	23	19	82.6%	20	87.0%	0	0.0%
Melbourne - Queenstown	76	76	61	80.3%	62	81.6%	0	0.0%
Air NZ	31	31	24	77.4%	23	74.2%	0	0.0%
Jetstar	14	14	10	71.4%	10	71.4%	0	0.0%
Virgin Australia	31	31	27	87.1%	29	93.5%	0	0.0%
Melbourne - Wellington	66	66	50	75.8%	53	80.3%	0	0.0%
Air NZ	27	27	22	81.5%	22	81.5%	0	0.0%
Qantas	39	39	28	71.8%	31	79.5%	0	0.0%
Queenstown - Brisbane	83	81	49	60.5%	60	74.1%	2	2.4%
Qantas	22	22	12	54.5%	14	63.6%	0	0.0%
Virgin Australia	61	59	37	62.7%	46	78.0%	2	3.3%
Queenstown - Melbourne	94	93	75	80.6%	82	88.2%	1	1.1%
Air NZ	31	30	21	70.0%	28	93.3%	1	3.2%
Jetstar	14	14	13	92.9%	13	92.9%	0	0.0%
Qantas	18	18	10	55.6%	11	61.1%	0	0.0%
Virgin Australia	31	31	31	100.0%	30	96.8%	0	0.0%
Queenstown - Sydney	165	163	85	52.1%	99	60.7%	2	1.2%
Air NZ	31	30	9	30.0%	15	50.0%	1	3.2%
Jetstar	31	31	22	71.0%	23	74.2%	0	0.0%
Qantas	62	62	34	54.8%	34	54.8%	0	0.0%
Virgin Australia	41	40	20	50.0%	27	67.5%	1	2.4%
Sunshine Coast - Auckland	27	27	19	70.4%	21	77.8%	0	0.0%
Air NZ	13	13	11	84.6%	11	84.6%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Jetstar	14	14	8	57.1%	10	71.4%	0	0.0%
Sydney - Auckland	341	338	219	64.8%	238	70.4%	3	0.9%
Air NZ	114	113	58	51.3%	71	62.8%	1	0.9%
China Eastern Airlines	9	9	6	66.7%	5	55.6%	0	0.0%
Jetstar	31	31	24	77.4%	23	74.2%	0	0.0%
LATAM	22	20	19	95.0%	19	95.0%	2	9.1%
Qantas	165	165	112	67.9%	120	72.7%	0	0.0%
Sydney - Christchurch	124	122	49	40.2%	50	41.0%	2	1.6%
Air NZ	31	29	15	51.7%	17	58.6%	2	6.5%
Emirates	31	31	8	25.8%	9	29.0%	0	0.0%
Qantas	62	62	26	41.9%	24	38.7%	0	0.0%
Sydney - Queenstown	165	165	124	75.2%	116	70.3%	0	0.0%
Air NZ	31	31	15	48.4%	18	58.1%	0	0.0%
Jetstar	31	31	29	93.5%	27	87.1%	0	0.0%
Qantas	62	62	47	75.8%	40	64.5%	0	0.0%
Virgin Australia	41	41	33	80.5%	31	75.6%	0	0.0%
Sydney - Wellington	88	88	65	73.9%	65	73.9%	0	0.0%
Air NZ	26	26	19	73.1%	22	84.6%	0	0.0%
Qantas	62	62	46	74.2%	43	69.4%	0	0.0%
Wellington - Brisbane	54	53	30	56.6%	36	67.9%	1	1.9%
Air NZ	31	31	13	41.9%	18	58.1%	0	0.0%
Qantas	23	22	17	77.3%	18	81.8%	1	4.3%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Melbourne	65	65	56	86.2%	62	95.4%	0	0.0%
Air NZ	27	27	23	85.2%	27	100.0%	0	0.0%
Qantas	38	38	33	86.8%	35	92.1%	0	0.0%
Wellington - Sydney	88	87	71	81.6%	72	82.8%	1	1.1%
Air NZ	26	25	17	68.0%	21	84.0%	1	3.8%
Qantas	62	62	54	87.1%	51	82.3%	0	0.0%
Grand Total	2,583	2,564	1,809	70.6%	1,930	75.3%	19	0.7%

transport.govt.nz



Te Kāwanatanga o Aotearoa
New Zealand Government