



Aviation on-time performance: September 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 September 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 September.

Originair, Sounds Air, Air Chathams, and Barrier Air 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 69 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
- Emirates
- Jetstar
- LATAM Airlines
- Qantas
- Solomon Airlines
- Virgin Australia.

China Eastern Airlines has not provided data for this month.

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 25 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.
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.

Term	Definition
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.

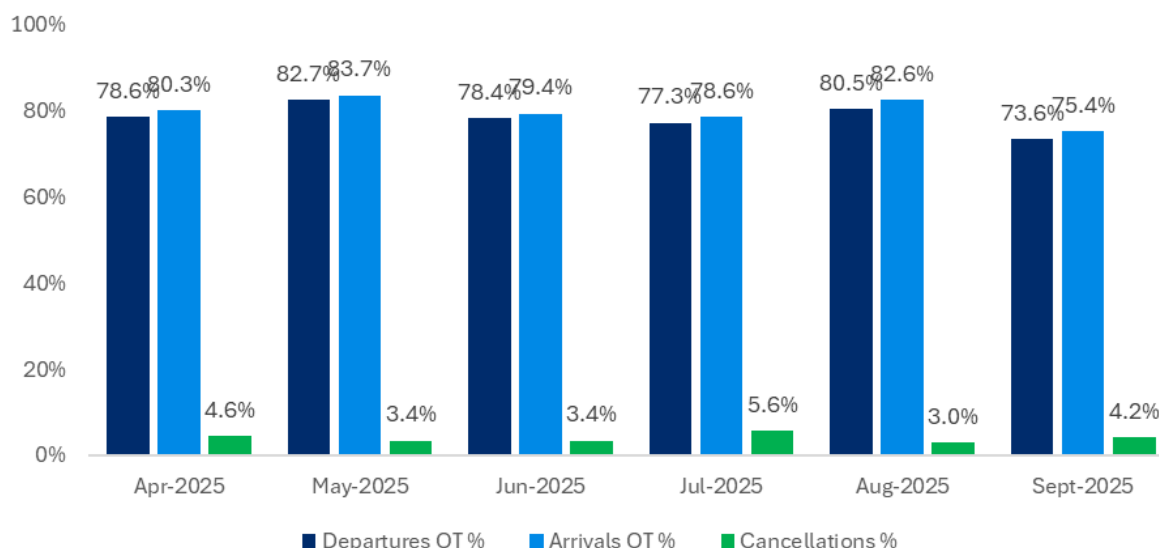
Care should be taken interpreting OTP for airlines that fly 20 or fewer sectors per month. Due to the small number of flights any delay or cancellation will vary their overall OTP considerably.

For September, not all regional and trans-Tasman airlines provided data. This is why some routes show 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 September 2025

For September 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.

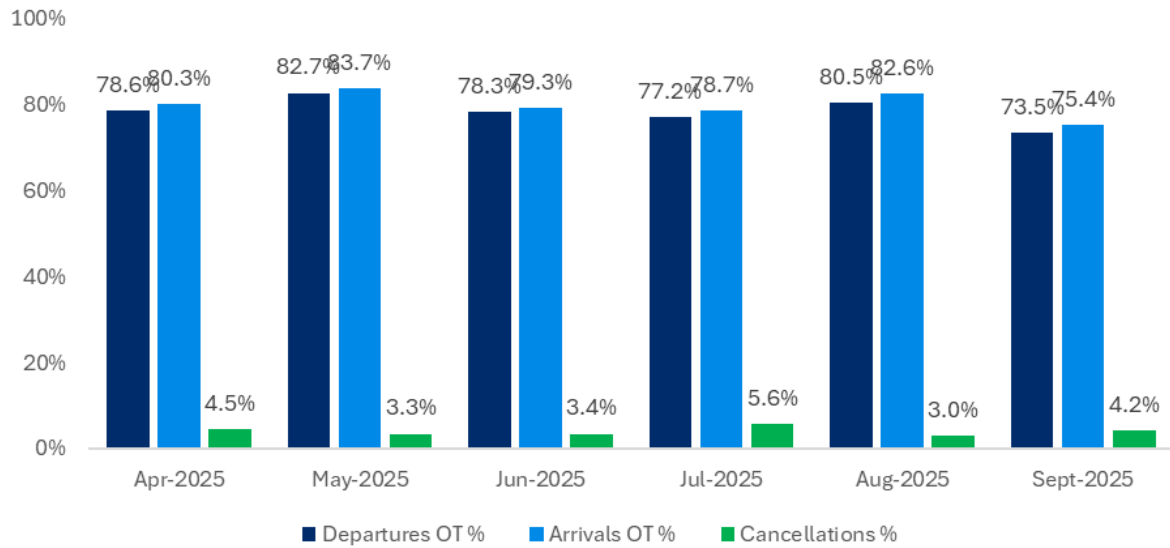
Industry-wide data for domestic regional routes (Air NZ and Golden Bay Air combined)



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

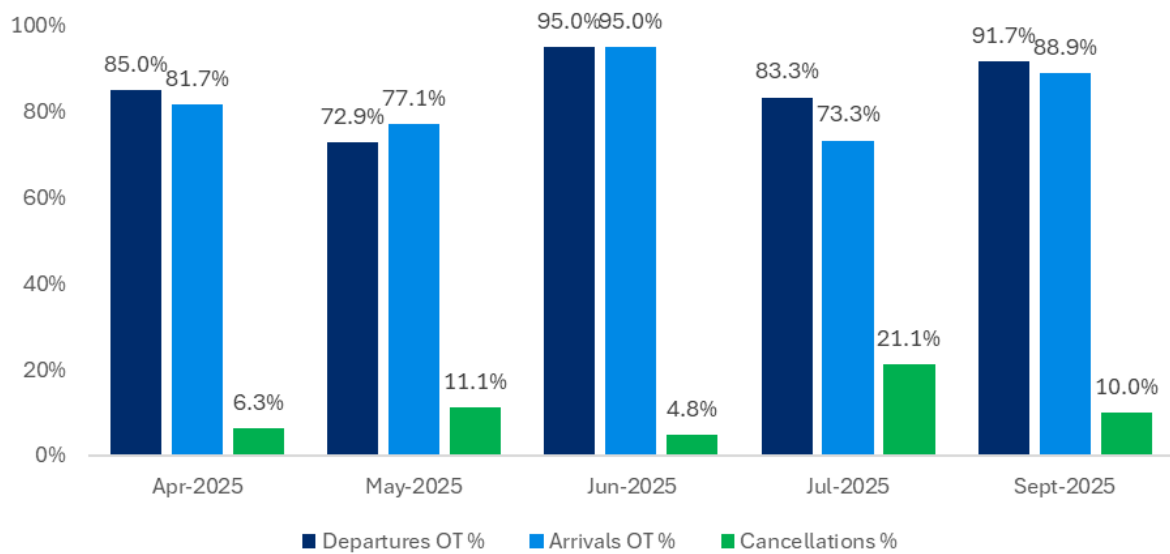
Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 73.5 percent for on-time departures and 75.4 percent for on-time arrivals. The cancellation rate for the month was 4.2 percent.



Golden Bay Air

Golden Bay Air's OTP for its domestic regional routes was 91.7 percent for on-time departures and 88.9 percent for on-time arrivals. The cancellation rate for the month was ten percent.



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

For September 2025, OTP for all domestic jet routes covered by this report was 76.5 percent for on-time departures and 77.7 percent for on-time arrivals. The cancellation rate for the month was 1.8 percent.

The routes with the highest OTP for departures in September 2025 were Queenstown – Wellington and Wellington – Queenstown, both with 83.1 percent of flights departing on time. Wellington – Queenstown and Queenstown – Wellington had the highest arrivals OTP, with 85.9 percent of flights arriving on time.

Cancellations were highest on the Dunedin – Auckland route, with 5.2 percent of services cancelled.

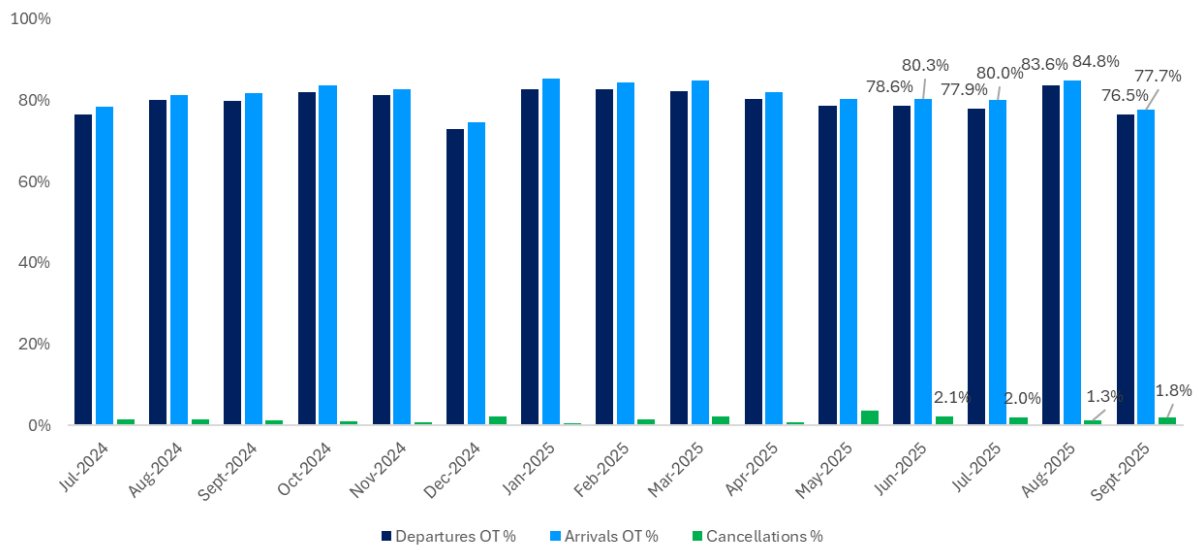
Both airlines' on-time performance, domestic jets, September 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,947	3,874	2,962	76.5%	3,010	77.7%	73	1.8%

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

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Wellington - Queenstown	83.1%	Wellington - Queenstown	85.9%	Dunedin - Auckland	5.2%
Queenstown - Wellington	83.1%	Queenstown - Wellington	85.9%	Christchurch - Auckland	2.2%
Auckland - Queenstown	80.6%	Queenstown - Auckland	84.8%	Auckland - Christchurch	2.1%
Christchurch - Wellington	80.2%	Christchurch - Wellington	82.7%	Wellington - Christchurch	2.1%
Auckland - Wellington	79.4%	Auckland - Queenstown	81.8%	Queenstown - Auckland	1.9%
Queenstown - Auckland	79.3%	Auckland - Wellington	80.2%	Christchurch - Wellington	1.8%
Wellington - Christchurch	77.4%	Auckland - Dunedin	76.3%	Wellington - Auckland	1.8%
Auckland - Dunedin	76.3%	Christchurch - Auckland	75.7%	Auckland - Dunedin	1.7%
Christchurch - Auckland	74.5%	Wellington - Christchurch	75.3%	Auckland - Wellington	1.5%
Wellington - Auckland	74.3%	Dunedin - Auckland	74.5%	Auckland - Queenstown	0.3%
Auckland - Christchurch	73.7%	Wellington - Auckland	74.3%	Wellington - Queenstown	0.0%
Dunedin - Auckland	65.5%	Auckland - Christchurch	74.0%	Queenstown - Wellington	0.0%
Overall %	76.5%		77.7%		1.8%

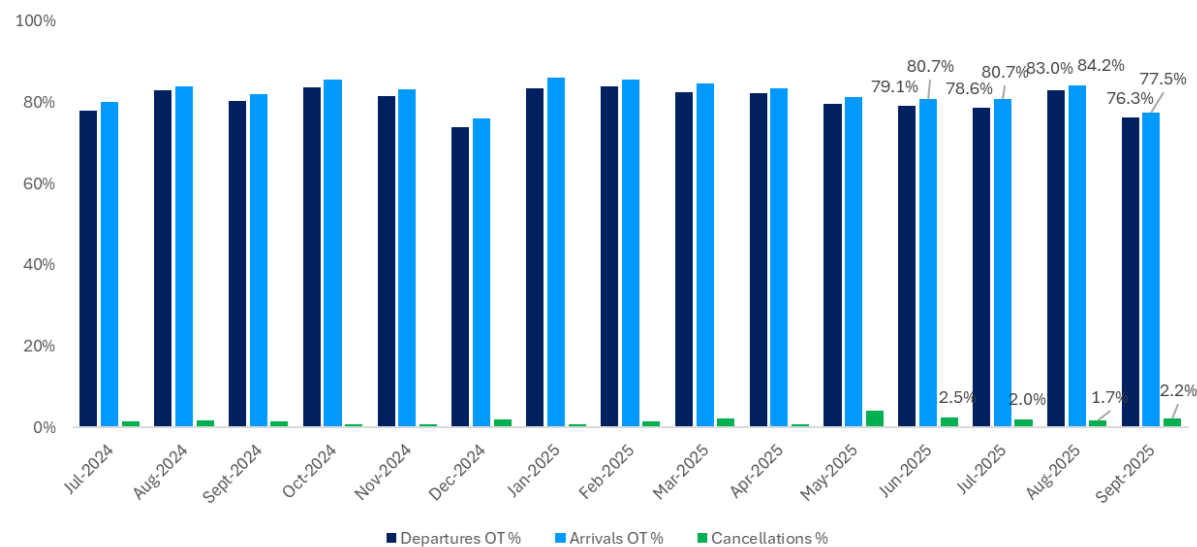
Domestic jets on-time performance trends, both airlines, all reported routes



10. Airlines’ performance for domestic jet routes in September 2025

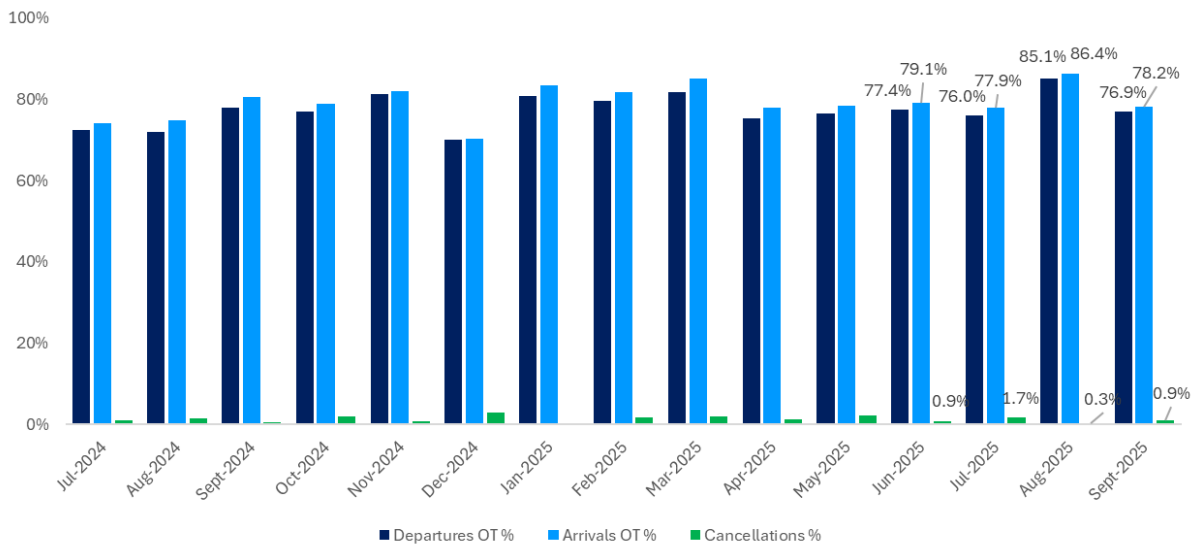
Air New Zealand recorded 76.3 percent for on-time departures, and Jetstar 76.9 percent. For on-time arrivals, Air New Zealand recorded 77.5 percent and Jetstar recorded 78.2 percent. Air New Zealand’s cancellation rate was 2.2 percent and Jetstar’s was 0.9 percent.

Air New Zealand



Weather was the main contributor to delays across the domestic jet network, particularly due to strong winds in key ports. The combination of these conditions and peak holiday demand placed additional pressure on operations.

Jetstar



Jetstar reported that performance this month was affected by air traffic control holding in Auckland, Queenstown and Christchurch, as well as delays from slow passenger seating in Auckland. High winds in Christchurch and Wellington also impacted dual door boarding.

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

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

For September 2025, OTP over all trans-Tasman routes covered by this report was 69.6 percent for on-time departures and 72.1 percent for on-time arrivals. The cancellation rate for the month was 1.1 percent.

Wellington – Melbourne was the route with the highest OTP for departures in September 2025, with 92.3 percent. The route with the highest OTP for arrivals was Melbourne – Queenstown with 88.5 percent.

Cancellations were highest on the Christchurch – Sydney route in September 2025, with 3.1 percent of services cancelled.

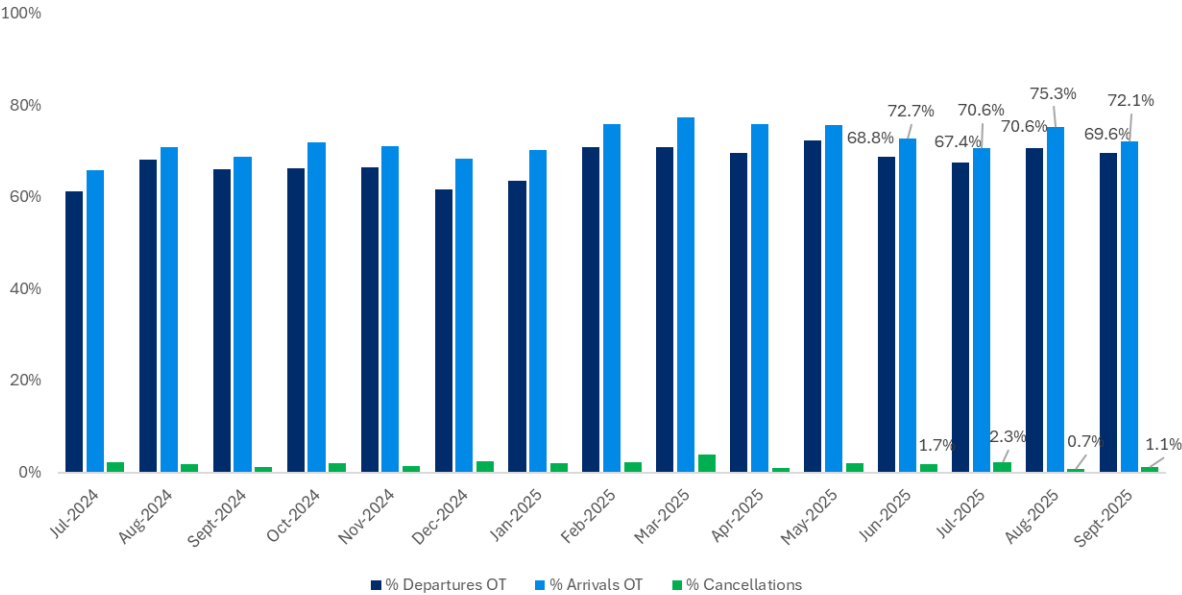
All airlines' on-time performance, September 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
2,953	2,920	2,032	69.6%	2,105	72.1%	33	1.1%

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

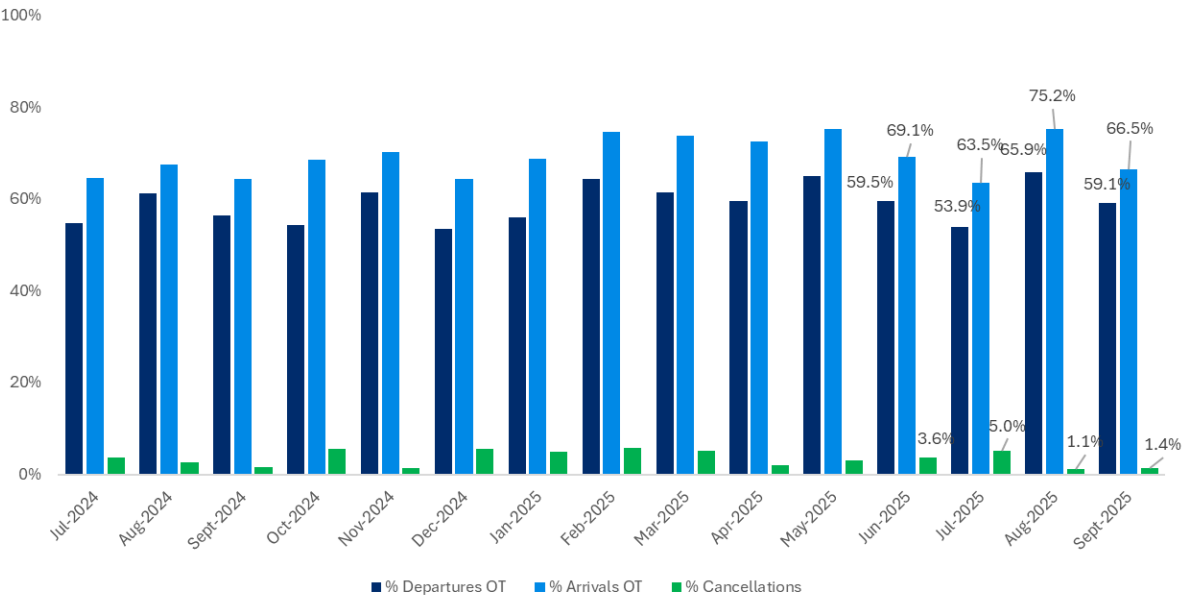
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Wellington - Melbourne	92.3%	Melbourne - Queenstown	88.5%	Christchurch - Sydney	3.1%
Christchurch - Sydney	87.8%	Melbourne - Wellington	87.5%	Queenstown - Brisbane	2.7%
Queenstown - Melbourne	84.6%	Brisbane - Queenstown	86.3%	Sydney - Christchurch	2.4%
Christchurch - Brisbane	83.1%	Auckland - Brisbane	81.6%	Queenstown - Sydney	2.1%
Auckland - Melbourne	82.6%	Queenstown - Brisbane	80.8%	Wellington - Brisbane	1.9%

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



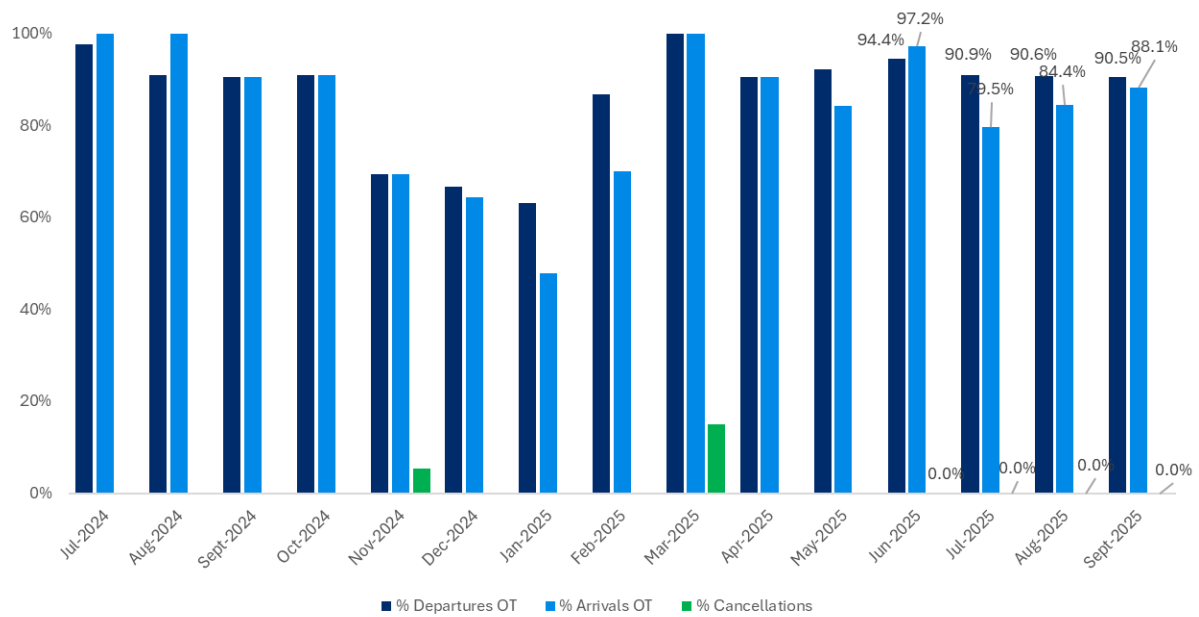
12. Airlines’ performance for trans-Tasman routes in September 2025

Air New Zealand

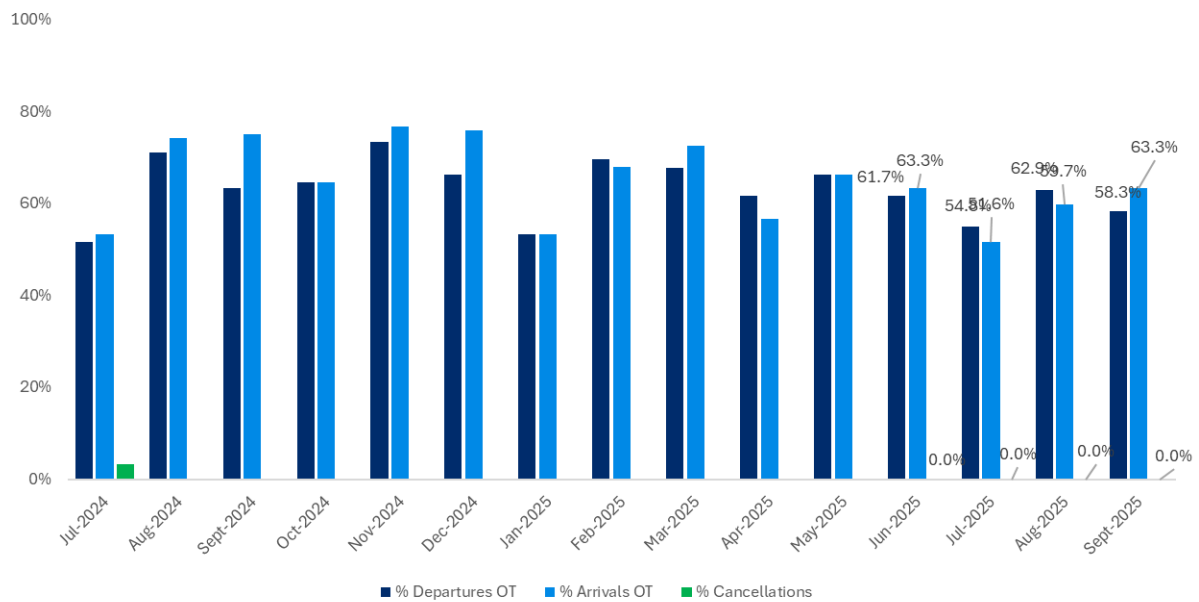


Air New Zealand reports that ongoing challenges related to Pratt & Whitney engines affected a small number of flights.

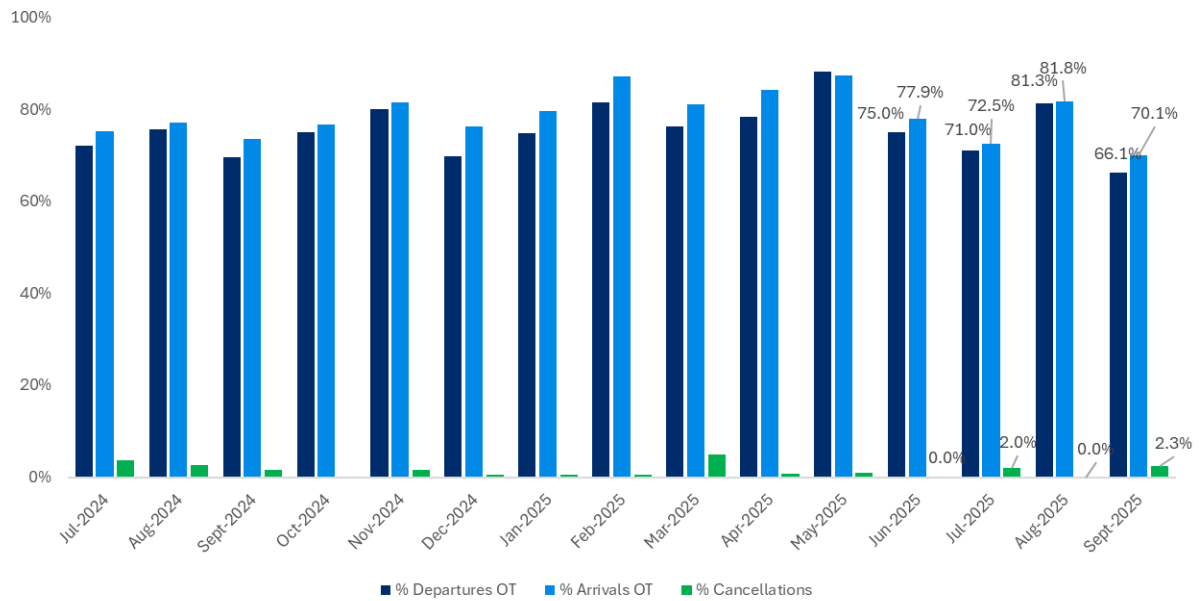
China Airlines



Emirates

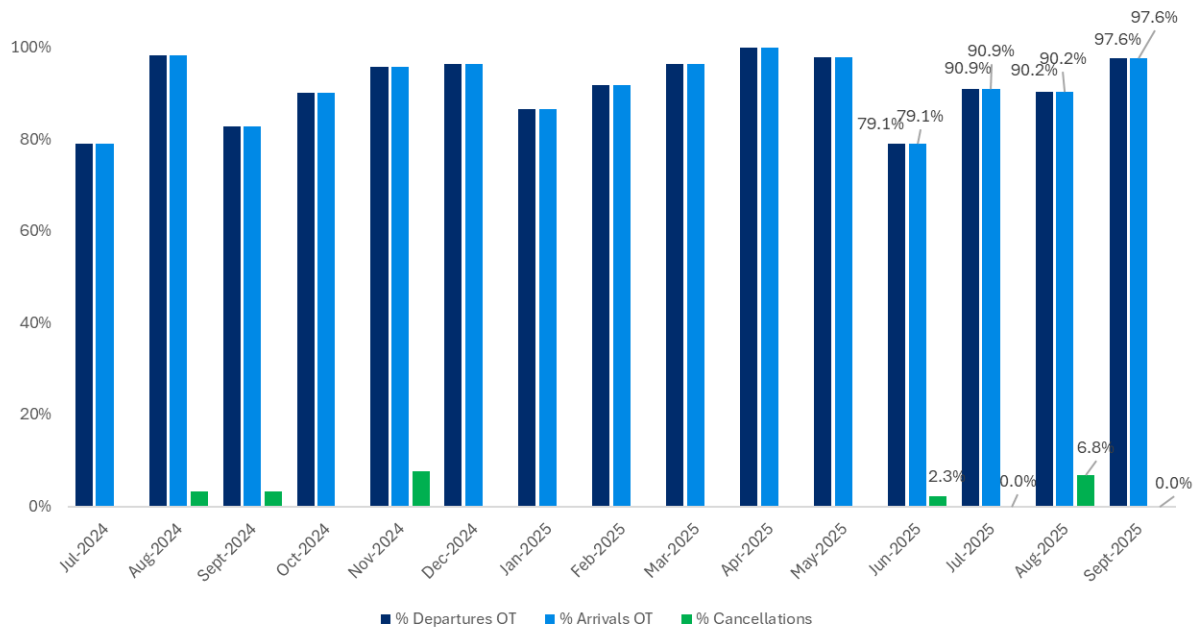


Jetstar

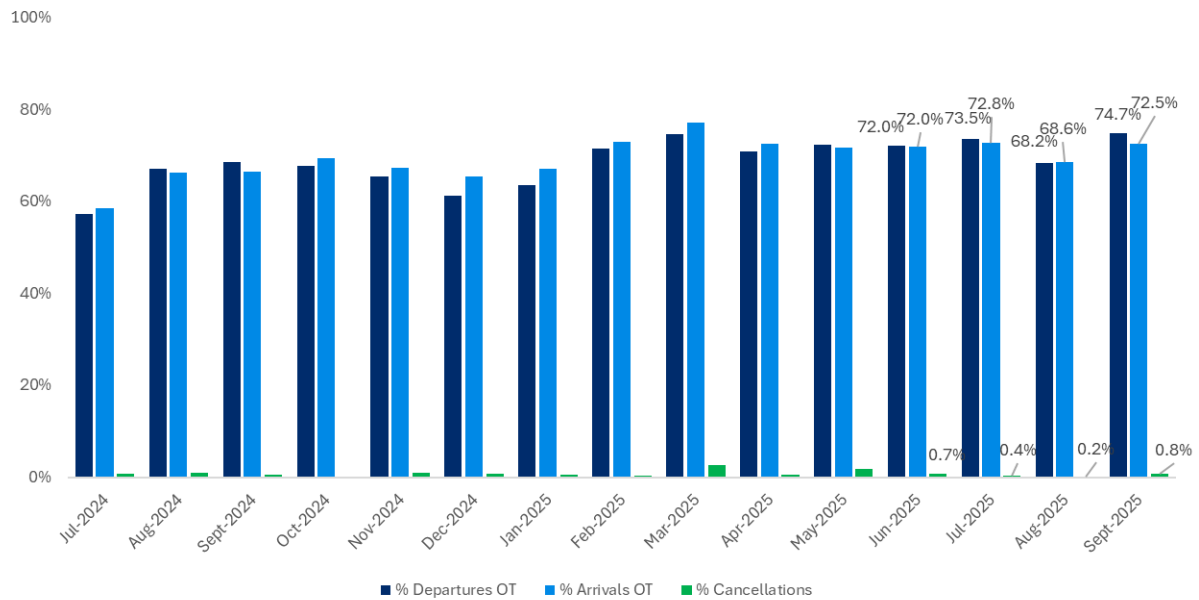


Jetstar reports that its trans-Tasman performance was affected by ground movement restrictions in Auckland, aircraft diversion due to weather restrictions in Queenstown, and last-minute gate changes in Auckland.

LATAM Airlines



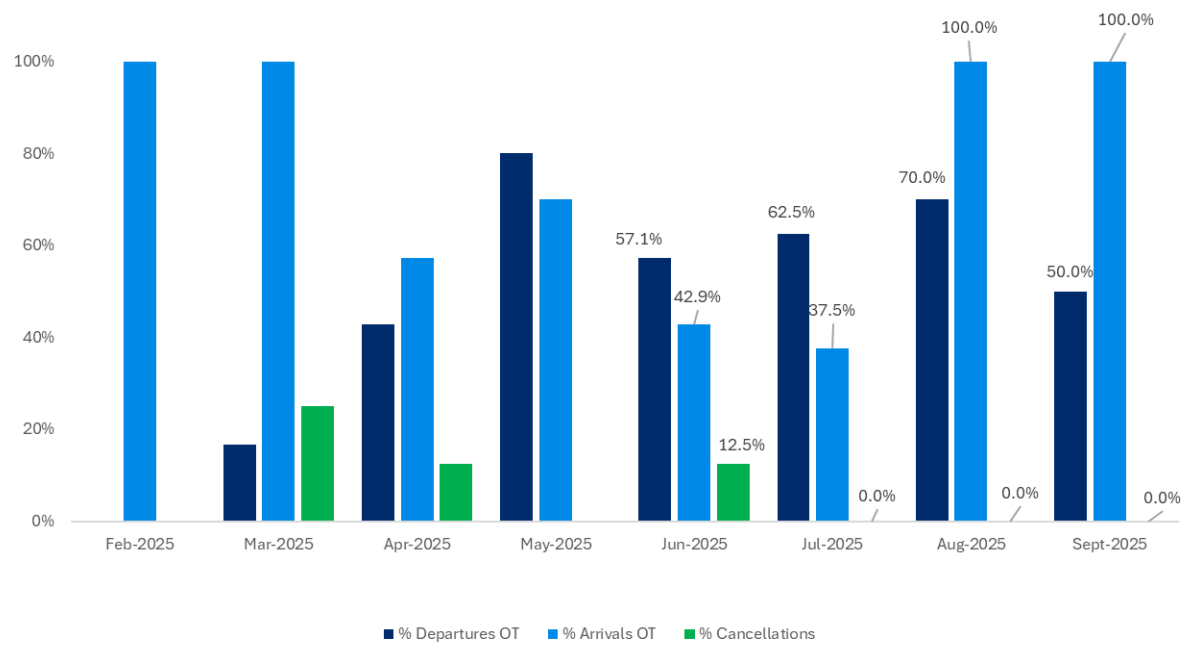
Qantas



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

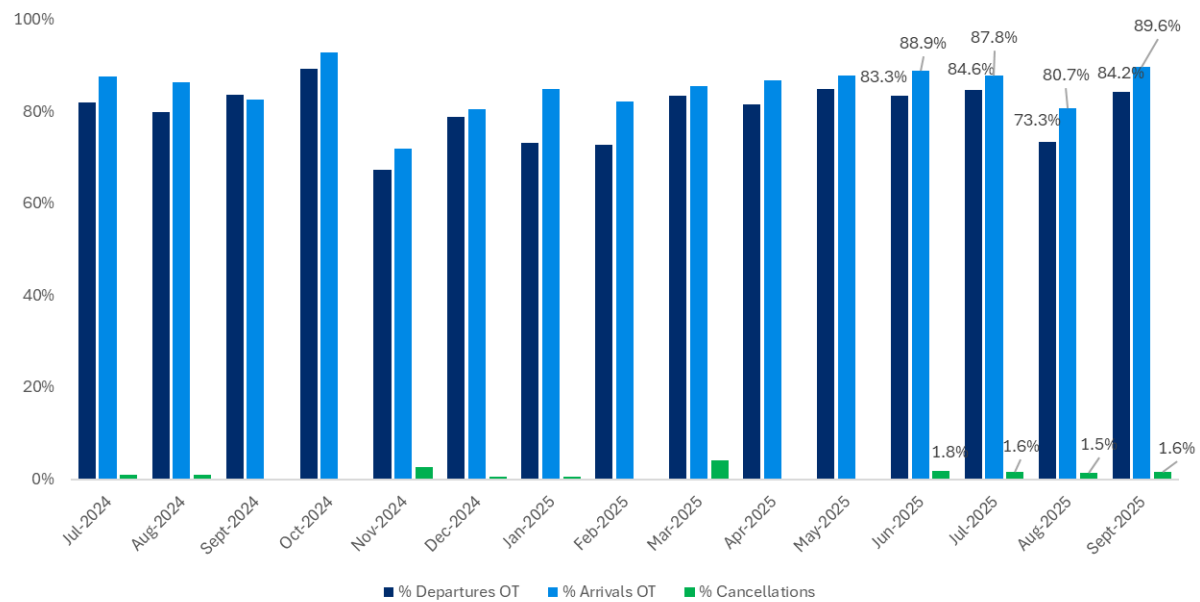
- seasonal weather-related delays (storms, fog, and icing)
- industry congestion at airports, exacerbated by weather conditions
- late arriving inbound aircraft as a result of weather-related delays
- consequential boarding and ramp delays as a result of off-schedule operations.

Solomon Airlines



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

Virgin Australia



13. Individual domestic regional routes in September 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Blenheim	117	111	83	74.8%	84	75.7%	6	5.1%
Air NZ	117	111	83	74.8%	84	75.7%	6	5.1%
Auckland - Gisborne	145	142	102	71.8%	110	77.5%	3	2.1%
Air NZ	145	142	102	71.8%	110	77.5%	3	2.1%
Auckland - Hawke's Bay	305	293	201	68.6%	213	72.7%	12	3.9%
Air NZ	305	293	201	68.6%	213	72.7%	12	3.9%
Auckland - Invercargill	22	22	18	81.8%	19	86.4%	0	0.0%
Air NZ	22	22	18	81.8%	19	86.4%	0	0.0%
Auckland - KeriKeri	115	113	64	56.6%	66	58.4%	2	1.7%
Air NZ	115	113	64	56.6%	66	58.4%	2	1.7%
Auckland - Nelson	268	263	186	70.7%	190	72.2%	5	1.9%
Air NZ	268	263	186	70.7%	190	72.2%	5	1.9%
Auckland - New Plymouth	204	197	143	72.6%	148	75.1%	7	3.4%
Air NZ	204	197	143	72.6%	148	75.1%	7	3.4%
Auckland - Palmerston North	287	270	188	69.6%	194	71.9%	17	5.9%
Air NZ	287	270	188	69.6%	194	71.9%	17	5.9%
Auckland - Rotorua	65	58	36	62.1%	41	70.7%	7	10.8%
Air NZ	65	58	36	62.1%	41	70.7%	7	10.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Taupo	57	57	45	78.9%	48	84.2%	0	0.0%
Air NZ	57	57	45	78.9%	48	84.2%	0	0.0%
Auckland - Tauranga	228	223	164	73.5%	161	72.2%	4	1.8%
Air NZ	228	223	164	73.5%	161	72.2%	4	1.8%
Auckland - Wellington	433	429	337	78.6%	348	81.1%	4	0.9%
Air NZ	433	429	337	78.6%	348	81.1%	4	0.9%
Auckland - Whangarei	108	102	74	72.5%	73	71.6%	6	5.6%
Air NZ	108	102	74	72.5%	73	71.6%	6	5.6%
Blenheim - Auckland	117	112	82	73.2%	81	72.3%	5	4.3%
Air NZ	117	112	82	73.2%	81	72.3%	5	4.3%
Blenheim - Wellington	94	85	58	68.2%	58	68.2%	9	9.6%
Air NZ	94	85	58	68.2%	58	68.2%	9	9.6%
Christchurch - Dunedin	176	172	136	79.1%	140	81.4%	4	2.3%
Air NZ	176	172	136	79.1%	140	81.4%	4	2.3%
Christchurch - Hamilton	114	107	82	76.6%	94	87.9%	7	6.1%
Air NZ	114	107	82	76.6%	94	87.9%	7	6.1%
Christchurch - Hawke's Bay	86	85	70	82.4%	74	87.1%	1	1.2%
Air NZ	86	85	70	82.4%	74	87.1%	1	1.2%
Christchurch - Hokitika	52	49	36	73.5%	34	69.4%	3	5.8%
Air NZ	52	49	36	73.5%	34	69.4%	3	5.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Christchurch - Invercargill	171	167	119	71.3%	110	65.9%	4	2.3%
Air NZ	171	167	119	71.3%	110	65.9%	4	2.3%
Christchurch - Nelson	172	169	127	75.1%	129	76.3%	3	1.7%
Air NZ	172	169	127	75.1%	129	76.3%	3	1.7%
Christchurch - New Plymouth	60	58	42	72.4%	42	72.4%	2	3.3%
Air NZ	60	58	42	72.4%	42	72.4%	2	3.3%
Christchurch - Palmerston North	129	124	97	78.2%	100	80.6%	5	3.9%
Air NZ	129	124	97	78.2%	100	80.6%	5	3.9%
Christchurch - Queenstown	107	101	88	87.1%	87	86.1%	6	5.6%
Air NZ	107	101	88	87.1%	87	86.1%	6	5.6%
Christchurch - Rotorua	56	51	36	70.6%	44	86.3%	5	8.9%
Air NZ	56	51	36	70.6%	44	86.3%	5	8.9%
Christchurch - Tauranga	96	94	75	79.8%	81	86.2%	2	2.1%
Air NZ	96	94	75	79.8%	81	86.2%	2	2.1%
Dunedin - Christchurch	176	170	142	83.5%	150	88.2%	6	3.4%
Air NZ	176	170	142	83.5%	150	88.2%	6	3.4%
Dunedin - Wellington	76	75	58	77.3%	55	73.3%	1	1.3%
Air NZ	76	75	58	77.3%	55	73.3%	1	1.3%
Gisborne - Auckland	145	141	114	80.9%	110	78.0%	4	2.8%
Air NZ	145	141	114	80.9%	110	78.0%	4	2.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Gisborne - Wellington	58	54	43	79.6%	44	81.5%	4	6.9%
Air NZ	58	54	43	79.6%	44	81.5%	4	6.9%
Hamilton - Christchurch	114	108	85	78.7%	85	78.7%	6	5.3%
Air NZ	114	108	85	78.7%	85	78.7%	6	5.3%
Hamilton - Wellington	158	149	107	71.8%	104	69.8%	9	5.7%
Air NZ	158	149	107	71.8%	104	69.8%	9	5.7%
Hawke's Bay - Auckland	305	291	201	69.1%	195	67.0%	14	4.6%
Air NZ	305	291	201	69.1%	195	67.0%	14	4.6%
Hawke's Bay - Christchurch	86	84	70	83.3%	67	79.8%	2	2.3%
Air NZ	86	84	70	83.3%	67	79.8%	2	2.3%
Hawke's Bay - Wellington	118	111	85	76.6%	83	74.8%	7	5.9%
Air NZ	118	111	85	76.6%	83	74.8%	7	5.9%
Hokitika - Christchurch	52	49	34	69.4%	34	69.4%	3	5.8%
Air NZ	52	49	34	69.4%	34	69.4%	3	5.8%
Invercargill - Auckland	22	21	15	71.4%	19	90.5%	1	4.5%
Air NZ	22	21	15	71.4%	19	90.5%	1	4.5%
Invercargill - Christchurch	171	167	121	72.5%	130	77.8%	4	2.3%
Air NZ	171	167	121	72.5%	130	77.8%	4	2.3%
Kerikeri - Auckland	115	111	69	62.2%	73	65.8%	4	3.5%
Air NZ	115	111	69	62.2%	73	65.8%	4	3.5%
Nelson - Auckland	268	259	171	66.0%	184	71.0%	9	3.4%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	268	259	171	66.0%	184	71.0%	9	3.4%
Nelson - Christchurch	176	173	113	65.3%	114	65.9%	3	1.7%
Air NZ	176	173	113	65.3%	114	65.9%	3	1.7%
Nelson - Wellington	233	222	175	78.8%	181	81.5%	11	4.7%
Air NZ	233	222	175	78.8%	181	81.5%	11	4.7%
New Plymouth - Auckland	204	196	148	75.5%	154	78.6%	8	3.9%
Air NZ	204	196	148	75.5%	154	78.6%	8	3.9%
New Plymouth - Christchurch	60	57	37	64.9%	36	63.2%	3	5.0%
Air NZ	60	57	37	64.9%	36	63.2%	3	5.0%
New Plymouth - Wellington	82	77	65	84.4%	66	85.7%	5	6.1%
Air NZ	82	77	65	84.4%	66	85.7%	5	6.1%
Palmerston North - Auckland	287	269	194	72.1%	196	72.9%	18	6.3%
Air NZ	287	269	194	72.1%	196	72.9%	18	6.3%
Palmerston North - Christchurch	129	120	93	77.5%	90	75.0%	9	7.0%
Air NZ	129	120	93	77.5%	90	75.0%	9	7.0%
Queenstown - Christchurch	107	99	73	73.7%	75	75.8%	8	7.5%
Air NZ	107	99	73	73.7%	75	75.8%	8	7.5%
Rotorua - Auckland	65	57	40	70.2%	34	59.6%	8	12.3%
Air NZ	65	57	40	70.2%	34	59.6%	8	12.3%
Rotorua - Christchurch	56	51	34	66.7%	34	66.7%	5	8.9%
Air NZ	56	51	34	66.7%	34	66.7%	5	8.9%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Rotorua - Wellington	63	57	47	82.5%	48	84.2%	6	9.5%
Air NZ	63	57	47	82.5%	48	84.2%	6	9.5%
Takaka - Wellington	20	18	18	100.0%	17	94.4%	2	10.0%
Golden Bay Air	20	18	18	100.0%	17	94.4%	2	10.0%
Taupo - Auckland	56	56	46	82.1%	45	80.4%	0	0.0%
Air NZ	56	56	46	82.1%	45	80.4%	0	0.0%
Tauranga - Auckland	227	223	169	75.8%	167	74.9%	4	1.8%
Air NZ	227	223	169	75.8%	167	74.9%	4	1.8%
Tauranga - Christchurch	96	92	76	82.6%	81	88.0%	4	4.2%
Air NZ	96	92	76	82.6%	81	88.0%	4	4.2%
Tauranga - Wellington	127	117	91	77.8%	88	75.2%	10	7.9%
Air NZ	127	117	91	77.8%	88	75.2%	10	7.9%
Timaru - Wellington	55	48	36	75.0%	38	79.2%	7	12.7%
Air NZ	55	48	36	75.0%	38	79.2%	7	12.7%
Wellington - Blenheim	93	85	59	69.4%	60	70.6%	8	8.6%
Air NZ	93	85	59	69.4%	60	70.6%	8	8.6%
Wellington - Dunedin	76	75	56	74.7%	64	85.3%	1	1.3%
Air NZ	76	75	56	74.7%	64	85.3%	1	1.3%
Wellington - Gisborne	58	56	43	76.8%	48	85.7%	2	3.4%
Air NZ	58	56	43	76.8%	48	85.7%	2	3.4%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Hamilton	158	153	117	76.5%	119	77.8%	5	3.2%
Air NZ	158	153	117	76.5%	119	77.8%	5	3.2%
Wellington - Hawke's Bay	118	111	81	73.0%	88	79.3%	7	5.9%
Air NZ	118	111	81	73.0%	88	79.3%	7	5.9%
Wellington - Nelson	237	229	161	70.3%	162	70.7%	8	3.4%
Air NZ	237	229	161	70.3%	162	70.7%	8	3.4%
Wellington - New Plymouth	82	74	44	59.5%	54	73.0%	8	9.8%
Air NZ	82	74	44	59.5%	54	73.0%	8	9.8%
Wellington - Rotorua	63	60	38	63.3%	41	68.3%	3	4.8%
Air NZ	63	60	38	63.3%	41	68.3%	3	4.8%
Wellington - Takaka	20	18	15	83.3%	15	83.3%	2	10.0%
Golden Bay Air	20	18	15	83.3%	15	83.3%	2	10.0%
Wellington - Tauranga	127	119	78	65.5%	89	74.8%	8	6.3%
Air NZ	127	119	78	65.5%	89	74.8%	8	6.3%
Wellington - Timaru	54	49	32	65.3%	30	61.2%	5	9.3%
Air NZ	54	49	32	65.3%	30	61.2%	5	9.3%
Whangarei - Auckland	108	103	78	75.7%	81	78.6%	5	4.6%
Air NZ	108	103	78	75.7%	81	78.6%	5	4.6%
Grand Total	8,885	8,508	6,261	73.6%	6,417	75.4%	376	4.2%

14. Domestic regional performance by region in September 2025

Note: the following table for September 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	2,575	73.5%	2,599	74.7%	209	2.9%
Blenheim	140	71.1%	144	73.5%	28	6.7%
Chatham Islands (Tuuta)	0	0.0%	0	0.0%	0	0.0%
Christchurch	1,751	77.0%	1,712	75.6%	141	3.0%
Dunedin	272	76.6%	291	80.6%	20	2.7%
Gisborne	157	80.5%	158	79.8%	13	3.2%
Great Barrier Island	0	0.0%	0	0.0%	0	0.0%
Hamilton	192	74.7%	213	81.9%	27	5.0%
Hawke's Bay	356	73.3%	375	76.7%	43	4.2%
Hokitika	34	69.4%	34	69.4%	6	5.8%
Invercargill	136	72.3%	129	68.3%	9	2.3%
Kaitaia	0	0.0%	0	0.0%	0	0.0%
Kerikeri	69	62.2%	66	58.4%	6	2.6%
Nelson	459	70.2%	481	72.8%	39	2.9%
New Plymouth	250	75.8%	244	74.2%	33	4.8%
North Shore	0	0.0%	0	0.0%	0	0.0%
Palmerston North	287	73.8%	294	74.6%	49	5.9%
Paraparaumu	0	0.0%	0	0.0%	0	0.0%
Picton	0	0.0%	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.	%
Queenstown	377	78.7%	405	83.3%	21	2.1%
Rotorua	121	73.3%	126	74.6%	34	9.2%
Takaka	18	100.0%	15	83.3%	4	10.0%
Taupo	46	82.1%	48	84.2%	0	0.0%
Tauranga	336	77.8%	331	75.9%	32	3.6%
Timaru	36	75.0%	30	61.2%	12	11.0%
Wairoa	0	0.0%	0	0.0%	0	0.0%
Wanaka	0	0.0%	0	0.0%	0	0.0%
Wellington	1,533	73.3%	1,659	79.6%	161	3.7%
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	78	75.7%	73	71.6%	11	5.1%
Whitianga	0	0.0%	0	0.0%	0	0.0%

15. Individual domestic jet routes in September 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Christchurch	679	665	490	73.7%	492	74.0%	14	2.1%
Air NZ	476	464	355	76.5%	353	76.1%	12	2.5%
Jetstar	203	201	135	67.2%	139	69.2%	2	1.0%
Auckland - Dunedin	116	114	87	76.3%	87	76.3%	2	1.7%
Air NZ	86	84	64	76.2%	65	77.4%	2	2.3%
Jetstar	30	30	23	76.7%	22	73.3%	0	0.0%
Auckland - Queenstown	315	314	253	80.6%	257	81.8%	1	0.3%
Air NZ	225	224	174	77.7%	179	79.9%	1	0.4%
Jetstar	90	90	79	87.8%	78	86.7%	0	0.0%
Auckland - Wellington	133	131	104	79.4%	105	80.2%	2	1.5%
Jetstar	133	131	104	79.4%	105	80.2%	2	1.5%
Christchurch - Auckland	674	659	491	74.5%	499	75.7%	15	2.2%
Air NZ	471	458	342	74.7%	351	76.6%	13	2.8%
Jetstar	203	201	149	74.1%	148	73.6%	2	1.0%
Christchurch - Wellington	447	439	352	80.2%	363	82.7%	8	1.8%
Air NZ	387	379	300	79.2%	311	82.1%	8	2.1%
Jetstar	60	60	52	86.7%	52	86.7%	0	0.0%
Dunedin - Auckland	116	110	72	65.5%	82	74.5%	6	5.2%
Air NZ	86	81	54	66.7%	63	77.8%	5	5.8%
Jetstar	30	29	18	62.1%	19	65.5%	1	3.3%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Queenstown - Auckland	315	309	245	79.3%	262	84.8%	6	1.9%
Air NZ	225	220	175	79.5%	186	84.5%	5	2.2%
Jetstar	90	89	70	78.7%	76	85.4%	1	1.1%
Queenstown - Wellington	71	71	59	83.1%	61	85.9%	0	0.0%
Air NZ	59	59	50	84.7%	51	86.4%	0	0.0%
Jetstar	12	12	9	75.0%	10	83.3%	0	0.0%
Wellington - Auckland	571	561	417	74.3%	417	74.3%	10	1.8%
Air NZ	438	430	314	73.0%	308	71.6%	8	1.8%
Jetstar	133	131	103	78.6%	109	83.2%	2	1.5%
Wellington - Christchurch	439	430	333	77.4%	324	75.3%	9	2.1%
Air NZ	379	370	281	75.9%	274	74.1%	9	2.4%
Jetstar	60	60	52	86.7%	50	83.3%	0	0.0%
Wellington - Queenstown	71	71	59	83.1%	61	85.9%	0	0.0%
Air NZ	59	59	49	83.1%	51	86.4%	0	0.0%
Jetstar	12	12	10	83.3%	10	83.3%	0	0.0%
Grand Total	3,947	3,874	2,962	76.5%	3,010	77.7%	73	1.8%

16. Individual trans-Tasman routes in September 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Brisbane	180	179	134	74.9%	146	81.6%	1	0.6%
Air NZ	95	95	59	62.1%	69	72.6%	0	0.0%
China Airlines	21	21	19	90.5%	19	90.5%	0	0.0%
Qantas	60	59	56	94.9%	54	91.5%	1	1.7%
Solomon Airlines	4	4	0	0.0%	4	100.0%	0	0.0%
Auckland - Melbourne	203	201	166	82.6%	127	63.2%	2	1.0%
Air NZ	99	99	74	74.7%	58	58.6%	0	0.0%
Qantas	104	102	92	90.2%	69	67.6%	2	1.9%
Auckland - Sydney	307	303	240	79.2%	213	70.3%	4	1.3%
Air NZ	118	117	79	67.5%	73	62.4%	1	0.8%
LATAM	21	21	20	95.2%	20	95.2%	0	0.0%
Qantas	168	165	141	85.5%	120	72.7%	3	1.8%
Brisbane - Auckland	180	179	117	65.4%	128	71.5%	1	0.6%
Air NZ	95	95	50	52.6%	61	64.2%	0	0.0%
China Airlines	21	21	19	90.5%	18	85.7%	0	0.0%
Qantas	60	59	44	74.6%	45	76.3%	1	1.7%
Solomon Airlines	4	4	4	100.0%	4	100.0%	0	0.0%
Brisbane - Christchurch	60	59	28	47.5%	41	69.5%	1	1.7%
Air NZ	30	29	7	24.1%	18	62.1%	1	3.3%
Qantas	30	30	21	70.0%	23	76.7%	0	0.0%
Brisbane - Queenstown	74	73	60	82.2%	63	86.3%	1	1.4%
Qantas	20	20	15	75.0%	16	80.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Virgin Australia	54	53	45	84.9%	47	88.7%	1	1.9%
Brisbane - Wellington	52	51	20	39.2%	26	51.0%	1	1.9%
Air NZ	30	29	12	41.4%	15	51.7%	1	3.3%
Qantas	22	22	8	36.4%	11	50.0%	0	0.0%
Christchurch - Brisbane	60	59	49	83.1%	40	67.8%	1	1.7%
Air NZ	30	29	20	69.0%	16	55.2%	1	3.3%
Qantas	30	30	29	96.7%	24	80.0%	0	0.0%
Christchurch - Melbourne	69	69	54	78.3%	47	68.1%	0	0.0%
Air NZ	32	32	24	75.0%	22	68.8%	0	0.0%
Qantas	37	37	30	81.1%	25	67.6%	0	0.0%
Christchurch - Sydney	127	123	108	87.8%	86	69.9%	4	3.1%
Air NZ	37	33	26	78.8%	23	69.7%	4	10.8%
Emirates	30	30	30	100.0%	27	90.0%	0	0.0%
Qantas	60	60	52	86.7%	36	60.0%	0	0.0%
Melbourne - Auckland	203	201	122	60.7%	156	77.6%	2	1.0%
Air NZ	99	99	51	51.5%	75	75.8%	0	0.0%
Qantas	104	102	71	69.6%	81	79.4%	2	1.9%
Melbourne - Christchurch	70	70	33	47.1%	47	67.1%	0	0.0%
Air NZ	32	32	15	46.9%	20	62.5%	0	0.0%
Qantas	38	38	18	47.4%	27	71.1%	0	0.0%
Melbourne - Queenstown	78	78	53	67.9%	69	88.5%	0	0.0%
Air NZ	19	19	11	57.9%	17	89.5%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Jetstar	12	12	6	50.0%	9	75.0%	0	0.0%
Qantas	17	17	11	64.7%	13	76.5%	0	0.0%
Virgin Australia	30	30	25	83.3%	30	100.0%	0	0.0%
Melbourne - Wellington	64	64	48	75.0%	56	87.5%	0	0.0%
Air NZ	27	27	18	66.7%	23	85.2%	0	0.0%
Qantas	37	37	30	81.1%	33	89.2%	0	0.0%
Queenstown - Brisbane	75	73	55	75.3%	59	80.8%	2	2.7%
Qantas	20	20	16	80.0%	15	75.0%	0	0.0%
Virgin Australia	55	53	39	73.6%	44	83.0%	2	3.6%
Queenstown - Melbourne	78	78	66	84.6%	60	76.9%	0	0.0%
Air NZ	19	19	15	78.9%	14	73.7%	0	0.0%
Jetstar	12	12	10	83.3%	8	66.7%	0	0.0%
Qantas	17	17	12	70.6%	8	47.1%	0	0.0%
Virgin Australia	30	30	29	96.7%	30	100.0%	0	0.0%
Queenstown - Sydney	143	140	100	71.4%	95	67.9%	3	2.1%
Air NZ	17	17	9	52.9%	10	58.8%	0	0.0%
Jetstar	30	28	20	71.4%	20	71.4%	2	6.7%
Qantas	58	58	39	67.2%	33	56.9%	0	0.0%
Virgin Australia	38	37	32	86.5%	32	86.5%	1	2.6%
Sunshine Coast - Auckland	25	25	13	52.0%	12	48.0%	0	0.0%
Air NZ	12	12	9	75.0%	9	75.0%	0	0.0%
Jetstar	13	13	4	30.8%	3	23.1%	0	0.0%
Sydney - Auckland	340	335	211	63.0%	250	74.6%	5	1.5%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	118	116	52	44.8%	70	60.3%	2	1.7%
Jetstar	33	32	21	65.6%	26	81.3%	1	3.0%
LATAM	21	21	21	100.0%	21	100.0%	0	0.0%
Qantas	168	166	117	70.5%	133	80.1%	2	1.2%
Sydney - Christchurch	127	124	47	37.9%	68	54.8%	3	2.4%
Air NZ	37	34	17	50.0%	23	67.6%	3	8.1%
Emirates	30	30	5	16.7%	11	36.7%	0	0.0%
Qantas	60	60	25	41.7%	34	56.7%	0	0.0%
Sydney - Queenstown	143	142	99	69.7%	111	78.2%	1	0.7%
Air NZ	17	16	5	31.3%	10	62.5%	1	5.9%
Jetstar	30	30	23	76.7%	23	76.7%	0	0.0%
Qantas	58	58	38	65.5%	45	77.6%	0	0.0%
Virgin Australia	38	38	33	86.8%	33	86.8%	0	0.0%
Sydney - Wellington	89	89	56	62.9%	68	76.4%	0	0.0%
Air NZ	29	29	18	62.1%	24	82.8%	0	0.0%
Qantas	60	60	38	63.3%	44	73.3%	0	0.0%
Wellington - Brisbane	52	51	24	47.1%	28	54.9%	1	1.9%
Air NZ	30	29	13	44.8%	17	58.6%	1	3.3%
Qantas	22	22	11	50.0%	11	50.0%	0	0.0%
Wellington - Melbourne	65	65	60	92.3%	50	76.9%	0	0.0%
Air NZ	27	27	24	88.9%	23	85.2%	0	0.0%
Qantas	38	38	36	94.7%	27	71.1%	0	0.0%
Wellington - Sydney	89	89	69	77.5%	59	66.3%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	29	29	20	69.0%	17	58.6%	0	0.0%
Qantas	60	60	49	81.7%	42	70.0%	0	0.0%
Grand Total	2,953	2,920	2,032	69.6%	2,105	72.1%	33	1.1%

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