



MINISTRY OF TRANSPORT
TE MANATŪ WAKA

Aviation on-time performance: October 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 October 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 October.

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 71 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 30 routes that met this definition during the period reported.

4. Reports

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

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

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

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

5. Definitions

Term	Definition
On time arrival	A flight arrival is counted as "on time" if it arrived at the gate before 15 minutes after the scheduled arrival time shown in the carrier's schedule. Neither diverted nor cancelled flights count as on time.
On time departure	A flight departure is counted as "on time" if it departs the gate before 15 minutes after the scheduled departure time shown in the carriers' schedule.
Cancellation	<p>A flight removed from service within 7 days of scheduled departure is regarded as a cancellation.</p> <p>The cancellation window starts at midnight 7 days before the flight.</p> <ul style="list-style-type: none">• For example, if the flight is scheduled to depart at 09:00 on Monday and is cancelled at or after 00:00 on the previous Tuesday, it will be counted as a cancellation.• If it is cancelled at or before 23:59 on the Monday prior, it will not be counted as a cancellation.
Diversion	<p>A diversion is when an aircraft departs from its scheduled departure port but arrives at a different airport to the scheduled port.</p> <p>Diverted services are recorded against the scheduled route as an on-time or late departure (depending on their actual departure time) and as a late arrival.</p> <p>Any subsequent flight from the diversion airport to the scheduled port and serving only diverted passengers is excluded from OTP reporting.</p>
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.

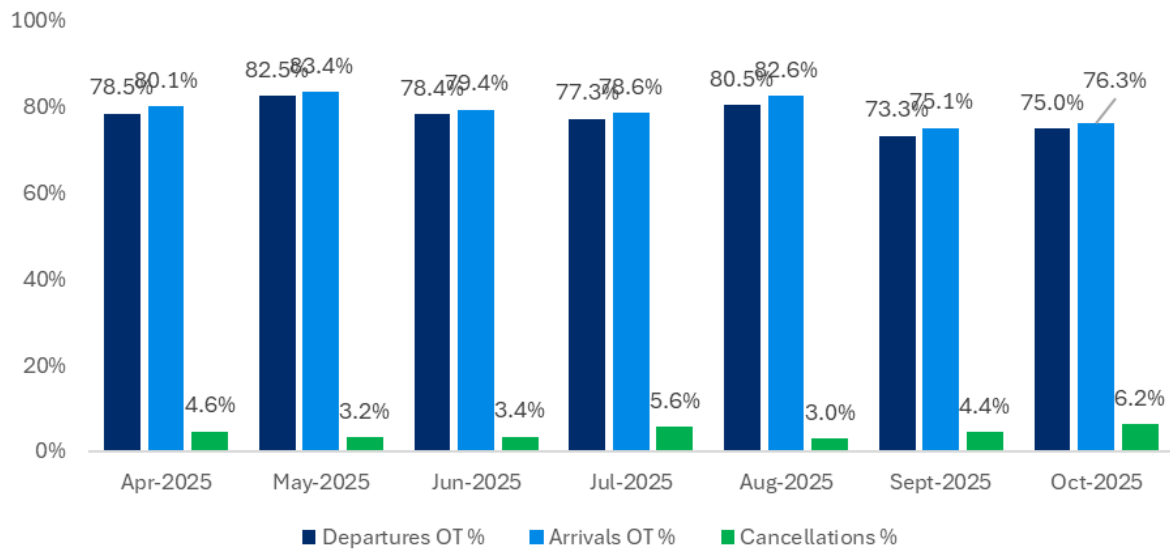
This is especially relevant for some regional airlines with relatively low numbers of scheduled flights. Small changes in the number of cancellations can result in large movements in reported cancellation percentage. In these cases, the percentages should be interpreted with caution and alongside the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

For October, 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 October 2025

For October 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.

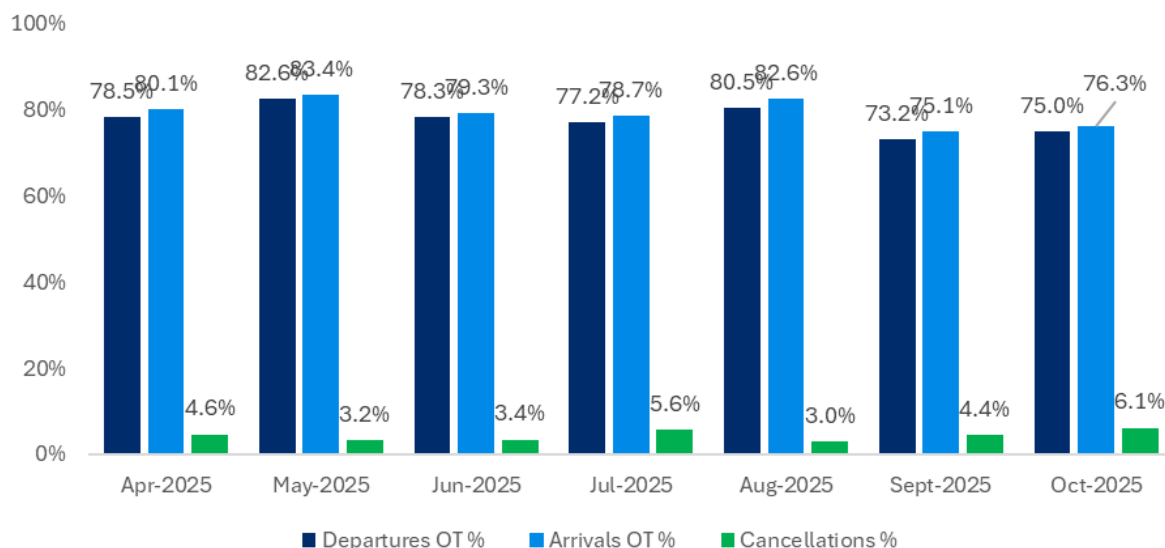
Industry-wide data for domestic regional routes (Air NZ and Golden Bay Air combined)



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

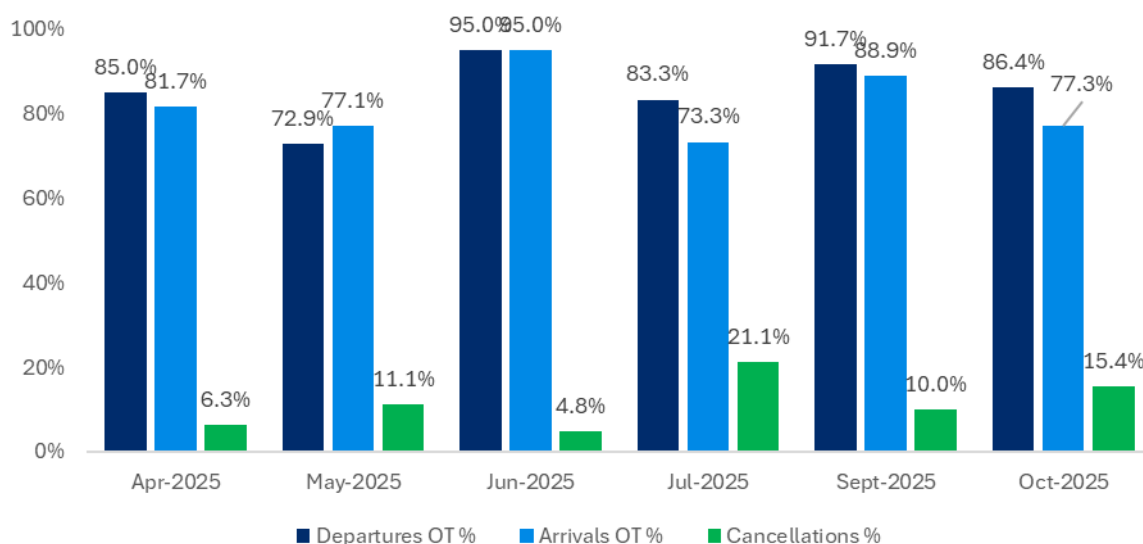
Air New Zealand

Air New Zealand's OTP for its domestic regional routes was 75 percent for on-time departures and 76.3 percent for on-time arrivals. The cancellation rate for the month was 6.1 percent.



Golden Bay Air

Golden Bay Air's OTP for its domestic regional routes was 86.4 percent for on-time departures and 77.3 percent for on-time arrivals. The cancellation rate for the month was 15.4 percent. All October cancellations (4) were due to adverse weather conditions, none of the cancellations were caused by operational issues.



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

For October 2025, OTP for all domestic jet routes covered by this report was 77.1 percent for on-time departures and 78.4 percent for on-time arrivals. The cancellation rate for the month was 4.3 percent.

The route with the highest OTP for departures in October 2025 was Christchurch – Wellington, with 83.8 percent of flights departing on time. Christchurch – Wellington had the highest arrivals OTP, with 86.5 percent of flights arriving on time.

Cancellations were highest on the Wellington – Christchurch route, with 7.6 percent of services cancelled.

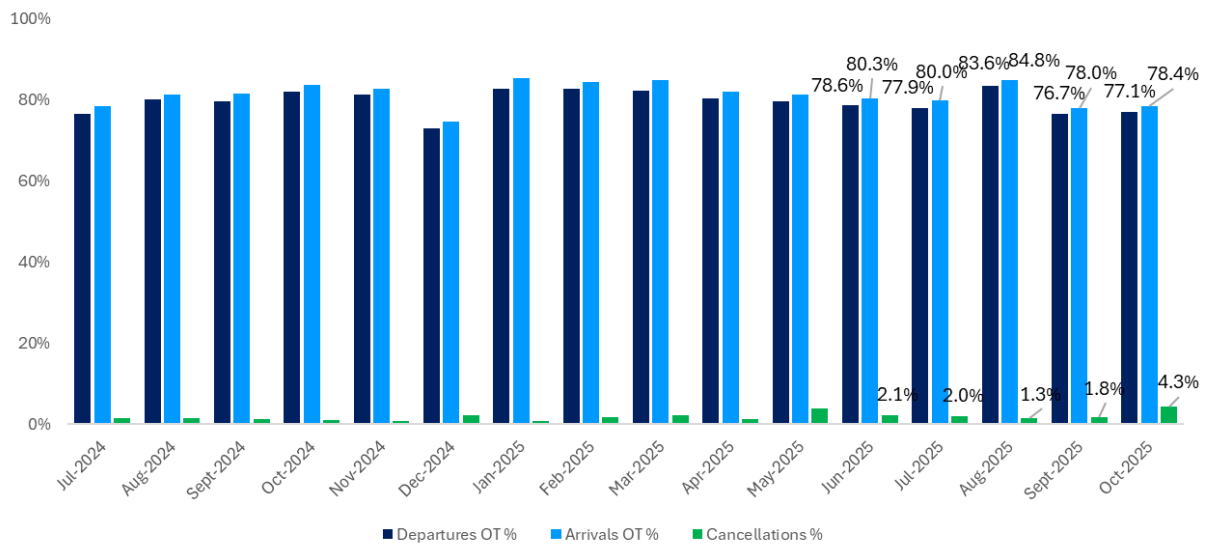
Both airlines' on-time performance, domestic jets, October 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
4,667	4,465	3,444	77.1%	3,499	78.4%	201	4.3%

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

On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Christchurch - Wellington	83.8%	Christchurch - Wellington	86.5%	Wellington - Christchurch	7.6%
Auckland - Queenstown	83.6%	Queenstown - Auckland	83.3%	Christchurch - Wellington	6.0%
Wellington - Christchurch	82.0%	Auckland - Queenstown	82.7%	Wellington - Auckland	4.8%
Auckland - Dunedin	81.7%	Wellington - Queenstown	81.5%	Queenstown - Wellington	4.4%
Wellington - Queenstown	80.0%	Wellington - Christchurch	80.8%	Wellington - Queenstown	4.4%
Queenstown - Auckland	78.9%	Auckland - Dunedin	79.2%	Auckland - Wellington	4.1%
Dunedin - Auckland	76.3%	Queenstown - Wellington	78.5%	Dunedin - Auckland	4.1%
Auckland - Wellington	76.2%	Auckland - Wellington	78.2%	Christchurch - Auckland	3.8%
Auckland - Christchurch	74.4%	Dunedin - Auckland	76.3%	Auckland - Christchurch	3.4%
Wellington - Auckland	73.6%	Christchurch - Auckland	74.9%	Queenstown - Auckland	2.6%
Christchurch - Auckland	71.9%	Auckland - Christchurch	74.6%	Auckland - Dunedin	2.4%
Queenstown - Wellington	69.2%	Wellington - Auckland	73.4%	Auckland - Queenstown	2.3%
Overall %	77.1%		78.4%		4.3%

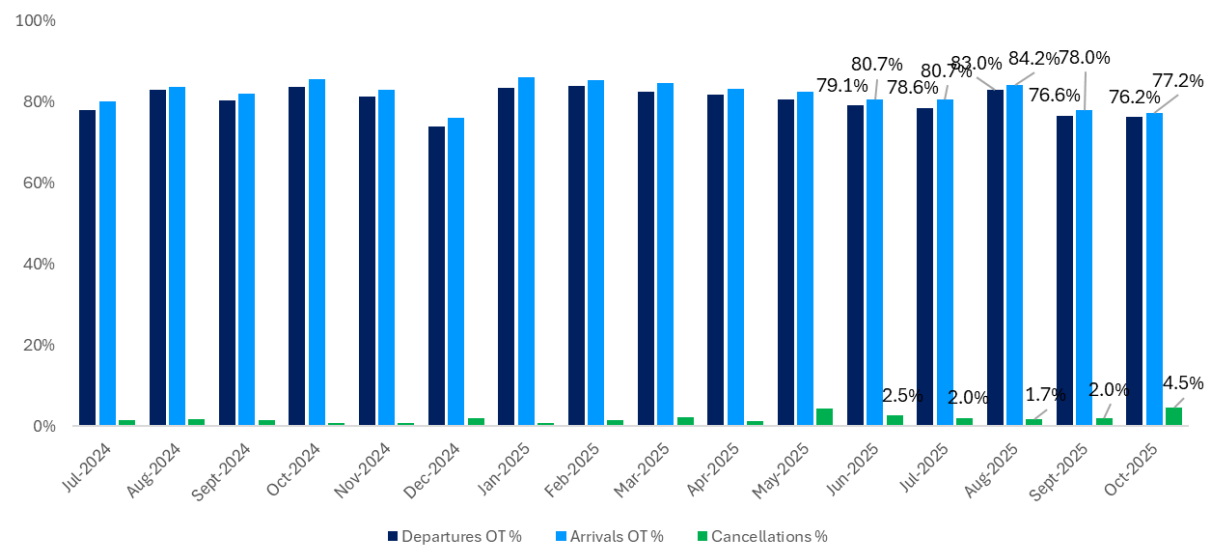
Domestic jets on-time performance trends, both airlines, all reported routes



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

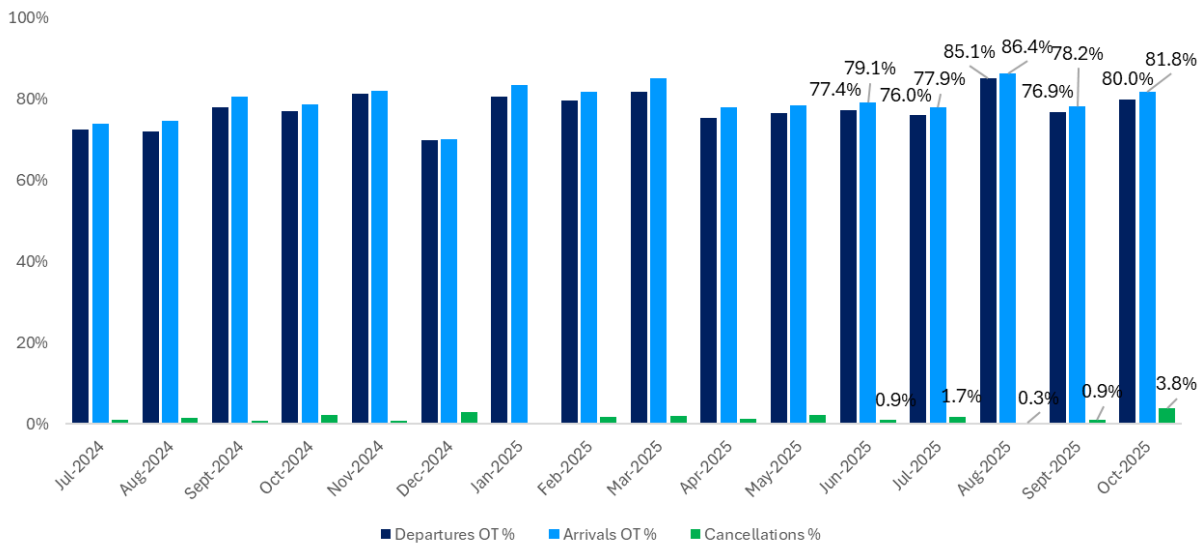
Air New Zealand recorded 76.2 percent for on-time departures, and Jetstar 80.0 percent. For on-time arrivals, Air New Zealand recorded 77.2 percent, and Jetstar recorded 81.8 percent. Air New Zealand’s cancellation rate was 4.5 percent and Jetstar’s was 3.8 percent.

Air New Zealand



Weather was the main contributor to delays across the domestic jet network, particularly due to strong winds in key ports. A small number of delays were caused by a global technology outage impacting some airport systems on 30 October.

Jetstar



Jetstar reported that performance this month was affected by aerobridge malfunctioning in Auckland and Christchurch, fire evacuation in the Auckland airport, as well as failing to board passengers offloading in Auckland and Christchurch.

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

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

For October 2025, OTP over all trans-Tasman routes covered by this report was 65.7 percent for on-time departures and 67.0 percent for on-time arrivals. The cancellation rate for the month was 1.7 percent.

Brisbane-Queenstown was the route with the highest OTP for departures in October 2025, with 91.7 percent. The route with the highest OTP for arrivals was Melbourne – Queenstown with 91.0 percent.

Cancellations were highest on the Queenstown – Sydney route in October 2025, with 5.5 percent of services cancelled.

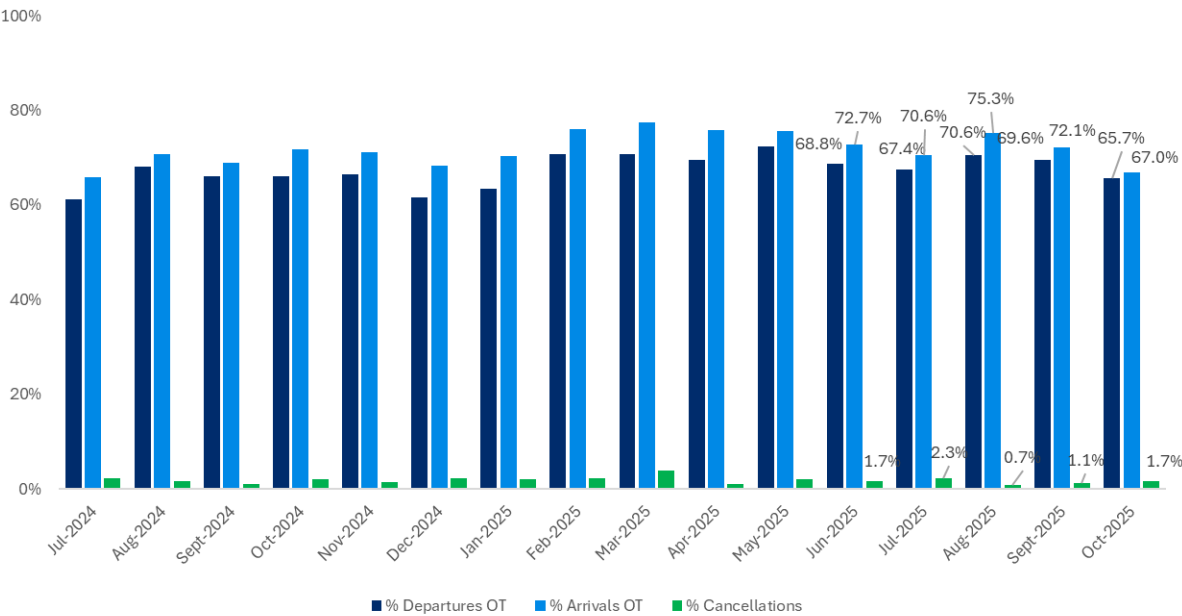
All airlines' on-time performance, October 2025

Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Scheduled	Flown	No.	%	No.	%	No.	%
3,663	3,601	2,365	65.7%	2,411	67.0%	63	1.7%

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

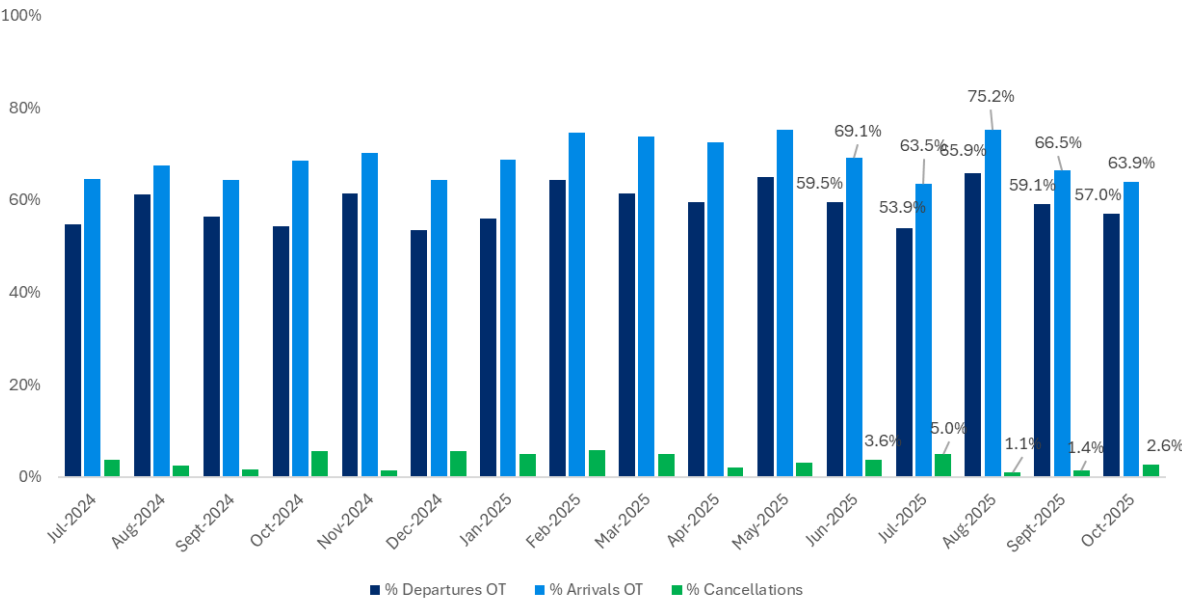
On-Time Departures		On-Time Arrivals		Cancellations	
Route	%	Route	%	Route	%
Brisbane - Queenstown	91.7%	Melbourne - Queenstown	91.0%	Queenstown - Sydney	5.5%
Queenstown - Melbourne	88.2%	Brisbane - Queenstown	89.6%	Wellington - Brisbane	4.8%
Auckland - Adelaide	84.0%	Auckland - Sunshine Coast	87.5%	Sydney - Christchurch	4.4%
Auckland - Sunshine Coast	83.3%	Gold Coast - Auckland	84.9%	Wellington - Sydney	4.3%
Queenstown - Brisbane	83.0%	Sydney - Queenstown	83.6%	Sydney - Wellington	4.3%

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



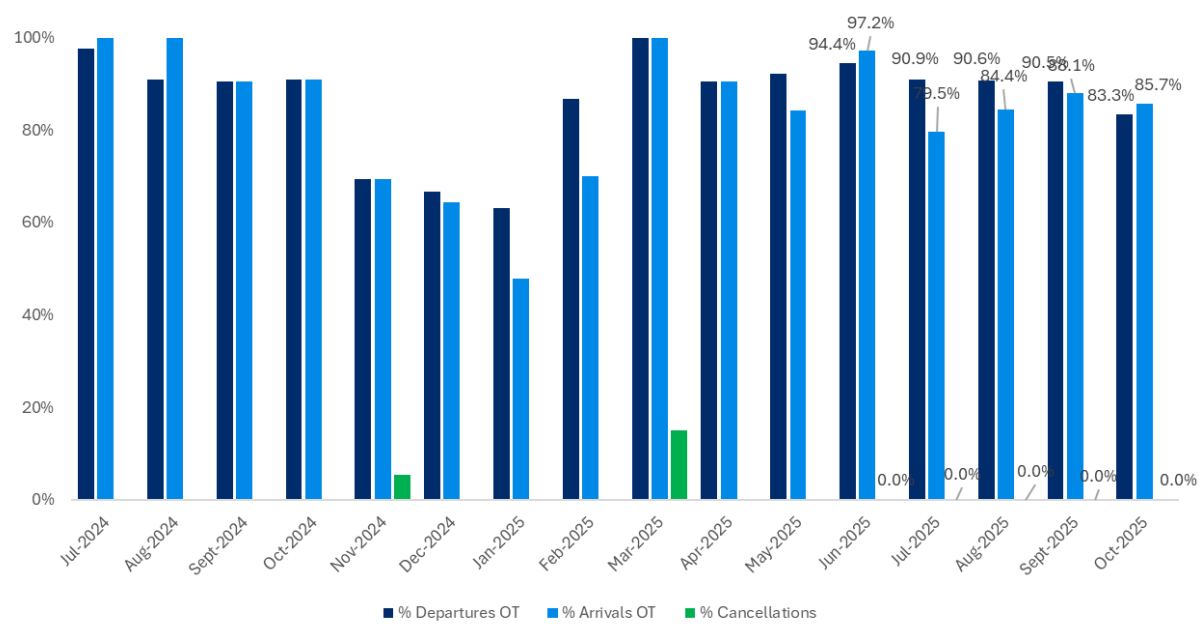
12. Airlines’ performance for trans-Tasman routes in October 2025

Air New Zealand

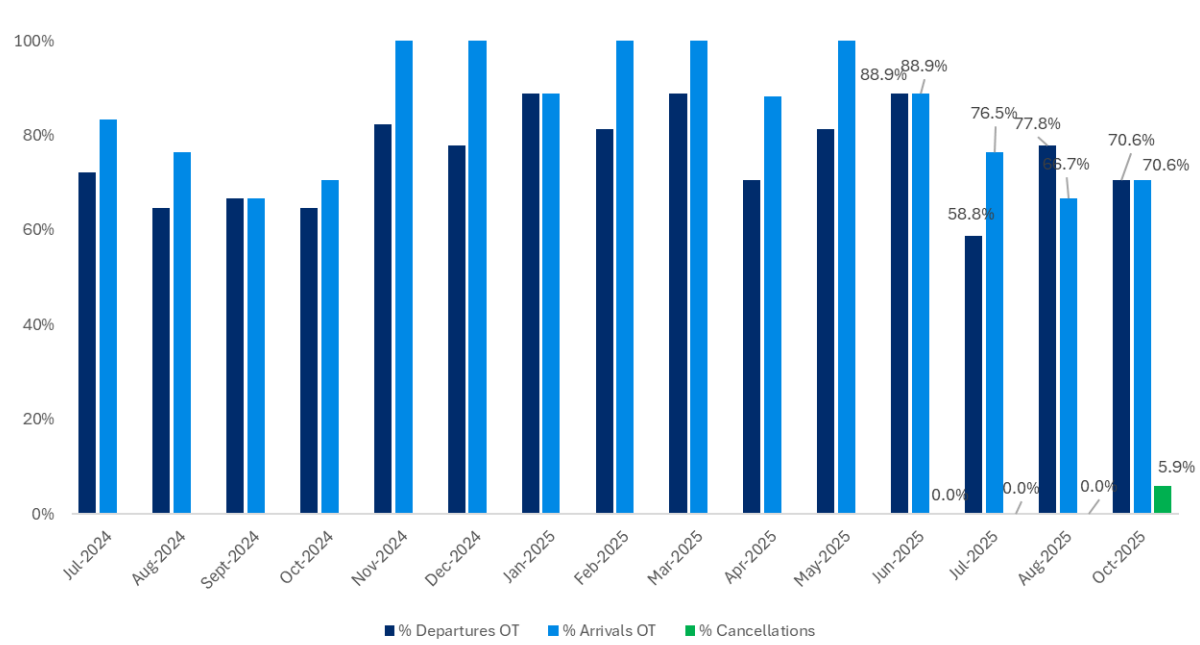


Air New Zealand reports that ongoing challenges related to Pratt & Whitney engines, airport congestion, and flow-on impacts from domestic weather disruptions affected some flights.

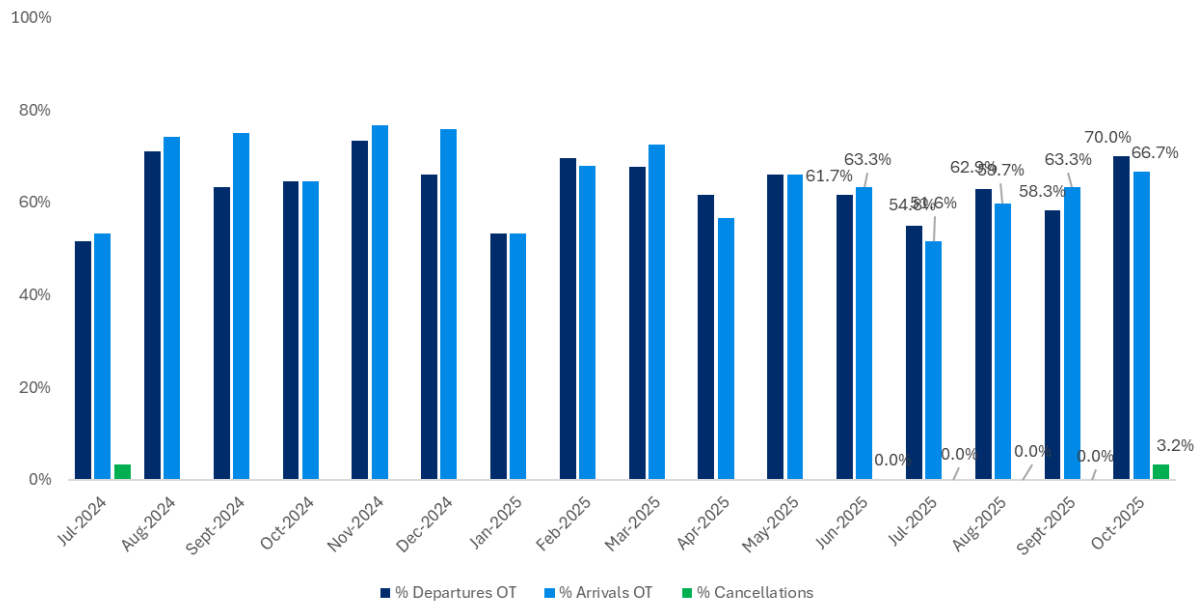
China Airlines



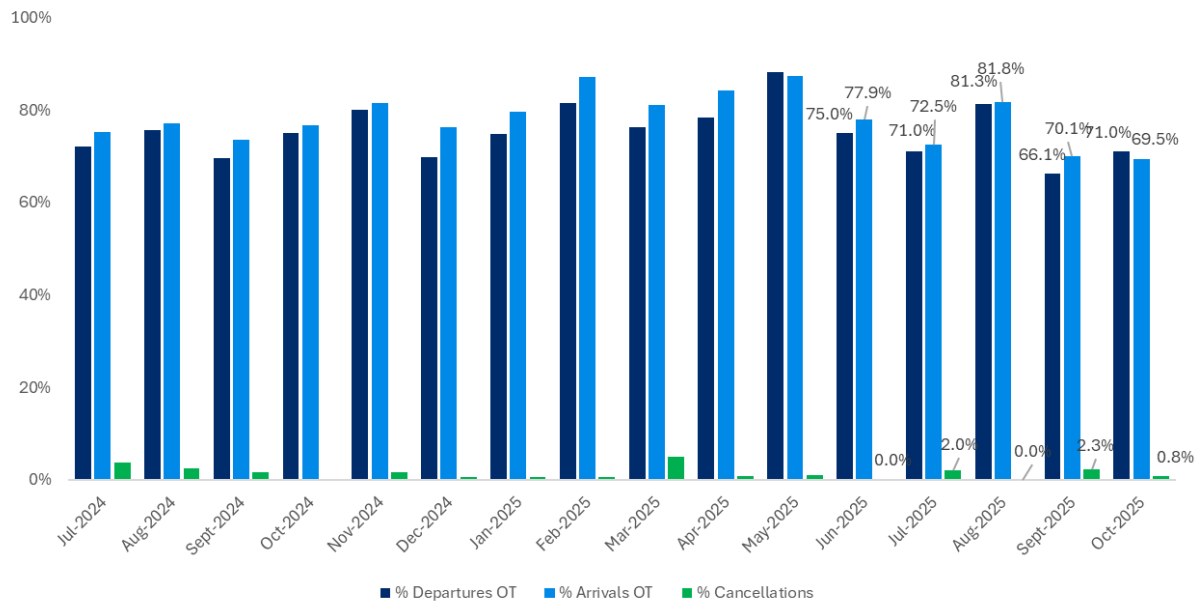
China Eastern Airlines



Emirates

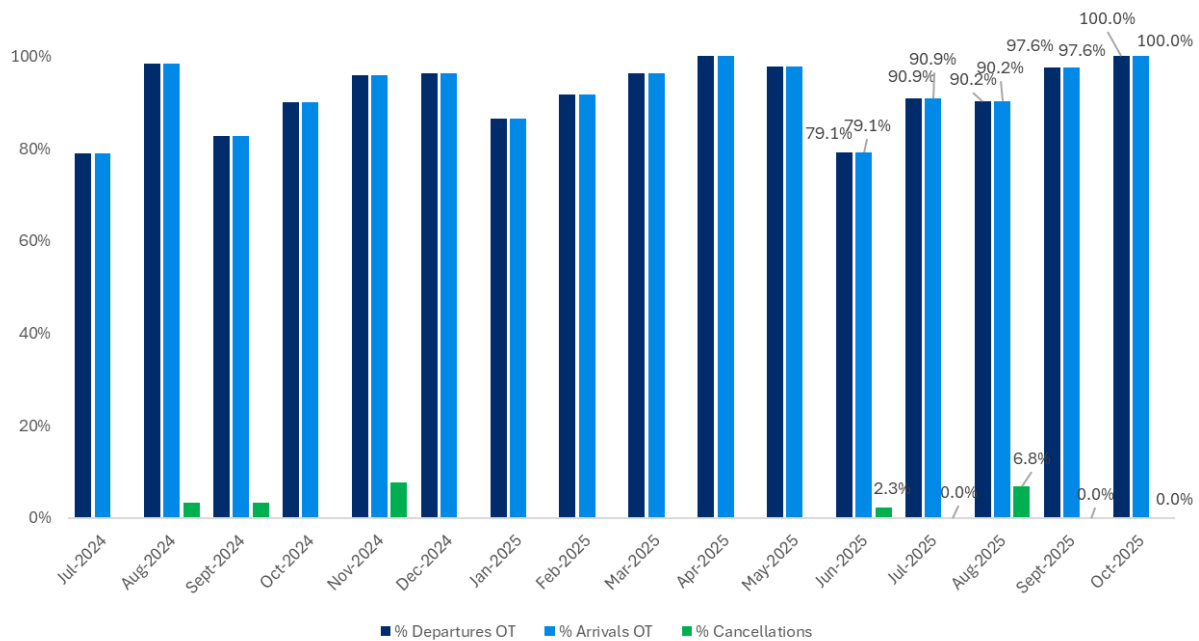


Jetstar

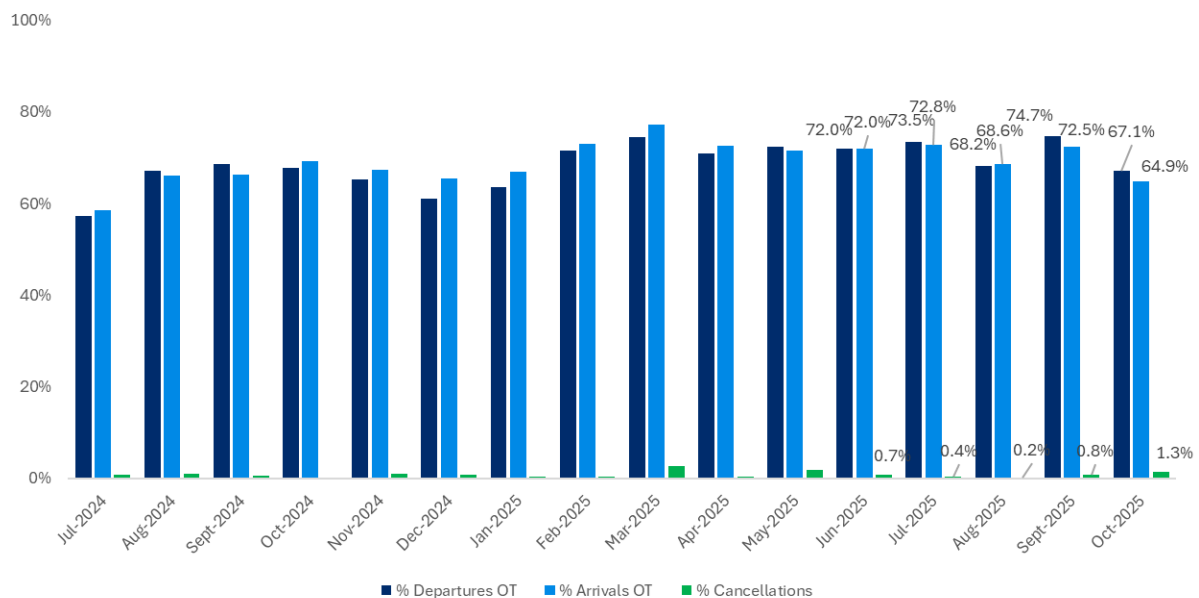


Jetstar reports that its trans-Tasman performance was affected by gate availability and late changes in Auckland, failing to board passengers offloading in Auckland, and ground movement control in Auckland.

LATAM Airlines



Qantas

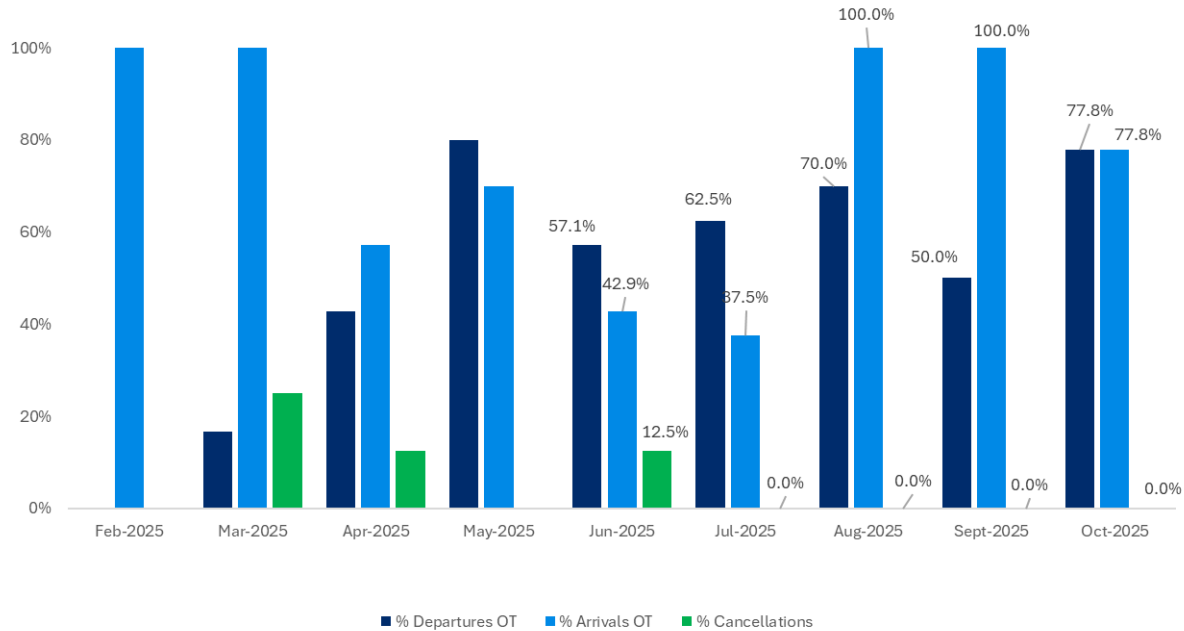


Qantas reports that the following factors affected their OTP in October:

- 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

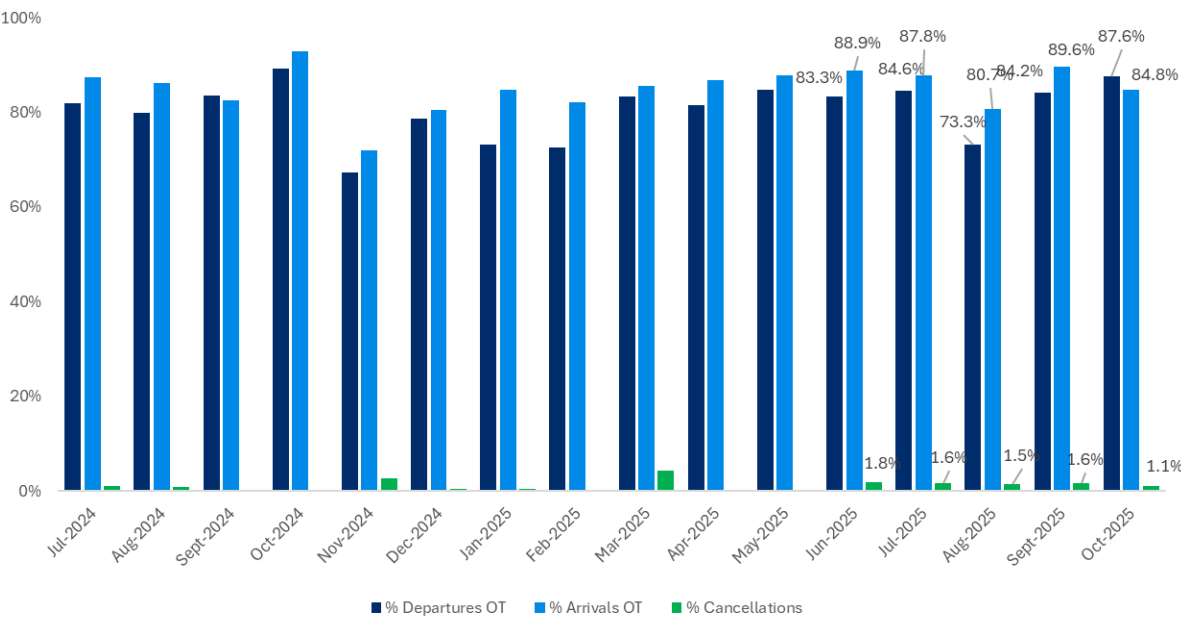
- consequential boarding and ramp delays as a result of off-schedule operations
- seasonal boarding delays driven by school holiday period.

Solomon Airlines



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

Virgin Australia



13. Individual domestic regional routes in October 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Blenheim	127	122	84	68.9%	90	73.8%	5	3.9%
Air NZ	127	122	84	68.9%	90	73.8%	5	3.9%
Auckland - Gisborne	155	153	107	69.9%	125	81.7%	2	1.3%
Air NZ	155	153	107	69.9%	125	81.7%	2	1.3%
Auckland - Hawke's Bay	314	306	210	68.6%	220	71.9%	8	2.5%
Air NZ	314	306	210	68.6%	220	71.9%	8	2.5%
Auckland - Invercargill	21	20	17	85.0%	15	75.0%	1	4.8%
Air NZ	21	20	17	85.0%	15	75.0%	1	4.8%
Auckland - KeriKeri	125	122	83	68.0%	86	70.5%	3	2.4%
Air NZ	125	122	83	68.0%	86	70.5%	3	2.4%
Auckland - Nelson	293	286	200	69.9%	216	75.5%	7	2.4%
Air NZ	293	286	200	69.9%	216	75.5%	7	2.4%
Auckland - New Plymouth	214	192	129	67.2%	141	73.4%	22	10.3%
Air NZ	214	192	129	67.2%	141	73.4%	22	10.3%
Auckland - Palmerston North	297	287	193	67.2%	208	72.5%	10	3.4%
Air NZ	297	287	193	67.2%	208	72.5%	10	3.4%
Auckland - Rotorua	72	68	32	47.1%	35	51.5%	4	5.6%
Air NZ	72	68	32	47.1%	35	51.5%	4	5.6%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Taupo	58	55	42	76.4%	41	74.5%	3	5.2%
Air NZ	58	55	42	76.4%	41	74.5%	3	5.2%
Auckland - Tauranga	238	233	154	66.1%	160	68.7%	5	2.1%
Air NZ	238	233	154	66.1%	160	68.7%	5	2.1%
Auckland - Whangarei	112	111	70	63.1%	75	67.6%	1	0.9%
Air NZ	112	111	70	63.1%	75	67.6%	1	0.9%
Blenheim - Auckland	127	121	88	72.7%	83	68.6%	6	4.7%
Air NZ	127	121	88	72.7%	83	68.6%	6	4.7%
Blenheim - Wellington	108	98	73	74.5%	71	72.4%	10	9.3%
Air NZ	108	98	73	74.5%	71	72.4%	10	9.3%
Christchurch - Dunedin	175	167	127	76.0%	134	80.2%	8	4.6%
Air NZ	175	167	127	76.0%	134	80.2%	8	4.6%
Christchurch - Hamilton	107	101	83	82.2%	91	90.1%	6	5.6%
Air NZ	107	101	83	82.2%	91	90.1%	6	5.6%
Christchurch - Hawke's Bay	91	86	73	84.9%	77	89.5%	5	5.5%
Air NZ	91	86	73	84.9%	77	89.5%	5	5.5%
Christchurch - Hokitika	54	48	41	85.4%	36	75.0%	6	11.1%
Air NZ	54	48	41	85.4%	36	75.0%	6	11.1%
Christchurch - Invercargill	180	170	139	81.8%	124	72.9%	10	5.6%
Air NZ	180	170	139	81.8%	124	72.9%	10	5.6%
Christchurch - Nelson	183	176	138	78.4%	138	78.4%	7	3.8%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	183	176	138	78.4%	138	78.4%	7	3.8%
Christchurch - New Plymouth	62	56	40	71.4%	38	67.9%	6	9.7%
Air NZ	62	56	40	71.4%	38	67.9%	6	9.7%
Christchurch - Palmerston North	133	127	107	84.3%	112	88.2%	6	4.5%
Air NZ	133	127	107	84.3%	112	88.2%	6	4.5%
Christchurch - Queenstown	114	103	88	85.4%	83	80.6%	11	9.6%
Air NZ	114	103	88	85.4%	83	80.6%	11	9.6%
Christchurch - Rotorua	62	60	53	88.3%	53	88.3%	2	3.2%
Air NZ	62	60	53	88.3%	53	88.3%	2	3.2%
Christchurch - Tauranga	101	97	82	84.5%	86	88.7%	4	4.0%
Air NZ	101	97	82	84.5%	86	88.7%	4	4.0%
Dunedin - Christchurch	175	162	130	80.2%	137	84.6%	13	7.4%
Air NZ	175	162	130	80.2%	137	84.6%	13	7.4%
Dunedin - Wellington	78	69	51	73.9%	54	78.3%	9	11.5%
Air NZ	78	69	51	73.9%	54	78.3%	9	11.5%
Gisborne - Auckland	156	154	123	79.9%	117	76.0%	2	1.3%
Air NZ	156	154	123	79.9%	117	76.0%	2	1.3%
Gisborne - Wellington	58	54	37	68.5%	36	66.7%	4	6.9%
Air NZ	58	54	37	68.5%	36	66.7%	4	6.9%
Hamilton - Auckland	1	1	0	0.0%	0	0.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	1	1	0	0.0%	0	0.0%	0	0.0%
Hamilton - Christchurch	108	101	84	83.2%	82	81.2%	7	6.5%
Air NZ	108	101	84	83.2%	82	81.2%	7	6.5%
Hamilton - Tauranga	1	1	0	0.0%	0	0.0%	0	0.0%
Air NZ	1	1	0	0.0%	0	0.0%	0	0.0%
Hamilton - Wellington	163	149	128	85.9%	125	83.9%	14	8.6%
Air NZ	163	149	128	85.9%	125	83.9%	14	8.6%
Hawke's Bay - Auckland	314	299	217	72.6%	207	69.2%	15	4.8%
Air NZ	314	299	217	72.6%	207	69.2%	15	4.8%
Hawke's Bay - Christchurch	91	86	74	86.0%	70	81.4%	5	5.5%
Air NZ	91	86	74	86.0%	70	81.4%	5	5.5%
Hawke's Bay - Wellington	124	110	89	80.9%	85	77.3%	14	11.3%
Air NZ	124	110	89	80.9%	85	77.3%	14	11.3%
Hokitika - Christchurch	54	46	36	78.3%	36	78.3%	8	14.8%
Air NZ	54	46	36	78.3%	36	78.3%	8	14.8%
Invercargill - Auckland	21	20	12	60.0%	16	80.0%	1	4.8%
Air NZ	21	20	12	60.0%	16	80.0%	1	4.8%
Invercargill - Christchurch	181	164	120	73.2%	132	80.5%	17	9.4%
Air NZ	181	164	120	73.2%	132	80.5%	17	9.4%
Kerikeri - Auckland	125	122	93	76.2%	101	82.8%	3	2.4%
Air NZ	125	122	93	76.2%	101	82.8%	3	2.4%

Route		Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%	
Nelson - Auckland	293	284	203	71.5%	209	73.6%	9	3.1%	
Air NZ	293	284	203	71.5%	209	73.6%	9	3.1%	
Nelson - Christchurch	186	176	139	79.0%	134	76.1%	10	5.4%	
Air NZ	186	176	139	79.0%	134	76.1%	10	5.4%	
Nelson - Wellington	245	228	171	75.0%	173	75.9%	17	6.9%	
Air NZ	245	228	171	75.0%	173	75.9%	17	6.9%	
New Plymouth - Auckland	214	184	144	78.3%	144	78.3%	30	14.0%	
Air NZ	214	184	144	78.3%	144	78.3%	30	14.0%	
New Plymouth - Christchurch	62	55	35	63.6%	33	60.0%	7	11.3%	
Air NZ	62	55	35	63.6%	33	60.0%	7	11.3%	
New Plymouth - Wellington	84	70	60	85.7%	59	84.3%	14	16.7%	
Air NZ	84	70	60	85.7%	59	84.3%	14	16.7%	
Palmerston North - Auckland	297	286	226	79.0%	225	78.7%	11	3.7%	
Air NZ	297	286	226	79.0%	225	78.7%	11	3.7%	
Palmerston North - Christchurch	132	125	100	80.0%	100	80.0%	7	5.3%	
Air NZ	132	125	100	80.0%	100	80.0%	7	5.3%	
Palmerston North - Hamilton	1	1	1	100.0%	0	0.0%	0	0.0%	
Air NZ	1	1	1	100.0%	0	0.0%	0	0.0%	
Queenstown - Christchurch	114	101	79	78.2%	83	82.2%	13	11.4%	
Air NZ	114	101	79	78.2%	83	82.2%	13	11.4%	

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Rotorua - Auckland	72	65	42	64.6%	40	61.5%	7	9.7%
Air NZ	72	65	42	64.6%	40	61.5%	7	9.7%
Rotorua - Christchurch	62	59	51	86.4%	51	86.4%	3	4.8%
Air NZ	62	59	51	86.4%	51	86.4%	3	4.8%
Rotorua - Wellington	65	59	38	64.4%	36	61.0%	6	9.2%
Air NZ	65	59	38	64.4%	36	61.0%	6	9.2%
Takaka - Wellington	26	22	21	95.5%	19	86.4%	4	15.4%
Golden Bay Air	26	22	21	95.5%	19	86.4%	4	15.4%
Taupo - Auckland	57	53	40	75.5%	38	71.7%	4	7.0%
Air NZ	57	53	40	75.5%	38	71.7%	4	7.0%
Tauranga - Auckland	238	236	184	78.0%	179	75.8%	2	0.8%
Air NZ	238	236	184	78.0%	179	75.8%	2	0.8%
Tauranga - Christchurch	102	97	81	83.5%	80	82.5%	5	4.9%
Air NZ	102	97	81	83.5%	80	82.5%	5	4.9%
Tauranga - Wellington	136	123	99	80.5%	96	78.0%	13	9.6%
Air NZ	136	123	99	80.5%	96	78.0%	13	9.6%
Timaru - Wellington	57	50	34	68.0%	40	80.0%	7	12.3%
Air NZ	57	50	34	68.0%	40	80.0%	7	12.3%
Wellington - Blenheim	108	99	75	75.8%	72	72.7%	9	8.3%
Air NZ	108	99	75	75.8%	72	72.7%	9	8.3%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Dunedin	78	70	54	77.1%	55	78.6%	8	10.3%
Air NZ	78	70	54	77.1%	55	78.6%	8	10.3%
Wellington - Gisborne	60	56	41	73.2%	44	78.6%	4	6.7%
Air NZ	60	56	41	73.2%	44	78.6%	4	6.7%
Wellington - Hamilton	164	150	130	86.7%	133	88.7%	14	8.5%
Air NZ	164	150	130	86.7%	133	88.7%	14	8.5%
Wellington - Hawke's Bay	123	109	84	77.1%	94	86.2%	14	11.4%
Air NZ	123	109	84	77.1%	94	86.2%	14	11.4%
Wellington - Nelson	249	228	155	68.0%	158	69.3%	21	8.4%
Air NZ	249	228	155	68.0%	158	69.3%	21	8.4%
Wellington - New Plymouth	84	73	48	65.8%	50	68.5%	11	13.1%
Air NZ	84	73	48	65.8%	50	68.5%	11	13.1%
Wellington - Rotorua	65	58	41	70.7%	46	79.3%	7	10.8%
Air NZ	65	58	41	70.7%	46	79.3%	7	10.8%
Wellington - Takaka	26	22	17	77.3%	15	68.2%	4	15.4%
Golden Bay Air	26	22	17	77.3%	15	68.2%	4	15.4%
Wellington - Tauranga	135	126	93	73.8%	101	80.2%	9	6.7%
Air NZ	135	126	93	73.8%	101	80.2%	9	6.7%
Wellington - Timaru	58	52	33	63.5%	29	55.8%	6	10.3%
Air NZ	58	52	33	63.5%	29	55.8%	6	10.3%
Whangarei - Auckland	112	109	82	75.2%	83	76.1%	3	2.7%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	112	109	82	75.2%	83	76.1%	3	2.7%
Grand Total	8,878	8,329	6,248	75.0%	6,355	76.3%	549	6.2%

14. Domestic regional performance by region in October 2025

Note: the following table for October 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	2,658	72.1%	2,750	75.3%	294	3.9%
Blenheim	161	73.5%	162	73.3%	30	6.4%
Chatham Islands (Tuuta)	0	0.0%	0	0.0%	0	0.0%
Christchurch	1,853	79.1%	1,820	78.5%	284	5.7%
Dunedin	271	77.7%	284	79.6%	46	6.1%
Gisborne	160	76.9%	169	80.9%	12	2.8%
Great Barrier Island	0	0.0%	0	0.0%	0	0.0%
Hamilton	212	84.1%	224	88.9%	41	7.5%
Hawke's Bay	380	76.8%	391	78.0%	61	5.8%
Hokitika	36	78.3%	36	75.0%	14	13.0%
Invercargill	132	71.7%	139	73.2%	29	7.2%
Kaitaia	0	0.0%	0	0.0%	0	0.0%
Kerikeri	93	76.2%	86	70.5%	6	2.4%
Nelson	513	74.6%	512	74.2%	71	4.9%
New Plymouth	239	77.3%	229	71.3%	90	12.5%
North Shore	0	0.0%	0	0.0%	0	0.0%
Palmerston North	327	79.4%	320	77.3%	34	4.0%
Paraparaumu	0	0.0%	0	0.0%	0	0.0%
Picton	0	0.0%	0	0.0%	0	0.0%
Queenstown	393	77.5%	419	82.2%	47	4.4%
Rotorua	131	71.6%	134	72.0%	29	7.3%
Takaka	21	95.5%	15	68.2%	8	15.4%
Taupo	40	75.5%	41	74.5%	7	6.1%
Tauranga	364	79.8%	347	75.9%	38	4.0%
Timaru	34	68.0%	29	55.8%	13	11.3%
Wairoa	0	0.0%	0	0.0%	0	0.0%
Wanaka	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.	%
Wellington	1,592	75.7%	1,672	79.4%	342	7.5%
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	82	75.2%	75	67.6%	4	1.8%
Whitianga	0	0.0%	0	0.0%	0	0.0%

15. Individual domestic jet routes in October 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Wellington - Christchurch	474	438	359	82.0%	354	80.8%	36	7.6%
Air NZ	412	379	310	81.8%	304	80.2%	33	8.0%
Jetstar	62	59	49	83.1%	50	84.7%	3	4.8%
Christchurch - Wellington	481	451	378	83.8%	390	86.5%	29	6.0%
Air NZ	420	392	328	83.7%	341	87.0%	27	6.4%
Jetstar	61	59	50	84.7%	49	83.1%	2	3.3%
Wellington - Auckland	585	557	410	73.6%	409	73.4%	28	4.8%
Air NZ	443	421	304	72.2%	299	71.0%	22	5.0%
Jetstar	142	136	106	77.9%	110	80.9%	6	4.2%
Queenstown - Wellington	68	65	45	69.2%	51	78.5%	3	4.4%
Air NZ	54	51	39	76.5%	41	80.4%	3	5.6%
Jetstar	14	14	6	42.9%	10	71.4%	0	0.0%
Wellington - Queenstown	68	65	52	80.0%	53	81.5%	3	4.4%
Air NZ	54	51	42	82.4%	42	82.4%	3	5.6%
Jetstar	14	14	10	71.4%	11	78.6%	0	0.0%
Auckland - Wellington	583	559	426	76.2%	437	78.2%	24	4.1%
Air NZ	441	423	321	75.9%	330	78.0%	18	4.1%
Jetstar	142	136	105	77.2%	107	78.7%	6	4.2%
Dunedin - Auckland	123	118	90	76.3%	90	76.3%	5	4.1%
Air NZ	89	86	63	73.3%	64	74.4%	3	3.4%
Jetstar	34	32	27	84.4%	26	81.3%	2	5.9%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Christchurch - Auckland	729	701	504	71.9%	525	74.9%	28	3.8%
Air NZ	500	481	326	67.8%	344	71.5%	19	3.8%
Jetstar	229	220	178	80.9%	181	82.3%	9	3.9%
Auckland - Christchurch	733	708	527	74.4%	528	74.6%	25	3.4%
Air NZ	504	488	350	71.7%	349	71.5%	16	3.2%
Jetstar	229	220	177	80.5%	179	81.4%	9	3.9%
Queenstown - Auckland	350	341	269	78.9%	284	83.3%	9	2.6%
Air NZ	257	251	202	80.5%	208	82.9%	6	2.3%
Jetstar	93	90	67	74.4%	76	84.4%	3	3.2%
Auckland - Dunedin	123	120	98	81.7%	95	79.2%	3	2.4%
Air NZ	89	87	71	81.6%	68	78.2%	2	2.2%
Jetstar	34	33	27	81.8%	27	81.8%	1	2.9%
Auckland - Queenstown	350	342	286	83.6%	283	82.7%	8	2.3%
Air NZ	257	252	206	81.7%	207	82.1%	5	1.9%
Jetstar	93	90	80	88.9%	76	84.4%	3	3.2%
Grand Total	4,667	4,465	3,444	77.1%	3,499	78.4%	201	4.3%

16. Individual trans-Tasman routes in October 2025

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Queenstown - Sydney	146	138	106	76.8%	89	64.5%	8	5.5%
Air NZ	18	16	10	62.5%	7	43.8%	2	11.1%
Jetstar	31	30	24	80.0%	20	66.7%	1	3.2%
Qantas	62	58	46	79.3%	36	62.1%	4	6.5%
Virgin Australia	35	34	26	76.5%	26	76.5%	1	2.9%
Wellington - Brisbane	62	59	32	54.2%	29	49.2%	3	4.8%
Air NZ	31	29	11	37.9%	13	44.8%	2	6.5%
Qantas	31	30	21	70.0%	16	53.3%	1	3.2%
Sydney - Christchurch	135	129	46	35.7%	63	48.8%	6	4.4%
Air NZ	42	39	11	28.2%	16	41.0%	3	7.1%
Emirates	31	30	14	46.7%	17	56.7%	1	3.2%
Qantas	62	60	21	35.0%	30	50.0%	2	3.2%
Wellington - Sydney	92	88	72	81.8%	59	67.0%	4	4.3%
Air NZ	30	26	19	73.1%	19	73.1%	4	13.3%
Qantas	62	62	53	85.5%	40	64.5%	0	0.0%
Sydney - Wellington	92	88	51	58.0%	63	71.6%	4	4.3%
Air NZ	30	26	17	65.4%	20	76.9%	4	13.3%
Qantas	62	62	34	54.8%	43	69.4%	0	0.0%
Sydney - Queenstown	146	140	103	73.6%	117	83.6%	6	4.1%
Air NZ	18	17	9	52.9%	12	70.6%	1	5.6%
Jetstar	31	30	22	73.3%	23	76.7%	1	3.2%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Qantas	62	59	43	72.9%	53	89.8%	3	4.8%
Virgin Australia	35	34	29	85.3%	29	85.3%	1	2.9%
Christchurch - Gold Coast	31	30	15	50.0%	16	53.3%	1	3.2%
Air NZ	11	11	4	36.4%	5	45.5%	0	0.0%
Jetstar	20	19	11	57.9%	11	57.9%	1	5.0%
Gold Coast - Christchurch	31	30	23	76.7%	25	83.3%	1	3.2%
Air NZ	11	11	10	90.9%	11	100.0%	0	0.0%
Jetstar	20	19	13	68.4%	14	73.7%	1	5.0%
Brisbane - Christchurch	67	65	28	43.1%	35	53.8%	2	3.0%
Air NZ	31	29	12	41.4%	16	55.2%	2	6.5%
Qantas	36	36	16	44.4%	19	52.8%	0	0.0%
Melbourne - Queenstown	69	67	49	73.1%	61	91.0%	2	2.9%
Air NZ	17	16	10	62.5%	14	87.5%	1	5.9%
Jetstar	14	14	8	57.1%	12	85.7%	0	0.0%
Qantas	17	16	12	75.0%	14	87.5%	1	5.9%
Virgin Australia	21	21	19	90.5%	21	100.0%	0	0.0%
Auckland - Brisbane	234	228	165	72.4%	176	77.2%	6	2.6%
Air NZ	102	98	59	60.2%	73	74.5%	4	3.9%
China Airlines	21	21	18	85.7%	19	90.5%	0	0.0%
Jetstar	44	44	33	75.0%	31	70.5%	0	0.0%
Qantas	62	60	51	85.0%	49	81.7%	2	3.2%
Solomon Airlines	5	5	4	80.0%	4	80.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Christchurch - Sydney	135	132	105	79.5%	77	58.3%	3	2.2%
Air NZ	42	42	29	69.0%	21	50.0%	0	0.0%
Emirates	31	30	28	93.3%	23	76.7%	1	3.2%
Qantas	62	60	48	80.0%	33	55.0%	2	3.2%
Brisbane - Auckland	233	228	143	62.7%	153	67.1%	5	2.1%
Air NZ	102	97	53	54.6%	65	67.0%	5	4.9%
China Airlines	21	21	17	81.0%	17	81.0%	0	0.0%
Jetstar	44	44	30	68.2%	33	75.0%	0	0.0%
Qantas	62	62	40	64.5%	35	56.5%	0	0.0%
Solomon Airlines	4	4	3	75.0%	3	75.0%	0	0.0%
Brisbane - Wellington	62	61	23	37.7%	35	57.4%	1	1.6%
Air NZ	31	31	9	29.0%	14	45.2%	0	0.0%
Qantas	31	30	14	46.7%	21	70.0%	1	3.2%
Queenstown - Melbourne	69	68	60	88.2%	50	73.5%	1	1.4%
Air NZ	17	17	14	82.4%	10	58.8%	0	0.0%
Jetstar	14	14	12	85.7%	10	71.4%	0	0.0%
Qantas	17	16	13	81.3%	11	68.8%	1	5.9%
Virgin Australia	21	21	21	100.0%	19	90.5%	0	0.0%
Sydney - Auckland	366	362	201	55.5%	247	68.2%	5	1.4%
Air NZ	129	126	54	42.9%	75	59.5%	3	2.3%
China Eastern Airlines	8	8	5	62.5%	5	62.5%	1	12.5%
Jetstar	33	33	24	72.7%	26	78.8%	0	0.0%
LATAM	23	23	23	100.0%	23	100.0%	0	0.0%
Qantas	173	172	95	55.2%	118	68.6%	1	0.6%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Sydney	367	364	268	73.6%	231	63.5%	3	0.8%
Air NZ	129	127	73	57.5%	70	55.1%	2	1.6%
China Eastern Airlines	9	9	7	77.8%	7	77.8%	0	0.0%
Jetstar	33	33	27	81.8%	24	72.7%	0	0.0%
LATAM	23	23	23	100.0%	23	100.0%	0	0.0%
Qantas	173	172	138	80.2%	107	62.2%	1	0.6%
Melbourne - Auckland	263	262	127	48.5%	174	66.4%	1	0.4%
Air NZ	111	110	53	48.2%	75	68.2%	1	0.9%
Jetstar	42	42	16	38.1%	23	54.8%	0	0.0%
Qantas	110	110	58	52.7%	76	69.1%	0	0.0%
Auckland - Melbourne	263	262	181	69.1%	134	51.1%	1	0.4%
Air NZ	111	110	71	64.5%	60	54.5%	1	0.9%
Jetstar	42	42	30	71.4%	21	50.0%	0	0.0%
Qantas	110	110	80	72.7%	53	48.2%	0	0.0%
Melbourne - Christchurch	114	114	53	46.5%	82	71.9%	0	0.0%
Air NZ	44	44	18	40.9%	30	68.2%	0	0.0%
Jetstar	28	28	17	60.7%	20	71.4%	0	0.0%
Qantas	42	42	18	42.9%	32	76.2%	0	0.0%
Auckland - Adelaide	25	25	21	84.0%	14	56.0%	0	0.0%
Air NZ	24	24	20	83.3%	14	58.3%	0	0.0%
Qantas	1	1	1	100.0%	0	0.0%	0	0.0%
Sunshine Coast - Auckland	24	24	14	58.3%	13	54.2%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Air NZ	11	11	10	90.9%	10	90.9%	0	0.0%
Jetstar	13	13	4	30.8%	3	23.1%	0	0.0%
Christchurch - Melbourne	114	114	87	76.3%	68	59.6%	0	0.0%
Air NZ	44	44	31	70.5%	28	63.6%	0	0.0%
Jetstar	28	28	24	85.7%	17	60.7%	0	0.0%
Qantas	42	42	32	76.2%	23	54.8%	0	0.0%
Auckland - Sunshine Coast	24	24	20	83.3%	21	87.5%	0	0.0%
Air NZ	11	11	8	72.7%	11	100.0%	0	0.0%
Jetstar	13	13	12	92.3%	10	76.9%	0	0.0%
Christchurch - Brisbane	67	67	50	74.6%	43	64.2%	0	0.0%
Air NZ	31	31	18	58.1%	16	51.6%	0	0.0%
Qantas	36	36	32	88.9%	27	75.0%	0	0.0%
Brisbane - Queenstown	48	48	44	91.7%	43	89.6%	0	0.0%
Qantas	14	14	13	92.9%	12	85.7%	0	0.0%
Virgin Australia	34	34	31	91.2%	31	91.2%	0	0.0%
Queenstown - Brisbane	47	47	39	83.0%	34	72.3%	0	0.0%
Qantas	13	13	9	69.2%	9	69.2%	0	0.0%
Virgin Australia	34	34	30	88.2%	25	73.5%	0	0.0%
Wellington - Melbourne	70	70	57	81.4%	47	67.1%	0	0.0%
Air NZ	30	30	27	90.0%	23	76.7%	0	0.0%
Qantas	40	40	30	75.0%	24	60.0%	0	0.0%

Route	Sectors		On-Time Departures		On-Time Arrivals		Cancellations	
Route Airline	Scheduled	Flown	No.	%	No.	%	No.	%
Auckland - Gold Coast	86	86	63	73.3%	67	77.9%	0	0.0%
Air NZ	47	47	32	68.1%	36	76.6%	0	0.0%
Jetstar	39	39	31	79.5%	31	79.5%	0	0.0%
Melbourne - Wellington	70	70	44	62.9%	55	78.6%	0	0.0%
Air NZ	30	30	21	70.0%	25	83.3%	0	0.0%
Qantas	40	40	23	57.5%	30	75.0%	0	0.0%
Adelaide - Auckland	25	25	8	32.0%	17	68.0%	0	0.0%
Air NZ	24	24	7	29.2%	17	70.8%	0	0.0%
Qantas	1	1	1	100.0%	0	0.0%	0	0.0%
Gold Coast - Auckland	86	86	67	77.9%	73	84.9%	0	0.0%
Air NZ	47	47	33	70.2%	38	80.9%	0	0.0%
Jetstar	39	39	34	87.2%	35	89.7%	0	0.0%
Grand Total	3,663	3,601	2,365	65.7%	2,411	67.0%	63	1.7%

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