

# Punctuality Statistics



Aberdeen, Belfast City (George Best), Belfast International, Birmingham, Bournemouth, Bristol, Cardiff Wales, Doncaster Sheffield, East Midlands International, Edinburgh, Exeter, Gatwick, Glasgow, Heathrow, Isle Of Man, Jersey, Leeds Bradford, Liverpool (John Lennon), London City, Luton, Manchester, Newcastle, Southampton, Southend, Stansted, Teesside International Airport.

## Full and Summary Analysis

March 2023

## **Disclaimer**

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## **FOREWORD**

### **1 CONTENT**

1.1 Punctuality Statistics: Full and Summary Analysis is prepared by the Civil Aviation Authority with the co-operation of the airport operators and Airport Coordination Ltd. Their assistance is gratefully acknowledged.

1.2 Supporting notes and information regarding the calculations are available on CAA website: [www.caa.co.uk/Data-and-analysis/UK-aviation-market/Flight-reliability/Datasets/Punctuality-data/Punctuality-statistics-notes](http://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Flight-reliability/Datasets/Punctuality-data/Punctuality-statistics-notes)

### **2 ENQUIRIES**

2.1 Enquiries concerning the information in this publication should be sent to: [aviation.intelligence@caa.co.uk](mailto:aviation.intelligence@caa.co.uk)

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ESBJERG	LOGANAIR LTD	S	30	0	0	0.0	36.7	36.7	3.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	15	53.3	30	30	
<b>TOTAL ESBJERG</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.7</b>	<b>36.7</b>	<b>3.3</b>	<b>16.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.3</b>	<b>30</b>	<b>30</b>	
<b>TOTAL DENMARK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.2</b>	<b>36.8</b>	<b>7.9</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.3</b>	<b>30</b>	<b>30</b>	
<b>ICELAND</b>																					
KEFLAVIK	WIZZ AIR	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	59	0	2	9.8	29.5	36.1	6.6	4.9	9.8	0.0	0.0	0.0	0.0	3.3	14	0.0	0	0	
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	0	
DUBLIN	LOGANAIR LTD	S	53	0	1	7.4	13.0	29.6	7.4	14.8	11.1	3.7	7.4	3.7	0.0	1.9	65	70.0	27	40	
<b>TOTAL DUBLIN</b>			<b>112</b>	<b>1</b>	<b>3</b>	<b>8.6</b>	<b>21.6</b>	<b>32.8</b>	<b>6.9</b>	<b>9.5</b>	<b>10.3</b>	<b>1.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.9</b>	<b>2.6</b>	<b>38</b>	<b>70.0</b>	<b>27</b>	<b>40</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>112</b>	<b>1</b>	<b>3</b>	<b>8.6</b>	<b>21.6</b>	<b>32.8</b>	<b>6.9</b>	<b>9.5</b>	<b>10.3</b>	<b>1.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.9</b>	<b>2.6</b>	<b>38</b>	<b>70.0</b>	<b>27</b>	<b>40</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	36	0	5	0.0	19.5	51.2	12.2	4.9	0.0	0.0	0.0	0.0	0.0	12.2	8	52.2	8	14	
AMSTERDAM	KLM CITYHOPPER	S	195	0	0	0.5	30.8	46.2	15.4	4.6	1.5	0.5	0.5	0.0	0.0	0.0	11	85.3	8	197	
<b>TOTAL AMSTERDAM</b>			<b>231</b>	<b>0</b>	<b>5</b>	<b>0.4</b>	<b>28.8</b>	<b>47.0</b>	<b>14.8</b>	<b>4.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>10</b>	<b>81.8</b>	<b>8</b>	<b>211</b>	
<b>TOTAL NETHERLANDS</b>			<b>231</b>	<b>0</b>	<b>5</b>	<b>0.4</b>	<b>28.8</b>	<b>47.0</b>	<b>14.8</b>	<b>4.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>10</b>	<b>81.8</b>	<b>8</b>	<b>211</b>	
<b>NORWAY</b>																					
BERGEN	WIDEROE FLYVESELSKAP A/S	S	104	0	9	0.9	32.7	38.1	9.7	7.1	3.5	0.0	0.0	0.0	0.0	8.0	12	85.0	4	94	
<b>TOTAL BERGEN</b>			<b>104</b>	<b>0</b>	<b>9</b>	<b>0.9</b>	<b>32.7</b>	<b>38.1</b>	<b>9.7</b>	<b>7.1</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>12</b>	<b>85.0</b>	<b>4</b>	<b>94</b>	
OSLO (GARDERMOEN)	LOGANAIR LTD	S	46	0	1	2.1	31.9	34.0	8.5	0.0	10.6	10.6	0.0	0.0	0.0	2.1	29	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>31.9</b>	<b>34.0</b>	<b>8.5</b>	<b>0.0</b>	<b>10.6</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STAVANGER	SAS	S	96	0	2	5.1	25.5	37.8	11.2	10.2	4.1	4.1	0.0	0.0	0.0	2.0	18	90.9	4	99	
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	92	0	6	15.3	45.9	24.5	6.1	2.0	0.0	0.0	0.0	0.0	0.0	6.1	3	92.0	1	46	
<b>TOTAL STAVANGER</b>			<b>188</b>	<b>0</b>	<b>8</b>	<b>10.2</b>	<b>35.7</b>	<b>31.1</b>	<b>8.7</b>	<b>6.1</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>11</b>	<b>91.3</b>	<b>3</b>	<b>145</b>	
<b>TOTAL NORWAY</b>			<b>338</b>	<b>0</b>	<b>18</b>	<b>6.2</b>	<b>34.3</b>	<b>33.7</b>	<b>9.0</b>	<b>5.6</b>	<b>3.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>14</b>	<b>88.8</b>	<b>3</b>	<b>239</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	18	0	0	5.6	55.6	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	9	14	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.4</b>	<b>9</b>	<b>14</b>	
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.4</b>	<b>9</b>	<b>14</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: ABERDEEN (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	2
<b>TOTAL FARO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
<b>TOTAL PORTUGAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
<b>SPAIN</b>																				
ALICANTE	RYANAIR	S	18	0	0	11.1	38.9	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	9	72.2	13	18	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.2</b>	<b>13</b>	<b>18</b>	
MALAGA	RYANAIR	S	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	62	100.0	3	2	
<b>TOTAL MALAGA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
<b>TOTAL SPAIN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>31.8</b>	<b>22.7</b>	<b>9.1</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>12</b>	<b>20</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	11.1	38.9	11.1	5.6	16.7	11.1	5.6	0.0	0.0	0.0	26	72.2	25	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>72.2</b>	<b>25</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>72.2</b>	<b>25</b>	<b>18</b>	
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	8	0	0	0.0	12.5	0.0	12.5	25.0	25.0	12.5	12.5	0.0	0.0	77	50.0	15	8	
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>50.0</b>	<b>15</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>50.0</b>	<b>15</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	45	0	1	2.2	45.7	21.7	13.0	4.3	0.0	8.7	2.2	0.0	0.0	24	76.1	13	46	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>45.7</b>	<b>21.7</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.1</b>	<b>13</b>	<b>46</b>	
BIRMINGHAM	LOGANAIR LTD	S	150	0	11	3.1	26.7	25.5	6.8	8.7	9.9	8.1	4.3	0.0	0.0	6.8	41	81.3	10	121
<b>TOTAL BIRMINGHAM</b>			<b>150</b>	<b>0</b>	<b>11</b>	<b>3.1</b>	<b>26.7</b>	<b>25.5</b>	<b>6.8</b>	<b>8.7</b>	<b>9.9</b>	<b>8.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>41</b>	<b>81.3</b>	<b>10</b>	<b>121</b>
BRISTOL	LOGANAIR LTD	S	52	0	2	11.1	35.2	24.1	5.6	11.1	5.6	3.7	0.0	0.0	3.7	18	73.3	15	58	
<b>TOTAL BRISTOL</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>35.2</b>	<b>24.1</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>18</b>	<b>73.3</b>	<b>15</b>	<b>58</b>	
EXETER	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
GATWICK	EASYJET UK LTD	S	122	0	2	8.1	46.0	21.0	11.3	6.5	4.0	1.6	0.0	0.0	1.6	12	85.9	7	71	
<b>TOTAL GATWICK</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>46.0</b>	<b>21.0</b>	<b>11.3</b>	<b>6.5</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>85.9</b>	<b>7</b>	<b>71</b>	
GLASGOW	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	359	0	32	1.3	27.9	21.0	16.1	17.6	6.9	0.5	0.5	0.0	0.0	8.2	22	79.5	10	318
<b>TOTAL HEATHROW</b>			<b>359</b>	<b>0</b>	<b>32</b>	<b>1.3</b>	<b>27.9</b>	<b>21.0</b>	<b>16.1</b>	<b>17.6</b>	<b>6.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>22</b>	<b>79.5</b>	<b>10</b>	<b>318</b>
HUMBERSIDE	EASTERN AIRWAYS	S	62	0	13	1.3	45.3	24.0	4.0	0.0	5.3	2.7	0.0	0.0	17.3	14	95.8	3	72	
<b>TOTAL HUMBERSIDE</b>			<b>62</b>	<b>0</b>	<b>13</b>	<b>1.3</b>	<b>45.3</b>	<b>24.0</b>	<b>4.0</b>	<b>0.0</b>	<b>5.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17.3</b>	<b>14</b>	<b>95.8</b>	<b>3</b>	<b>72</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KIRKWALL	LOGANAIR LTD	S	150	0	5	9.7	40.0	23.2	7.7	5.2	7.1	2.6	1.3	0.0	0.0	3.2	19	80.1	12	158
<b>TOTAL KIRKWALL</b>			<b>150</b>	<b>0</b>	<b>5</b>	<b>9.7</b>	<b>40.0</b>	<b>23.2</b>	<b>7.7</b>	<b>5.2</b>	<b>7.1</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>19</b>	<b>80.1</b>	<b>12</b>	<b>158</b>
LIVERPOOL (JOHN LENNON)	BRITISH AIRWAYS PLC	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	EASYJET UK LTD	S	52	0	2	5.6	37.0	24.1	11.1	7.4	7.4	3.7	0.0	0.0	0.0	3.7	20	83.3	5	52
LUTON	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL LUTON</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>35.7</b>	<b>25.0</b>	<b>12.5</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>83.3</b>	<b>5</b>	<b>52</b>
MANCHESTER	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6
MANCHESTER	LOGANAIR LTD	S	135	0	3	5.1	30.4	29.7	8.7	12.3	4.3	5.8	1.4	0.0	0.0	2.2	26	82.9	18	111
<b>TOTAL MANCHESTER</b>			<b>135</b>	<b>0</b>	<b>3</b>	<b>5.1</b>	<b>30.4</b>	<b>29.7</b>	<b>8.7</b>	<b>12.3</b>	<b>4.3</b>	<b>5.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>26</b>	<b>83.8</b>	<b>17</b>	<b>117</b>
NEWCASTLE	EASTERN AIRWAYS	S	43	0	17	3.3	38.3	20.0	5.0	1.7	0.0	0.0	3.3	0.0	0.0	28.3	15	93.5	9	46
NEWCASTLE	LOGANAIR LTD	S	21	0	1	0.0	50.0	27.3	4.5	0.0	9.1	4.5	0.0	0.0	0.0	4.5	19	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>64</b>	<b>0</b>	<b>18</b>	<b>2.4</b>	<b>41.5</b>	<b>22.0</b>	<b>4.9</b>	<b>1.2</b>	<b>2.4</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>22.0</b>	<b>16</b>	<b>93.5</b>	<b>9</b>	<b>46</b>
NEWQUAY	LOGANAIR LTD	S	37	0	0	8.1	43.2	32.4	0.0	5.4	2.7	5.4	2.7	0.0	0.0	0.0	19	80.9	12	47
<b>TOTAL NEWQUAY</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>43.2</b>	<b>32.4</b>	<b>0.0</b>	<b>5.4</b>	<b>2.7</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.9</b>	<b>12</b>	<b>47</b>
NORWICH	LOGANAIR LTD	S	96	0	5	4.0	35.6	31.7	4.0	8.9	6.9	0.0	4.0	0.0	0.0	5.0	21	73.3	21	88
<b>TOTAL NORWICH</b>			<b>96</b>	<b>0</b>	<b>5</b>	<b>4.0</b>	<b>35.6</b>	<b>31.7</b>	<b>4.0</b>	<b>8.9</b>	<b>6.9</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>21</b>	<b>73.3</b>	<b>21</b>	<b>88</b>
SUMBURGH	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	13	6
SUMBURGH	LOGANAIR LTD	S	149	0	13	1.9	17.3	27.2	13.6	13.0	10.5	5.6	3.1	0.0	0.0	8.0	37	59.2	28	143
<b>TOTAL SUMBURGH</b>			<b>149</b>	<b>0</b>	<b>13</b>	<b>1.9</b>	<b>17.3</b>	<b>27.2</b>	<b>13.6</b>	<b>13.0</b>	<b>10.5</b>	<b>5.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>37</b>	<b>58.3</b>	<b>27</b>	<b>149</b>
TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	81	0	1	7.3	62.2	18.3	1.2	2.4	3.7	3.7	0.0	0.0	0.0	1.2	11	71.8	24	78
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>62.2</b>	<b>18.3</b>	<b>1.2</b>	<b>2.4</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>11</b>	<b>71.8</b>	<b>24</b>	<b>78</b>
WICK JOHN O GROATS	EASTERN AIRWAYS	S	98	0	13	0.9	33.3	37.8	3.6	5.4	2.7	3.6	0.9	0.0	0.0	11.7	18	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>			<b>98</b>	<b>0</b>	<b>13</b>	<b>0.9</b>	<b>33.3</b>	<b>37.8</b>	<b>3.6</b>	<b>5.4</b>	<b>2.7</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1656</b>	<b>0</b>	<b>121</b>	<b>4.1</b>	<b>34.3</b>	<b>25.0</b>	<b>9.3</b>	<b>9.5</b>	<b>6.1</b>	<b>3.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>23</b>	<b>78.4</b>	<b>14</b>	<b>1425</b>
<b>TOTAL ABERDEEN</b>			<b>2445</b>	<b>1</b>	<b>147</b>	<b>4.2</b>	<b>33.4</b>	<b>28.5</b>	<b>9.8</b>	<b>8.8</b>	<b>5.6</b>	<b>2.8</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>5.7</b>	<b>21</b>	<b>79.3</b>	<b>12</b>	<b>2007</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BELFAST CITY (GEORGE BEST) (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>DENMARK</b>																					
COPENHAGEN	GERMAN AIRWAYS GMBH & CO KG	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
HELSINKI	GERMAN AIRWAYS GMBH & CO KG	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL HELSINKI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
NICE	VISTAJET LTD MALTA	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL NICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	GERMAN AIRWAYS GMBH & CO KG	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GERMANY</b>																					
MOENCHENGLADBACH	EMERALD AIRLINES (IRELAND) LIMITED	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL MOENCHENGLADBACH</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BUDAPEST</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL HUNGARY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	0	1	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>ITALY</b>																					
VERONA VILLAFRANCA	AER LINGUS	C	6	0	0	16.7	0.0	16.7	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
VERONA VILLAFRANCA	AIR DOLOMITI	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MOROCCO</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BELFAST CITY (GEORGE BEST) (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
AGADIR (AL MASSIRA)	AIR X CHARTER	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL MOROCCO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	54	0	0	0.0	29.6	50.0	16.7	1.9	1.9	0.0	0.0	0.0	0.0	10	94.7	2	38		
<b>TOTAL AMSTERDAM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>50.0</b>	<b>16.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.7</b>	<b>2</b>	<b>38</b>		
<b>TOTAL NETHERLANDS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>50.0</b>	<b>16.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.7</b>	<b>2</b>	<b>38</b>		
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	45	0	1	2.2	32.6	34.8	10.9	6.5	0.0	8.7	2.2	0.0	0.0	24	78.3	11	46		
<b>TOTAL ABERDEEN</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>32.6</b>	<b>34.8</b>	<b>10.9</b>	<b>6.5</b>	<b>0.0</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>78.3</b>	<b>11</b>	<b>46</b>		
BELFAST INTERNATIONAL	SMARTWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
BIRMINGHAM	AER LINGUS	S	110	0	4	1.8	54.4	21.1	8.8	2.6	4.4	3.5	0.0	0.0	3.5	14	75.0	7	16		
BIRMINGHAM	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	3	28		
BIRMINGHAM	EMERALD AIRLINES UK LTD	S	116	0	0	0.0	35.3	35.3	12.9	8.6	5.2	2.6	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL BIRMINGHAM</b>			<b>226</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>44.8</b>	<b>28.3</b>	<b>10.9</b>	<b>5.7</b>	<b>4.8</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>82.6</b>	<b>4</b>	<b>44</b>		
BRISTOL	EASYJET UK LTD	S	20	0	0	0.0	35.0	35.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL BRISTOL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>35.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CARDIFF WALES	AER LINGUS	S	18	0	2	20.0	15.0	15.0	5.0	20.0	5.0	10.0	0.0	0.0	10.0	31	0.0	0	0		
CARDIFF WALES	EMERALD AIRLINES UK LTD	S	30	0	0	0.0	43.3	16.7	10.0	10.0	16.7	3.3	0.0	0.0	0.0	26	0.0	0	0		
<b>TOTAL CARDIFF WALES</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>32.0</b>	<b>16.0</b>	<b>8.0</b>	<b>14.0</b>	<b>12.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DUNDEE	LOGANAIR LTD	S	16	0	0	31.3	43.8	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	9	100.0	0	18		
<b>TOTAL DUNDEE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>18</b>		
EAST MIDLANDS INTERNATIONAL	AER LINGUS	S	10	0	0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	EMERALD AIRLINES UK LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
EDINBURGH	AER LINGUS	S	127	0	8	8.9	54.1	24.4	1.5	3.0	1.5	0.7	0.0	0.0	5.9	5	97.8	1	92		
EDINBURGH	EMERALD AIRLINES UK LTD	S	54	0	0	5.6	51.9	25.9	3.7	3.7	1.9	3.7	3.7	0.0	0.0	17	0.0	0	0		
<b>TOTAL EDINBURGH</b>			<b>181</b>	<b>0</b>	<b>8</b>	<b>7.9</b>	<b>53.4</b>	<b>24.9</b>	<b>2.1</b>	<b>3.2</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>9</b>	<b>97.8</b>	<b>1</b>	<b>92</b>		
EXETER	AER LINGUS	S	32	0	0	6.3	53.1	37.5	0.0	0.0	3.1	0.0	0.0	0.0	0.0	4	0.0	0	0		
EXETER	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	4	12		
EXETER	EMERALD AIRLINES (IRELAND) LIMITED	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		



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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EXETER	EMERALD AIRLINES UK LTD	S	8	0	0	25.0	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL EXETER</b>			<b>40</b>	<b>0</b>	<b>3</b>	<b>9.3</b>	<b>46.5</b>	<b>30.2</b>	<b>0.0</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>6</b>	<b>83.3</b>	<b>4</b>	<b>12</b>	
FARNBOROUGH	GAMA AVIATION (UK) LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FARNBOROUGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	BA CITYFLYER LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	EASYJET UK LTD	S	124	0	1	25.6	41.6	12.0	9.6	4.0	6.4	0.0	0.0	0.0	0.0	0.8	10	92.7	3	124	
<b>TOTAL GATWICK</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>25.4</b>	<b>41.3</b>	<b>11.9</b>	<b>9.5</b>	<b>4.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>92.7</b>	<b>3</b>	<b>124</b>	
GLASGOW	AER LINGUS	S	54	0	5	13.6	45.8	20.3	5.1	0.0	3.4	3.4	0.0	0.0	0.0	8.5	11	0.0	0	0	
GLASGOW	EASYJET UK LTD	S	26	0	0	3.8	46.2	26.9	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
GLASGOW	EMERALD AIRLINES UK LTD	S	67	0	1	1.5	51.5	23.5	4.4	10.3	1.5	2.9	2.9	0.0	0.0	1.5	19	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>147</b>	<b>0</b>	<b>6</b>	<b>6.5</b>	<b>48.4</b>	<b>22.9</b>	<b>5.9</b>	<b>5.2</b>	<b>3.3</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	98.4	1	186	
HEATHROW	BRITISH AIRWAYS PLC	S	344	0	17	1.1	27.1	31.6	14.1	13.0	7.2	0.6	0.6	0.0	0.0	4.7	20	78.1	12	236	
<b>TOTAL HEATHROW</b>			<b>344</b>	<b>0</b>	<b>17</b>	<b>1.1</b>	<b>27.1</b>	<b>31.6</b>	<b>14.1</b>	<b>13.0</b>	<b>7.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>20</b>	<b>86.9</b>	<b>7</b>	<b>422</b>	
INVERNESS	LOGANAIR LTD	S	40	0	1	4.9	68.3	9.8	0.0	14.6	0.0	0.0	0.0	0.0	0.0	2.4	7	94.7	2	38	
<b>TOTAL INVERNESS</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>68.3</b>	<b>9.8</b>	<b>0.0</b>	<b>14.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>7</b>	<b>94.7</b>	<b>2</b>	<b>38</b>	
JERSEY	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	6	
<b>TOTAL JERSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>6</b>	
LEEDS BRADFORD	AER LINGUS	S	65	0	7	9.7	34.7	29.2	0.0	9.7	1.4	5.6	0.0	0.0	0.0	9.7	16	90.0	5	10	
LEEDS BRADFORD	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.2	6	52	
LEEDS BRADFORD	EMERALD AIRLINES UK LTD	S	105	0	0	8.6	51.4	23.8	1.9	9.5	4.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>170</b>	<b>0</b>	<b>7</b>	<b>9.0</b>	<b>44.6</b>	<b>26.0</b>	<b>1.1</b>	<b>9.6</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>12</b>	<b>93.5</b>	<b>6</b>	<b>62</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	64	0	2	7.6	39.4	22.7	6.1	13.6	7.6	0.0	0.0	0.0	0.0	3.0	14	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>39.4</b>	<b>22.7</b>	<b>6.1</b>	<b>13.6</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	BA CITYFLYER LTD	S	166	0	5	22.2	52.0	14.6	3.5	2.3	2.3	0.0	0.0	0.0	0.0	2.9	5	93.2	3	158	
<b>TOTAL LONDON CITY</b>			<b>166</b>	<b>0</b>	<b>5</b>	<b>22.2</b>	<b>52.0</b>	<b>14.6</b>	<b>3.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>5</b>	<b>93.2</b>	<b>3</b>	<b>158</b>	
MANCHESTER	AER LINGUS	S	123	0	6	16.3	40.3	22.5	3.9	4.7	6.2	1.6	0.0	0.0	0.0	4.7	12	95.6	3	114	
MANCHESTER	EMERALD AIRLINES UK LTD	S	122	0	0	14.8	48.4	23.8	6.6	0.8	2.5	1.6	1.6	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>245</b>	<b>0</b>	<b>6</b>	<b>15.5</b>	<b>44.2</b>	<b>23.1</b>	<b>5.2</b>	<b>2.8</b>	<b>4.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>11</b>	<b>95.6</b>	<b>3</b>	<b>114</b>	
SOUTHAMPTON	AER LINGUS	S	44	0	6	8.0	52.0	26.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	1	0.0	0	0	
SOUTHAMPTON	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	3	54	
SOUTHAMPTON	EMERALD AIRLINES UK LTD	S	64	0	0	3.1	48.4	29.7	7.8	7.8	0.0	3.1	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL SOUTHAMPTON</b>			<b>108</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>50.0</b>	<b>28.1</b>	<b>5.3</b>	<b>4.4</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>6</b>	<b>96.3</b>	<b>3</b>	<b>54</b>	
TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	27	0	1	21.4	60.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	3.6	3	93.8	4	32	

Reporting Airport: BELFAST CITY (GEORGE BEST) (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TOTAL TEESIDE INTERNATIONAL AIRPORT			27	0	1	21.4	60.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3.6	3	93.8	4	32
TOTAL UNITED KINGDOM			2024	0	71	9.2	43.2	24.1	7.0	6.8	4.2	1.6	0.4	0.0	0.0	3.4	13	90.7	5	1223	
TOTAL BELFAST CITY			2093	0	77	8.9	42.5	24.7	7.5	6.8	4.1	1.5	0.4	0.0	0.0	3.5	13	90.8	5	1264	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>AUSTRIA</b>																					
SALZBURG	JET2.COM LTD	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	6	
<b>TOTAL SALZBURG</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>6</b>	
<b>TOTAL AUSTRIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>6</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	121	0.0	0	0	
<b>TOTAL BRIDGETOWN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>121</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BARBADOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>121</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
PLOVDIV	JET2.COM LTD	C	7	0	0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	13	7	
<b>TOTAL PLOVDIV</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.7</b>	<b>13</b>	<b>7</b>	
SOFIA	JET2.COM LTD	C	6	0	0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1	
<b>TOTAL SOFIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL BULGARIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>38.5</b>	<b>30.8</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>12</b>	<b>8</b>	
<b>CYPRUS</b>																					
PAPHOS	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	2	
<b>TOTAL PAPHOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>TOTAL CYPRUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>FRANCE</b>																					
BEAUVAIS	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BEAUVAIS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON	EASYJET UK LTD	S	22	0	0	0.0	27.3	27.3	22.7	9.1	9.1	4.5	0.0	0.0	0.0	0.0	26	83.3	17	12	
<b>TOTAL LYON</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>27.3</b>	<b>22.7</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>83.3</b>	<b>17</b>	<b>12</b>	
NICE	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
<b>TOTAL NICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	6	0	0	0.0	16.7	16.7	0.0	16.7	33.3	16.7	0.0	0.0	0.0	0.0	72	50.0	24	4	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	44	0	2	0.0	17.4	30.4	28.3	10.9	8.7	0.0	0.0	0.0	0.0	4.3	22	83.3	8	48	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.3</b>	<b>28.8</b>	<b>25.0</b>	<b>11.5</b>	<b>11.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>28</b>	<b>80.8</b>	<b>9</b>	<b>52</b>	
<b>TOTAL FRANCE</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.7</b>	<b>27.6</b>	<b>26.3</b>	<b>10.5</b>	<b>10.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>27</b>	<b>80.3</b>	<b>11</b>	<b>66</b>	
<b>GREECE</b>																					
CORFU	EASYJET UK LTD	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BUDAPEST	RYANAIR	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
BUDAPEST	TRAVEL SERVICE KFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL BUDAPEST</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL HUNGARY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>IRISH REPUBLIC</b>																					
KERRY COUNTY	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	100.0	0	1		
<b>TOTAL KERRY COUNTY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>ITALY</b>																					
BERGAMO	RYANAIR UK LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL BERGAMO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
RIMINI	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL RIMINI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ITALY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2		
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
<b>LUXEMBOURG</b>																					
LUXEMBOURG	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LUXEMBOURG	LUXAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>MALTA</b>																					
MALTA	AIR X CHARTER	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL MALTA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL MALTA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10		
AMSTERDAM	EASYJET UK LTD	S	42	0	2	2.3	29.5	36.4	6.8	11.4	4.5	0.0	4.5	0.0	4.5	27	83.9	9	31		
<b>TOTAL AMSTERDAM</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>29.5</b>	<b>36.4</b>	<b>6.8</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>27</b>	<b>82.9</b>	<b>9</b>	<b>41</b>		
<b>TOTAL NETHERLANDS</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>29.5</b>	<b>36.4</b>	<b>6.8</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>27</b>	<b>82.9</b>	<b>9</b>	<b>41</b>		
<b>POLAND</b>																					
GDANSK	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL GDANSK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
KRAKOW	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	97	100.0	0	2		
KRAKOW	RYANAIR	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KRAKOW	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL POLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>PORTUGAL(EXCLUDING AZORES LAJES TERCEIRA ISLAND)</b>																					
AZORES LAJES TERCEIRA ISLAND	SUN AIR OF SCANDINAVIA	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL AZORES LAJES TERCEIRA ISLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FARO	EASYJET UK LTD	S	36	0	2	0.0	10.5	47.4	10.5	13.2	7.9	2.6	0.0	2.6	0.0	5.3	52	73.7	17	38	
FARO	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2	
FARO	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
FARO	RYANAIR UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL FARO</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>13.6</b>	<b>45.5</b>	<b>11.4</b>	<b>13.6</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>4.5</b>	<b>46</b>	<b>75.0</b>	<b>16</b>	<b>40</b>	
<b>TOTAL PORTUGAL</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>13.3</b>	<b>44.4</b>	<b>13.3</b>	<b>13.3</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>4.4</b>	<b>46</b>	<b>75.0</b>	<b>16</b>	<b>40</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	38	0	0	5.3	18.4	34.2	5.3	13.2	13.2	0.0	7.9	2.6	0.0	0.0	52	97.6	2	42	
ALICANTE	JET2.COM LTD	S	20	0	0	15.0	30.0	10.0	20.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	34	100.0	1	18	
ALICANTE	RYANAIR UK LTD	S	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>21.0</b>	<b>25.8</b>	<b>9.7</b>	<b>14.5</b>	<b>9.7</b>	<b>4.8</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>98.3</b>	<b>2</b>	<b>60</b>	
BARCELONA	EASYJET EUROPE	S	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	57	100.0	1	2	
BARCELONA	EASYJET UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	4	
<b>TOTAL BARCELONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
GIRONA	RYANAIR UK LTD	S	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MAHON	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL MAHON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MALAGA	EASYJET UK LTD	S	50	0	2	0.0	21.2	38.5	13.5	19.2	3.8	0.0	0.0	0.0	0.0	3.8	17	73.8	13	42	
MALAGA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
MALAGA	RYANAIR	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
MALAGA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.7</b>	<b>36.2</b>	<b>13.8</b>	<b>22.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>18</b>	<b>73.8</b>	<b>13</b>	<b>42</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	8	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	60.0	13	10	
PALMA DE MALLORCA	EASYJET UK LTD	S	10	0	0	0.0	0.0	50.0	0.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
PALMA DE MALLORCA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
PALMA DE MALLORCA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>50.0</b>	<b>4.5</b>	<b>13.6</b>	<b>22.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>60.0</b>	<b>13</b>	<b>10</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL SPAIN</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>17.5</b>	<b>33.8</b>	<b>10.4</b>	<b>19.5</b>	<b>9.1</b>	<b>2.6</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>33</b>	<b>86.4</b>	<b>7</b>	<b>118</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	14	0	0	7.1	7.1	35.7	7.1	7.1	35.7	0.0	0.0	0.0	0.0	0.0	37	68.8	25	16	
ARRECIFE	JET2.COM LTD	S	32	0	0	12.5	31.3	37.5	9.4	3.1	6.3	0.0	0.0	0.0	0.0	0.0	12	82.4	10	34	
<b>TOTAL ARRECIFE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>23.9</b>	<b>37.0</b>	<b>8.7</b>	<b>4.3</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>78.0</b>	<b>14</b>	<b>50</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	16.7	16.7	38.9	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	94.4	3	18	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
LAS PALMAS	EASYJET UK LTD	S	14	0	0	0.0	35.7	14.3	7.1	28.6	7.1	7.1	0.0	0.0	0.0	0.0	31	87.5	4	16	
LAS PALMAS	JET2.COM LTD	S	18	0	0	22.2	22.2	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	94.1	4	17	
<b>TOTAL LAS PALMAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>28.1</b>	<b>25.0</b>	<b>3.1</b>	<b>18.8</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>90.9</b>	<b>4</b>	<b>33</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	20	0	0	15.0	25.0	35.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	18	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	53	0	0	15.1	30.2	26.4	13.2	9.4	1.9	1.9	1.9	0.0	0.0	0.0	16	97.7	2	44	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>28.8</b>	<b>28.8</b>	<b>13.7</b>	<b>8.2</b>	<b>2.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>98.4</b>	<b>2</b>	<b>62</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>26.0</b>	<b>31.4</b>	<b>10.7</b>	<b>8.9</b>	<b>7.7</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>90.2</b>	<b>6</b>	<b>163</b>	
<b>GENEVA</b>																					
GENEVA	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
GENEVA	EASYJET SWITZERLAND	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
GENEVA	EASYJET UK LTD	S	46	0	0	4.3	26.1	28.3	13.0	17.4	6.5	4.3	0.0	0.0	0.0	0.0	24	72.2	18	36	
<b>TOTAL GENEVA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>26.0</b>	<b>30.0</b>	<b>12.0</b>	<b>16.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>73.0</b>	<b>17</b>	<b>37</b>	
<b>TOTAL SWITZERLAND</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>26.0</b>	<b>30.0</b>	<b>12.0</b>	<b>16.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>73.0</b>	<b>17</b>	<b>37</b>	
<b>TURKEY</b>																					
ANTALYA	EASYJET UK LTD	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
ANTALYA	JET2.COM LTD	S	13	0	0	0.0	23.1	38.5	7.7	15.4	0.0	0.0	15.4	0.0	0.0	0.0	61	100.0	1	10	
<b>TOTAL ANTALYA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>5.9</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
DALAMAN	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	569	100.0	0	2	
<b>TOTAL DALAMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>569</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL TURKEY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>42.1</b>	<b>5.3</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>105</b>	<b>100.0</b>	<b>1</b>	<b>12</b>	
<b>UNITED KINGDOM</b>																					
BIRMINGHAM	EASYJET UK LTD	S	218	0	4	0.0	44.6	29.3	6.3	6.3	7.7	2.3	0.5	1.4	0.0	1.8	24	89.8	6	244	
BIRMINGHAM	EMERALD AIRLINES (IRELAND) LIMITED	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>219</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>44.4</b>	<b>29.6</b>	<b>6.3</b>	<b>6.3</b>	<b>7.6</b>	<b>2.2</b>	<b>0.4</b>	<b>1.3</b>	<b>0.0</b>	<b>1.8</b>	<b>24</b>	<b>89.8</b>	<b>6</b>	<b>244</b>	
BRISTOL	EASYJET UK LTD	S	177	0	5	1.1	44.0	24.7	8.2	9.9	7.7	0.5	1.1	0.0	0.0	2.7	19	93.7	4	142	
<b>TOTAL BRISTOL</b>			<b>177</b>	<b>0</b>	<b>5</b>	<b>1.1</b>	<b>44.0</b>	<b>24.7</b>	<b>8.2</b>	<b>9.9</b>	<b>7.7</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>19</b>	<b>93.7</b>	<b>4</b>	<b>142</b>	
CARDIFF WALES	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
CARDIFF WALES	WIZZ AIR UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
EAST MIDLANDS INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	28
EAST MIDLANDS INTERNATIONAL	RYANAIR UK LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>5</b>	<b>28</b>
EDINBURGH	EASYJET UK LTD	S	206	0	2	3.4	33.7	29.3	14.9	5.3	10.6	1.4	0.5	0.0	0.0	1.0	19	82.6	8	172
EDINBURGH	EMERALD AIRLINES (IRELAND) LIMITED	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
EDINBURGH	RYANAIR UK LTD	S	10	0	0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>217</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>33.8</b>	<b>29.2</b>	<b>14.6</b>	<b>5.5</b>	<b>10.0</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>82.6</b>	<b>8</b>	<b>172</b>
GATWICK	EASYJET UK LTD	S	315	0	5	5.6	40.3	25.6	8.1	8.4	7.5	0.9	1.6	0.3	0.0	1.6	19	89.4	6	312
<b>TOTAL GATWICK</b>			<b>315</b>	<b>0</b>	<b>5</b>	<b>5.6</b>	<b>40.3</b>	<b>25.6</b>	<b>8.1</b>	<b>8.4</b>	<b>7.5</b>	<b>0.9</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>89.4</b>	<b>6</b>	<b>312</b>
GLASGOW	EASYJET UK LTD	S	180	0	4	4.9	50.5	23.4	3.8	7.1	4.3	2.2	1.6	0.0	0.0	2.2	17	89.5	5	172
GLASGOW	EMERALD AIRLINES (IRELAND) LIMITED	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>181</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>50.3</b>	<b>23.2</b>	<b>4.3</b>	<b>7.0</b>	<b>4.3</b>	<b>2.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>89.5</b>	<b>5</b>	<b>172</b>
ISLE OF MAN	EASYJET UK LTD	S	26	0	1	3.7	66.7	0.0	7.4	11.1	7.4	0.0	0.0	0.0	0.0	3.7	13	100.0	3	16
<b>TOTAL ISLE OF MAN</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>66.7</b>	<b>0.0</b>	<b>7.4</b>	<b>11.1</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>13</b>	<b>100.0</b>	<b>3</b>	<b>16</b>
JERSEY	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	2
<b>TOTAL JERSEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
LEEDS BRADFORD	EASYJET UK LTD	S	30	0	0	0.0	50.0	20.0	10.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	19	96.4	1	28
<b>TOTAL LEEDS BRADFORD</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>6.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>96.4</b>	<b>1</b>	<b>28</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	230	0	0	1.7	47.0	29.6	7.8	7.8	2.6	1.3	2.2	0.0	0.0	0.0	18	89.8	5	352
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>47.0</b>	<b>29.6</b>	<b>7.8</b>	<b>7.8</b>	<b>2.6</b>	<b>1.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>89.8</b>	<b>5</b>	<b>352</b>
LUTON	EASYJET UK LTD	S	246	0	1	4.5	38.5	22.7	14.2	7.3	9.7	0.8	2.0	0.0	0.0	0.4	21	82.6	13	190
<b>TOTAL LUTON</b>			<b>246</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>38.5</b>	<b>22.7</b>	<b>14.2</b>	<b>7.3</b>	<b>9.7</b>	<b>0.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>82.6</b>	<b>13</b>	<b>190</b>
MANCHESTER	EASYJET UK LTD	S	232	0	2	4.7	48.7	22.2	10.7	5.6	5.1	1.3	0.9	0.0	0.0	0.9	14	84.3	10	210
MANCHESTER	EMERALD AIRLINES (IRELAND) LIMITED	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
MANCHESTER	PEGASUS AIRLINES	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
MANCHESTER	RYANAIR UK LTD	S	22	0	0	18.2	54.5	13.6	4.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>256</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>48.8</b>	<b>21.3</b>	<b>10.5</b>	<b>5.4</b>	<b>5.4</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>84.3</b>	<b>10</b>	<b>210</b>
NEWCASTLE	EASYJET UK LTD	S	110	0	2	3.6	50.9	18.8	9.8	3.6	9.8	1.8	0.0	0.0	0.0	1.8	16	89.9	8	138
<b>TOTAL NEWCASTLE</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>50.9</b>	<b>18.8</b>	<b>9.8</b>	<b>3.6</b>	<b>9.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>89.9</b>	<b>8</b>	<b>138</b>
STANSTED	EASYJET UK LTD	S	195	0	0	2.1	56.9	21.5	4.1	7.7	4.1	2.1	1.5	0.0	0.0	0.0	15	90.8	5	196
STANSTED	RYANAIR UK LTD	S	18	0	0	0.0	50.0	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL STANSTED</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>56.3</b>	<b>22.5</b>	<b>4.2</b>	<b>7.5</b>	<b>4.2</b>	<b>1.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.8</b>	<b>5</b>	<b>196</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>2228</b>	<b>0</b>	<b>26</b>	<b>3.4</b>	<b>45.2</b>	<b>24.7</b>	<b>8.9</b>	<b>7.1</b>	<b>6.9</b>	<b>1.3</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>88.5</b>	<b>7</b>	<b>2204</b>
<b>LOS ANGELES INTERNATIONAL</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
<b>VAN NUYS</b>	PEGASUS AIRLINES	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL VAN NUYS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
<b>TOTAL BELFAST</b>			<b>2825</b>	<b>0</b>	<b>34</b>	<b>4.0</b>	<b>40.3</b>	<b>26.6</b>	<b>9.7</b>	<b>8.4</b>	<b>7.0</b>	<b>1.5</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>20</b>	<b>87.9</b>	<b>7</b>	<b>2706</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>ALBANIA</b>																					
TIRANA	EUROATLANTIC AIRWAYS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL TIRANA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ALBANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	JET2.COM LTD	S	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	8		
INNSBRUCK	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	25.0	37.5	6.3	12.5	12.5	0.0	0.0	0.0	41	12.5	56	16		
<b>TOTAL INNSBRUCK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>41.7</b>	<b>25.0</b>	<b>4.2</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>37.5</b>	<b>40</b>	<b>24</b>		
SALZBURG	JET2.COM LTD	S	8	0	0	0.0	12.5	25.0	12.5	0.0	37.5	12.5	0.0	0.0	0.0	59	87.5	5	8		
SALZBURG	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	14.3	28.6	57.1	0.0	0.0	0.0	0.0	0.0	29	60.0	32	5		
<b>TOTAL SALZBURG</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>20.0</b>	<b>20.0</b>	<b>26.7</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>76.9</b>	<b>16</b>	<b>13</b>		
<b>TOTAL AUSTRIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>33.3</b>	<b>23.1</b>	<b>12.8</b>	<b>12.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>51.4</b>	<b>31</b>	<b>37</b>		
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	37	0	0	2.7	8.1	24.3	16.2	27.0	5.4	8.1	8.1	0.0	0.0	53	50.0	72	18		
<b>TOTAL BRIDGETOWN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>8.1</b>	<b>24.3</b>	<b>16.2</b>	<b>27.0</b>	<b>5.4</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>50.0</b>	<b>72</b>	<b>18</b>		
<b>TOTAL BARBADOS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>8.1</b>	<b>24.3</b>	<b>16.2</b>	<b>27.0</b>	<b>5.4</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>50.0</b>	<b>72</b>	<b>18</b>		
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	89	0	2	4.4	49.5	28.6	6.6	1.1	4.4	2.2	1.1	0.0	0.0	13	100.0	3	4		
BRUSSELS	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
<b>TOTAL BRUSSELS</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>49.5</b>	<b>28.6</b>	<b>6.6</b>	<b>1.1</b>	<b>4.4</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>100.0</b>	<b>3</b>	<b>5</b>	
<b>TOTAL BELGIUM</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>49.5</b>	<b>28.6</b>	<b>6.6</b>	<b>1.1</b>	<b>4.4</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>100.0</b>	<b>3</b>	<b>5</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	18	0	0	5.6	44.4	38.9	0.0	5.6	5.6	0.0	0.0	0.0	0.0	10	90.6	5	32		
SOFIA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL SOFIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.4</b>	<b>36.8</b>	<b>0.0</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.6</b>	<b>5</b>	<b>32</b>		
<b>TOTAL BULGARIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.4</b>	<b>36.8</b>	<b>0.0</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.6</b>	<b>5</b>	<b>32</b>		
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	18	0	0	33.3	5.6	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	27	18		
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>5.6</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>27</b>	<b>18</b>		
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	5.6	16.7	33.3	16.7	0.0	11.1	5.6	11.1	0.0	0.0	53	12.5	44	8		
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>12.5</b>	<b>44</b>	<b>8</b>		
<b>TOTAL CAPE VERDE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>53.8</b>	<b>32</b>	<b>26</b>		
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	2		
<b>TOTAL LARNACA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>3</b>	<b>2</b>		
PAPHOS	JET2.COM LTD	S	19	0	0	5.3	26.3	26.3	26.3	15.8	0.0	0.0	0.0	0.0	0.0	13	83.3	7	18		
PAPHOS	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	8		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL PAPHOS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>31.8</b>	<b>22.7</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
<b>TOTAL CYPRUS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>26.1</b>	<b>34.8</b>	<b>21.7</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.3</b>	<b>5</b>	<b>28</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EUROWINGS LUFTVERKEHRS	S	18	0	0	5.6	38.9	22.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	6	18
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	38.9	33.3	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	17	75.0	12	16
<b>TOTAL PRAGUE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>13.9</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.4</b>	<b>9</b>	<b>34</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>13.9</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.4</b>	<b>9</b>	<b>34</b>
<b>DENMARK</b>																				
BILLUND	RYANAIR	S	18	0	0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL BILLUND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	SAS	S	52	0	0	1.9	19.2	50.0	17.3	5.8	5.8	0.0	0.0	0.0	0.0	0.0	16	100.0	4	10
COPENHAGEN	TUI FLY NORDIC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1
<b>TOTAL COPENHAGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>19.2</b>	<b>50.0</b>	<b>17.3</b>	<b>5.8</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.9</b>	<b>7</b>	<b>11</b>
<b>TOTAL DENMARK</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>28.6</b>	<b>45.7</b>	<b>14.3</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.9</b>	<b>7</b>	<b>11</b>
<b>EGYPT</b>																				
HURGHADA	TUI AIRWAYS LTD	S	25	0	0	0.0	16.0	52.0	12.0	12.0	0.0	4.0	0.0	4.0	0.0	0.0	59	57.7	17	26
<b>TOTAL HURGHADA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.0</b>	<b>52.0</b>	<b>12.0</b>	<b>12.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>57.7</b>	<b>17</b>	<b>26</b>
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	28	0	0	0.0	10.7	53.6	17.9	14.3	3.6	0.0	0.0	0.0	0.0	0.0	19	78.9	7	19
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>53.6</b>	<b>17.9</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>78.9</b>	<b>7</b>	<b>19</b>
<b>TOTAL EGYPT</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.2</b>	<b>52.8</b>	<b>15.1</b>	<b>13.2</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>66.7</b>	<b>13</b>	<b>45</b>
<b>FINLAND</b>																				
ENONTEKIO	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL ENONTEKIO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>																				
BORDEAUX	RYANAIR	S	14	0	2	0.0	31.3	12.5	25.0	12.5	6.3	0.0	0.0	0.0	0.0	12.5	20	0.0	0	0
<b>TOTAL BORDEAUX</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>31.3</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHAMBERY	JET2.COM LTD	S	8	0	2	0.0	0.0	30.0	0.0	20.0	20.0	10.0	0.0	0.0	0.0	20.0	55	62.5	16	8
CHAMBERY	TUI AIRWAYS LTD	C	11	0	0	0.0	0.0	9.1	45.5	27.3	0.0	9.1	9.1	0.0	0.0	0.0	68	18.2	48	11
<b>TOTAL CHAMBERY</b>			<b>19</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>23.8</b>	<b>23.8</b>	<b>9.5</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>63</b>	<b>36.8</b>	<b>34</b>	<b>19</b>
GRENOBLE	JET2.COM LTD	S	16	0	0	0.0	18.8	43.8	6.3	6.3	25.0	0.0	0.0	0.0	0.0	0.0	31	75.0	10	16
GRENOBLE	RYANAIR	S	8	0	0	12.5	0.0	25.0	0.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	67	0.0	0	0
GRENOBLE	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
<b>TOTAL GRENOBLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>34.6</b>	<b>3.8</b>	<b>11.5</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	184	0	6	0.0	29.5	39.5	15.8	8.4	2.1	1.1	0.5	0.0	0.0	3.2	14	80.6	9	129

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>185</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>29.3</b>	<b>39.8</b>	<b>15.7</b>	<b>8.4</b>	<b>2.1</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>14</b>	<b>80.6</b>	<b>9</b>	<b>129</b>	
PARIS (ORLY)	VUELING AIRLINES	S	20	0	6	7.7	3.8	34.6	19.2	3.8	7.7	0.0	0.0	0.0	0.0	23.1	18	84.6	5	26	
<b>TOTAL PARIS (ORLY)</b>			<b>20</b>	<b>0</b>	<b>6</b>	<b>7.7</b>	<b>3.8</b>	<b>34.6</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>18</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
PERPIGNAN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
RENNES	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2	
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>2</b>	
TOULOUSE (BLAGNAC)	EASYJET EUROPE	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
TOULOUSE (BLAGNAC)	RYANAIR	S	16	0	0	0.0	31.3	37.5	0.0	25.0	0.0	0.0	6.3	0.0	0.0	0.0	33	0.0	0	0	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	5	3	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>40.9</b>	<b>4.5</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>5</b>	<b>3</b>	
<b>TOTAL FRANCE</b>			<b>286</b>	<b>0</b>	<b>16</b>	<b>1.0</b>	<b>23.2</b>	<b>36.1</b>	<b>15.2</b>	<b>10.9</b>	<b>5.3</b>	<b>1.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>22</b>	<b>76.4</b>	<b>11</b>	<b>199</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	SUNDAIR GMBH	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	89	0	11	0.0	38.0	29.0	9.0	9.0	2.0	1.0	1.0	0.0	0.0	11.0	15	90.2	3	98	
<b>TOTAL DUSSELDORF</b>			<b>89</b>	<b>0</b>	<b>11</b>	<b>0.0</b>	<b>38.0</b>	<b>29.0</b>	<b>9.0</b>	<b>9.0</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>15</b>	<b>90.2</b>	<b>3</b>	<b>98</b>	
FRANKFURT MAIN	LUFTHANSA	S	160	0	9	0.6	19.5	45.0	14.8	10.7	3.6	0.6	0.0	0.0	0.0	5.3	15	80.8	8	104	
<b>TOTAL FRANKFURT MAIN</b>			<b>160</b>	<b>0</b>	<b>9</b>	<b>0.6</b>	<b>19.5</b>	<b>45.0</b>	<b>14.8</b>	<b>10.7</b>	<b>3.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>80.8</b>	<b>8</b>	<b>104</b>	
HAMBURG	ENTER AIR	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
HAMBURG	LEAV AVIATION GMBH	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL HAMBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	LUFTHANSA	S	108	0	11	3.4	26.1	31.1	24.4	4.2	0.8	0.8	0.0	0.0	0.0	9.2	12	92.4	3	66	
MUNICH	SUNDAIR GMBH	C	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>117</b>	<b>0</b>	<b>11</b>	<b>4.7</b>	<b>27.3</b>	<b>30.5</b>	<b>23.4</b>	<b>3.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>11</b>	<b>92.4</b>	<b>3</b>	<b>66</b>	
<b>TOTAL GERMANY</b>			<b>371</b>	<b>0</b>	<b>31</b>	<b>1.7</b>	<b>26.4</b>	<b>36.6</b>	<b>16.2</b>	<b>8.2</b>	<b>2.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>14</b>	<b>87.1</b>	<b>5</b>	<b>268</b>	
<b>GREECE</b>																					
ATHENS	JET2.COM LTD	S	18	0	2	0.0	20.0	45.0	10.0	5.0	5.0	5.0	0.0	0.0	0.0	10.0	21	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>45.0</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CORFU	RYANAIR	S	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HERAKLION	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
HERAKLION	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL RHODES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL GREECE</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>24.1</b>	<b>44.8</b>	<b>13.8</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>17</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	17	0	1	27.8	27.8	22.2	0.0	11.1	0.0	0.0	5.6	0.0	0.0	5.6	17	93.8	4	16
BUDAPEST	WIZZ AIR	S	16	0	0	12.5	18.8	25.0	37.5	6.3	0.0	0.0	0.0	0.0	0.0	13	77.8	7	18	
<b>TOTAL BUDAPEST</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>20.6</b>	<b>23.5</b>	<b>23.5</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>85.3</b>	<b>5</b>	<b>34</b>
<b>TOTAL HUNGARY</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>20.6</b>	<b>23.5</b>	<b>23.5</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.3</b>	<b>5</b>	<b>34</b>	
<b>ICELAND</b>																				
KEFLAVIK	JET2.COM LTD	S	18	0	0	16.7	38.9	27.8	5.6	0.0	11.1	0.0	0.0	0.0	0.0	14	61.1	70	18	
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.1</b>	<b>70</b>	<b>18</b>	
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.1</b>	<b>70</b>	<b>18</b>	
<b>INDIA</b>																				
AMRITSAR	AIR INDIA	S	27	0	0	37.0	14.8	25.9	3.7	18.5	0.0	0.0	0.0	0.0	0.0	11	50.0	32	8	
<b>TOTAL AMRITSAR</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37.0</b>	<b>14.8</b>	<b>25.9</b>	<b>3.7</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>32</b>	<b>8</b>	
DELHI	AIR INDIA	S	27	0	0	11.1	40.7	37.0	0.0	7.4	0.0	3.7	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL DELHI</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>40.7</b>	<b>37.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>27.8</b>	<b>31.5</b>	<b>1.9</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>32</b>	<b>8</b>	
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	38	0	1	5.1	48.7	17.9	5.1	10.3	10.3	0.0	0.0	0.0	2.6	15	76.7	8	30	
<b>TOTAL CORK</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>48.7</b>	<b>17.9</b>	<b>5.1</b>	<b>10.3</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>15</b>	<b>76.7</b>	<b>8</b>	<b>30</b>	
DUBLIN	AER LINGUS	S	216	0	0	6.0	36.1	35.2	10.2	8.8	0.9	1.4	1.4	0.0	0.0	14	89.6	4	134	
DUBLIN	RYANAIR	S	336	0	6	3.5	41.8	24.6	7.6	11.1	5.8	2.9	0.9	0.0	1.8	19	90.4	6	344	
DUBLIN	STOBART AIR	S	84	0	6	3.3	21.1	27.8	16.7	13.3	7.8	1.1	2.2	0.0	6.7	27	50.0	59	10	
<b>TOTAL DUBLIN</b>			<b>636</b>	<b>0</b>	<b>12</b>	<b>4.3</b>	<b>37.0</b>	<b>28.5</b>	<b>9.7</b>	<b>10.6</b>	<b>4.5</b>	<b>2.2</b>	<b>1.2</b>	<b>0.0</b>	<b>1.9</b>	<b>19</b>	<b>89.3</b>	<b>7</b>	<b>488</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	20	0	0	0.0	50.0	20.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	24	100.0	3	2	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
SHANNON	RYANAIR	S	38	0	0	5.3	50.0	26.3	0.0	5.3	13.2	0.0	0.0	0.0	0.0	14	94.4	2	18	
<b>TOTAL SHANNON</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>50.0</b>	<b>26.3</b>	<b>0.0</b>	<b>5.3</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>732</b>	<b>0</b>	<b>13</b>	<b>4.3</b>	<b>38.7</b>	<b>27.7</b>	<b>9.0</b>	<b>10.3</b>	<b>5.1</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>1.7</b>	<b>18</b>	<b>88.8</b>	<b>7</b>	<b>538</b>	
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	22	0	0	0.0	22.7	40.9	31.8	4.5	0.0	0.0	0.0	0.0	0.0	12	62.5	15	16	
<b>TOTAL BERGAMO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>40.9</b>	<b>31.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>15</b>	<b>16</b>	
NAPLES	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL NAPLES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	39	0	0	0.0	17.9	43.6	17.9	7.7	5.1	2.6	5.1	0.0	0.0	0.0	30	82.4	10	34
<b>TOTAL ROME (FIUMICINO)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>43.6</b>	<b>17.9</b>	<b>7.7</b>	<b>5.1</b>	<b>2.6</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>82.4</b>	<b>10</b>	<b>34</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TURIN	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	8	
TURIN	RYANAIR	S	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	8	
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	50.0	14	8	
<b>TOTAL TURIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>58.3</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>12</b>	<b>24</b>	
VENICE	JET2.COM LTD	S	18	0	0	5.6	27.8	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
VENICE	RYANAIR	S	18	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL VENICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>36.1</b>	<b>27.8</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VERONA VILLAFRANCA	RYANAIR	S	20	0	0	0.0	20.0	35.0	5.0	10.0	25.0	0.0	5.0	0.0	0.0	42	10.0	32	10	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	16	14.3	64	7	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>17.9</b>	<b>35.7</b>	<b>7.1</b>	<b>14.3</b>	<b>17.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>11.1</b>	<b>43</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>21.2</b>	<b>41.7</b>	<b>19.2</b>	<b>7.9</b>	<b>6.0</b>	<b>0.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>59.8</b>	<b>18</b>	<b>92</b>	
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	18.8	25.0	25.0	12.5	0.0	6.3	0.0	0.0	42	47.6	29	21	
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>18.8</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>47.6</b>	<b>29</b>	<b>21</b>	
<b>TOTAL JAMAICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>18.8</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>47.6</b>	<b>29</b>	<b>21</b>	
<b>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	14	0	0	7.1	50.0	21.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	8	83.3	6	18	
<b>TOTAL VILNIUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>21.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>21.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>MALAWI</b>																				
LILONGWE	MALETH AERO	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL LILONGWE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALAWI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	10	0	0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	16	50.0	19	2	
MALTA	RYANAIR	S	18	0	0	5.6	16.7	11.1	38.9	22.2	5.6	0.0	0.0	0.0	0.0	24	94.4	4	18	
MALTA	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	58	100.0	2	2	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>16.7</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>90.9</b>	<b>5</b>	<b>22</b>	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>16.7</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>90.9</b>	<b>5</b>	<b>22</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	22.2	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	20.0	36	20	
<b>TOTAL CANCUN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>20.0</b>	<b>36</b>	<b>20</b>	
<b>TOTAL MEXICO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>20.0</b>	<b>36</b>	<b>20</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	9	0	0	0.0	0.0	0.0	33.3	11.1	22.2	33.3	0.0	0.0	0.0	0.0	86	0.0	34	2	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>86</b>	<b>0.0</b>	<b>34</b>	<b>2</b>	
MARRAKESH	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	30.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	31	50.0	21	8	
<b>TOTAL MARRAKESH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>21</b>	<b>8</b>	
<b>TOTAL MOROCCO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>15.8</b>	<b>21.1</b>	<b>26.3</b>	<b>15.8</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>40.0</b>	<b>23</b>	<b>10</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	64	0	2	31.8	31.8	22.7	4.5	3.0	1.5	0.0	1.5	0.0	0.0	3.0	8	68.0	14	50	
AMSTERDAM	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
AMSTERDAM	KLM	S	239	0	2	0.4	29.5	35.3	19.1	10.8	2.9	0.4	0.8	0.0	0.0	0.8	17	80.2	10	181	
<b>TOTAL AMSTERDAM</b>			<b>303</b>	<b>0</b>	<b>4</b>	<b>7.2</b>	<b>30.0</b>	<b>32.6</b>	<b>16.0</b>	<b>9.1</b>	<b>2.6</b>	<b>0.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>77.8</b>	<b>11</b>	<b>233</b>	
<b>TOTAL NETHERLANDS</b>			<b>303</b>	<b>0</b>	<b>4</b>	<b>7.2</b>	<b>30.0</b>	<b>32.6</b>	<b>16.0</b>	<b>9.1</b>	<b>2.6</b>	<b>0.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>77.8</b>	<b>11</b>	<b>233</b>	
<b>NORWAY</b>																					
BERGEN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
BERGEN	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
<b>TOTAL NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
<b>PAKISTAN</b>																					
ISLAMABAD INTERNATIONAL AIRPORT	JORDAN AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	19	14	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.9</b>	<b>19</b>	<b>14</b>	
<b>TOTAL PAKISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.9</b>	<b>19</b>	<b>14</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	26	0	0	0.0	65.4	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.4	2	28	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>65.4</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.4</b>	<b>2</b>	<b>28</b>	
GDANSK	RYANAIR	S	14	0	2	6.3	25.0	25.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	12.5	10	93.8	2	16	
<b>TOTAL GDANSK</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>10</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
KATOWICE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	16	
KATOWICE	WIZZ AIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL KATOWICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
KRAKOW	JET2.COM LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KRAKOW	JET2.COM LTD	S	18	0	0	22.2	22.2	22.2	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	28	85.7	2	12
KRAKOW	RYANAIR	S	27	0	0	11.1	37.0	29.6	7.4	3.7	3.7	3.7	3.7	0.0	0.0	0.0	19	95.2	3	42
KRAKOW	WIZZ AIR	S	18	0	0	5.6	11.1	22.2	16.7	16.7	5.6	16.7	5.6	0.0	0.0	0.0	55	50.0	11	2
<b>TOTAL KRAKOW</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>27.7</b>	<b>24.6</b>	<b>10.8</b>	<b>6.2</b>	<b>6.2</b>	<b>9.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>91.4</b>	<b>3</b>	<b>56</b>
POZNAN	RYANAIR	S	16	0	0	25.0	37.5	6.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	4	18
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>6.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	16.7	16.7	27.8	5.6	16.7	11.1	0.0	5.6	0.0	0.0	0.0	33	0.0	39	2
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>27.8</b>	<b>5.6</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>39</b>	<b>2</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	22	0	0	9.1	68.2	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.4	5	28
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>68.2</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.4</b>	<b>5</b>	<b>28</b>
WROCLAW	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
WROCLAW	WIZZ AIR	S	16	0	0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL WROCLAW</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>58.8</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>179</b>	<b>0</b>	<b>2</b>	<b>11.6</b>	<b>40.3</b>	<b>23.8</b>	<b>8.8</b>	<b>6.1</b>	<b>3.3</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>92.8</b>	<b>3</b>	<b>164</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	48	0	0	10.4	31.3	31.3	12.5	0.0	6.3	2.1	6.3	0.0	0.0	0.0	28	78.3	9	46
FARO	RYANAIR	S	36	0	0	8.3	22.2	22.2	19.4	8.3	11.1	5.6	2.8	0.0	0.0	0.0	31	82.1	7	28
<b>TOTAL FARO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>27.4</b>	<b>27.4</b>	<b>15.5</b>	<b>3.6</b>	<b>8.3</b>	<b>3.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>79.7</b>	<b>8</b>	<b>74</b>
LISBON	EASYJET EUROPE	S	20	0	0	0.0	20.0	30.0	15.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	30	0.0	0	0
LISBON	RYANAIR	S	16	0	0	0.0	6.3	31.3	25.0	18.8	12.5	6.3	0.0	0.0	0.0	0.0	35	71.4	13	14
<b>TOTAL LISBON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>30.6</b>	<b>19.4</b>	<b>19.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>71.4</b>	<b>13</b>	<b>14</b>
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	0.0	12.5	31.3	18.8	18.8	12.5	6.3	0.0	0.0	0.0	0.0	36	61.1	14	18
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>61.1</b>	<b>14</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>22.1</b>	<b>28.7</b>	<b>16.9</b>	<b>9.6</b>	<b>9.6</b>	<b>4.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>75.5</b>	<b>10</b>	<b>106</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	18	0	0	22.2	44.4	11.1	5.6	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	80.0	3	16
FUNCHAL	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	26	50.0	13	2
<b>TOTAL FUNCHAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>33.3</b>	<b>25.9</b>	<b>7.4</b>	<b>0.0</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.3</b>	<b>4</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>33.3</b>	<b>25.9</b>	<b>7.4</b>	<b>0.0</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.3</b>	<b>4</b>	<b>18</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	36	0	0	5.6	33.3	33.3	25.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	14	36
BUCHAREST (OTOPENI)	WIZZ AIR	S	34	0	0	17.6	23.5	32.4	8.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	16	56.7	17	30
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>28.6</b>	<b>32.9</b>	<b>17.1</b>	<b>4.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.1</b>	<b>15</b>	<b>66</b>
CLUJ NAPOCA	WIZZ AIR	S	16	0	0	18.8	25.0	31.3	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	16	72.2	8	18
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.2</b>	<b>8</b>	<b>18</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CRAIOVA	WIZZ AIR	S	16	0	0	25.0	25.0	31.3	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	72.2	9	18
<b>TOTAL CRAIOVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
<b>TOTAL ROMANIA SLOVAK REPUBLIC</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>27.5</b>	<b>32.4</b>	<b>14.7</b>	<b>3.9</b>	<b>5.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.7</b>	<b>13</b>	<b>102</b>
BRATISLAVA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	22
<b>TOTAL BRATISLAVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>22</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>22</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
ALICANTE	JET2.COM LTD	S	62	0	0	11.3	25.8	45.2	4.8	6.5	0.0	3.2	3.2	0.0	0.0	0.0	19	90.3	5	62
ALICANTE	RYANAIR	S	78	0	0	7.7	30.8	20.5	12.8	10.3	14.1	1.3	2.6	0.0	0.0	0.0	27	80.9	11	68
ALICANTE	TUI AIRWAYS LTD	C	12	0	0	16.7	16.7	16.7	25.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	21	58.3	25	12
<b>TOTAL ALICANTE</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>27.5</b>	<b>30.7</b>	<b>10.5</b>	<b>9.2</b>	<b>7.8</b>	<b>2.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>83.1</b>	<b>10</b>	<b>142</b>
BARCELONA	JET2.COM LTD	S	18	0	0	0.0	16.7	33.3	16.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	37	0.0	0	0
BARCELONA	RYANAIR	S	57	0	1	1.7	13.8	39.7	25.9	8.6	5.2	0.0	1.7	1.7	0.0	1.7	27	80.4	8	46
BARCELONA	VUELING AIRLINES	S	38	0	0	2.6	18.4	28.9	26.3	15.8	5.3	2.6	0.0	0.0	0.0	0.0	23	81.3	6	16
<b>TOTAL BARCELONA</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>15.8</b>	<b>35.1</b>	<b>24.6</b>	<b>13.2</b>	<b>4.4</b>	<b>0.9</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>80.6</b>	<b>8</b>	<b>62</b>
GIRONA	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	179	0.0	0	0
<b>TOTAL GIRONA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>179</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	RYANAIR	S	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	162	50.0	13	4
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>162</b>	<b>50.0</b>	<b>13</b>	<b>4</b>
MADRID	RYANAIR	S	20	0	0	0.0	35.0	40.0	15.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	23	62.5	13	16
<b>TOTAL MADRID</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>40.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.5</b>	<b>13</b>	<b>16</b>
MALAGA	JET2.COM LTD	S	62	0	0	11.3	27.4	38.7	3.2	4.8	6.5	4.8	3.2	0.0	0.0	0.0	25	91.9	5	62
MALAGA	RYANAIR	S	58	0	0	1.7	22.4	25.9	13.8	10.3	13.8	5.2	6.9	0.0	0.0	0.0	46	70.5	16	44
MALAGA	TUI AIRWAYS LTD	C	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	10
<b>TOTAL MALAGA</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>25.6</b>	<b>33.3</b>	<b>8.5</b>	<b>7.8</b>	<b>9.3</b>	<b>4.7</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>84.5</b>	<b>9</b>	<b>116</b>
MURCIA INTERNATIONAL	RYANAIR	S	20	0	0	15.0	25.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	4	18
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>25.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
PALMA DE MALLORCA	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
PALMA DE MALLORCA	JET2.COM LTD	S	26	0	1	11.1	37.0	33.3	7.4	0.0	0.0	7.4	0.0	0.0	0.0	3.7	17	72.2	27	18
PALMA DE MALLORCA	RYANAIR	S	18	0	0	0.0	27.8	22.2	16.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	90.0	5	10
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL PALMA DE MALLORCA</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>33.3</b>	<b>28.9</b>	<b>11.1</b>	<b>4.4</b>	<b>8.9</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>83.3</b>	<b>15</b>	<b>36</b>



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Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
REUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL REUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
SANTANDER	RYANAIR	S	18	0	0	16.7	50.0	5.6	5.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>500</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>25.7</b>	<b>31.5</b>	<b>13.5</b>	<b>9.0</b>	<b>6.6</b>	<b>3.0</b>	<b>3.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>27</b>	<b>82.3</b>	<b>10</b>	<b>396</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	78	0	0	17.9	16.7	38.5	11.5	6.4	2.6	1.3	3.8	1.3	0.0	0.0	39	91.0	4	78
ARRECIFE	RYANAIR	S	26	0	0	0.0	34.6	23.1	23.1	7.7	7.7	3.8	0.0	0.0	0.0	0.0	24	91.7	6	24
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	11.1	16.7	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	48.1	41	27
<b>TOTAL ARRECIFE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>20.5</b>	<b>35.2</b>	<b>15.6</b>	<b>7.4</b>	<b>3.3</b>	<b>1.6</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>82.2</b>	<b>12</b>	<b>129</b>
FUERTEVENTURA	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
FUERTEVENTURA	JET2.COM LTD	S	44	0	0	15.9	22.7	36.4	11.4	6.8	0.0	4.5	2.3	0.0	0.0	0.0	18	100.0	2	35
FUERTEVENTURA	RYANAIR	S	30	0	0	10.0	16.7	30.0	6.7	16.7	6.7	6.7	6.7	0.0	0.0	0.0	42	96.9	3	32
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	11.1	16.7	61.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	61.1	19	18
<b>TOTAL FUERTEVENTURA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>19.4</b>	<b>38.7</b>	<b>8.6</b>	<b>10.8</b>	<b>2.2</b>	<b>4.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>90.6</b>	<b>6</b>	<b>85</b>
LAS PALMAS	JET2.COM LTD	S	45	0	0	8.9	26.7	28.9	13.3	8.9	4.4	2.2	6.7	0.0	0.0	0.0	33	97.1	3	35
LAS PALMAS	RYANAIR	S	12	0	0	0.0	16.7	16.7	25.0	0.0	25.0	16.7	0.0	0.0	0.0	0.0	54	100.0	3	12
LAS PALMAS	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	26.9	0.0	34.6	15.4	0.0	7.7	0.0	0.0	0.0	53	68.0	11	25
<b>TOTAL LAS PALMAS</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.7</b>	<b>26.5</b>	<b>10.8</b>	<b>15.7</b>	<b>10.8</b>	<b>3.6</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>87.5</b>	<b>6</b>	<b>72</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	C	12	0	0	25.0	25.0	25.0	8.3	0.0	0.0	0.0	8.3	8.3	0.0	0.0	67	0.0	0	0
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	106	0	0	21.7	19.8	32.1	7.5	7.5	5.7	2.8	1.9	0.9	0.0	0.0	30	91.4	4	105
TENERIFE (SURREINA SOFIA)	RYANAIR	S	42	0	0	2.4	33.3	33.3	4.8	7.1	9.5	4.8	4.8	0.0	0.0	0.0	29	88.9	5	36
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	35	0	0	2.9	8.6	48.6	20.0	8.6	5.7	0.0	2.9	2.9	0.0	0.0	36	75.0	24	36
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>21.0</b>	<b>34.9</b>	<b>9.2</b>	<b>7.2</b>	<b>6.2</b>	<b>2.6</b>	<b>3.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>87.6</b>	<b>8</b>	<b>177</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>493</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>20.7</b>	<b>34.3</b>	<b>11.0</b>	<b>9.3</b>	<b>5.5</b>	<b>2.8</b>	<b>3.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>86.6</b>	<b>9</b>	<b>463</b>
<b>SWEDEN</b>																				
STOCKHOLM (ARLANDA)	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
STOCKHOLM (ARLANDA)	RYANAIR	S	17	0	0	5.9	23.5	35.3	5.9	11.8	17.6	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>35.3</b>	<b>5.9</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL SWEDEN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>35.3</b>	<b>5.9</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET SWITZERLAND	S	71	0	3	5.4	25.7	24.3	10.8	14.9	12.2	1.4	1.4	0.0	0.0	4.1	26	63.8	19	58
GENEVA	EASYJET UK LTD	S	62	0	2	0.0	14.1	20.3	12.5	20.3	20.3	3.1	6.3	0.0	0.0	3.1	50	63.6	21	66

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>GENEVA</b>	JET2.COM LTD	S	24	0	0	0.0	29.2	45.8	16.7	8.3	0.0	0.0	0.0	0.0	0.0	9	66.7	14	24		
<b>TOTAL GENEVA</b>			<b>157</b>	<b>0</b>	<b>5</b>	<b>2.5</b>	<b>21.6</b>	<b>25.9</b>	<b>12.3</b>	<b>16.0</b>	<b>13.6</b>	<b>1.9</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>64.2</b>	<b>19</b>	<b>148</b>		
<b>ZURICH</b>	SWISS AIRLINES	S	58	0	0	0.0	13.8	31.0	22.4	15.5	17.2	0.0	0.0	0.0	0.0	29	80.0	12	20		
<b>TOTAL ZURICH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.8</b>	<b>31.0</b>	<b>22.4</b>	<b>15.5</b>	<b>17.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>80.0</b>	<b>12</b>	<b>20</b>		
<b>TOTAL SWITZERLAND</b>			<b>215</b>	<b>0</b>	<b>5</b>	<b>1.8</b>	<b>19.5</b>	<b>27.3</b>	<b>15.0</b>	<b>15.9</b>	<b>14.5</b>	<b>1.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.1</b>	<b>18</b>	<b>168</b>		
<b>TUNISIA</b>																					
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	125	100.0	12	1	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>125</b>	<b>100.0</b>	<b>12</b>	<b>1</b>	
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>125</b>	<b>100.0</b>	<b>12</b>	<b>1</b>	
<b>TURKEY</b>																					
<b>ANTALYA</b>	CORENDON AIRLINES	S	8	0	0	0.0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
<b>ANTALYA</b>	JET2.COM LTD	S	47	0	0	0.0	10.6	53.2	19.1	2.1	8.5	4.3	2.1	0.0	0.0	27	77.8	9	36		
<b>ANTALYA</b>	SUNEXPRESS	S	21	0	1	0.0	0.0	72.7	13.6	9.1	0.0	0.0	0.0	0.0	4.5	14	0.0	0	0		
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL ANTALYA</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>6.4</b>	<b>55.1</b>	<b>17.9</b>	<b>7.7</b>	<b>7.7</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>25</b>	<b>77.8</b>	<b>9</b>	<b>36</b>	
<b>DALAMAN</b>	JET2.COM LTD	S	11	0	0	18.2	18.2	45.5	0.0	9.1	9.1	0.0	0.0	0.0	0.0	17	100.0	2	2		
<b>DALAMAN</b>	SUNEXPRESS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	83	1		
<b>DALAMAN</b>	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1		
<b>TOTAL DALAMAN</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>20.0</b>	<b>46.7</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>40</b>	<b>4</b>		
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	96	0	0	3.1	16.7	42.7	18.8	15.6	3.1	0.0	0.0	0.0	0.0	16	48.6	18	64		
<b>TOTAL ISTANBUL</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>16.7</b>	<b>42.7</b>	<b>18.8</b>	<b>15.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>48.6</b>	<b>18</b>	<b>64</b>		
<b>TOTAL TURKEY</b>			<b>188</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>12.7</b>	<b>48.1</b>	<b>17.5</b>	<b>11.6</b>	<b>5.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.2</b>	<b>16</b>	<b>104</b>		
<b>UNITED ARAB EMIRATES</b>																					
<b>DUBAI</b>	EMIRATES	S	125	0	0	4.8	25.6	33.6	25.6	7.2	2.4	0.8	0.0	0.0	0.0	14	63.8	14	94		
<b>TOTAL DUBAI</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>25.6</b>	<b>33.6</b>	<b>25.6</b>	<b>7.2</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.8</b>	<b>14</b>	<b>94</b>		
<b>TOTAL UNITED ARAB</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>25.6</b>	<b>33.6</b>	<b>25.6</b>	<b>7.2</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.8</b>	<b>14</b>	<b>94</b>		
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	LOGANAIR LTD	S	151	0	11	3.7	22.2	26.5	9.9	9.3	9.9	7.4	4.3	0.0	0.0	6.8	40	80.6	11	122	
<b>TOTAL ABERDEEN</b>			<b>151</b>	<b>0</b>	<b>11</b>	<b>3.7</b>	<b>22.2</b>	<b>26.5</b>	<b>9.9</b>	<b>9.3</b>	<b>9.9</b>	<b>7.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>40</b>	<b>80.6</b>	<b>11</b>	<b>122</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	3	28		
<b>BELFAST CITY (GEORGE BEST)</b>	STOBART AIR	S	228	0	5	9.9	39.1	26.2	10.3	4.3	4.7	3.0	0.4	0.0	0.0	2.1	16	62.5	10	16	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>228</b>	<b>0</b>	<b>5</b>	<b>9.9</b>	<b>39.1</b>	<b>26.2</b>	<b>10.3</b>	<b>4.3</b>	<b>4.7</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>16</b>	<b>73.9</b>	<b>6</b>	<b>44</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST INTERNATIONAL	EASYJET UK LTD	S	218	0	5	6.3	38.1	30.5	5.8	6.3	6.7	2.2	0.9	0.9	0.0	2.2	21	88.9	6	244
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>218</b>	<b>0</b>	<b>5</b>	<b>6.3</b>	<b>38.1</b>	<b>30.5</b>	<b>5.8</b>	<b>6.3</b>	<b>6.7</b>	<b>2.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>88.9</b>	<b>6</b>	<b>244</b>
BOURNEMOUTH	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
BOURNEMOUTH	LOGANAIR LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
EDINBURGH	EASYJET UK LTD	S	104	0	0	12.5	32.7	24.0	13.5	11.5	2.9	0.0	2.9	0.0	0.0	0.0	18	87.1	8	100
EDINBURGH	RYANAIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>32.4</b>	<b>24.8</b>	<b>13.3</b>	<b>11.4</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.1</b>	<b>8</b>	<b>100</b>
GLASGOW	EASYJET UK LTD	S	90	0	0	15.6	48.9	23.3	4.4	3.3	2.2	1.1	1.1	0.0	0.0	0.0	10	94.0	3	116
GLASGOW	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
GLASGOW	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	112	1
<b>TOTAL GLASGOW</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>48.9</b>	<b>23.3</b>	<b>4.4</b>	<b>3.3</b>	<b>2.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>92.4</b>	<b>4</b>	<b>118</b>
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	12.9	30.6	32.3	8.1	8.1	1.6	3.2	1.6	1.6	0.0	0.0	25	79.2	8	48
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>30.6</b>	<b>32.3</b>	<b>8.1</b>	<b>8.1</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>79.2</b>	<b>8</b>	<b>48</b>
INVERNESS	LOGANAIR LTD	S	50	0	0	16.0	48.0	28.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	40
<b>TOTAL INVERNESS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>48.0</b>	<b>28.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>40</b>
ISLE OF MAN	LOGANAIR LTD	S	59	0	2	3.3	23.0	29.5	8.2	13.1	18.0	0.0	1.6	0.0	0.0	3.3	31	76.0	11	50
<b>TOTAL ISLE OF MAN</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>23.0</b>	<b>29.5</b>	<b>8.2</b>	<b>13.1</b>	<b>18.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>31</b>	<b>76.0</b>	<b>11</b>	<b>50</b>
JERSEY	BLUE ISLANDS LIMITED	S	62	0	0	14.5	46.8	16.1	8.1	11.3	0.0	3.2	0.0	0.0	0.0	0.0	11	66.7	16	54
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>46.8</b>	<b>16.1</b>	<b>8.1</b>	<b>11.3</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>16</b>	<b>54</b>
LEEDS BRADFORD	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MANCHESTER	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>66</b>	<b>1</b>
NEWCASTLE	CORENDON AIRLINES	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	79	0.0	0	0
NEWCASTLE	ENTER AIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
NEWCASTLE	LOGANAIR LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>1</b>
TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL TEESIDE INTERNATIONAL AIRPORT			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
TOTAL UNITED KINGDOM USA			1030	0	23	9.3	35.8	26.7	8.4	7.3	5.8	2.8	1.5	0.3	0.0	2.2	21	84.5	8	826
MELBOURNE FLATS	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	43	2
TOTAL MELBOURNE FLATS			2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	43	2
TOTAL USA			2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	43	2
TOTAL BIRMINGHAM			5502	0	102	6.5	28.7	31.6	12.8	9.1	5.5	2.1	1.6	0.2	0.0	1.8	22	80.2	10	4203

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m early														
<b>AUSTRIA</b>																					
SALZBURG	DEUTSCHE RETTUNGSFLUGWACHT	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL SALZBURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1	
<b>TOTAL BRIDGETOWN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>	
<b>TOTAL BARBADOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>	
<b>BULGARIA</b>																					
SOFIA	AIRBUS INTER TRANSPORT	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	1	
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL CYPRUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>GERMANY</b>																					
KARLSRUHE/BADEN BADEN	DEUTSCHE RETTUNGSFLUGWACHT	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	18	
<b>TOTAL BUDAPEST</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	RYANAIR	S	18	0	0	5.6	27.8	27.8	5.6	22.2	5.6	0.0	0.0	5.6	0.0	0.0	103	93.8	4	16	
<b>TOTAL DUBLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>ITALY</b>																					
VENICE	RYANAIR	S	18	0	0	5.6	11.1	27.8	22.2	27.8	5.6	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	8	0	0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>NORWAY</b>																					
BERGEN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>		
<b>TOTAL NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>		
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	16	0	0	6.3	31.3	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	93.8	3	16		
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>93.8</b>	<b>3</b>	<b>16</b>		
WROCLAW	RYANAIR	S	18	0	0	22.2	33.3	11.1	27.8	5.6	0.0	0.0	0.0	0.0	10	100.0	3	18			
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>18</b>			
<b>TOTAL POLAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>32.4</b>	<b>17.6</b>	<b>26.5</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>97.1</b>	<b>3</b>	<b>34</b>			
<b>PORTUGAL(EXCLUDING</b>																					
FARO	RYANAIR	S	20	0	0	0.0	40.0	35.0	10.0	0.0	5.0	0.0	10.0	0.0	0.0	39	85.0	5	20		
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>35.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>85.0</b>	<b>5</b>	<b>20</b>		
LISBON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16			
<b>TOTAL LISBON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>			
<b>TOTAL PORTUGAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>35.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>91.7</b>	<b>3</b>	<b>36</b>		
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	25	0	0	4.0	28.0	36.0	4.0	16.0	12.0	0.0	0.0	0.0	21	100.0	1	30			
<b>TOTAL ALICANTE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>28.0</b>	<b>36.0</b>	<b>4.0</b>	<b>16.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>1</b>	<b>30</b>			
GIRONA	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	6			
<b>TOTAL GIRONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>6</b>			
MALAGA	RYANAIR	S	22	0	0	0.0	18.2	45.5	9.1	22.7	4.5	0.0	0.0	0.0	18	81.8	6	22			
<b>TOTAL MALAGA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>45.5</b>	<b>9.1</b>	<b>22.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.8</b>	<b>6</b>	<b>22</b>			
MURCIA INTERNATIONAL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4			
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>4</b>			
PALMA DE MALLORCA	RYANAIR	S	12	0	0	0.0	16.7	25.0	8.3	33.3	16.7	0.0	0.0	0.0	32	66.7	22	6			
<b>TOTAL PALMA DE MALLORCA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>25.0</b>	<b>8.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.7</b>	<b>22</b>	<b>6</b>			
VALENCIA	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	129	0.0	0	0			
<b>TOTAL VALENCIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>129</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL SPAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>37.1</b>	<b>6.5</b>	<b>21.0</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>91.2</b>	<b>4</b>	<b>68</b>			
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	RYANAIR	S	6	0	0	0.0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	18	0.0	0	0			
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	33.3	5.6	5.6	5.6	0.0	0.0	0.0	19	88.9	8	18			
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>29.2</b>	<b>8.3</b>	<b>12.5</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.9</b>	<b>8</b>	<b>18</b>			
LAS PALMAS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8			

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	10	0	0	10.0	50.0	0.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	87.5	15	16	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	50.0	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	14	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>50.0</b>	<b>17.9</b>	<b>17.9</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.4</b>	<b>15</b>	<b>34</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>45.0</b>	<b>23.3</b>	<b>13.3</b>	<b>10.0</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.3</b>	<b>10</b>	<b>68</b>	
GENEVA	EASYJET SWITZERLAND	S	36	0	0	0.0	27.8	36.1	11.1	11.1	11.1	2.8	0.0	0.0	0.0	0.0	23	71.4	10	28	
GENEVA	EASYJET UK LTD	S	16	0	0	0.0	0.0	31.3	25.0	18.8	25.0	0.0	0.0	0.0	0.0	0.0	37	31.3	32	16	
<b>TOTAL GENEVA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>34.6</b>	<b>15.4</b>	<b>13.5</b>	<b>15.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>56.8</b>	<b>18</b>	<b>44</b>	
<b>TOTAL SWITZERLAND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>34.6</b>	<b>15.4</b>	<b>13.5</b>	<b>15.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>56.8</b>	<b>18</b>	<b>44</b>	
<b>UNITED KINGDOM</b>																					
BIGGIN HILL	AIRLEC AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
BIGGIN HILL	GAMA AVIATION (UK) LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>TOTAL BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>2</b>	
BIRMINGHAM	LOGANAIR LTD	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BLACKPOOL	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL BLACKPOOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
EDINBURGH	RYANAIR	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
EDINBURGH	RYANAIR UK LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUERNSEY	GAMA AVIATION (UK) LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	7	25	
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.0</b>	<b>7</b>	<b>25</b>	
INVERNESS	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
<b>TOTAL INVERNESS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>65</b>	<b>1</b>	
JERSEY	GAMA AVIATION (UK) LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	4	
<b>TOTAL JERSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>17</b>	<b>4</b>	
KIRKWALL	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL KIRKWALL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
LEEDS BRADFORD	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL LIVERPOOL (JOHN LENNON)			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
SOUTHAMPTON	GAMA AVIATION (UK) LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
TOTAL SOUTHAMPTON			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
TOTAL UNITED KINGDOM			9	0	0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	86.5	9	37
TOTAL BOURNEMOUTH			297	0	0	4.0	30.0	29.0	13.5	14.5	7.1	1.0	0.7	0.3	0.0	0.0	26	85.8	8	324



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	20	0	2	0.0	45.5	22.7	13.6	9.1	0.0	0.0	0.0	0.0	0.0	9.1	10	78.6	7	14	
INNSBRUCK	JET2.COM LTD	S	8	0	0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	7	8	
INNSBRUCK	TUI AIRWAYS LTD	C	7	0	0	14.3	0.0	28.6	14.3	14.3	0.0	28.6	0.0	0.0	0.0	0.0	57	0.0	108	5	
<b>TOTAL INNSBRUCK</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>35.1</b>	<b>21.6</b>	<b>16.2</b>	<b>13.5</b>	<b>0.0</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>21</b>	<b>66.7</b>	<b>26</b>	<b>27</b>	
SALZBURG	EASYJET UK LTD	S	16	0	2	0.0	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	11.1	18	68.8	10	16	
SALZBURG	JET2.COM LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	14	8	
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	16	1	
<b>TOTAL SALZBURG</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.0</b>	<b>36.0</b>	<b>28.0</b>	<b>4.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>17</b>	<b>64.0</b>	<b>12</b>	<b>25</b>	
VIENNA	RYANAIR	S	14	0	0	0.0	7.1	42.9	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	100.0	0	18	
<b>TOTAL VIENNA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>42.9</b>	<b>21.4</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>72</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>23.7</b>	<b>30.3</b>	<b>21.1</b>	<b>11.8</b>	<b>3.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>20</b>	<b>74.3</b>	<b>14</b>	<b>70</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	16	0	0	12.5	12.5	25.0	12.5	18.8	6.3	6.3	6.3	0.0	0.0	0.0	40	50.0	20	8	
SOFIA	JET2.COM LTD	C	6	0	0	16.7	50.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	37	16.7	48	6	
SOFIA	RYANAIR	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	8	
<b>TOTAL SOFIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>23.3</b>	<b>23.3</b>	<b>16.7</b>	<b>10.0</b>	<b>10.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>24</b>	<b>22</b>	
<b>TOTAL BULGARIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>23.3</b>	<b>23.3</b>	<b>16.7</b>	<b>10.0</b>	<b>10.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>24</b>	<b>22</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	18	10	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>18</b>	<b>10</b>	
<b>TOTAL CAPE VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>18</b>	<b>10</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
<b>TOTAL DUBROVNIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
SPLIT	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	1	6	
<b>TOTAL SPLIT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>1</b>	<b>6</b>	
<b>TOTAL CROATIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>0</b>	<b>10</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	5	10	
LARNACA	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	131	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL LARNACA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>80.0</b>	<b>5</b>	<b>10</b>	
PAPHOS	EASYJET UK LTD	S	18	0	2	15.0	20.0	25.0	5.0	20.0	0.0	0.0	5.0	0.0	0.0	10.0	26	95.0	2	20	
PAPHOS	JET2.COM LTD	S	16	0	2	5.6	38.9	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11.1	7	83.3	3	6	
PAPHOS	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	54.5	21	11	
PAPHOS	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PAPHOS</b>			<b>37</b>	<b>0</b>	<b>4</b>	<b>9.8</b>	<b>26.8</b>	<b>31.7</b>	<b>4.9</b>	<b>14.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>17</b>	<b>81.6</b>	<b>8</b>	<b>38</b>	
<b>TOTAL CYPRUS</b>			<b>41</b>	<b>0</b>	<b>4</b>	<b>8.9</b>	<b>24.4</b>	<b>33.3</b>	<b>6.7</b>	<b>13.3</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.9</b>	<b>19</b>	<b>81.3</b>	<b>7</b>	<b>48</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	34	0	0	0.0	17.6	29.4	23.5	11.8	11.8	0.0	2.9	2.9	0.0	0.0	44	81.8	8	22	
PRAGUE	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	1	16	
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>23.5</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>86.8</b>	<b>5</b>	<b>38</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>23.5</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>86.8</b>	<b>5</b>	<b>38</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	20	0	0	0.0	55.0	20.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	36	4	
<b>TOTAL COPENHAGEN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>20.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>36</b>	<b>4</b>	
<b>TOTAL DENMARK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>20.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>36</b>	<b>4</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	24	0	1	4.0	20.0	24.0	28.0	8.0	12.0	0.0	0.0	0.0	0.0	4.0	22	72.2	16	18	
HURGHADA	TUI AIRWAYS LTD	S	12	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.3	9	16	
<b>TOTAL HURGHADA</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>24.3</b>	<b>32.4</b>	<b>24.3</b>	<b>5.4</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>76.5</b>	<b>13</b>	<b>34</b>	
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	17	0	1	0.0	16.7	38.9	16.7	16.7	0.0	0.0	0.0	5.6	0.0	5.6	50	100.0	2	16	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	14	0	0	7.1	21.4	42.9	0.0	7.1	7.1	14.3	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>18.8</b>	<b>40.6</b>	<b>9.4</b>	<b>12.5</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>41</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL EGYPT</b>			<b>67</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>21.7</b>	<b>36.2</b>	<b>17.4</b>	<b>8.7</b>	<b>5.8</b>	<b>2.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>2.9</b>	<b>28</b>	<b>84.0</b>	<b>9</b>	<b>50</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL BERGERAC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BEZIERS	RYANAIR	S	2	0	2	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	99	0.0	0	0	
<b>TOTAL BEZIERS</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>99</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BORDEAUX	EASYJET UK LTD	S	6	0	4	0.0	0.0	10.0	10.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0	81	100.0	1	6	
<b>TOTAL BORDEAUX</b>			<b>6</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>81</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
CHAMBERY	JET2.COM LTD	S	8	0	0	0.0	0.0	12.5	12.5	25.0	25.0	12.5	12.5	0.0	0.0	0.0	78	25.0	39	8	
CHAMBERY	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	38	37.5	16	8	
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>18.8</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>31.3</b>	<b>28</b>	<b>16</b>	
GRENOBLE	EASYJET UK LTD	S	16	0	0	0.0	12.5	25.0	0.0	6.3	25.0	25.0	6.3	0.0	0.0	0.0	78	37.5	29	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GRENOBLE	RYANAIR	S	8	0	0	0.0	12.5	0.0	12.5	12.5	37.5	25.0	0.0	0.0	0.0	0.0	74	50.0	28	8	
<b>TOTAL GRENOBLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>16.7</b>	<b>4.2</b>	<b>8.3</b>	<b>29.2</b>	<b>25.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>41.7</b>	<b>28</b>	<b>24</b>	
LA ROCHELLE	AIR NOSTRUM	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
LYON	EASYJET UK LTD	S	16	0	4	0.0	30.0	25.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	20.0	13	87.5	5	16	
<b>TOTAL LYON</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>30.0</b>	<b>25.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>13</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
MARSEILLE	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	EASYJET UK LTD	S	26	0	0	3.8	30.8	38.5	7.7	11.5	7.7	0.0	0.0	0.0	0.0	0.0	15	100.0	3	22	
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>38.5</b>	<b>7.7</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>3</b>	<b>22</b>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	16	0	0	0.0	18.8	43.8	6.3	18.8	0.0	0.0	6.3	6.3	0.0	0.0	56	100.0	3	10	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	98	0	8	2.8	25.5	27.4	16.0	13.2	4.7	0.9	0.0	1.9	0.0	7.5	30	92.9	3	70	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>114</b>	<b>0</b>	<b>8</b>	<b>2.5</b>	<b>24.6</b>	<b>29.5</b>	<b>14.8</b>	<b>13.9</b>	<b>4.1</b>	<b>0.8</b>	<b>0.8</b>	<b>2.5</b>	<b>0.0</b>	<b>6.6</b>	<b>33</b>	<b>93.8</b>	<b>3</b>	<b>80</b>	
PARIS (ORLY)	EASYJET EUROPE	S	34	0	23	3.5	19.3	5.3	8.8	14.0	5.3	3.5	0.0	0.0	0.0	40.4	28	0.0	0	0	
PARIS (ORLY)	EASYJET UK LTD	S	48	0	8	1.8	23.2	32.1	19.6	7.1	1.8	0.0	0.0	0.0	0.0	14.3	12	80.6	9	62	
<b>TOTAL PARIS (ORLY)</b>			<b>82</b>	<b>0</b>	<b>31</b>	<b>2.7</b>	<b>21.2</b>	<b>18.6</b>	<b>14.2</b>	<b>10.6</b>	<b>3.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.4</b>	<b>19</b>	<b>80.6</b>	<b>9</b>	<b>62</b>	
TOULOUSE (BLAGNAC)	EASYJET EUROPE	S	16	0	4	10.0	25.0	30.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	10	100.0	0	8	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	20	0	0	5.0	35.0	30.0	5.0	5.0	15.0	0.0	5.0	0.0	0.0	0.0	31	71.4	15	28	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>38</b>	<b>0</b>	<b>4</b>	<b>9.5</b>	<b>28.6</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>21</b>	<b>77.8</b>	<b>12</b>	<b>36</b>	
<b>TOTAL FRANCE</b>			<b>331</b>	<b>0</b>	<b>53</b>	<b>2.9</b>	<b>22.4</b>	<b>24.7</b>	<b>12.0</b>	<b>11.2</b>	<b>7.8</b>	<b>3.1</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>13.8</b>	<b>31</b>	<b>80.3</b>	<b>9</b>	<b>264</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET UK LTD	S	20	0	1	0.0	14.3	14.3	28.6	9.5	23.8	4.8	0.0	0.0	0.0	4.8	39	93.8	4	16	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>9.5</b>	<b>23.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>39</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
COLOGNE BONN	RYANAIR	S	16	0	0	0.0	25.0	18.8	18.8	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	61.1	28	18	
<b>TOTAL COLOGNE BONN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>18.8</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.1</b>	<b>28</b>	<b>18</b>	
FRANKFURT MAIN	LUFTHANSA	S	48	0	4	1.9	32.7	34.6	19.2	1.9	1.9	0.0	0.0	0.0	0.0	7.7	9	97.8	1	46	
<b>TOTAL FRANKFURT MAIN</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>32.7</b>	<b>34.6</b>	<b>19.2</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>9</b>	<b>97.8</b>	<b>1</b>	<b>46</b>	
HAMBURG	LEAV AVIATION GMBH	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	
<b>TOTAL HAMBURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NIEDERRHEIN	RYANAIR	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	69	0.0	31	1	
<b>TOTAL NIEDERRHEIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>0.0</b>	<b>31</b>	<b>1</b>	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GERMANY</b>			<b>88</b>	<b>0</b>	<b>5</b>	<b>1.1</b>	<b>26.9</b>	<b>25.8</b>	<b>21.5</b>	<b>7.5</b>	<b>10.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>22</b>	<b>87.7</b>	<b>8</b>	<b>81</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	20	0	0	10.0	45.0	25.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13	88.5	6	26
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.5</b>	<b>6</b>	<b>26</b>
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.5</b>	<b>6</b>	<b>26</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
ATHENS	EASYJET UK LTD	S	14	0	2	12.5	43.8	18.8	0.0	0.0	0.0	12.5	0.0	0.0	0.0	12.5	19	100.0	5	4
<b>TOTAL ATHENS</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>19</b>	<b>100.0</b>	<b>5</b>	<b>4</b>
CORFU	EASYJET UK LTD	S	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	6
<b>TOTAL CORFU</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>6</b>
HERAKLION	EASYJET UK LTD	S	12	0	2	0.0	35.7	21.4	7.1	21.4	0.0	0.0	0.0	0.0	0.0	14.3	13	0.0	29	2
<b>TOTAL HERAKLION</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>13</b>	<b>0.0</b>	<b>29</b>	<b>2</b>
KEFALLINIA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
<b>TOTAL KEFALLINIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
KOS	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL KOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
MIKONOS	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MIKONOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	EASYJET UK LTD	S	12	0	0	0.0	50.0	16.7	0.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	18	100.0	6	4
<b>TOTAL RHODES</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>6</b>	<b>4</b>
THIRA (SANTORINI)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2
<b>TOTAL THIRA (SANTORINI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
ZAKINTHOS	EASYJET UK LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>47</b>	<b>0</b>	<b>4</b>	<b>3.9</b>	<b>43.1</b>	<b>19.6</b>	<b>7.8</b>	<b>11.8</b>	<b>2.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>15</b>	<b>90.9</b>	<b>5</b>	<b>22</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	24	0	0	4.2	45.8	37.5	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	97.1	2	34
<b>TOTAL BUDAPEST</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>97.1</b>	<b>2</b>	<b>34</b>
<b>TOTAL HUNGARY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>97.1</b>	<b>2</b>	<b>34</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	36	0	0	19.4	50.0	19.4	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	22
KEFLAVIK	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
KEFLAVIK	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	176	1
<b>TOTAL KEFLAVIK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>50.0</b>	<b>21.1</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.7</b>	<b>8</b>	<b>23</b>
<b>TOTAL ICELAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>50.0</b>	<b>21.1</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.7</b>	<b>8</b>	<b>23</b>
<b>IRISH REPUBLIC</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
DUBLIN	RYANAIR	S	173	0	3	1.7	30.7	35.8	16.5	10.2	2.8	0.0	0.6	0.0	0.0	1.7	14	80.1	8	176
DUBLIN	STOBART AIR	S	150	0	2	5.9	41.4	34.9	5.3	3.9	5.3	2.0	0.0	0.0	1.3	12	80.4	21	46	
<b>TOTAL DUBLIN</b>			<b>323</b>	<b>0</b>	<b>5</b>	<b>3.7</b>	<b>35.7</b>	<b>35.4</b>	<b>11.3</b>	<b>7.3</b>	<b>4.0</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>80.2</b>	<b>11</b>	<b>222</b>
IRELAND WEST(KNOCK)	RYANAIR	S	22	0	0	4.5	45.5	13.6	9.1	4.5	13.6	9.1	0.0	0.0	0.0	29	72.2	16	18	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>45.5</b>	<b>13.6</b>	<b>9.1</b>	<b>4.5</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>72.2</b>	<b>16</b>	<b>18</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>345</b>	<b>0</b>	<b>5</b>	<b>3.7</b>	<b>36.3</b>	<b>34.0</b>	<b>11.1</b>	<b>7.1</b>	<b>4.6</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>14</b>	<b>79.6</b>	<b>11</b>	<b>240</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	26	0	0	0.0	19.2	30.8	19.2	3.8	15.4	0.0	7.7	3.8	0.0	0.0	48	85.3	5	34
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>30.8</b>	<b>19.2</b>	<b>3.8</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>85.3</b>	<b>5</b>	<b>34</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	100.0	1	4	
MILAN (MALPENSA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	10	18	
<b>TOTAL MILAN (MALPENSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.3</b>	<b>8</b>	<b>22</b>	
NAPLES	EASYJET UK LTD	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4	
NAPLES	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
OLBIA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	7	2	
<b>TOTAL OLBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>7</b>	<b>2</b>	
PISA	EASYJET UK LTD	S	26	0	0	0.0	7.7	42.3	19.2	23.1	3.8	3.8	0.0	0.0	0.0	23	83.3	9	6	
PISA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>42.3</b>	<b>19.2</b>	<b>23.1</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>85.7</b>	<b>9</b>	<b>7</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	52	0	0	1.9	36.5	23.1	11.5	19.2	1.9	1.9	3.8	0.0	0.0	28	90.6	3	32	
<b>TOTAL ROME (FIUMICINO)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>36.5</b>	<b>23.1</b>	<b>11.5</b>	<b>19.2</b>	<b>1.9</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>90.6</b>	<b>3</b>	<b>32</b>	
TREVISO	RYANAIR	S	20	0	0	5.0	20.0	25.0	10.0	20.0	10.0	0.0	0.0	10.0	0.0	72	75.0	16	28	
<b>TOTAL TREVISO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>25.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>72</b>	<b>75.0</b>	<b>16</b>	<b>28</b>	
TURIN	EASYJET UK LTD	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
TURIN	RYANAIR	S	8	0	0	0.0	37.5	12.5	25.0	0.0	0.0	0.0	25.0	0.0	0.0	53	62.5	12	8	
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	8	
<b>TOTAL TURIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>37.5</b>	<b>20.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
VENICE	EASYJET EUROPE	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	2	
VENICE	EASYJET UK LTD	S	21	0	2	0.0	17.4	34.8	13.0	17.4	4.3	4.3	0.0	0.0	8.7	23	87.5	7	16	
VENICE	RYANAIR	S	6	0	0	0.0	16.7	16.7	33.3	16.7	16.7	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL VENICE</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.1</b>	<b>35.5</b>	<b>16.1</b>	<b>16.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>23</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	21	33.3	49	3	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
TOTAL VERONA VILAFRANCA			5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	33.3	49	3	
TOTAL ITALY			195	0	2	1.0	21.8	33.5	15.7	15.2	5.6	1.5	3.0	1.5	0.0	1.0	32	81.5	8	166	
JAMAICA																					
MONTEGO BAY	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TOTAL MONTEGO BAY			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TOTAL JAMAICA			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LATVIA																					
RIGA	RYANAIR	S	16	0	0	6.3	6.3	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	18	
TOTAL RIGA			16	0	0	6.3	6.3	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	18	
TOTAL LATVIA			16	0	0	6.3	6.3	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	18	
LITHUANIA																					
KAUNAS	RYANAIR	S	16	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	5	16	
TOTAL KAUNAS			16	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	5	16	
TOTAL LITHUANIA			16	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	5	16	
MALTA																					
MALTA	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	74	0.0	0	0	
MALTA	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	62	100.0	0	1	
TOTAL MALTA			4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	68	100.0	0	1	
TOTAL MALTA			4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	68	100.0	0	1	
MEXICO																					
CANCUN	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
TOTAL CANCUN			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
TOTAL MEXICO			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
MOROCCO																					
MARRAKESH	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1	
TOTAL MARRAKESH			1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1	
TOTAL MOROCCO			1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1	
NETHERLANDS																					
AMSTERDAM	EASYJET EUROPE	S	31	0	0	0.0	19.4	29.0	12.9	29.0	6.5	0.0	3.2	0.0	0.0	0.0	29	92.9	6	28	
AMSTERDAM	EASYJET UK LTD	S	113	0	2	1.7	40.9	26.1	18.3	5.2	4.3	0.0	0.0	1.7	0.0	1.7	20	95.6	4	114	
AMSTERDAM	KLM	S	161	0	3	0.6	34.8	36.6	14.0	6.1	1.8	1.8	1.8	0.6	0.0	1.8	18	84.2	7	150	
TOTAL AMSTERDAM			305	0	5	1.0	35.5	31.9	15.5	8.1	3.2	1.0	1.3	1.0	0.0	1.6	20	89.3	6	292	
TOTAL NETHERLANDS			305	0	5	1.0	35.5	31.9	15.5	8.1	3.2	1.0	1.3	1.0	0.0	1.6	20	89.3	6	292	
POLAND																					
BYDGOSZCZ	RYANAIR	S	18	0	0	5.6	22.2	16.7	11.1	5.6	27.8	0.0	11.1	0.0	0.0	0.0	53	0.0	0	0	
TOTAL BYDGOSZCZ			18	0	0	5.6	22.2	16.7	11.1	5.6	27.8	0.0	11.1	0.0	0.0	0.0	53	0.0	0	0	
GDANSK	RYANAIR	S	18	0	0	0.0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	6	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
KATOWICE	WIZZ AIR	S	19	0	1	5.0	20.0	40.0	10.0	15.0	5.0	0.0	0.0	0.0	0.0	5.0	17	100.0	0	2	
<b>TOTAL KATOWICE</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>17</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
KRAKOW	EASYJET UK LTD	S	32	0	0	3.1	40.6	28.1	9.4	18.8	0.0	0.0	0.0	0.0	0.0	0.0	12	93.3	9	30	
KRAKOW	RYANAIR	S	37	0	1	5.3	26.3	31.6	23.7	10.5	0.0	0.0	0.0	0.0	0.0	2.6	12	96.9	1	32	
<b>TOTAL KRAKOW</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>32.9</b>	<b>30.0</b>	<b>17.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>95.2</b>	<b>5</b>	<b>62</b>	
POZNAN	RYANAIR	S	20	0	0	0.0	25.0	45.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	13	90.0	6	20	
<b>TOTAL POZNAN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.0</b>	<b>15.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>90.0</b>	<b>6</b>	<b>20</b>	
RZESZOW	RYANAIR	S	16	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	62.5	16	16	
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.5</b>	<b>16</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	20	0	0	15.0	40.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.3	5	34	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>40.0</b>	<b>45.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.3</b>	<b>5</b>	<b>34</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	11.1	33.3	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	100.0	2	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>198</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>28.0</b>	<b>36.0</b>	<b>13.5</b>	<b>11.5</b>	<b>4.5</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>89.3</b>	<b>6</b>	<b>168</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET EUROPE	S	6	0	0	0.0	16.7	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	90.0	4	10	
FARO	EASYJET UK LTD	S	80	0	2	3.7	30.5	25.6	7.3	15.9	9.8	2.4	1.2	1.2	0.0	2.4	32	88.9	7	54	
FARO	JET2.COM LTD	S	18	0	0	0.0	27.8	22.2	5.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	26	77.8	8	18	
FARO	RYANAIR	S	26	0	0	0.0	19.2	30.8	19.2	19.2	7.7	0.0	0.0	3.8	0.0	0.0	34	81.8	10	22	
<b>TOTAL FARO</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>27.3</b>	<b>27.3</b>	<b>9.1</b>	<b>19.7</b>	<b>9.1</b>	<b>1.5</b>	<b>0.8</b>	<b>1.5</b>	<b>0.0</b>	<b>1.5</b>	<b>31</b>	<b>85.6</b>	<b>8</b>	<b>104</b>	
LISBON	EASYJET EUROPE	S	10	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
LISBON	EASYJET UK LTD	S	58	0	2	0.0	20.0	23.3	18.3	18.3	8.3	3.3	5.0	0.0	0.0	3.3	37	90.9	7	44	
<b>TOTAL LISBON</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>25.7</b>	<b>18.6</b>	<b>18.6</b>	<b>7.1</b>	<b>2.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>34</b>	<b>90.9</b>	<b>7</b>	<b>44</b>	
OPORTO (PORTUGAL)	EASYJET EUROPE	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	26	0	0	0.0	15.4	23.1	30.8	7.7	19.2	3.8	0.0	0.0	0.0	0.0	33	88.5	8	26	
OPORTO (PORTUGAL)	RYANAIR	S	6	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>23.5</b>	<b>26.5</b>	<b>11.8</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>88.5</b>	<b>8</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>232</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>22.9</b>	<b>26.3</b>	<b>14.4</b>	<b>18.2</b>	<b>10.6</b>	<b>2.1</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>32</b>	<b>87.4</b>	<b>8</b>	<b>174</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET UK LTD	S	26	0	0	3.8	23.1	38.5	11.5	3.8	11.5	7.7	0.0	0.0	0.0	0.0	28	76.9	7	24	
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	4	8	
<b>TOTAL FUNCHAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>41.2</b>	<b>17.6</b>	<b>2.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>79.4</b>	<b>6</b>	<b>32</b>	
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>41.2</b>	<b>17.6</b>	<b>2.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>79.4</b>	<b>6</b>	<b>32</b>	
<b>ROMANIA</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BUCHAREST (OTOPENI)	RYANAIR	S	16	0	0	0.0	18.8	68.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	13	16	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>68.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>13</b>	<b>16</b>	
<b>TOTAL ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>68.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>13</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	113	0	5	0.8	20.3	34.7	10.2	17.8	9.3	1.7	0.8	0.0	0.0	4.2	25	86.1	12	79	
ALICANTE	JET2.COM LTD	S	18	0	0	5.6	38.9	38.9	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
ALICANTE	RYANAIR	S	64	0	0	1.6	29.7	7.8	14.1	20.3	15.6	7.8	3.1	0.0	0.0	0.0	43	90.0	5	50	
<b>TOTAL ALICANTE</b>			<b>195</b>	<b>0</b>	<b>5</b>	<b>1.5</b>	<b>25.0</b>	<b>26.5</b>	<b>10.5</b>	<b>18.5</b>	<b>10.5</b>	<b>3.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>30</b>	<b>87.6</b>	<b>10</b>	<b>129</b>	
BARCELONA	EASYJET EUROPE	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	6	
BARCELONA	EASYJET UK LTD	S	84	0	3	2.3	20.7	32.2	10.3	19.5	11.5	0.0	0.0	0.0	0.0	3.4	25	98.2	2	56	
BARCELONA	RYANAIR	S	37	0	2	0.0	10.3	28.2	20.5	12.8	23.1	0.0	0.0	0.0	0.0	5.1	37	80.6	8	36	
BARCELONA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BARCELONA</b>			<b>124</b>	<b>0</b>	<b>5</b>	<b>1.6</b>	<b>18.6</b>	<b>31.0</b>	<b>13.2</b>	<b>17.1</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>28</b>	<b>91.8</b>	<b>4</b>	<b>98</b>	
BILBAO	EASYJET UK LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4	
<b>TOTAL BILBAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
GIRONA	RYANAIR	S	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	28	83.3	9	6	
<b>TOTAL GIRONA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>83.3</b>	<b>9</b>	<b>6</b>	
IBIZA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
IBIZA	RYANAIR	S	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	100.0	0	4	
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
MADRID	EASYJET UK LTD	S	42	0	1	4.7	27.9	23.3	7.0	16.3	18.6	0.0	0.0	0.0	0.0	2.3	24	80.0	8	40	
MADRID	RYANAIR	S	24	0	0	0.0	12.5	25.0	12.5	29.2	12.5	8.3	0.0	0.0	0.0	0.0	40	67.9	10	28	
<b>TOTAL MADRID</b>			<b>66</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>22.4</b>	<b>23.9</b>	<b>9.0</b>	<b>20.9</b>	<b>16.4</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>30</b>	<b>75.0</b>	<b>9</b>	<b>68</b>	
MAHON	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
<b>TOTAL MAHON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
MALAGA	EASYJET EUROPE	S	12	0	0	0.0	0.0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	42	80.0	13	10	
MALAGA	EASYJET UK LTD	S	80	0	2	8.5	30.5	30.5	7.3	7.3	7.3	0.0	3.7	2.4	0.0	2.4	31	91.4	4	58	
MALAGA	RYANAIR	S	54	0	0	1.9	18.5	24.1	18.5	22.2	14.8	0.0	0.0	0.0	0.0	0.0	30	90.7	5	54	
MALAGA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	51	7	
<b>TOTAL MALAGA</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>23.6</b>	<b>27.0</b>	<b>12.2</b>	<b>16.2</b>	<b>10.8</b>	<b>0.0</b>	<b>2.0</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>31</b>	<b>87.6</b>	<b>8</b>	<b>129</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	6	0	0	0.0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	21	80.0	11	10	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.0</b>	<b>11</b>	<b>10</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	12	0	0	0.0	16.7	41.7	8.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
PALMA DE MALLORCA	EASYJET UK LTD	S	54	0	0	1.9	27.8	24.1	13.0	22.2	7.4	0.0	0.0	3.7	0.0	0.0	41	77.5	6	38	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PALMA DE MALLORCA	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
PALMA DE MALLORCA	RYANAIR	S	12	0	0	0.0	16.7	41.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	9	10	
<b>TOTAL PALMA DE MALLORCA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>23.8</b>	<b>28.8</b>	<b>15.0</b>	<b>23.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>78.0</b>	<b>7</b>	<b>48</b>	
SEVILLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14	
<b>TOTAL SEVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>14</b>	
VALENCIA	RYANAIR	S	18	0	0	5.6	22.2	33.3	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	43	16	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>43</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>648</b>	<b>0</b>	<b>13</b>	<b>2.6</b>	<b>22.5</b>	<b>28.1</b>	<b>12.4</b>	<b>18.5</b>	<b>11.0</b>	<b>1.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>2.0</b>	<b>30</b>	<b>85.1</b>	<b>8</b>	<b>534</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	38	0	0	10.5	21.1	44.7	15.8	7.9	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	6	26	
ARRECIFE	JET2.COM LTD	S	26	0	0	3.8	26.9	38.5	7.7	7.7	7.7	0.0	7.7	0.0	0.0	0.0	28	89.3	11	28	
ARRECIFE	RYANAIR	S	34	0	1	5.7	37.1	34.3	5.7	5.7	8.6	0.0	0.0	0.0	0.0	2.9	13	84.4	9	32	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	44.4	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	83.3	13	18	
ARRECIFE	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
<b>TOTAL ARRECIFE</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>27.4</b>	<b>40.2</b>	<b>10.3</b>	<b>8.5</b>	<b>5.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>85.7</b>	<b>9</b>	<b>105</b>	
FUERTEVENTURA	EASYJET UK LTD	S	21	0	0	28.6	14.3	42.9	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	18	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	0.0	38.9	22.2	5.6	11.1	11.1	0.0	0.0	11.1	0.0	0.0	58	50.0	25	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	14	0	0	0.0	7.1	64.3	7.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	29	83.3	7	18	
<b>TOTAL FUERTEVENTURA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>20.8</b>	<b>41.5</b>	<b>7.5</b>	<b>7.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>77.8</b>	<b>11</b>	<b>54</b>	
LAS PALMAS	EASYJET UK LTD	S	18	0	0	5.6	16.7	33.3	5.6	16.7	0.0	22.2	0.0	0.0	0.0	0.0	45	83.3	12	18	
LAS PALMAS	JET2.COM LTD	S	18	0	0	0.0	11.1	44.4	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	20	66.7	11	18	
LAS PALMAS	RYANAIR	S	12	0	0	0.0	0.0	25.0	33.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	31	70.0	10	10	
LAS PALMAS	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	58.8	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	8	18	
<b>TOTAL LAS PALMAS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>10.8</b>	<b>41.5</b>	<b>15.4</b>	<b>20.0</b>	<b>4.6</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>76.6</b>	<b>11</b>	<b>64</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	58	0	1	15.3	32.2	27.1	8.5	6.8	6.8	0.0	1.7	0.0	0.0	1.7	16	93.1	4	58	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	64	0	0	10.9	28.1	34.4	9.4	10.9	4.7	0.0	1.6	0.0	0.0	0.0	16	75.0	11	44	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	5.6	22.2	11.1	22.2	16.7	11.1	5.6	5.6	0.0	0.0	0.0	49	96.4	3	28	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	11.5	65.4	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	13	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>25.9</b>	<b>31.9</b>	<b>13.0</b>	<b>9.2</b>	<b>5.9</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>21</b>	<b>87.2</b>	<b>7</b>	<b>156</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>418</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>23.3</b>	<b>36.9</b>	<b>11.9</b>	<b>10.5</b>	<b>5.2</b>	<b>1.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>83.6</b>	<b>9</b>	<b>379</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	26	0	0	0.0	19.2	38.5	23.1	3.8	15.4	0.0	0.0	0.0	0.0	0.0	22	100.0	1	12	
<b>TOTAL BALE MULHOUSE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>38.5</b>	<b>23.1</b>	<b>3.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>1</b>	<b>12</b>	
GENEVA	EASYJET SWITZERLAND	S	18	0	2	5.0	40.0	25.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	10.0	10	0.0	0	0	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>GENEVA</b>	EASYJET UK LTD	S	205	0	5	1.0	29.0	30.5	10.5	13.3	8.6	2.4	1.9	0.5	0.0	2.4	29	68.0	21	172
<b>GENEVA</b>	TUI AIRWAYS LTD	C	7	0	0	14.3	0.0	14.3	28.6	0.0	28.6	14.3	0.0	0.0	0.0	0.0	58	80.0	8	5
<b>TOTAL GENEVA</b>			<b>230</b>	<b>0</b>	<b>7</b>	<b>1.7</b>	<b>29.1</b>	<b>29.5</b>	<b>11.0</b>	<b>12.2</b>	<b>8.9</b>	<b>2.5</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>3.0</b>	<b>28</b>	<b>68.4</b>	<b>20</b>	<b>177</b>
<b>ZURICH</b>	SWISS AIRLINES	S	10	0	2	0.0	33.3	8.3	25.0	0.0	16.7	0.0	0.0	0.0	0.0	16.7	24	0.0	0	0
<b>TOTAL ZURICH</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>8.3</b>	<b>25.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>266</b>	<b>0</b>	<b>9</b>	<b>1.5</b>	<b>28.4</b>	<b>29.5</b>	<b>12.7</b>	<b>10.9</b>	<b>9.8</b>	<b>2.2</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>3.3</b>	<b>28</b>	<b>70.4</b>	<b>19</b>	<b>189</b>
<b>TUNISIA</b>																				
<b>ENFIDHA - HAMMAMET INTL</b>	EASYJET UK LTD	S	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
<b>ANTALYA</b>	EASYJET UK LTD	S	6	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	25.0	27	4
<b>ANTALYA</b>	JET2.COM LTD	S	18	0	0	0.0	27.8	33.3	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	56.3	15	16
<b>ANTALYA</b>	SUNEXPRESS	S	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>35.7</b>	<b>35.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>17</b>	<b>20</b>
<b>BODRUM (MILAS)</b>	EASYJET UK LTD	S	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	30	5
<b>TOTAL BODRUM (MILAS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>80.0</b>	<b>30</b>	<b>5</b>
<b>DALAMAN</b>	EASYJET UK LTD	S	11	0	0	0.0	18.2	45.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	30	6
<b>DALAMAN</b>	JET2.COM LTD	S	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>55.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>30</b>	<b>6</b>
<b>TOTAL TURKEY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>42.3</b>	<b>38.5</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>58.1</b>	<b>22</b>	<b>31</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	LOGANAIR LTD	S	52	0	2	11.1	31.5	18.5	13.0	11.1	5.6	5.6	0.0	0.0	0.0	3.7	20	69.6	18	44
<b>TOTAL ABERDEEN</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>31.5</b>	<b>18.5</b>	<b>13.0</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>20</b>	<b>69.6</b>	<b>18</b>	<b>44</b>
<b>BELFAST CITY (GEORGE BEST)</b>	EASYJET UK LTD	S	20	0	0	0.0	30.0	35.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>35.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	178	0	5	1.1	42.1	25.1	9.8	8.7	7.7	1.1	1.6	0.0	0.0	2.7	20	88.8	4	143
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>178</b>	<b>0</b>	<b>5</b>	<b>1.1</b>	<b>42.1</b>	<b>25.1</b>	<b>9.8</b>	<b>8.7</b>	<b>7.7</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>20</b>	<b>88.8</b>	<b>4</b>	<b>143</b>
<b>BIRMINGHAM</b>	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	193	0.0	0	0
<b>BIRMINGHAM</b>	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>193</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
EDINBURGH	EASYJET UK LTD	S	252	0	8	6.2	38.8	25.0	6.9	8.5	9.2	1.9	0.4	0.0	0.0	3.1	19	91.7	6	192
<b>TOTAL EDINBURGH</b>			<b>252</b>	<b>0</b>	<b>8</b>	<b>6.2</b>	<b>38.8</b>	<b>25.0</b>	<b>6.9</b>	<b>8.5</b>	<b>9.2</b>	<b>1.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>19</b>	<b>91.7</b>	<b>6</b>	<b>192</b>
EXETER	AURIGNY AIR SERVICES	S	7	0	0	0.0	42.9	28.6	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	38	0.0	25	1
<b>TOTAL EXETER</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>25</b>	<b>1</b>
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	380	100.0	5	3
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>380</b>	<b>100.0</b>	<b>5</b>	<b>3</b>
GLASGOW	EASYJET UK LTD	S	196	0	6	2.0	42.6	19.3	11.9	9.4	5.9	2.0	3.0	1.0	0.0	3.0	28	91.5	5	188
<b>TOTAL GLASGOW</b>			<b>196</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>42.6</b>	<b>19.3</b>	<b>11.9</b>	<b>9.4</b>	<b>5.9</b>	<b>2.0</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>3.0</b>	<b>28</b>	<b>91.5</b>	<b>5</b>	<b>188</b>
GUERNSEY	AURIGNY AIR SERVICES	S	45	0	2	4.3	51.1	29.8	4.3	0.0	0.0	4.3	2.1	0.0	0.0	4.3	14	92.6	3	27
<b>TOTAL GUERNSEY</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>51.1</b>	<b>29.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>14</b>	<b>92.6</b>	<b>3</b>	<b>27</b>
INVERNESS	EASYJET UK LTD	S	36	0	0	0.0	25.0	41.7	16.7	8.3	5.6	2.8	0.0	0.0	0.0	0.0	19	73.7	10	38
<b>TOTAL INVERNESS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.7</b>	<b>10</b>	<b>38</b>
ISLE OF MAN	EASYJET UK LTD	S	22	0	1	0.0	30.4	39.1	4.3	8.7	8.7	4.3	0.0	0.0	0.0	4.3	22	88.9	13	18
<b>TOTAL ISLE OF MAN</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>30.4</b>	<b>39.1</b>	<b>4.3</b>	<b>8.7</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>22</b>	<b>88.9</b>	<b>13</b>	<b>18</b>
JERSEY	BLUE ISLANDS LIMITED	S	52	0	3	7.3	38.2	14.5	14.5	12.7	0.0	7.3	0.0	0.0	0.0	5.5	23	85.2	8	52
<b>TOTAL JERSEY</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>7.3</b>	<b>38.2</b>	<b>14.5</b>	<b>14.5</b>	<b>12.7</b>	<b>0.0</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>23</b>	<b>85.2</b>	<b>8</b>	<b>52</b>
LEEDS BRADFORD	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MANCHESTER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1
MANCHESTER	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	519	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>280</b>	<b>2</b>
NEWCASTLE	EASYJET UK LTD	S	99	0	2	4.0	47.5	14.9	12.9	5.9	4.0	7.9	0.0	1.0	0.0	2.0	28	88.4	6	86
<b>TOTAL NEWCASTLE</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>47.5</b>	<b>14.9</b>	<b>12.9</b>	<b>5.9</b>	<b>4.0</b>	<b>7.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>28</b>	<b>88.4</b>	<b>6</b>	<b>86</b>
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>961</b>	<b>0</b>	<b>29</b>	<b>3.8</b>	<b>40.3</b>	<b>23.2</b>	<b>10.4</b>	<b>8.4</b>	<b>6.2</b>	<b>3.0</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>2.9</b>	<b>23</b>	<b>87.9</b>	<b>7</b>	<b>798</b>
<b>TOTAL BRISTOL</b>			<b>4535</b>	<b>0</b>	<b>143</b>	<b>3.4</b>	<b>29.6</b>	<b>29.3</b>	<b>13.0</b>	<b>11.1</b>	<b>6.8</b>	<b>2.0</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>3.1</b>	<b>24</b>	<b>84.1</b>	<b>9</b>	<b>3758</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>AUSTRIA</b>																					
VIENNA	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	4	
VIENNA	RYANAIR SUN	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4	
<b>TOTAL VIENNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>18</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>18</b>	<b>8</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL BRIDGETOWN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
<b>TOTAL BARBADOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
<b>CROATIA</b>																					
SPLIT	CORENDON DUTCH AIRLINES	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
SPLIT	JET2.COM LTD	C	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	3	
<b>TOTAL PAPHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>4</b>	<b>3</b>	
<b>TOTAL CYPRUS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>4</b>	<b>3</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
PRAGUE	RYANAIR SUN	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL PRAGUE</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>FRANCE</b>																					
BORDEAUX	AIR MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	2	
BORDEAUX	VUELING AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
<b>TOTAL BORDEAUX</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>4</b>	
BRIVE-LA-GAILLARDE	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CLERMONT FERRAND	PAN EUROPEAN AIR SERVICE	C	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL CLERMONT FERRAND</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	WIZZ AIR UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL GRENOBLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
LYON	AIR MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
LYON	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	4	
LYON	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022				
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN														Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 16 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can						
<b>TOTAL LYON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>8</b>		
MARSEILLE	AIR MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2		
MARSEILLE	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2		
<b>TOTAL MARSEILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>4</b>		
NANTES	AIR HORIZONT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	2		
NANTES	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	2		
NANTES	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2		
<b>TOTAL NANTES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>25</b>	<b>6</b>		
PARIS (CHARLES DE GAULLE)	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	6		
PARIS (CHARLES DE GAULLE)	ETF AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2		
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
PARIS (CHARLES DE GAULLE)	WIZZ AIR UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>10</b>		
PARIS (LE BOURGET)	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (ORLY)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	1	27		
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.3</b>	<b>1</b>	<b>27</b>		
RENNES	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	110	1		
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>110</b>	<b>1</b>		
TOULOUSE (BLAGNAC)	AIR HORIZONT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2		
TOULOUSE (BLAGNAC)	AIR MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2		
TOULOUSE (BLAGNAC)	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2		
TOULOUSE (BLAGNAC)	WIZZ AIR UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>10</b>	<b>8</b>		
VALENCE	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	2		
<b>TOTAL VALENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43</b>	<b>2</b>		
<b>TOTAL FRANCE</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>14</b>	<b>72</b>		
<b>IRISH REPUBLIC</b>																						
CORK	EMERALD AIRLINES UK LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL CORK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DUBLIN	RYANAIR	S	40	0	0	0.0	27.5	20.0	30.0	17.5	0.0	0.0	5.0	0.0	0.0	0.0	28	77.1	14	35		
<b>TOTAL DUBLIN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.5</b>	<b>20.0</b>	<b>30.0</b>	<b>17.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.1</b>	<b>14</b>	<b>35</b>		
SHANNON	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>28.6</b>	<b>19.0</b>	<b>28.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>78.4</b>	<b>14</b>	<b>37</b>	
<b>ITALY</b>																					
PARMA	CARPATAIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
PARMA	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	2	
<b>TOTAL PARMA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>29</b>	<b>2</b>	
ROME (FIUMICINO)	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
ROME (FIUMICINO)	JET2.COM LTD	C	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
ROME (FIUMICINO)	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
ROME (FIUMICINO)	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
VERONA VILLAFRANCA	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	218	1	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>218</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>27.3</b>	<b>18.2</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>72</b>	<b>4</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	118	4	0	1.6	36.1	40.2	7.4	4.1	3.3	0.8	3.3	0.0	3.3	0.0	19	87.5	4	48	
<b>TOTAL AMSTERDAM</b>			<b>118</b>	<b>4</b>	<b>0</b>	<b>1.6</b>	<b>36.1</b>	<b>40.2</b>	<b>7.4</b>	<b>4.1</b>	<b>3.3</b>	<b>0.8</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>4</b>	<b>48</b>	
<b>TOTAL NETHERLANDS</b>			<b>118</b>	<b>4</b>	<b>0</b>	<b>1.6</b>	<b>36.1</b>	<b>40.2</b>	<b>7.4</b>	<b>4.1</b>	<b>3.3</b>	<b>0.8</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>4</b>	<b>48</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	18	0	0	0.0	38.9	22.2	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	1	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>22.2</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>22.2</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
ALICANTE	TUI AIRWAYS LTD	C	13	0	0	0.0	38.5	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	17	18	
ALICANTE	VUELING AIRLINES	S	23	0	0	0.0	21.7	39.1	17.4	17.4	4.3	0.0	0.0	0.0	0.0	0.0	18	90.0	6	20	
<b>TOTAL ALICANTE</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>27.0</b>	<b>40.5</b>	<b>16.2</b>	<b>10.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>13</b>	<b>89.5</b>	<b>11</b>	<b>38</b>	
MALAGA	RYANAIR	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	25.0	27	4	
MALAGA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8	
MALAGA	VUELING AIRLINES	S	15	0	0	6.7	26.7	53.3	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	22	92.9	1	13	
<b>TOTAL MALAGA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>47.1</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.9</b>	<b>8</b>	<b>25</b>	
<b>TOTAL SPAIN</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>1.9</b>	<b>25.9</b>	<b>42.6</b>	<b>11.1</b>	<b>11.1</b>	<b>1.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>16</b>	<b>84.4</b>	<b>10</b>	<b>63</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	27.8	16.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	22	94.4	4	18	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	75.0	9	8	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	0.0	26.9	50.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	4	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>50.0</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.3</b>	<b>4</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY UNITED KINGDOM)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>42.3</b>	<b>15.4</b>	<b>7.7</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.4</b>	<b>5</b>	<b>52</b>
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	46	2	2	4.0	34.0	16.0	10.0	10.0	12.0	6.0	0.0	0.0	4.0	4.0	30	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>46</b>	<b>2</b>	<b>2</b>	<b>4.0</b>	<b>34.0</b>	<b>16.0</b>	<b>10.0</b>	<b>10.0</b>	<b>12.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
BELFAST INTERNATIONAL	WIZZ AIR UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>13</b>	<b>2</b>
EDINBURGH	LOGANAIR LTD	S	52	0	2	13.0	29.6	11.1	20.4	14.8	5.6	1.9	0.0	0.0	0.0	3.7	21	68.4	14	38
<b>TOTAL EDINBURGH</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>13.0</b>	<b>29.6</b>	<b>11.1</b>	<b>20.4</b>	<b>14.8</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>21</b>	<b>68.4</b>	<b>14</b>	<b>38</b>
GLASGOW	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	3
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>3</b>
MANCHESTER	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>102</b>	<b>2</b>	<b>4</b>	<b>8.3</b>	<b>30.6</b>	<b>13.9</b>	<b>15.7</b>	<b>13.9</b>	<b>8.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3.7</b>	<b>25</b>	<b>67.4</b>	<b>13</b>	<b>45</b>
<b>TOTAL CARDIFF WALES</b>			<b>415</b>	<b>9</b>	<b>4</b>	<b>3.5</b>	<b>30.6</b>	<b>30.4</b>	<b>14.7</b>	<b>10.0</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>2.1</b>	<b>0.9</b>	<b>20</b>	<b>78.4</b>	<b>11</b>	<b>336</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>CYPRUS</b>																					
LARNACA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	12	10	
<b>TOTAL LARNACA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>12</b>	<b>10</b>	
PAPHOS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10		
<b>TOTAL PAPHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>10</b>		
<b>TOTAL CYPRUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>6</b>	<b>20</b>		
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	18		
<b>TOTAL HURGHADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>11</b>	<b>18</b>		
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>11</b>	<b>18</b>		
<b>FRANCE</b>																					
PERPIGNAN	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2		
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>		
<b>TOTAL FRANCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>		
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4		
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>4</b>		
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>4</b>		
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	9	20		
<b>TOTAL GDANSK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>9</b>	<b>20</b>		
KATOWICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18		
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>3</b>	<b>18</b>		
KRAKOW	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	20		
<b>TOTAL KRAKOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>20</b>		
POZNAN	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	4		
<b>TOTAL POZNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>4</b>		
WARSAW (CHOPIN)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	17	12		
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>17</b>	<b>12</b>		
WROCLAW	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10		
<b>TOTAL WROCLAW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>10</b>		
<b>TOTAL POLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.9</b>	<b>7</b>	<b>84</b>		
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	28		
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>5</b>	<b>28</b>		
CLUJ NAPOCA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	7	14		
<b>TOTAL CLUJ NAPOCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>78.6</b>	<b>7</b>	<b>14</b>		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ROMANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>42</b>	
<b>SPAIN</b>																				
ALICANTE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18	
ALICANTE	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	184	2	
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.0</b>	<b>21</b>	<b>20</b>	
MALAGA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	3	17	
MALAGA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4	
<b>TOTAL MALAGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>5</b>	<b>21</b>	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
PALMA DE MALLORCA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>11</b>	
<b>TOTAL SPAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.5</b>	<b>10</b>	<b>52</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	26	
ARRECIFE	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	14	10	
<b>TOTAL ARRECIFE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>5</b>	<b>36</b>	
FUERTEVENTURA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	25	6	
<b>TOTAL FUERTEVENTURA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>25</b>	<b>6</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	6	28	
TENERIFE (SURREINA SOFIA)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	12	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>40</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>90</b>	
<b>UNITED KINGDOM</b>																				
BIGGIN HILL	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	2	
<b>TOTAL BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>2</b>	
NORWICH	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>18</b>	<b>2</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>24</b>	<b>4</b>	
<b>USA</b>																				
MELBOURNE FLATS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<b>TOTAL MELBOURNE FLATS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	

<b>TOTAL DONCASTER</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.0</b>	<b>8</b>	<b>317</b>
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CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	JET2.COM LTD	S	8	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	8	
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1	
<b>TOTAL SALZBURG</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>54.5</b>	<b>9.1</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>9</b>	<b>9</b>	
<b>TOTAL AUSTRIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>54.5</b>	<b>9.1</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>9</b>	<b>9</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL BRIDGETOWN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BARBADOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	S	6	0	0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	3	
<b>TOTAL SOFIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
<b>TOTAL BULGARIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PAPHOS	JET2.COM LTD	S	18	0	0	11.1	33.3	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	4	17	
PAPHOS	TUI AIRWAYS LTD	C	9	0	0	0.0	33.3	33.3	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>33.3</b>	<b>44.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>94.1</b>	<b>4</b>	<b>17</b>	
<b>TOTAL CYPRUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>46.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>94.1</b>	<b>4</b>	<b>17</b>	
<b>EGYPT</b>																					
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
<b>FRANCE</b>																					
CHAMBERY	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	14.3	14.3	28.6	42.9	0.0	0.0	0.0	0.0	0.0	55	20.0	31	5	
<b>TOTAL CHAMBERY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>20.0</b>	<b>31</b>	<b>5</b>	
LIMOGES	RYANAIR	S	18	0	0	0.0	44.4	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	16	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
MARSEILLE	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RENNES	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
RENNES	VOLOTEA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>22</b>	<b>3</b>	
<b>TOTAL FRANCE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>23.1</b>	<b>15.4</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>10</b>	<b>24</b>	
<b>GERMANY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BERLIN BRANDENBURG	RYANAIR	S	16	0	0	0.0	50.0	31.3	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	100.0	0	13	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>13</b>	
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>0</b>	<b>13</b>	
<b>GREECE</b>																					
CHANIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
<b>TOTAL CHANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>4</b>	
CORFU	RYANAIR	S	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	4	4	
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
RHODES	RYANAIR	S	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	12	4	
<b>TOTAL RHODES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>12</b>	<b>4</b>	
<b>TOTAL GREECE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>8</b>	<b>12</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	18	0	0	0.0	66.7	16.7	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	93.8	6	16	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>ICELAND</b>																					
KEFLAVIK	JET2.COM LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	90	6	
<b>TOTAL KEFLAVIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>90</b>	<b>6</b>	
<b>TOTAL ICELAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>90</b>	<b>6</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL CORK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBLIN	RYANAIR	S	86	0	0	0.0	30.2	31.4	18.6	12.8	5.8	1.2	0.0	0.0	0.0	0.0	18	93.9	3	66	
<b>TOTAL DUBLIN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.2</b>	<b>31.4</b>	<b>18.6</b>	<b>12.8</b>	<b>5.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.9</b>	<b>3</b>	<b>66</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	28	0	0	0.0	35.7	32.1	21.4	3.6	7.1	0.0	0.0	0.0	0.0	0.0	15	90.6	3	32	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>32.1</b>	<b>21.4</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.6</b>	<b>3</b>	<b>32</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.0</b>	<b>32.8</b>	<b>19.0</b>	<b>10.3</b>	<b>6.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>92.9</b>	<b>3</b>	<b>98</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	30	0	0	0.0	30.0	26.7	23.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	18	86.4	4	22	
<b>TOTAL BERGAMO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>26.7</b>	<b>23.3</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.4</b>	<b>4</b>	<b>22</b>	
ROME (CIAMPINO)	RYANAIR	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL ROME (CIAMPINO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TREVISO	RYANAIR	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	4	
<b>TOTAL TREVISO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>TOTAL ITALY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>LATVIA</b>																					
RIGA	RYANAIR	S	14	0	0	7.1	50.0	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	100.0	0	14	
<b>TOTAL RIGA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>14.3</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>14</b>	
<b>TOTAL LATVIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>14.3</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>14</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	42	100.0	1	2	
MALTA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14	
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
<b>POLAND</b>																					
KRAKOW	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
KRAKOW	RYANAIR	S	24	0	0	4.2	33.3	33.3	16.7	4.2	8.3	0.0	0.0	0.0	0.0	0.0	16	92.9	5	28	
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>30.8</b>	<b>15.4</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>5</b>	<b>28</b>	
LODZ LUBLINEK	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	4	14	
<b>TOTAL LODZ LUBLINEK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>4</b>	<b>14</b>	
RZESZOW	RYANAIR	S	18	0	0	0.0	38.9	33.3	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	85.7	7	14	
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.7</b>	<b>7</b>	<b>14</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
WROCLAW	RYANAIR	S	25	0	0	0.0	24.0	16.0	24.0	32.0	0.0	0.0	4.0	0.0	0.0	0.0	27	90.9	6	22	
<b>TOTAL WROCLAW</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>16.0</b>	<b>24.0</b>	<b>32.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>90.9</b>	<b>6</b>	<b>22</b>	
<b>TOTAL POLAND</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>33.3</b>	<b>26.1</b>	<b>15.9</b>	<b>18.8</b>	<b>2.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>91.5</b>	<b>5</b>	<b>94</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	24	0	0	16.7	37.5	12.5	12.5	8.3	4.2	4.2	4.2	0.0	0.0	0.0	23	90.0	4	20	
FARO	RYANAIR	S	36	0	0	2.8	22.2	22.2	16.7	25.0	5.6	5.6	0.0	0.0	0.0	0.0	26	93.8	3	32	
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>28.3</b>	<b>18.3</b>	<b>15.0</b>	<b>18.3</b>	<b>5.0</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>92.3</b>	<b>4</b>	<b>52</b>	
<b>TOTAL PORTUGAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>28.3</b>	<b>18.3</b>	<b>15.0</b>	<b>18.3</b>	<b>5.0</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>92.3</b>	<b>4</b>	<b>52</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	5	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.0</b>	<b>5</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.0</b>	<b>5</b>	<b>8</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	52	0	0	15.4	34.6	34.6	5.8	3.8	0.0	0.0	5.8	0.0	0.0	0.0	21	100.0	1	50	
ALICANTE	RYANAIR	S	74	0	0	2.7	27.0	31.1	16.2	17.6	2.7	2.7	0.0	0.0	0.0	0.0	20	88.6	7	70	
ALICANTE	TUI AIRWAYS LTD	C	13	0	0	7.7	15.4	38.5	0.0	7.7	23.1	7.7	0.0	0.0	0.0	0.0	35	100.0	1	10	
<b>TOTAL ALICANTE</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>28.8</b>	<b>33.1</b>	<b>10.8</b>	<b>11.5</b>	<b>3.6</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>93.8</b>	<b>4</b>	<b>130</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BARCELONA	RYANAIR	S	12	0	0	0.0	8.3	33.3	25.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	40	80.0	11	10
<b>TOTAL BARCELONA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>33.3</b>	<b>25.0</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>80.0</b>	<b>11</b>	<b>10</b>
GIRONA	RYANAIR	S	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL MADRID</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MAHON	RYANAIR	S	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL MAHON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA	JET2.COM LTD	S	30	0	0	26.7	33.3	16.7	3.3	10.0	3.3	0.0	6.7	0.0	0.0	0.0	22	100.0	1	28
MALAGA	RYANAIR	S	52	0	0	3.8	28.8	40.4	9.6	5.8	7.7	3.8	0.0	0.0	0.0	0.0	19	79.5	10	44
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	55.6	15	9
<b>TOTAL MALAGA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>31.1</b>	<b>32.2</b>	<b>6.7</b>	<b>7.8</b>	<b>6.7</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>84.0</b>	<b>7</b>	<b>81</b>
MURCIA INTERNATIONAL	RYANAIR	S	8	0	0	0.0	12.5	12.5	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	49	100.0	2	4
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
PALMA DE MALLORCA	JET2.COM LTD	S	20	0	0	20.0	45.0	15.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	25	88.9	20	18
PALMA DE MALLORCA	RYANAIR	S	18	0	0	0.0	11.1	44.4	11.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	24	72.2	11	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>28.9</b>	<b>28.9</b>	<b>10.5</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>80.6</b>	<b>15</b>	<b>36</b>
REUS	RYANAIR	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	2
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
VALENCIA	RYANAIR	S	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	3	2
<b>TOTAL VALENCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
<b>TOTAL SPAIN</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>27.6</b>	<b>31.6</b>	<b>10.9</b>	<b>11.5</b>	<b>5.3</b>	<b>2.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>88.7</b>	<b>7</b>	<b>265</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	53	0	0	5.7	41.5	24.5	5.7	9.4	7.5	5.7	0.0	0.0	0.0	0.0	23	97.7	4	44
ARRECIFE	RYANAIR	S	44	0	0	4.5	40.9	29.5	9.1	6.8	4.5	4.5	0.0	0.0	0.0	0.0	15	85.3	16	34
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	29.4	17.6	11.8	11.8	17.6	0.0	11.8	0.0	0.0	0.0	53	70.6	15	17
ARRECIFE	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	73	0.0	0	0
<b>TOTAL ARRECIFE</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>39.1</b>	<b>25.2</b>	<b>7.8</b>	<b>8.7</b>	<b>8.7</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.4</b>	<b>10</b>	<b>95</b>
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	7.7	50.0	15.4	15.4	0.0	3.8	0.0	7.7	0.0	0.0	0.0	28	100.0	2	19
FUERTEVENTURA	RYANAIR	S	22	0	0	13.6	59.1	13.6	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	4	16
<b>TOTAL FUERTEVENTURA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>54.2</b>	<b>14.6</b>	<b>8.3</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>97.1</b>	<b>3</b>	<b>35</b>
LAS PALMAS	JET2.COM LTD	S	26	0	0	23.1	50.0	23.1	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	5	88.9	3	27
LAS PALMAS	RYANAIR	S	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	22	100.0	0	6
<b>TOTAL LAS PALMAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>47.1</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.9</b>	<b>3</b>	<b>33</b>

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Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	79	0	0	22.8	26.6	29.1	11.4	2.5	3.8	0.0	2.5	1.3	0.0	0.0	17	97.5	1	80
TENERIFE (SURREINA SOFIA)	RYANAIR	S	46	0	0	2.2	34.8	39.1	13.0	2.2	8.7	0.0	0.0	0.0	0.0	0.0	14	89.7	3	39
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	27	0	0	7.4	18.5	37.0	11.1	11.1	11.1	3.7	0.0	0.0	0.0	0.0	24	96.2	2	26
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>27.5</b>	<b>33.3</b>	<b>12.4</b>	<b>3.9</b>	<b>6.5</b>	<b>0.7</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>95.2</b>	<b>2</b>	<b>145</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>36.9</b>	<b>27.1</b>	<b>9.4</b>	<b>5.4</b>	<b>6.3</b>	<b>2.0</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.9</b>	<b>5</b>	<b>308</b>
GENEVA	JET2.COM LTD	S	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	16	8
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>16</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>16</b>	<b>8</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	21	0	0	0.0	28.6	42.9	14.3	4.8	0.0	0.0	9.5	0.0	0.0	0.0	33	76.5	11	17
<b>TOTAL ANTALYA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>76.5</b>	<b>11</b>	<b>17</b>
<b>TOTAL TURKEY</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>76.5</b>	<b>11</b>	<b>17</b>
<b>UNITED ARAB EMIRATES</b>																				
RAS AL KHAIMAH	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL RAS AL KHAIMAH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
<b>TOTAL UNITED ARAB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	12	0	0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	5	28
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.9</b>	<b>5</b>	<b>28</b>
BRISTOL	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	6
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>6</b>
EDINBURGH	EASTERN AIRWAYS	C	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GUERNSEY	AURIGNY AIR SERVICES	S	6	0	0	16.7	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	6
<b>TOTAL GUERNSEY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
JERSEY	BLUE ISLANDS LIMITED	S	38	0	2	22.5	42.5	12.5	5.0	7.5	5.0	0.0	0.0	0.0	0.0	5.0	10	82.4	6	34
<b>TOTAL JERSEY</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>22.5</b>	<b>42.5</b>	<b>12.5</b>	<b>5.0</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>10</b>	<b>82.4</b>	<b>6</b>	<b>34</b>
LEEDS BRADFORD	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MANCHESTER	JET2.COM LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	EASTERN AIRWAYS	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>22.4</b>	<b>44.8</b>	<b>13.4</b>	<b>4.5</b>	<b>9.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>8</b>	<b>88.2</b>	<b>5</b>	<b>75</b>
<b>TOTAL EAST MIDLANDS</b>			<b>1173</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>33.4</b>	<b>28.0</b>	<b>12.3</b>	<b>9.5</b>	<b>5.4</b>	<b>1.8</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>90.0</b>	<b>6</b>	<b>1083</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late							
<b>AUSTRIA</b>																				
INNSBRUCK	JET2.COM LTD	S	8	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	30	7
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	29	12.5	58	8
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>43.8</b>	<b>6.3</b>	<b>31.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>31.3</b>	<b>45</b>	<b>15</b>
SALZBURG	JET2.COM LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	12	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>62.5</b>	<b>12</b>	<b>8</b>
VIENNA	RYANAIR	S	28	0	0	3.6	28.6	35.7	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	83.3	8	18
<b>TOTAL VIENNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>35.7</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</b>	<b>13.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>59.5</b>	<b>22</b>	<b>41</b>
<b>BELGIUM</b>																				
BRUSSELS	BRUSSELS AIRLINES	S	30	0	0	3.3	53.3	30.0	3.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	16
<b>TOTAL BRUSSELS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>53.3</b>	<b>30.0</b>	<b>3.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>4</b>	<b>16</b>
CHARLEROI	RYANAIR	S	64	0	0	6.3	48.4	25.0	9.4	6.3	4.7	0.0	0.0	0.0	0.0	0.0	11	68.5	17	54
<b>TOTAL CHARLEROI</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>48.4</b>	<b>25.0</b>	<b>9.4</b>	<b>6.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.5</b>	<b>17</b>	<b>54</b>
<b>TOTAL BELGIUM</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>50.0</b>	<b>26.6</b>	<b>7.4</b>	<b>7.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.9</b>	<b>14</b>	<b>70</b>
<b>BULGARIA</b>																				
SOFIA	RYANAIR	S	18	0	0	0.0	27.8	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	8	18
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>CROATIA</b>																				
DUBROVNIK	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	100.0	1	2
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
ZADAR	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
<b>TOTAL ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>100.0</b>	<b>2</b>	<b>6</b>
<b>CYPRUS</b>																				
PAPHOS	EASYJET UK LTD	S	18	0	0	22.2	27.8	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18
PAPHOS	JET2.COM LTD	S	10	0	0	0.0	10.0	70.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	6
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>39.3</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>91.7</b>	<b>6</b>	<b>24</b>
<b>TOTAL CYPRUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>39.3</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>91.7</b>	<b>6</b>	<b>24</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	RYANAIR	S	28	0	0	10.7	35.7	28.6	10.7	0.0	10.7	3.6	0.0	0.0	0.0	0.0	19	100.0	2	24
PRAGUE	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>33.3</b>	<b>33.3</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>24</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>33.3</b>	<b>33.3</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>24</b>
<b>DENMARK</b>																				
BILLUND	RYANAIR	S	24	0	0	4.2	54.2	29.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL BILLUND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>29.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
COPENHAGEN	EASYJET UK LTD	S	20	0	0	10.0	30.0	30.0	10.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	4	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	3.8	42.3	30.8	3.8	3.8	15.4	0.0	0.0	0.0	0.0	0.0	15	81.8	4	20	
COPENHAGEN	RYANAIR	S	52	0	0	0.0	55.8	28.8	5.8	5.8	3.8	0.0	0.0	0.0	0.0	0.0	9	86.5	6	52	
<b>TOTAL COPENHAGEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>46.9</b>	<b>29.6</b>	<b>6.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.9</b>	<b>5</b>	<b>76</b>	
<b>TOTAL DENMARK</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>48.4</b>	<b>29.5</b>	<b>7.4</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.5</b>	<b>4</b>	<b>94</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
<b>TOTAL TALLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL ESTONIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL VAGAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FAROE ISLANDS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	34	0	0	5.9	35.3	41.2	14.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	3	28	
<b>TOTAL HELSINKI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>41.2</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.9</b>	<b>3</b>	<b>28</b>	
<b>TOTAL FINLAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>41.2</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.9</b>	<b>3</b>	<b>28</b>	
<b>FRANCE</b>																					
BEAUVAIS	RYANAIR	S	50	0	2	1.9	32.7	28.8	13.5	9.6	9.6	0.0	0.0	0.0	0.0	3.8	18	100.0	2	28	
<b>TOTAL BEAUVAIS</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>32.7</b>	<b>28.8</b>	<b>13.5</b>	<b>9.6</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>28</b>	
BEZIERS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
<b>TOTAL BEZIERS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
BORDEAUX	RYANAIR	S	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	17	4	
<b>TOTAL BORDEAUX</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>17</b>	<b>4</b>	
CARCASSONNE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
<b>TOTAL CARCASSONNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>20</b>	<b>2</b>	
CHAMBERY	BA CITYFLYER LTD	S	8	0	0	0.0	12.5	25.0	0.0	12.5	25.0	25.0	0.0	0.0	0.0	77	0.0	0	0		
CHAMBERY	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	14.3	42.9	0.0	14.3	14.3	14.3	0.0	0.0	0.0	77	12.5	58	8	
<b>TOTAL CHAMBERY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>20.0</b>	<b>20.0</b>	<b>6.7</b>	<b>20.0</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>12.5</b>	<b>58</b>	<b>8</b>	
GRENOBLE	EASYJET UK LTD	S	8	0	0	12.5	25.0	0.0	0.0	12.5	12.5	12.5	12.5	12.5	0.0	0.0	120	87.5	4	8	
GRENOBLE	RYANAIR	S	8	0	0	0.0	25.0	0.0	0.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	85	0.0	0	0	
GRENOBLE	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>23.5</b>	<b>17.6</b>	<b>11.8</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>99</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
LYON	EASYJET EUROPE	S	6	0	2	12.5	37.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	35	60.0	12	10	
LYON	EASYJET UK LTD	S	2	0	1	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	67	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 15 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>3</b>	<b>9.1</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.3</b>	<b>43</b>	<b>60.0</b>	<b>12</b>	<b>10</b>
MARSEILLE	RYANAIR	S	22	0	0	0.0	13.6	27.3	13.6	36.4	9.1	0.0	0.0	0.0	0.0	26	88.9	5	18	
<b>TOTAL MARSEILLE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>27.3</b>	<b>13.6</b>	<b>36.4</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
NANTES	RYANAIR	S	16	0	0	0.0	18.8	25.0	6.3	18.8	31.3	0.0	0.0	0.0	0.0	44	100.0	0	18	
NANTES	RYANAIR UK LTD	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL NANTES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>35.0</b>	<b>10.0</b>	<b>15.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
NICE	EASYJET UK LTD	S	6	0	2	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	8	83.3	3	6	
<b>TOTAL NICE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>8</b>	<b>83.3</b>	<b>3</b>	<b>6</b>	
NIMES	RYANAIR	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL NIMES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	124	0	2	1.6	20.6	39.7	19.0	13.5	1.6	0.0	1.6	0.8	0.0	1.6	22	92.6	5	94
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	100	0	6	1.9	18.9	28.3	17.9	14.2	9.4	1.9	1.9	0.0	0.0	5.7	29	68.8	13	64
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>228</b>	<b>0</b>	<b>8</b>	<b>1.7</b>	<b>19.9</b>	<b>34.3</b>	<b>18.6</b>	<b>14.0</b>	<b>5.1</b>	<b>0.8</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>3.4</b>	<b>25</b>	<b>82.9</b>	<b>8</b>	<b>158</b>
PARIS (ORLY)	TRANSAVIA FRANCE	S	4	0	4	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	50.0	7	80.0	1	8
PARIS (ORLY)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	26	
<b>TOTAL PARIS (ORLY)</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>7</b>	<b>94.4</b>	<b>0</b>	<b>34</b>	
POITIERS	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	20	2	
POITIERS	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL POITIERS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>20</b>	<b>2</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	18	0	0	0.0	33.3	16.7	5.6	27.8	16.7	0.0	0.0	0.0	0.0	28	87.5	24	16	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>87.5</b>	<b>24</b>	<b>16</b>	
<b>TOTAL FRANCE</b>			<b>400</b>	<b>0</b>	<b>19</b>	<b>1.7</b>	<b>21.7</b>	<b>29.1</b>	<b>15.8</b>	<b>14.8</b>	<b>8.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>4.5</b>	<b>30</b>	<b>84.6</b>	<b>8</b>	<b>316</b>
<b>GERMANY</b>																				
BERLIN BRANDENBURG	EASYJET EUROPE	S	8	0	0	12.5	12.5	25.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	38	66.7	45	6	
BERLIN BRANDENBURG	EASYJET UK LTD	S	21	0	1	0.0	45.5	31.8	4.5	9.1	4.5	0.0	0.0	0.0	4.5	9	70.8	10	23	
BERLIN BRANDENBURG	RYANAIR	S	36	0	4	7.5	30.0	20.0	12.5	12.5	7.5	0.0	0.0	0.0	10.0	17	94.7	2	38	
BERLIN BRANDENBURG	RYANAIR UK LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>67</b>	<b>0</b>	<b>5</b>	<b>6.9</b>	<b>33.3</b>	<b>23.6</b>	<b>11.1</b>	<b>9.7</b>	<b>6.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>16</b>	<b>83.8</b>	<b>9</b>	<b>67</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	4	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	16	0	2	11.1	38.9	27.8	0.0	11.1	0.0	0.0	0.0	0.0	11.1	5	94.4	2	18	
<b>TOTAL DUSSELDORF</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>5</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
FRANKFURT MAIN	LUFTHANSA	S	103	0	0	0.0	27.2	25.2	15.5	19.4	11.7	1.0	0.0	0.0	0.0	26	90.0	4	80	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL FRANKFURT MAIN</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.2</b>	<b>25.2</b>	<b>15.5</b>	<b>19.4</b>	<b>11.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>90.0</b>	<b>4</b>	<b>80</b>		
HAMBURG	EASYJET UK LTD	S	18	0	0	0.0	27.8	44.4	27.8	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	14	4		
HAMBURG	RYANAIR	S	17	0	0	0.0	35.3	29.4	17.6	17.6	0.0	0.0	0.0	0.0	0.0	17	72.2	13	18		
HAMBURG	RYANAIR UK LTD	S	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL HAMBURG</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.9</b>	<b>33.3</b>	<b>20.5</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.2</b>	<b>13</b>	<b>22</b>		
MUNICH	EASYJET UK LTD	S	16	0	0	6.3	37.5	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	8	87.5	5	16		
MUNICH	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	1		
<b>TOTAL MUNICH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.4</b>	<b>12</b>	<b>17</b>		
NIEDERRHEIN	RYANAIR	S	30	0	0	0.0	30.0	40.0	16.7	10.0	3.3	0.0	0.0	0.0	0.0	13	100.0	1	6		
<b>TOTAL NIEDERRHEIN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>16.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>6</b>		
<b>TOTAL GERMANY</b>			<b>275</b>	<b>0</b>	<b>7</b>	<b>2.8</b>	<b>31.9</b>	<b>28.0</b>	<b>13.8</b>	<b>13.1</b>	<b>7.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>18</b>	<b>85.8</b>	<b>7</b>	<b>210</b>		
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	4		
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>4</b>		
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>4</b>		
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	14	0	2	0.0	18.8	37.5	18.8	12.5	0.0	0.0	0.0	0.0	12.5	14	70.0	21	10		
ATHENS	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	31	100.0	1	2		
<b>TOTAL ATHENS</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>16</b>	<b>75.0</b>	<b>17</b>	<b>12</b>		
HERAKLION	EASYJET UK LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	2		
<b>TOTAL HERAKLION</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>4</b>	<b>2</b>		
RHODES	EASYJET UK LTD	S	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
<b>TOTAL RHODES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GREECE</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.8</b>	<b>25.0</b>	<b>20.8</b>	<b>20.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>19</b>	<b>78.6</b>	<b>15</b>	<b>14</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	42	0	0	7.1	23.8	47.6	4.8	9.5	2.4	0.0	4.8	0.0	0.0	19	79.1	13	43		
BUDAPEST	WIZZ AIR	S	14	0	0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4	25.0	26	4		
<b>TOTAL BUDAPEST</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>28.6</b>	<b>39.3</b>	<b>7.1</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>74.5</b>	<b>14</b>	<b>47</b>		
<b>TOTAL HUNGARY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>28.6</b>	<b>39.3</b>	<b>7.1</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>74.5</b>	<b>14</b>	<b>47</b>		
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	30	0	0	10.0	36.7	23.3	16.7	10.0	3.3	0.0	0.0	0.0	0.0	13	94.7	4	19		
KEFLAVIK	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL KEFLAVIK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>21.9</b>	<b>15.6</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.7</b>	<b>4</b>	<b>19</b>		
<b>TOTAL ICELAND</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>21.9</b>	<b>15.6</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.7</b>	<b>4</b>	<b>19</b>		
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	102	0	0	8.8	23.5	27.5	12.7	15.7	8.8	0.0	2.9	0.0	0.0	25	87.5	6	40		
CORK	RYANAIR UK LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL CORK</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>24.0</b>	<b>26.9</b>	<b>12.5</b>	<b>15.4</b>	<b>8.7</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>6</b>	<b>40</b>	
DUBLIN	AER LINGUS	S	248	0	6	3.5	23.2	37.8	17.3	10.6	3.5	0.0	1.6	0.0	0.0	2.4	18	75.7	16	104	
DUBLIN	JET2.COM LTD	C	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	102	100.0	9	2	
DUBLIN	RYANAIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
DUBLIN	RYANAIR	S	280	0	6	1.7	36.0	32.5	11.2	11.5	2.4	2.1	0.3	0.0	0.0	2.1	16	86.0	6	250	
DUBLIN	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>536</b>	<b>0</b>	<b>12</b>	<b>2.6</b>	<b>29.9</b>	<b>34.9</b>	<b>14.1</b>	<b>10.9</b>	<b>3.1</b>	<b>1.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>83.0</b>	<b>9</b>	<b>356</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	0.0	38.5	23.1	15.4	15.4	3.8	3.8	0.0	0.0	0.0	0.0	21	94.4	3	18	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>23.1</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
SHANNON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
SHANNON	LOGANAIR LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
SHANNON	RYANAIR	S	28	0	0	10.7	14.3	28.6	32.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	80.0	9	20	
<b>TOTAL SHANNON</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>13.3</b>	<b>30.0</b>	<b>30.0</b>	<b>6.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>80.0</b>	<b>9</b>	<b>20</b>	
<b>TOTAL IRISH REPUBLIC ITALY</b>			<b>696</b>	<b>0</b>	<b>12</b>	<b>3.8</b>	<b>28.7</b>	<b>33.1</b>	<b>14.5</b>	<b>11.6</b>	<b>4.2</b>	<b>1.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>83.8</b>	<b>8</b>	<b>434</b>	
BARI (PALESE)	RYANAIR	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	5	4	
<b>TOTAL BARI (PALESE)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>5</b>	<b>4</b>	
BERGAMO	RYANAIR	S	62	0	0	6.5	29.0	37.1	14.5	8.1	3.2	1.6	0.0	0.0	0.0	0.0	13	91.4	4	58	
<b>TOTAL BERGAMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.0</b>	<b>37.1</b>	<b>14.5</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>91.4</b>	<b>4</b>	<b>58</b>	
BOLOGNA	RYANAIR	S	16	0	0	0.0	18.8	81.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	2	16	
BOLOGNA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>72.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	50	0	0	20.0	34.0	32.0	2.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	9	88.2	3	33	
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7	
<b>TOTAL MILAN (MALPENSA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>34.0</b>	<b>32.0</b>	<b>2.0</b>	<b>10.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.2</b>	<b>3</b>	<b>40</b>	
NAPLES	EASYJET UK LTD	S	20	0	0	10.0	20.0	20.0	15.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	21	33.3	24	6	
NAPLES	RYANAIR	S	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	50.0	11	2	
<b>TOTAL NAPLES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>29.2</b>	<b>12.5</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>37.5</b>	<b>20</b>	<b>8</b>	
PALERMO	RYANAIR	S	18	0	0	5.6	33.3	33.3	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	77.8	7	18	
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>7</b>	<b>18</b>	
PISA	RYANAIR	S	18	0	0	0.0	44.4	22.2	5.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	5	18	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>5</b>	<b>18</b>	
ROME (CIAMPINO)	RYANAIR	S	48	0	0	8.3	50.0	20.8	10.4	6.3	4.2	0.0	0.0	0.0	0.0	0.0	8	95.8	2	48	
<b>TOTAL ROME (CIAMPINO)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>20.8</b>	<b>10.4</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.8</b>	<b>2</b>	<b>48</b>	
ROME (FIUMICINO)	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROME (FIUMICINO)	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	2
ROME (FIUMICINO)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
ROME (FIUMICINO)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2
ROME (FIUMICINO)	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>10</b>	<b>12</b>
TREVISO	RYANAIR	S	14	0	0	0.0	35.7	35.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	13	87.5	8	16
<b>TOTAL TREVISO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>35.7</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>8</b>	<b>16</b>
TURIN	JET2.COM LTD	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	14	87.5	4	8
TURIN	RYANAIR	S	12	0	0	0.0	41.7	16.7	33.3	8.3	0.0	0.0	0.0	0.0	0.0	11	100.0	0	10
<b>TOTAL TURIN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.4</b>	<b>2</b>	<b>18</b>
VENICE	EASYJET EUROPE	S	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	8
VENICE	EASYJET UK LTD	S	18	0	0	5.6	44.4	22.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	4
VENICE	RYANAIR	S	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	47	0.0	0	0
<b>TOTAL VENICE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>23.3</b>	<b>20.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>91.7</b>	<b>6</b>	<b>12</b>
VERONA VILLAFRANCA	RYANAIR	S	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	42	0.0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>33.8</b>	<b>31.3</b>	<b>11.6</b>	<b>11.3</b>	<b>4.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.5</b>	<b>4</b>	<b>268</b>
LATVIA																			
RIGA	RYANAIR	S	38	0	0	15.8	50.0	21.1	7.9	5.3	0.0	0.0	0.0	0.0	0.0	4	88.6	7	44
<b>TOTAL RIGA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>50.0</b>	<b>21.1</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.6</b>	<b>7</b>	<b>44</b>
<b>TOTAL LATVIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>50.0</b>	<b>21.1</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.6</b>	<b>7</b>	<b>44</b>
LITHUANIA																			
KAUNAS	RYANAIR	S	22	0	0	4.5	31.8	36.4	9.1	13.6	4.5	0.0	0.0	0.0	0.0	13	90.0	3	20
KAUNAS	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL KAUNAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>41.7</b>	<b>8.3</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.0</b>	<b>3</b>	<b>20</b>
<b>TOTAL LITHUANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>41.7</b>	<b>8.3</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.0</b>	<b>3</b>	<b>20</b>
MALTA																			
MALTA	RYANAIR	S	18	0	0	0.0	11.1	16.7	27.8	27.8	11.1	5.6	0.0	0.0	0.0	37	80.0	5	20
MALTA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>25.0</b>	<b>30.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>80.0</b>	<b>5</b>	<b>20</b>
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>25.0</b>	<b>30.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>80.0</b>	<b>5</b>	<b>20</b>
MOROCCO																			
MARRAKESH	RYANAIR UK LTD	S	18	0	0	0.0	16.7	33.3	5.6	38.9	5.6	0.0	0.0	0.0	0.0	26	94.4	4	18
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>5.6</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>5.6</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>94.4</b>	<b>4</b>	<b>18</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET EUROPE	S	58	0	2	11.7	38.3	35.0	6.7	5.0	0.0	0.0	0.0	0.0	0.0	3.3	6	80.0	8	30
AMSTERDAM	EASYJET UK LTD	S	52	0	0	0.0	40.4	26.9	19.2	9.6	1.9	1.9	0.0	0.0	0.0	0.0	14	79.7	9	62
AMSTERDAM	KLM	S	220	0	2	0.5	29.3	41.9	18.0	5.9	2.3	1.4	0.0	0.0	0.0	0.9	13	86.6	9	213
<b>TOTAL AMSTERDAM</b>			<b>330</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>32.6</b>	<b>38.3</b>	<b>16.2</b>	<b>6.3</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>84.6</b>	<b>9</b>	<b>305</b>
EINDHOVEN	RYANAIR	S	16	0	0	0.0	43.8	18.8	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	68.8	19	16
<b>TOTAL EINDHOVEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.8</b>	<b>19</b>	<b>16</b>
ROTTERDAM	TRANSAVIA	S	24	0	0	0.0	33.3	41.7	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	100.0	8	2
<b>TOTAL ROTTERDAM</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>41.7</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
<b>TOTAL NETHERLANDS</b>			<b>370</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>33.2</b>	<b>37.7</b>	<b>15.5</b>	<b>7.0</b>	<b>2.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>83.9</b>	<b>9</b>	<b>323</b>
<b>NORWAY</b>																				
BERGEN	LOGANAIR LTD	S	8	0	0	0.0	25.0	25.0	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	52	0.0	0	0
<b>TOTAL BERGEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	62	0	0	11.3	43.5	17.7	9.7	14.5	3.2	0.0	0.0	0.0	0.0	0.0	11	89.5	4	38
OSLO (GARDERMOEN)	SAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>43.5</b>	<b>17.7</b>	<b>9.7</b>	<b>14.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.0</b>	<b>4</b>	<b>40</b>
STAVANGER	LOGANAIR LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>40.5</b>	<b>20.3</b>	<b>8.1</b>	<b>13.5</b>	<b>5.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.0</b>	<b>4</b>	<b>40</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	36	0	0	2.8	27.8	25.0	16.7	25.0	2.8	0.0	0.0	0.0	0.0	0.0	17	94.1	2	34
GDANSK	WIZZ AIR	S	18	0	0	11.1	44.4	38.9	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	13	2
<b>TOTAL GDANSK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>29.6</b>	<b>11.1</b>	<b>18.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.4</b>	<b>3</b>	<b>36</b>
KATOWICE	RYANAIR	S	22	0	0	4.5	45.5	18.2	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	95.5	3	22
<b>TOTAL KATOWICE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>45.5</b>	<b>18.2</b>	<b>27.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>95.5</b>	<b>3</b>	<b>22</b>
KRAKOW	EASYJET UK LTD	S	28	0	0	14.3	28.6	39.3	0.0	7.1	10.7	0.0	0.0	0.0	0.0	0.0	13	83.3	5	18
KRAKOW	RYANAIR	S	38	0	0	5.3	47.4	31.6	7.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7	88.6	5	44
KRAKOW	RYANAIR UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>35.3</b>	<b>5.9</b>	<b>7.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.1</b>	<b>5</b>	<b>62</b>
POZNAN	RYANAIR	S	18	0	0	5.6	38.9	38.9	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	18
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>18</b>
RZESZOW	SUN AIR OF SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	71	1
<b>TOTAL RZESZOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>71</b>	<b>1</b>
WARSAW (CHOPIN)	WIZZ AIR	S	14	0	1	13.3	13.3	20.0	13.3	13.3	6.7	13.3	0.0	0.0	0.0	6.7	39	100.0	5	4
<b>TOTAL WARSAW (CHOPIN)</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>13.3</b>	<b>13.3</b>	<b>20.0</b>	<b>13.3</b>	<b>13.3</b>	<b>6.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>39</b>	<b>100.0</b>	<b>5</b>	<b>4</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	19	0	0	0.0	21.1	31.6	31.6	0.0	10.5	0.0	0.0	5.3	0.0	0.0	38	86.7	6	30

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
WARSAW (MODLIN MASOVIA)	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>38.1</b>	<b>28.6</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>86.7</b>	<b>6</b>	<b>30</b>
WROCLAW	RYANAIR	S	18	0	0	0.0	27.8	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	11	20
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>11</b>	<b>20</b>
<b>TOTAL POLAND</b>			<b>215</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>33.3</b>	<b>31.0</b>	<b>13.0</b>	<b>11.6</b>	<b>3.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>89.1</b>	<b>5</b>	<b>193</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	22	0	0	4.5	31.8	40.9	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	85.0	8	20
FARO	RYANAIR	S	26	0	0	3.8	15.4	19.2	15.4	34.6	11.5	0.0	0.0	0.0	0.0	0.0	30	81.8	8	22
<b>TOTAL FARO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>22.9</b>	<b>29.2</b>	<b>14.6</b>	<b>22.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.3</b>	<b>8</b>	<b>42</b>
LISBON	EASYJET UK LTD	S	26	0	0	0.0	23.1	34.6	11.5	11.5	19.2	0.0	0.0	0.0	0.0	0.0	25	72.2	10	18
LISBON	RYANAIR	S	21	4	1	3.8	7.7	30.8	15.4	7.7	15.4	0.0	0.0	0.0	15.4	3.8	23	88.5	6	26
<b>TOTAL LISBON</b>			<b>47</b>	<b>4</b>	<b>1</b>	<b>1.9</b>	<b>15.4</b>	<b>32.7</b>	<b>13.5</b>	<b>9.6</b>	<b>17.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>1.9</b>	<b>24</b>	<b>81.8</b>	<b>8</b>	<b>44</b>
OPORTO (PORTUGAL)	RYANAIR	S	22	0	0	4.5	31.8	18.2	0.0	13.6	31.8	0.0	0.0	0.0	0.0	0.0	36	83.3	8	18
OPORTO (PORTUGAL)	RYANAIR UK LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>16.7</b>	<b>4.2</b>	<b>12.5</b>	<b>29.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>119</b>	<b>4</b>	<b>1</b>	<b>3.2</b>	<b>21.8</b>	<b>28.2</b>	<b>12.1</b>	<b>15.3</b>	<b>15.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.8</b>	<b>25</b>	<b>82.7</b>	<b>8</b>	<b>104</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	7	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>7</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>7</b>	<b>8</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	84	0	0	21.4	52.4	16.7	6.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	70.6	13	34
<b>TOTAL DOHA HAMAD</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>52.4</b>	<b>16.7</b>	<b>6.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.6</b>	<b>13</b>	<b>34</b>
<b>TOTAL QATAR</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>52.4</b>	<b>16.7</b>	<b>6.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.6</b>	<b>13</b>	<b>34</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	24	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	65.4	19	26
BUCHAREST (OTOPENI)	WIZZ AIR	S	20	0	0	35.0	35.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	53	0.0	28	2
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>36.4</b>	<b>36.4</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.7</b>	<b>20</b>	<b>28</b>
<b>TOTAL ROMANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>36.4</b>	<b>36.4</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.7</b>	<b>20</b>	<b>28</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	16	0	0	0.0	50.0	31.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	6	4
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>6</b>	<b>4</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>6</b>	<b>4</b>
<b>SPAIN</b>																				



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ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ALICANTE	EASYJET UK LTD	S	32	0	0	12.5	28.1	46.9	9.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2
ALICANTE	JET2.COM LTD	S	22	0	0	13.6	13.6	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	9	20
ALICANTE	RYANAIR	S	54	0	0	5.6	29.6	31.5	16.7	13.0	3.7	0.0	0.0	0.0	0.0	0.0	13	89.5	8	38
<b>TOTAL ALICANTE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>25.9</b>	<b>37.0</b>	<b>16.7</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.0</b>	<b>8</b>	<b>60</b>
BARCELONA	RYANAIR	S	64	0	0	1.6	28.1	39.1	10.9	10.9	9.4	0.0	0.0	0.0	0.0	0.0	18	87.5	6	56
BARCELONA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0
BARCELONA	VUELING AIRLINES	S	20	0	2	9.1	13.6	36.4	13.6	18.2	0.0	0.0	0.0	0.0	0.0	9.1	16	100.0	1	4
<b>TOTAL BARCELONA</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>23.9</b>	<b>37.5</b>	<b>11.4</b>	<b>13.6</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>18</b>	<b>88.3</b>	<b>5</b>	<b>60</b>
IBIZA	RYANAIR	S	4	0	0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	100.0	1	4
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
MADRID	EASYJET UK LTD	S	48	0	0	4.2	27.1	25.0	14.6	10.4	18.8	0.0	0.0	0.0	0.0	0.0	24	100.0	2	32
MADRID	RYANAIR	S	26	0	0	0.0	15.4	42.3	15.4	15.4	11.5	0.0	0.0	0.0	0.0	0.0	24	85.2	6	27
MADRID	RYANAIR UK LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL MADRID</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>23.7</b>	<b>30.3</b>	<b>15.8</b>	<b>11.8</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>93.2</b>	<b>4</b>	<b>59</b>
MALAGA	JET2.COM LTD	S	20	0	0	0.0	30.0	30.0	5.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	22	83.3	7	18
MALAGA	RYANAIR	S	46	0	0	0.0	32.6	19.6	6.5	28.3	13.0	0.0	0.0	0.0	0.0	0.0	25	95.2	2	42
<b>TOTAL MALAGA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>22.7</b>	<b>6.1</b>	<b>25.8</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>91.7</b>	<b>3</b>	<b>60</b>
PALMA DE MALLORCA	EASYJET EUROPE	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
PALMA DE MALLORCA	JET2.COM LTD	S	20	0	0	15.0	15.0	40.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	20	81.3	6	16
PALMA DE MALLORCA	RYANAIR	S	10	0	0	0.0	40.0	20.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	28	78.6	8	14
PALMA DE MALLORCA	RYANAIR UK LTD	S	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>19.4</b>	<b>27.8</b>	<b>5.6</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>80.0</b>	<b>7</b>	<b>30</b>
SANTANDER	RYANAIR	S	20	0	0	5.0	10.0	35.0	10.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	24	77.8	10	18
<b>TOTAL SANTANDER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>35.0</b>	<b>10.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>77.8</b>	<b>10</b>	<b>18</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	16	0	0	6.3	37.5	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	2
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
SEVILLE	RYANAIR	S	17	0	0	0.0	17.6	41.2	11.8	11.8	17.6	0.0	0.0	0.0	0.0	0.0	24	94.4	3	18
<b>TOTAL SEVILLE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>41.2</b>	<b>11.8</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
VALENCIA	RYANAIR	S	18	0	0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	28	2
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>28</b>	<b>2</b>
<b>TOTAL SPAIN</b>			<b>447</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>25.4</b>	<b>32.5</b>	<b>12.7</b>	<b>14.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>89.1</b>	<b>6</b>	<b>313</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	20	0	0	20.0	20.0	20.0	10.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	26	80.0	6	20
ARRECIFE	JET2.COM LTD	S	35	0	0	2.9	8.6	51.4	17.1	8.6	11.4	0.0	0.0	0.0	0.0	0.0	20	94.4	3	36
ARRECIFE	RYANAIR	S	34	0	0	5.9	29.4	29.4	11.8	20.6	2.9	0.0	0.0	0.0	0.0	0.0	16	96.2	3	26

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ARRECIFE</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>19.1</b>	<b>36.0</b>	<b>13.5</b>	<b>14.6</b>	<b>7.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>91.5</b>	<b>4</b>	<b>82</b>	
FUERTEVENTURA	EASYJET UK LTD	S	20	0	1	28.6	23.8	28.6	9.5	0.0	4.8	0.0	0.0	0.0	0.0	4.8	9	85.7	5	14	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	11.1	22.2	38.9	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	88.2	5	17	
FUERTEVENTURA	RYANAIR	S	22	0	0	9.1	54.5	27.3	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	6	75.0	8	20	
<b>TOTAL FUERTEVENTURA</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>16.4</b>	<b>34.4</b>	<b>31.1</b>	<b>9.8</b>	<b>0.0</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>82.4</b>	<b>6</b>	<b>51</b>	
LAS PALMAS	JET2.COM LTD	S	27	0	0	0.0	18.5	44.4	22.2	7.4	3.7	3.7	0.0	0.0	0.0	0.0	19	88.9	9	18	
LAS PALMAS	RYANAIR	S	20	0	0	10.0	55.0	5.0	5.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	5	18	
<b>TOTAL LAS PALMAS</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>34.0</b>	<b>27.7</b>	<b>14.9</b>	<b>14.9</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.1</b>	<b>7</b>	<b>36</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	28	0	0	10.7	14.3	32.1	17.9	10.7	10.7	3.6	0.0	0.0	0.0	0.0	26	88.9	5	27	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	62	0	0	14.5	33.9	27.4	12.9	6.5	4.8	0.0	0.0	0.0	0.0	0.0	10	86.7	10	60	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	56	0	0	5.4	30.4	35.7	16.1	7.1	3.6	1.8	0.0	0.0	0.0	0.0	15	95.2	3	42	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	11	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>28.8</b>	<b>31.5</b>	<b>15.1</b>	<b>7.5</b>	<b>5.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.1</b>	<b>7</b>	<b>147</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>342</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>28.0</b>	<b>32.1</b>	<b>13.7</b>	<b>9.0</b>	<b>5.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>88.3</b>	<b>6</b>	<b>316</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	18	0	0	11.1	27.8	27.8	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	9	18	
GOTEBORG (LANDVETTER)	RYANAIR UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>35.0</b>	<b>25.0</b>	<b>15.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4	
STOCKHOLM (ARLANDA)	SAS	S	28	0	0	0.0	32.1	21.4	25.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>37.0</b>	<b>21.7</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>TOTAL SWEDEN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>30.3</b>	<b>33.3</b>	<b>19.7</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.3</b>	<b>8</b>	<b>22</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	38	0	0	0.0	26.3	31.6	13.2	18.4	5.3	0.0	5.3	0.0	0.0	0.0	28	97.4	2	38	
<b>TOTAL BALE MULHOUSE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>31.6</b>	<b>13.2</b>	<b>18.4</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>97.4</b>	<b>2</b>	<b>38</b>	
GENEVA	EASYJET SWITZERLAND	S	10	0	0	10.0	30.0	10.0	0.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	30	100.0	0	2	
GENEVA	EASYJET UK LTD	S	122	0	0	2.5	23.0	32.0	17.2	13.9	9.0	2.5	0.0	0.0	0.0	0.0	23	82.4	9	108	
GENEVA	JET2.COM LTD	S	16	0	0	0.0	6.3	62.5	6.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	43.8	28	16	
<b>TOTAL GENEVA</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>21.6</b>	<b>33.8</b>	<b>14.9</b>	<b>16.2</b>	<b>8.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>77.8</b>	<b>12</b>	<b>126</b>	
ZURICH	EDELWEISS AIR	S	17	0	0	0.0	17.6	64.7	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2	
<b>TOTAL ZURICH</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>64.7</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL SWITZERLAND</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>22.2</b>	<b>36.0</b>	<b>14.3</b>	<b>15.8</b>	<b>7.4</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.5</b>	<b>9</b>	<b>166</b>	
<b>TURKEY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ANTALYA	JET2.COM LTD	S	23	0	0	4.3	43.5	30.4	13.0	0.0	0.0	0.0	8.7	0.0	0.0	0.0	28	70.8	13	24	
ANTALYA	SUNEXPRESS	S	16	0	0	12.5	43.8	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>43.6</b>	<b>28.2</b>	<b>12.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.8</b>	<b>13</b>	<b>24</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	117	0.0	20	2	
<b>TOTAL BODRUM (MILAS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>117</b>	<b>0.0</b>	<b>20</b>	<b>2</b>	
DALAMAN	EASYJET UK LTD	S	2	0	1	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	30	50.0	22	2	
<b>TOTAL DALAMAN</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>30</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
ISTANBUL	THY TURKISH AIRLINES	S	62	0	0	11.3	24.2	40.3	11.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	63.2	13	35	
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>24.2</b>	<b>40.3</b>	<b>11.3</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.2</b>	<b>13</b>	<b>35</b>	
<b>TOTAL TURKEY</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>9.4</b>	<b>30.2</b>	<b>34.9</b>	<b>11.3</b>	<b>9.4</b>	<b>0.9</b>	<b>0.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>63.6</b>	<b>13</b>	<b>63</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	184	0	8	8.9	54.7	21.4	1.6	5.7	0.5	2.1	1.0	0.0	0.0	4.2	10	96.7	2	92	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>184</b>	<b>0</b>	<b>8</b>	<b>8.9</b>	<b>54.7</b>	<b>21.4</b>	<b>1.6</b>	<b>5.7</b>	<b>0.5</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>10</b>	<b>96.7</b>	<b>2</b>	<b>92</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	206	0	2	1.9	39.9	24.5	13.9	7.7	9.1	1.4	0.5	0.0	0.0	1.0	19	82.7	8	173	
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>216</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>39.4</b>	<b>25.7</b>	<b>13.3</b>	<b>7.3</b>	<b>8.7</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>82.7</b>	<b>8</b>	<b>173</b>	
BIRMINGHAM	EASYJET UK LTD	S	104	0	0	6.7	42.3	22.1	11.5	12.5	1.9	0.0	2.9	0.0	0.0	0.0	16	91.0	6	100	
BIRMINGHAM	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>41.9</b>	<b>21.9</b>	<b>11.4</b>	<b>13.3</b>	<b>1.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>91.0</b>	<b>6</b>	<b>100</b>	
BOURNEMOUTH	RYANAIR UK LTD	S	6	0	0	0.0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET UK LTD	S	252	0	8	5.4	38.1	23.1	11.5	7.7	8.8	1.9	0.4	0.0	0.0	3.1	19	89.1	6	192	
<b>TOTAL BRISTOL</b>			<b>252</b>	<b>0</b>	<b>8</b>	<b>5.4</b>	<b>38.1</b>	<b>23.1</b>	<b>11.5</b>	<b>7.7</b>	<b>8.8</b>	<b>1.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>19</b>	<b>89.1</b>	<b>6</b>	<b>192</b>	
CARDIFF WALES	LOGANAIR LTD	S	52	0	2	11.1	25.9	20.4	18.5	13.0	5.6	1.9	0.0	0.0	0.0	3.7	20	68.4	13	38	
<b>TOTAL CARDIFF WALES</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>25.9</b>	<b>20.4</b>	<b>18.5</b>	<b>13.0</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>20</b>	<b>68.4</b>	<b>13</b>	<b>38</b>	
EAST MIDLANDS INTERNATIONAL	EASTERN AIRWAYS	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EXETER	LOGANAIR LTD	S	46	0	0	4.3	28.3	30.4	13.0	10.9	2.2	10.9	0.0	0.0	0.0	0.0	27	82.6	7	46	
<b>TOTAL EXETER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>28.3</b>	<b>30.4</b>	<b>13.0</b>	<b>10.9</b>	<b>2.2</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>82.6</b>	<b>7</b>	<b>46</b>	
GATWICK	EASYJET UK LTD	S	262	0	2	7.2	35.2	29.2	7.6	11.7	6.4	1.9	0.0	0.0	0.0	0.8	17	89.7	5	243	
<b>TOTAL GATWICK</b>			<b>262</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>35.2</b>	<b>29.2</b>	<b>7.6</b>	<b>11.7</b>	<b>6.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>89.7</b>	<b>5</b>	<b>243</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	618	0	49	1.5	23.2	26.7	16.6	15.6	7.6	1.3	0.0	0.0	0.0	7.3	22	75.4	11	434	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL HEATHROW</b>			<b>618</b>	<b>0</b>	<b>49</b>	<b>1.5</b>	<b>23.2</b>	<b>26.7</b>	<b>16.6</b>	<b>15.6</b>	<b>7.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>22</b>	<b>75.4</b>	<b>11</b>	<b>434</b>	
INVERNESS	EASTERN AIRWAYS	C	3	0	0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0	
INVERNESS	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL INVERNESS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	LOGANAIR LTD	S	34	0	3	5.4	32.4	37.8	0.0	2.7	10.8	0.0	2.7	0.0	0.0	8.1	20	79.2	15	24	
<b>TOTAL ISLE OF MAN</b>			<b>34</b>	<b>0</b>	<b>3</b>	<b>5.4</b>	<b>32.4</b>	<b>37.8</b>	<b>0.0</b>	<b>2.7</b>	<b>10.8</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>20</b>	<b>79.2</b>	<b>15</b>	<b>24</b>	
KIRKWALL	LOGANAIR LTD	S	118	0	3	11.6	33.9	29.8	13.2	2.5	4.1	2.5	0.0	0.0	0.0	2.5	13	81.5	9	103	
<b>TOTAL KIRKWALL</b>			<b>118</b>	<b>0</b>	<b>3</b>	<b>11.6</b>	<b>33.9</b>	<b>29.8</b>	<b>13.2</b>	<b>2.5</b>	<b>4.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>13</b>	<b>81.5</b>	<b>9</b>	<b>103</b>	
LONDON CITY	BA CITYFLYER LTD	S	441	0	19	6.5	49.3	20.9	5.9	6.3	4.8	1.1	1.1	0.0	0.0	4.1	14	92.8	4	348	
LONDON CITY	LOGANAIR LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	100	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>443</b>	<b>0</b>	<b>19</b>	<b>6.5</b>	<b>49.1</b>	<b>20.8</b>	<b>6.1</b>	<b>6.3</b>	<b>4.8</b>	<b>1.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>92.0</b>	<b>4</b>	<b>348</b>	
LUTON	EASYJET UK LTD	S	190	0	2	6.3	40.1	26.0	9.9	10.9	3.1	2.6	0.0	0.0	0.0	1.0	15	81.5	9	144	
<b>TOTAL LUTON</b>			<b>190</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>40.1</b>	<b>26.0</b>	<b>9.9</b>	<b>10.9</b>	<b>3.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>81.5</b>	<b>9</b>	<b>144</b>	
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	72	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWCASTLE	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
NEWQUAY	LOGANAIR LTD	S	8	0	0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	80.0	11	20	
<b>TOTAL NEWQUAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.0</b>	<b>11</b>	<b>20</b>	
NORWICH	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8	
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>8</b>	
SOUTHAMPTON	BA CITYFLYER LTD	S	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	7	
SOUTHAMPTON	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
SOUTHAMPTON	LOGANAIR LTD	S	208	0	0	10.1	42.8	27.9	6.3	8.2	2.4	1.0	1.4	0.0	0.0	0.0	13	77.8	13	160	
<b>TOTAL SOUTHAMPTON</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>43.3</b>	<b>28.1</b>	<b>6.0</b>	<b>8.3</b>	<b>2.3</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.5</b>	<b>12</b>	<b>169</b>	
STANSTED	EASYJET UK LTD	S	206	0	0	5.3	51.0	16.5	10.7	9.7	5.8	0.0	1.0	0.0	0.0	0.0	14	87.9	6	124	
STANSTED	RYANAIR UK LTD	S	129	0	0	2.3	35.7	24.0	14.0	16.3	4.7	3.1	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.1</b>	<b>19.4</b>	<b>11.9</b>	<b>12.2</b>	<b>5.4</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.9</b>	<b>6</b>	<b>124</b>	
STORNOWAY	LOGANAIR LTD	S	56	0	2	13.8	36.2	22.4	12.1	6.9	3.4	0.0	1.7	0.0	0.0	3.4	13	75.8	16	62	
<b>TOTAL STORNOWAY</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>36.2</b>	<b>22.4</b>	<b>12.1</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>13</b>	<b>75.8</b>	<b>16</b>	<b>62</b>	
SUMBURGH	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	132	0.0	0	0	
SUMBURGH	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	9	
SUMBURGH	LOGANAIR LTD	S	103	0	5	4.6	32.4	31.5	5.6	11.1	5.6	4.6	0.0	0.0	0.0	4.6	20	81.7	12	106	
<b>TOTAL SUMBURGH</b>			<b>104</b>	<b>0</b>	<b>5</b>	<b>4.6</b>	<b>32.1</b>	<b>31.2</b>	<b>5.5</b>	<b>11.0</b>	<b>5.5</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>21</b>	<b>80.5</b>	<b>12</b>	<b>115</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3253</b>	<b>0</b>	<b>105</b>	<b>5.6</b>	<b>37.8</b>	<b>24.9</b>	<b>10.5</b>	<b>10.2</b>	<b>5.6</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>17</b>	<b>84.0</b>	<b>8</b>	<b>2436</b>	
<b>USA</b>																					
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	44	0	0	11.4	40.9	25.0	4.5	4.5	9.1	0.0	4.5	0.0	0.0	0.0	24	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>40.9</b>	<b>25.0</b>	<b>4.5</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	1.6	22.6	32.3	16.1	19.4	4.8	0.0	3.2	0.0	0.0	0.0	26	61.1	27	52
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>32.3</b>	<b>16.1</b>	<b>19.4</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>61.1</b>	<b>27</b>	<b>52</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	2
<b>TOTAL ORLANDO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>2</b>
<b>TOTAL USA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>30.2</b>	<b>29.2</b>	<b>11.3</b>	<b>13.2</b>	<b>6.6</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>58.9</b>	<b>27</b>	<b>54</b>
<b>TOTAL EDINBURGH</b>			<b>7735</b>	<b>4</b>	<b>155</b>	<b>5.4</b>	<b>33.4</b>	<b>28.8</b>	<b>12.0</b>	<b>10.9</b>	<b>5.5</b>	<b>1.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.1</b>	<b>2.0</b>	<b>17</b>	<b>84.1</b>	<b>8</b>	<b>5841</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	1	
<b>TOTAL PAPHOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL CYPRUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>FRANCE</b>																					
CHAMBERY	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	14.3	14.3	0.0	14.3	0.0	14.3	0.0	0.0	0.0	51	40.0	30	5	
<b>TOTAL CHAMBERY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>40.0</b>	<b>30</b>	<b>5</b>	
<b>TOTAL FRANCE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>40.0</b>	<b>30</b>	<b>5</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	39	1	0	0.0	45.0	35.0	7.5	10.0	0.0	0.0	0.0	0.0	2.5	0.0	7	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>35.0</b>	<b>7.5</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>35.0</b>	<b>7.5</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	10	0	0	0.0	10.0	50.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	90.0	5	10	
<b>TOTAL ALICANTE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
MALAGA	RYANAIR	S	12	0	0	0.0	16.7	33.3	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	10	
<b>TOTAL MALAGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>0</b>	<b>10</b>	
<b>TOTAL SPAIN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>40.9</b>	<b>13.6</b>	<b>22.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>95.0</b>	<b>3</b>	<b>20</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	5.6	61.1	16.7	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	13	94.1	1	17	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.1</b>	<b>1</b>	<b>17</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	11.1	33.3	22.2	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	83.3	4	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>4</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>25.0</b>	<b>11.4</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.7</b>	<b>2</b>	<b>43</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	12	
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	31	1	0	9.4	50.0	34.4	0.0	0.0	3.1	0.0	0.0	0.0	3.1	0.0	5	0.0	0	0	
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	8	0	0	25.0	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>12.5</b>	<b>47.5</b>	<b>30.0</b>	<b>0.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>6</b>	<b>12</b>	
BIRMINGHAM	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	AURIGNY AIR SERVICES	S	9	1	0	0.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	3	0.0	31	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BRISTOL</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>31</b>	<b>1</b>
EDINBURGH	LOGANAIR LTD	S	46	0	0	4.3	37.0	26.1	8.7	10.9	4.3	8.7	0.0	0.0	0.0	0.0	26	79.2	8	48
<b>TOTAL EDINBURGH</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>37.0</b>	<b>26.1</b>	<b>8.7</b>	<b>10.9</b>	<b>4.3</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>79.2</b>	<b>8</b>	<b>48</b>
GLASGOW	LOGANAIR LTD	S	20	0	0	15.0	55.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	20	22
<b>TOTAL GLASGOW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>55.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>20</b>	<b>22</b>
GUERNSEY	AURIGNY AIR SERVICES	S	37	2	0	20.5	35.9	33.3	2.6	0.0	0.0	2.6	0.0	0.0	5.1	0.0	6	95.7	2	23
<b>TOTAL GUERNSEY</b>			<b>37</b>	<b>2</b>	<b>0</b>	<b>20.5</b>	<b>35.9</b>	<b>33.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>6</b>	<b>95.7</b>	<b>2</b>	<b>23</b>
ISLES OF SCILLY (ST.MARYS)	ISLES OF SCILLY SKYBUS	S	18	0	0	0.0	55.6	27.8	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	16	88.2	5	34
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.2</b>	<b>5</b>	<b>34</b>
JERSEY	BLUE ISLANDS LIMITED	S	60	0	0	1.7	45.0	30.0	5.0	13.3	1.7	3.3	0.0	0.0	0.0	0.0	15	84.7	6	59
<b>TOTAL JERSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>45.0</b>	<b>30.0</b>	<b>5.0</b>	<b>13.3</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.7</b>	<b>6</b>	<b>59</b>
LANDS END (ST JUST)	ISLES OF SCILLY SKYBUS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	199	0.0	0	0
<b>TOTAL LANDS END (ST JUST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>199</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	LOGANAIR LTD	S	32	0	0	0.0	53.1	31.3	0.0	9.4	6.3	0.0	0.0	0.0	0.0	0.0	11	100.0	1	47
<b>TOTAL NEWCASTLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.1</b>	<b>31.3</b>	<b>0.0</b>	<b>9.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>47</b>
NORWICH	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	11	15
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.3</b>	<b>11</b>	<b>15</b>
<b>TOTAL UNITED KINGDOM</b>			<b>263</b>	<b>4</b>	<b>0</b>	<b>7.1</b>	<b>44.6</b>	<b>30.0</b>	<b>3.4</b>	<b>7.9</b>	<b>2.2</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>14</b>	<b>86.6</b>	<b>7</b>	<b>261</b>
<b>TOTAL EXETER</b>			<b>376</b>	<b>5</b>	<b>0</b>	<b>6.0</b>	<b>42.8</b>	<b>30.2</b>	<b>5.8</b>	<b>8.1</b>	<b>2.9</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>14</b>	<b>87.0</b>	<b>6</b>	<b>330</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>ALBANIA</b>																					
TIRANA	ALBA STAR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0	
TIRANA	CORENDON DUTCH AIRLINES	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TIRANA	EASYJET UK LTD	S	20	0	0	0.0	20.0	50.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	12	95.5	9	22	
TIRANA	EUROATLANTIC AIRWAYS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
TIRANA	PRIVILEGE STYLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
<b>TOTAL TIRANA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.8</b>	<b>12.5</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>96.2</b>	<b>8</b>	<b>26</b>	
<b>TOTAL ALBANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.8</b>	<b>12.5</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>96.2</b>	<b>8</b>	<b>26</b>	
<b>ALGERIA</b>																					
HASSI MESSAOUD	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	2	
<b>TOTAL HASSI MESSAOUD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>2</b>	
<b>TOTAL ALGERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>2</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	BRITISH AIRWAYS PLC	S	9	0	0	11.1	11.1	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	100.0	1	9	
<b>TOTAL ANTIGUA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>1</b>	<b>9</b>	
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>1</b>	<b>9</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	146	0	0	4.1	34.2	35.6	12.3	8.2	4.8	0.7	0.0	0.0	0.0	0.0	14	88.1	6	134	
INNSBRUCK	TITAN AIRWAYS LTD	C	8	0	0	0.0	12.5	12.5	0.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	35	50.0	22	8	
INNSBRUCK	TUI AIRWAYS LTD	C	23	0	0	0.0	4.3	34.8	21.7	21.7	0.0	13.0	4.3	0.0	0.0	0.0	52	81.0	9	21	
<b>TOTAL INNSBRUCK</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>29.4</b>	<b>34.5</b>	<b>13.0</b>	<b>12.4</b>	<b>4.5</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.3</b>	<b>7</b>	<b>163</b>	
SALZBURG	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	40	0	0	2.5	22.5	40.0	12.5	10.0	10.0	2.5	0.0	0.0	0.0	0.0	22	0.0	0	0	
SALZBURG	BRITISH AIRWAYS PLC	S	60	0	0	5.0	28.3	26.7	8.3	15.0	1.7	8.3	6.7	0.0	0.0	0.0	36	0.0	0	0	
SALZBURG	EASYJET UK LTD	S	48	0	0	8.3	33.3	31.3	12.5	8.3	2.1	4.2	0.0	0.0	0.0	0.0	16	81.6	11	38	
SALZBURG	TUI AIRWAYS LTD	C	12	0	0	0.0	0.0	41.7	16.7	25.0	8.3	0.0	8.3	0.0	0.0	0.0	40	77.8	8	9	
<b>TOTAL SALZBURG</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>26.3</b>	<b>32.5</b>	<b>11.3</b>	<b>12.5</b>	<b>4.4</b>	<b>5.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>80.9</b>	<b>10</b>	<b>47</b>	
VIENNA	EASYJET UK LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
VIENNA	RYANAIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
VIENNA	WIZZ AIR	S	108	0	0	0.9	7.4	33.3	25.0	19.4	10.2	3.7	0.0	0.0	0.0	0.0	29	60.0	21	20	
<b>TOTAL VIENNA</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>8.2</b>	<b>32.7</b>	<b>24.5</b>	<b>19.1</b>	<b>10.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>29</b>	<b>60.0</b>	<b>21</b>	<b>20</b>	
<b>TOTAL AUSTRIA</b>			<b>446</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>23.0</b>	<b>33.3</b>	<b>15.2</b>	<b>14.1</b>	<b>5.8</b>	<b>3.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>82.2</b>	<b>9</b>	<b>230</b>	
<b>BAHAMAS</b>																					
NASSAU	AVCON JET AG	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NASSAU</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BAHAMAS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BARBADOS</b>																					



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BRIDGETOWN	BRITISH AIRWAYS PLC	C	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	2	2	
BRIDGETOWN	BRITISH AIRWAYS PLC	S	38	0	0	5.3	21.1	34.2	5.3	18.4	5.3	10.5	0.0	0.0	0.0	0.0	34	63.2	16	38	
BRIDGETOWN	TUI AIRWAYS LTD	C	52	0	0	3.8	11.5	32.7	30.8	19.2	1.9	0.0	0.0	0.0	0.0	0.0	21	54.2	22	24	
BRIDGETOWN	WESTAIR AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BRIDGETOWN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>17.0</b>	<b>31.9</b>	<b>20.2</b>	<b>19.1</b>	<b>3.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>61.5</b>	<b>18</b>	<b>65</b>	
<b>TOTAL BARBADOS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>17.0</b>	<b>31.9</b>	<b>20.2</b>	<b>19.1</b>	<b>3.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>61.5</b>	<b>18</b>	<b>65</b>	
<b>BOSNIA-HERZEGOVINA</b>																					
SARAJEVO	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL SARAJEVO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BOSNIA-BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOFIA	EASYJET UK LTD	S	92	0	0	4.3	39.1	33.7	7.6	6.5	7.6	0.0	1.1	0.0	0.0	0.0	14	88.1	9	84	
SOFIA	JET2.COM LTD	C	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	6	
SOFIA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	79	66.7	12	3	
SOFIA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	10	
<b>TOTAL SOFIA</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.6</b>	<b>31.7</b>	<b>6.9</b>	<b>6.9</b>	<b>8.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.5</b>	<b>10</b>	<b>103</b>	
<b>TOTAL BULGARIA</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.6</b>	<b>31.7</b>	<b>6.9</b>	<b>6.9</b>	<b>8.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.5</b>	<b>10</b>	<b>103</b>	
<b>CANADA</b>																					
CALGARY	WEST JET AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	32	16	
<b>TOTAL CALGARY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>32</b>	<b>16</b>	
MONTREAL (DORVAL)	AIR TRANSAT	S	28	0	0	0.0	10.7	28.6	32.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>28.6</b>	<b>32.1</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TORONTO	AIR TRANSAT	S	62	0	0	0.0	4.8	33.9	14.5	33.9	9.7	0.0	0.0	3.2	0.0	0.0	55	91.7	6	36	
TORONTO	WEST JET AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	36.4	22	22	
<b>TOTAL TORONTO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>33.9</b>	<b>14.5</b>	<b>33.9</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>70.7</b>	<b>12</b>	<b>58</b>	
<b>TOTAL CANADA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>32.2</b>	<b>20.0</b>	<b>30.0</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>63.5</b>	<b>16</b>	<b>74</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	34	0	0	8.8	11.8	50.0	20.6	2.9	5.9	0.0	0.0	0.0	0.0	0.0	15	91.2	8	34	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>11.8</b>	<b>50.0</b>	<b>20.6</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.2</b>	<b>8</b>	<b>34</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	28	0	0	3.6	10.7	32.1	28.6	14.3	3.6	7.1	0.0	0.0	0.0	0.0	29	65.4	11	26	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.7</b>	<b>32.1</b>	<b>28.6</b>	<b>14.3</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>65.4</b>	<b>11</b>	<b>26</b>	
<b>TOTAL CAPE VERDE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>11.3</b>	<b>41.9</b>	<b>24.2</b>	<b>8.1</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.0</b>	<b>9</b>	<b>60</b>	
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	0	0	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BEIJING</b>			<b>0</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>0</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>COSTA RICA</b>																					
<b>LIBERIA</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	20.0	76	10	
<b>TOTAL LIBERIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>20.0</b>	<b>76</b>	<b>10</b>	
<b>SAN JOSE COST RICA</b>	BRITISH AIRWAYS PLC	S	27	0	0	0.0	7.4	40.7	14.8	25.9	11.1	0.0	0.0	0.0	0.0	0.0	28	80.0	20	25	
<b>SAN JOSE COST RICA</b>	EXECUJET SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
<b>TOTAL SAN JOSE COST RICA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.4</b>	<b>40.7</b>	<b>14.8</b>	<b>25.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>76.9</b>	<b>22</b>	<b>26</b>	
<b>TOTAL COSTA RICA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>39.3</b>	<b>17.9</b>	<b>25.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.1</b>	<b>37</b>	<b>36</b>	
<b>CROATIA</b>																					
<b>DUBROVNIK</b>	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	14	0	0	7.1	14.3	21.4	7.1	35.7	0.0	0.0	14.3	0.0	0.0	0.0	45	0.0	0	0	
<b>DUBROVNIK</b>	BRITISH AIRWAYS PLC	S	16	0	0	0.0	18.8	43.8	18.8	12.5	0.0	0.0	6.3	0.0	0.0	0.0	25	0.0	0	0	
<b>DUBROVNIK</b>	EASYJET UK LTD	S	9	0	1	0.0	10.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	10.0	15	83.3	9	6		
<b>DUBROVNIK</b>	FREEBIRD AIRLINES EUROPE LIMITED	C	3	0	0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	53	25.0	28	4		
<b>TOTAL DUBROVNIK</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>14.0</b>	<b>34.9</b>	<b>16.3</b>	<b>20.9</b>	<b>2.3</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>32</b>	<b>60.0</b>	<b>17</b>	<b>10</b>	
<b>PULA</b>	EASYJET UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	0	2		
<b>TOTAL PULA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>0</b>	<b>2</b>		
<b>RIJEKA</b>	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL RIJEKA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>SPLIT</b>	EASYJET UK LTD	S	10	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	16	85.7	17	14		
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.7</b>	<b>17</b>	<b>14</b>		
<b>ZAGREB</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	99	1		
<b>TOTAL ZAGREB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>99</b>	<b>1</b>		
<b>TOTAL CROATIA</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>12.3</b>	<b>42.1</b>	<b>15.8</b>	<b>19.3</b>	<b>1.8</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>27</b>	<b>69.0</b>	<b>19</b>	<b>27</b>	
<b>CYPRUS</b>																					
<b>LARNACA</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
<b>LARNACA</b>	EASYJET UK LTD	S	53	0	0	3.8	9.4	32.1	17.0	24.5	11.3	1.9	0.0	0.0	0.0	28	76.9	13	51		
<b>LARNACA</b>	WIZZ AIR	S	8	0	0	0.0	0.0	25.0	0.0	62.5	12.5	0.0	0.0	0.0	0.0	44	0.0	0	0		
<b>LARNACA</b>	WIZZ AIR UK LTD	S	46	0	0	4.3	19.6	34.8	21.7	10.9	8.7	0.0	0.0	0.0	0.0	20	0.0	0	0		
<b>TOTAL LARNACA</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>13.1</b>	<b>32.7</b>	<b>17.8</b>	<b>21.5</b>	<b>10.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>78.2</b>	<b>12</b>	<b>54</b>		
<b>PAPHOS</b>	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	20	0	0	15.0	10.0	35.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
<b>PAPHOS</b>	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	29	100.0	0	4		
<b>PAPHOS</b>	EASYJET UK LTD	S	82	0	0	4.9	14.6	39.0	18.3	9.8	12.2	1.2	0.0	0.0	0.0	23	78.2	11	78		
<b>PAPHOS</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	47.1	11.8	0.0	11.8	11.8	0.0	0.0	0.0	35	78.9	10	19		
<b>PAPHOS</b>	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	313	0.0	0	0		
<b>TOTAL PAPHOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>13.7</b>	<b>37.9</b>	<b>17.7</b>	<b>10.5</b>	<b>11.3</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>79.2</b>	<b>10</b>	<b>101</b>		
<b>TOTAL CYPRUS</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>13.4</b>	<b>35.5</b>	<b>17.7</b>	<b>15.6</b>	<b>10.8</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>78.8</b>	<b>11</b>	<b>155</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>CZECH REPUBLIC</b>																					
KARLOVY VARY	SMARTLYNX AIRLINES (LATVIA)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL KARLOVY VARY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PRAGUE	EASYJET UK LTD	S	68	0	2	0.0	15.7	45.7	12.9	14.3	5.7	2.9	0.0	0.0	0.0	2.9	22	83.3	10	60	
<b>TOTAL PRAGUE</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.7</b>	<b>45.7</b>	<b>12.9</b>	<b>14.3</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>22</b>	<b>83.3</b>	<b>10</b>	<b>60</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.7</b>	<b>45.7</b>	<b>12.9</b>	<b>14.3</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>22</b>	<b>83.6</b>	<b>10</b>	<b>61</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	110	0	0	3.6	29.1	25.5	16.4	16.4	6.4	2.7	0.0	0.0	0.0	0.0	21	84.2	6	76	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	240	0	2	6.2	47.5	29.8	7.0	5.8	2.9	0.0	0.0	0.0	0.0	0.8	8	89.4	4	104	
<b>TOTAL COPENHAGEN</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>41.8</b>	<b>28.4</b>	<b>9.9</b>	<b>9.1</b>	<b>4.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>87.2</b>	<b>5</b>	<b>180</b>	
<b>TOTAL DENMARK</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>41.8</b>	<b>28.4</b>	<b>9.9</b>	<b>9.1</b>	<b>4.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>87.2</b>	<b>5</b>	<b>180</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	BRITISH AIRWAYS PLC	S	27	0	2	17.2	17.2	24.1	3.4	3.4	13.8	6.9	0.0	6.9	0.0	6.9	118	69.0	19	29	
PUNTA CANA	TUI AIRWAYS LTD	C	26	0	0	19.2	11.5	38.5	19.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	13	75.0	10	28	
<b>TOTAL PUNTA CANA</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>18.2</b>	<b>14.5</b>	<b>30.9</b>	<b>10.9</b>	<b>5.5</b>	<b>9.1</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>66</b>	<b>71.9</b>	<b>14</b>	<b>57</b>	
<b>TOTAL DOMINICAN</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>18.2</b>	<b>14.5</b>	<b>30.9</b>	<b>10.9</b>	<b>5.5</b>	<b>9.1</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>66</b>	<b>71.9</b>	<b>14</b>	<b>57</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	59	0	2	3.3	11.5	42.6	19.7	14.8	1.6	1.6	1.6	0.0	0.0	3.3	21	75.9	21	58	
HURGHADA	TUI AIRWAYS LTD	S	26	0	0	7.7	23.1	50.0	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	10	26	
<b>TOTAL HURGHADA</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>14.9</b>	<b>44.8</b>	<b>18.4</b>	<b>11.5</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>17</b>	<b>76.2</b>	<b>18</b>	<b>84</b>	
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	47	0	7	0.0	1.9	14.8	29.6	18.5	20.4	1.9	0.0	0.0	0.0	13.0	39	79.4	20	34	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	20	0	0	5.0	15.0	40.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	28	
SHARM EL SHEIKH (OPHIRA)	WIZZ AIR UK LTD	S	15	0	0	0.0	0.0	20.0	13.3	20.0	26.7	20.0	0.0	0.0	0.0	0.0	71	0.0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>82</b>	<b>0</b>	<b>7</b>	<b>1.1</b>	<b>4.5</b>	<b>21.3</b>	<b>25.8</b>	<b>18.0</b>	<b>16.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>39</b>	<b>77.4</b>	<b>16</b>	<b>62</b>	
<b>TOTAL EGYPT</b>			<b>167</b>	<b>0</b>	<b>9</b>	<b>2.8</b>	<b>9.7</b>	<b>33.0</b>	<b>22.2</b>	<b>14.8</b>	<b>9.1</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>76.7</b>	<b>17</b>	<b>146</b>	
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	26	0	0	0.0	38.5	42.3	3.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	22	100.0	3	26	
<b>TOTAL TALLIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>42.3</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>3</b>	<b>26</b>	
<b>TOTAL ESTONIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>42.3</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>3</b>	<b>26</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	50	0	2	5.8	46.2	28.8	5.8	5.8	3.8	0.0	0.0	0.0	0.0	3.8	8	87.5	7	24	
<b>TOTAL HELSINKI</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>46.2</b>	<b>28.8</b>	<b>5.8</b>	<b>5.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>8</b>	<b>87.5</b>	<b>7</b>	<b>24</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROVANIEMI	EASYJET UK LTD	S	14	0	0	7.1	35.7	28.6	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	92.9	3	14	
<b>TOTAL ROVANIEMI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>28.6</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.9</b>	<b>3</b>	<b>14</b>	
<b>TOTAL FINLAND</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>42.6</b>	<b>29.4</b>	<b>8.8</b>	<b>5.9</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>9</b>	<b>85.0</b>	<b>5</b>	<b>38</b>	
<b>FRANCE</b>																					
BASTIA	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	
<b>TOTAL BASTIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIARRITZ	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	28	2	
<b>TOTAL BIARRITZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>28</b>	<b>2</b>	
BORDEAUX	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	18	0	0	11.1	22.2	33.3	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
BORDEAUX	BRITISH AIRWAYS PLC	S	54	0	4	8.6	19.0	29.3	10.3	10.3	6.9	6.9	1.7	0.0	0.0	6.9	31	0.0	0	0	
BORDEAUX	EASYJET EUROPE	S	0	0	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BORDEAUX	EASYJET UK LTD	S	78	0	2	20.0	26.3	26.3	12.5	6.3	3.8	1.3	1.3	0.0	0.0	2.5	14	84.5	13	84	
<b>TOTAL BORDEAUX</b>			<b>150</b>	<b>0</b>	<b>12</b>	<b>14.2</b>	<b>22.2</b>	<b>27.2</b>	<b>12.3</b>	<b>7.4</b>	<b>4.9</b>	<b>3.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>20</b>	<b>84.5</b>	<b>13</b>	<b>84</b>	
CHAMBERY	BA CITYFLYER LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CHAMBERY	JET2.COM LTD	C	8	0	0	0.0	12.5	50.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
CHAMBERY	TITAN AIRWAYS LTD	C	16	0	0	0.0	0.0	25.0	25.0	6.3	25.0	12.5	6.3	0.0	0.0	0.0	65	56.3	20	16	
CHAMBERY	TUI AIRWAYS LTD	C	38	0	2	2.5	10.0	10.0	5.0	37.5	15.0	7.5	7.5	0.0	0.0	5.0	63	45.8	28	48	
<b>TOTAL CHAMBERY</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>7.7</b>	<b>18.5</b>	<b>9.2</b>	<b>27.7</b>	<b>16.9</b>	<b>7.7</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>57</b>	<b>48.4</b>	<b>26</b>	<b>64</b>	
GRENOBLE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	187	0.0	0	0	
GRENOBLE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	14	0	0	7.1	7.1	7.1	21.4	14.3	7.1	21.4	7.1	7.1	0.0	0.0	96	0.0	0	0	
GRENOBLE	BRITISH AIRWAYS PLC	C	6	0	0	0.0	0.0	83.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
GRENOBLE	BRITISH AIRWAYS PLC	S	14	0	4	11.1	11.1	16.7	11.1	11.1	0.0	5.6	11.1	0.0	0.0	22.2	45	0.0	0	0	
GRENOBLE	EASYJET UK LTD	S	52	0	0	9.6	25.0	21.2	11.5	17.3	13.5	1.9	0.0	0.0	0.0	0.0	24	84.2	5	38	
GRENOBLE	JET2.COM LTD	C	8	0	0	12.5	25.0	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
GRENOBLE	TITAN AIRWAYS LTD	C	8	0	0	12.5	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	75.0	8	24	
GRENOBLE	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	97	0.0	0	0	
GRENOBLE	WIZZ AIR UK LTD	S	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>114</b>	<b>0</b>	<b>4</b>	<b>8.5</b>	<b>16.9</b>	<b>23.7</b>	<b>13.6</b>	<b>12.7</b>	<b>11.0</b>	<b>5.9</b>	<b>3.4</b>	<b>0.8</b>	<b>0.0</b>	<b>3.4</b>	<b>39</b>	<b>80.6</b>	<b>6</b>	<b>62</b>	
LA ROCHELLE	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	100	2	
<b>TOTAL LA ROCHELLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>100</b>	<b>2</b>	
LILLE	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
LILLE	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
<b>TOTAL LILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>4</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LIMOGES	EASYJET UK LTD	S	6	0	0	0.0	16.7	0.0	33.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
<b>TOTAL LIMOGES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LYON	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
LYON	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	14	0	0	7.1	7.1	14.3	7.1	21.4	28.6	14.3	0.0	0.0	0.0	0.0	55	0.0	0	0
LYON	BRITISH AIRWAYS PLC	C	8	0	0	0.0	25.0	12.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
LYON	BRITISH AIRWAYS PLC	S	14	0	2	12.5	12.5	25.0	6.3	6.3	6.3	6.3	12.5	0.0	0.0	12.5	60	0.0	0	0
LYON	EASYJET EUROPE	S	0	0	12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
LYON	EASYJET UK LTD	S	156	0	2	3.2	20.3	25.3	13.3	18.4	11.4	5.1	1.3	0.6	0.0	1.3	35	76.6	12	154
LYON	JET2.COM LTD	C	8	0	0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	26	62.5	16	8
LYON	MALETH AERO	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
LYON	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8
LYON	WIZZ AIR UK LTD	S	22	0	6	0.0	10.7	25.0	14.3	10.7	14.3	0.0	3.6	0.0	0.0	21.4	41	0.0	0	0
<b>TOTAL LYON</b>			<b>232</b>	<b>0</b>	<b>22</b>	<b>3.1</b>	<b>16.9</b>	<b>24.0</b>	<b>12.2</b>	<b>16.5</b>	<b>11.8</b>	<b>4.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>8.7</b>	<b>37</b>	<b>77.1</b>	<b>12</b>	<b>170</b>
MARSEILLE	EASYJET UK LTD	S	53	0	4	1.8	12.3	24.6	12.3	12.3	17.5	5.3	7.0	0.0	0.0	7.0	52	91.7	3	60
<b>TOTAL MARSEILLE</b>			<b>53</b>	<b>0</b>	<b>4</b>	<b>1.8</b>	<b>12.3</b>	<b>24.6</b>	<b>12.3</b>	<b>12.3</b>	<b>17.5</b>	<b>5.3</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>52</b>	<b>91.7</b>	<b>3</b>	<b>60</b>
MONTPELLIER	EASYJET UK LTD	S	59	0	1	1.7	11.7	36.7	11.7	11.7	20.0	5.0	0.0	0.0	0.0	1.7	36	88.2	9	68
<b>TOTAL MONTPELLIER</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>11.7</b>	<b>36.7</b>	<b>11.7</b>	<b>11.7</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>36</b>	<b>88.2</b>	<b>9</b>	<b>68</b>
NANTES	EASYJET UK LTD	S	86	0	10	4.2	19.8	31.3	10.4	16.7	6.3	1.0	0.0	0.0	0.0	10.4	22	80.6	12	62
<b>TOTAL NANTES</b>			<b>86</b>	<b>0</b>	<b>10</b>	<b>4.2</b>	<b>19.8</b>	<b>31.3</b>	<b>10.4</b>	<b>16.7</b>	<b>6.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.4</b>	<b>22</b>	<b>80.6</b>	<b>12</b>	<b>62</b>
NICE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	18	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
NICE	BRITISH AIRWAYS PLC	S	27	0	3	13.3	16.7	33.3	6.7	3.3	3.3	13.3	0.0	0.0	0.0	10.0	29	50.0	12	2
NICE	EASYJET EUROPE	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
NICE	EASYJET UK LTD	S	181	0	5	3.2	21.0	30.1	14.0	13.4	9.7	5.4	0.5	0.0	0.0	2.7	29	79.3	10	164
NICE	WIZZ AIR UK LTD	S	10	0	0	0.0	0.0	10.0	10.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	60	0.0	0	0
<b>TOTAL NICE</b>			<b>236</b>	<b>0</b>	<b>12</b>	<b>4.0</b>	<b>17.7</b>	<b>31.0</b>	<b>13.3</b>	<b>12.5</b>	<b>10.1</b>	<b>6.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>30</b>	<b>78.9</b>	<b>10</b>	<b>166</b>
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	210	0	6	5.6	20.8	32.9	11.1	13.4	8.8	3.7	0.9	0.0	0.0	2.8	27	87.8	7	172
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>210</b>	<b>0</b>	<b>8</b>	<b>5.5</b>	<b>20.6</b>	<b>32.6</b>	<b>11.0</b>	<b>13.3</b>	<b>8.7</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>27</b>	<b>87.8</b>	<b>7</b>	<b>172</b>
PARIS (ORLY)	VUELING AIRLINES	S	46	0	28	1.4	21.6	17.6	13.5	8.1	0.0	0.0	0.0	0.0	0.0	37.8	12	89.5	4	38
<b>TOTAL PARIS (ORLY)</b>			<b>46</b>	<b>0</b>	<b>28</b>	<b>1.4</b>	<b>21.6</b>	<b>17.6</b>	<b>13.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.8</b>	<b>12</b>	<b>89.5</b>	<b>4</b>	<b>38</b>
RENNES	EASYJET UK LTD	S	18	0	0	11.1	38.9	16.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL RENNES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	70	0	2	6.9	18.1	30.6	5.6	6.9	15.3	12.5	1.4	0.0	0.0	2.8	42	92.6	5	68	
TOULOUSE (BLAGNAC)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
TOULOUSE (BLAGNAC)	TITAN AIRWAYS LTD	C	8	0	0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	25.0	18.8	25.0	0.0	12.5	0.0	0.0	0.0	0.0	35	62.5	10	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>18.8</b>	<b>30.2</b>	<b>9.4</b>	<b>9.4</b>	<b>11.5</b>	<b>11.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>38</b>	<b>89.3</b>	<b>5</b>	<b>84</b>	
<b>TOTAL FRANCE</b>			<b>1371</b>	<b>0</b>	<b>105</b>	<b>5.4</b>	<b>18.2</b>	<b>27.4</b>	<b>12.1</b>	<b>13.3</b>	<b>10.2</b>	<b>4.7</b>	<b>1.6</b>	<b>0.1</b>	<b>0.0</b>	<b>7.1</b>	<b>32</b>	<b>81.1</b>	<b>10</b>	<b>1038</b>	
<b>GAMBIA</b>																					
BANJUL	TITAN AIRWAYS LTD	C	18	0	0	0.0	11.1	44.4	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	83.3	8	18	
BANJUL	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	61.1	23	18	
<b>TOTAL BANJUL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>15</b>	<b>36</b>	
<b>TOTAL GAMBIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>15</b>	<b>36</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET EUROPE	S	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BERLIN BRANDENBURG	EASYJET UK LTD	S	155	0	4	9.4	33.3	27.7	13.8	5.7	6.9	0.6	0.0	0.0	0.0	2.5	14	85.4	6	141	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>155</b>	<b>0</b>	<b>9</b>	<b>9.1</b>	<b>32.3</b>	<b>26.8</b>	<b>13.4</b>	<b>5.5</b>	<b>6.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>14</b>	<b>85.4</b>	<b>6</b>	<b>141</b>	
DUSSELDORF	AIR PORTUGAL	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
DUSSELDORF	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL DUSSELDORF</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
FRANKFURT MAIN	LUFTHANSA	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRIEDRICHSHAFEN	EASYJET UK LTD	S	8	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	88	100.0	1	8	
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>88</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
HAMBURG	EASYJET UK LTD	S	50	0	3	0.0	22.6	32.1	17.0	18.9	3.8	0.0	0.0	0.0	0.0	5.7	19	87.5	12	62	
<b>TOTAL HAMBURG</b>			<b>50</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>22.6</b>	<b>32.1</b>	<b>17.0</b>	<b>18.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>19</b>	<b>87.5</b>	<b>12</b>	<b>62</b>	
MUNICH	EASYJET UK LTD	S	123	0	4	4.7	37.8	25.2	11.0	9.4	7.1	0.0	1.6	0.0	0.0	3.1	17	87.0	7	92	
<b>TOTAL MUNICH</b>			<b>123</b>	<b>0</b>	<b>4</b>	<b>4.7</b>	<b>37.8</b>	<b>25.2</b>	<b>11.0</b>	<b>9.4</b>	<b>7.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>17</b>	<b>87.0</b>	<b>7</b>	<b>92</b>	
NUREMBERG	BRITISH AIRWAYS PLC	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL NUREMBERG</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>347</b>	<b>0</b>	<b>16</b>	<b>5.8</b>	<b>32.5</b>	<b>27.5</b>	<b>13.5</b>	<b>8.8</b>	<b>6.1</b>	<b>0.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>17</b>	<b>86.7</b>	<b>7</b>	<b>304</b>	
<b>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL ACCRA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GHANA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	64	0	0	15.6	28.1	35.9	6.3	9.4	3.1	1.6	0.0	0.0	0.0	0.0	13	93.2	7	59	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early													late	late
<b>TOTAL GIBRALTAR</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>28.1</b>	<b>35.9</b>	<b>6.3</b>	<b>9.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>93.2</b>	<b>7</b>	<b>59</b>		
<b>TOTAL GIBRALTAR</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>28.1</b>	<b>35.9</b>	<b>6.3</b>	<b>9.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>93.2</b>	<b>7</b>	<b>59</b>		
<b>GREECE</b>																					
<b>ATHENS</b>	AEGEAN AIRLINES	S	14	0	0	14.3	35.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>ATHENS</b>	EASYJET UK LTD	S	97	0	2	2.0	29.3	30.3	10.1	12.1	11.1	1.0	2.0	0.0	0.0	2.0	24	74.3	10	68	
<b>ATHENS</b>	WIZZ AIR UK LTD	S	49	0	0	4.1	4.1	40.8	16.3	16.3	6.1	8.2	4.1	0.0	0.0	0.0	38	37.5	28	8	
<b>TOTAL ATHENS</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>22.2</b>	<b>35.2</b>	<b>11.1</b>	<b>12.3</b>	<b>8.6</b>	<b>3.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>27</b>	<b>70.5</b>	<b>12</b>	<b>76</b>	
<b>CHANIA</b>	EASYJET UK LTD	S	12	0	0	0.0	8.3	41.7	25.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	21	70.0	36	10	
<b>TOTAL CHANIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>41.7</b>	<b>25.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.0</b>	<b>36</b>	<b>10</b>	
<b>CORFU</b>	EASYJET UK LTD	S	14	0	0	0.0	14.3	21.4	42.9	0.0	7.1	7.1	7.1	0.0	0.0	0.0	39	68.8	9	14	
<b>TOTAL CORFU</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>21.4</b>	<b>42.9</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>68.8</b>	<b>9</b>	<b>14</b>	
<b>HERAKLION</b>	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>HERAKLION</b>	EASYJET UK LTD	S	39	0	1	0.0	17.5	40.0	15.0	20.0	5.0	0.0	0.0	0.0	0.0	2.5	18	69.2	13	13	
<b>HERAKLION</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	10	1	
<b>TOTAL HERAKLION</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.6</b>	<b>44.4</b>	<b>15.6</b>	<b>17.8</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>71.4</b>	<b>13</b>	<b>14</b>	
<b>KALAMATA</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	238	4		
<b>TOTAL KALAMATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>238</b>	<b>4</b>		
<b>KEFALLINIA</b>	EASYJET UK LTD	S	6	0	0	0.0	33.3	16.7	0.0	16.7	16.7	16.7	0.0	0.0	0.0	44	75.0	16	8		
<b>TOTAL KEFALLINIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>75.0</b>	<b>16</b>	<b>8</b>		
<b>KOS</b>	EASYJET UK LTD	S	8	0	0	0.0	0.0	12.5	0.0	12.5	37.5	12.5	25.0	0.0	0.0	0.0	126	33.3	22	5	
<b>TOTAL KOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>126</b>	<b>33.3</b>	<b>22</b>	<b>5</b>	
<b>MIKONOS</b>	EASYJET UK LTD	S	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	1	10		
<b>TOTAL MIKONOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>10</b>		
<b>NEA ANCHIALOS</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2		
<b>TOTAL NEA ANCHIALOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>2</b>		
<b>PREVEZA</b>	EASYJET UK LTD	S	6	0	0	0.0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	20	85.7	1	6		
<b>TOTAL PREVEZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.7</b>	<b>1</b>	<b>6</b>		
<b>RHODES</b>	EASYJET UK LTD	S	28	0	2	3.3	16.7	43.3	0.0	13.3	16.7	0.0	0.0	0.0	0.0	6.7	22	57.1	10	12	
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>16.7</b>	<b>43.3</b>	<b>0.0</b>	<b>13.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>22</b>	<b>57.1</b>	<b>10</b>	<b>12</b>	
<b>SALONIKA</b>	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>SALONIKA</b>	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>SALONIKA</b>	EASYJET UK LTD	S	48	0	0	2.1	25.0	35.4	10.4	18.8	6.3	0.0	2.1	0.0	0.0	0.0	22	89.6	5	48	
<b>TOTAL SALONIKA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>22.2</b>	<b>35.2</b>	<b>14.8</b>	<b>18.5</b>	<b>5.6</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>89.6</b>	<b>5</b>	<b>48</b>	
<b>THIRA (SANTORINI)</b>	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>THIRA (SANTORINI)</b>	EASYJET UK LTD	S	16	0	2	0.0	11.1	38.9	11.1	11.1	16.7	0.0	0.0	0.0	0.0	11.1	28	50.0	24	6	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early													late	late
<b>TOTAL THIRA (SANTORINI)</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.0</b>	<b>35.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>28</b>	<b>50.0</b>	<b>24</b>	<b>6</b>	
ZAKINTHOS	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8		
<b>TOTAL ZAKINTHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>8</b>		
<b>TOTAL GREECE</b>			<b>358</b>	<b>0</b>	<b>7</b>	<b>2.2</b>	<b>19.2</b>	<b>35.3</b>	<b>14.2</b>	<b>13.7</b>	<b>9.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>27</b>	<b>74.0</b>	<b>15</b>	<b>223</b>	
<b>GRENADA</b>																					
GRENADA	BRITISH AIRWAYS PLC	S	26	0	0	11.5	30.8	34.6	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	83.3	9	18	
<b>TOTAL GRENADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>30.8</b>	<b>34.6</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>TOTAL GRENADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>30.8</b>	<b>34.6</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>GUYANA</b>																					
GEORGETOWN (GUYANA)	BRITISH AIRWAYS PLC	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GEORGETOWN (GUYANA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GUYANA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	62	0	0	3.2	33.9	41.9	12.9	8.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.9	10	58	
BUDAPEST	WIZZ AIR	S	38	0	0	7.9	23.7	44.7	13.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	19	10	
<b>TOTAL BUDAPEST</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>43.0</b>	<b>13.0</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.8</b>	<b>12</b>	<b>68</b>	
<b>TOTAL HUNGARY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>43.0</b>	<b>13.0</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.8</b>	<b>12</b>	<b>68</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	82	0	0	9.8	36.6	35.4	8.5	8.5	1.2	0.0	0.0	0.0	0.0	0.0	9	79.0	27	62	
KEFLAVIK	ICELANDAIR	S	62	0	0	11.3	48.4	30.6	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	90.0	2	10	
KEFLAVIK	TUI AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	150	1	
<b>TOTAL KEFLAVIK</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>41.4</b>	<b>33.1</b>	<b>7.6</b>	<b>5.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.5</b>	<b>25</b>	<b>73</b>	
<b>TOTAL ICELAND</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>41.4</b>	<b>33.1</b>	<b>7.6</b>	<b>5.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.5</b>	<b>25</b>	<b>73</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	5	0	0	0.0	0.0	20.0	20.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	107	0.0	0	0	
<b>TOTAL AHMEDABAD</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>107</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AMRITSAR	AIR INDIA	S	5	0	0	20.0	0.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL AMRITSAR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
COCHIN	AIR INDIA	S	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL COCHIN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DELHI	AIR INDIA	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL DELHI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GOA	AIR INDIA	S	5	0	0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	109	0.0	0	0	
GOA	TUI AIRWAYS LTD	C	7	0	0	14.3	42.9	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL GOA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.3</b>	<b>21.4</b>	<b>17.9</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CORK	RYANAIR	S	62	0	0	4.8	35.5	37.1	9.7	3.2	4.8	3.2	1.6	0.0	0.0	0.0	17	75.4	11	61	
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>35.5</b>	<b>37.1</b>	<b>9.7</b>	<b>3.2</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.4</b>	<b>11</b>	<b>61</b>	
DUBLIN	AER LINGUS	S	312	0	0	10.3	43.9	26.6	10.6	4.5	3.5	0.6	0.0	0.0	0.0	0.0	10	93.2	2	218	
DUBLIN	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
DUBLIN	RYANAIR	S	482	0	0	3.7	26.3	34.9	14.7	10.4	5.6	3.1	1.2	0.0	0.0	0.0	22	91.6	4	488	
<b>TOTAL DUBLIN</b>			<b>794</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>33.2</b>	<b>31.6</b>	<b>13.1</b>	<b>8.1</b>	<b>4.8</b>	<b>2.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>92.1</b>	<b>4</b>	<b>707</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	49	0	1	12.0	38.0	20.0	6.0	10.0	8.0	2.0	2.0	0.0	0.0	2.0	22	88.5	3	26	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>12.0</b>	<b>38.0</b>	<b>20.0</b>	<b>6.0</b>	<b>10.0</b>	<b>8.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>22</b>	<b>88.5</b>	<b>3</b>	<b>26</b>	
SHANNON	RYANAIR	S	62	0	0	6.5	16.1	40.3	16.1	9.7	6.5	4.8	0.0	0.0	0.0	0.0	23	85.7	6	63	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>16.1</b>	<b>40.3</b>	<b>16.1</b>	<b>9.7</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>85.7</b>	<b>6</b>	<b>63</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>967</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>32.5</b>	<b>31.9</b>	<b>12.7</b>	<b>8.0</b>	<b>5.1</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>18</b>	<b>90.3</b>	<b>4</b>	<b>857</b>	
<b>ISLE OF CURACAO</b>																					
ARUBA	BRITISH AIRWAYS PLC	S	4	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL ARUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISLE OF CURACAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET UK LTD	S	28	0	0	3.6	10.7	50.0	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	21	72.7	20	22	
TEL AVIV	WIZZ AIR UK LTD	S	56	0	2	0.0	5.2	27.6	25.9	19.0	17.2	1.7	0.0	0.0	0.0	3.4	34	0.0	75	7	
<b>TOTAL TEL AVIV</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>7.0</b>	<b>34.9</b>	<b>22.1</b>	<b>15.1</b>	<b>16.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>30</b>	<b>55.2</b>	<b>33</b>	<b>29</b>	
<b>TOTAL ISRAEL</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>7.0</b>	<b>34.9</b>	<b>22.1</b>	<b>15.1</b>	<b>16.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>30</b>	<b>55.2</b>	<b>33</b>	<b>29</b>	
<b>ITALY</b>																					
BARI (PALESE)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
BARI (PALESE)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
BARI (PALESE)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	4	
<b>TOTAL BARI (PALESE)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
BERGAMO	EASYJET UK LTD	S	40	0	0	10.0	17.5	40.0	10.0	15.0	2.5	0.0	5.0	0.0	0.0	0.0	26	78.6	4	24	
BERGAMO	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>19.5</b>	<b>39.0</b>	<b>9.8</b>	<b>14.6</b>	<b>2.4</b>	<b>0.0</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>78.6</b>	<b>4</b>	<b>24</b>	
BOLOGNA	EASYJET UK LTD	S	20	0	0	0.0	10.0	45.0	0.0	10.0	35.0	0.0	0.0	0.0	0.0	0.0	33	80.0	9	10	
<b>TOTAL BOLOGNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>45.0</b>	<b>0.0</b>	<b>10.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>80.0</b>	<b>9</b>	<b>10</b>	
BRESCIA/MONTICHIARI	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRINDISI	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	66.7	46	6	
<b>TOTAL BRINDISI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>66.7</b>	<b>46</b>	<b>6</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CAGLIARI (ELMAS)	EASYJET UK LTD	S	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	8	2	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>8</b>	<b>2</b>	
CATANIA (FONTANAROSSA)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	6	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	34	50.0	12	2	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	36	0	0	2.8	13.9	44.4	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	89.3	6	28	
CATANIA (FONTANAROSSA)	WIZZ AIR UK LTD	S	28	0	0	3.6	7.1	46.4	14.3	7.1	14.3	0.0	7.1	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>9.5</b>	<b>44.6</b>	<b>20.3</b>	<b>9.5</b>	<b>10.8</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>86.7</b>	<b>6</b>	<b>30</b>	
FLORENCE	VUELING AIRLINES	S	109	0	0	8.3	24.8	27.5	15.6	14.7	6.4	1.8	0.9	0.0	0.0	0.0	22	80.8	8	26	
<b>TOTAL FLORENCE</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>24.8</b>	<b>27.5</b>	<b>15.6</b>	<b>14.7</b>	<b>6.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>80.8</b>	<b>8</b>	<b>26</b>	
GENOA	VUELING AIRLINES	S	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL GENOA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (LINATE)	EASYJET UK LTD	S	60	0	0	0.0	26.7	41.7	15.0	10.0	3.3	0.0	3.3	0.0	0.0	0.0	19	92.9	4	113	
<b>TOTAL MILAN (LINATE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>41.7</b>	<b>15.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.9</b>	<b>4</b>	<b>113</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	280	0	0	2.1	13.9	26.4	19.3	21.8	12.1	3.2	1.1	0.0	0.0	0.0	32	77.7	9	202	
MILAN (MALPENSA)	WIZZ AIR	S	114	0	0	6.1	24.6	28.9	20.2	13.2	4.4	0.9	1.8	0.0	0.0	0.0	23	70.0	14	20	
<b>TOTAL MILAN (MALPENSA)</b>			<b>394</b>	<b>0</b>	<b>3</b>	<b>3.3</b>	<b>16.9</b>	<b>27.0</b>	<b>19.4</b>	<b>19.1</b>	<b>9.8</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>30</b>	<b>77.0</b>	<b>9</b>	<b>222</b>	
NAPLES	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
NAPLES	CORENDON DUTCH AIRLINES	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
NAPLES	EASYJET UK LTD	S	92	0	0	3.3	18.5	43.5	12.0	15.2	7.6	0.0	0.0	0.0	0.0	0.0	18	88.9	10	72	
NAPLES	JET2.COM LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
NAPLES	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
NAPLES	WIZZ AIR	S	34	0	0	2.9	17.6	47.1	20.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	15	66.7	27	6	
<b>TOTAL NAPLES</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>17.8</b>	<b>44.2</b>	<b>14.0</b>	<b>12.4</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>87.3</b>	<b>12</b>	<b>79</b>	
OLBIA	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	44.4	35	9	
<b>TOTAL OLBIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>44.4</b>	<b>35</b>	<b>9</b>	
PALERMO	EASYJET UK LTD	S	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	66.7	11	6	
PALERMO	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	2	
<b>TOTAL PALERMO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>13</b>	<b>8</b>	
PISA	BRITISH AIRWAYS PLC	S	12	0	0	16.7	16.7	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
PISA	EASYJET UK LTD	S	84	0	0	1.2	25.0	33.3	16.7	15.5	6.0	2.4	0.0	0.0	0.0	0.0	21	82.9	7	68	
PISA	VUELING AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	151	0.0	0	0	
<b>TOTAL PISA</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>23.7</b>	<b>36.1</b>	<b>15.5</b>	<b>13.4</b>	<b>5.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>82.9</b>	<b>7</b>	<b>68</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROME (FIUMICINO)	CORENDON DUTCH AIRLINES	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
ROME (FIUMICINO)	EASYJET UK LTD	S	168	0	0	3.0	25.6	32.7	15.5	11.3	8.9	3.0	0.0	0.0	0.0	0.0	22	83.3	8	78	
ROME (FIUMICINO)	VUELING AIRLINES	S	145	0	1	7.5	19.2	32.2	14.4	13.7	8.9	2.1	1.4	0.0	0.0	0.7	24	94.1	3	34	
ROME (FIUMICINO)	WIZZ AIR	S	80	0	0	6.3	15.0	26.3	20.0	18.8	6.3	3.8	3.8	0.0	0.0	0.0	35	40.0	16	10	
<b>TOTAL ROME (FIUMICINO)</b>			<b>393</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>21.0</b>	<b>31.1</b>	<b>15.9</b>	<b>13.7</b>	<b>8.4</b>	<b>2.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>82.9</b>	<b>7</b>	<b>123</b>	
TURIN	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	68	0	0	8.8	33.8	23.5	14.7	14.7	1.5	0.0	2.9	0.0	0.0	0.0	18	0.0	0	0	
TURIN	BRITISH AIRWAYS PLC	S	60	0	0	13.3	26.7	23.3	6.7	8.3	10.0	5.0	6.7	0.0	0.0	0.0	41	0.0	0	0	
TURIN	EASYJET UK LTD	S	90	0	0	5.6	11.1	33.3	12.2	14.4	18.9	2.2	2.2	0.0	0.0	0.0	35	100.0	2	36	
TURIN	JET2.COM LTD	C	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	8	8	
TURIN	TUI AIRWAYS LTD	C	15	0	0	6.7	0.0	80.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	15	
<b>TOTAL TURIN</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>21.6</b>	<b>31.1</b>	<b>12.0</b>	<b>11.6</b>	<b>10.0</b>	<b>2.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>91.5</b>	<b>5</b>	<b>59</b>	
VENICE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
VENICE	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
VENICE	EASYJET EUROPE	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
VENICE	EASYJET UK LTD	S	140	0	0	9.3	30.7	30.7	10.7	12.9	5.7	0.0	0.0	0.0	0.0	0.0	14	86.0	7	100	
VENICE	WIZZ AIR	S	38	0	0	10.5	15.8	44.7	18.4	7.9	2.6	0.0	0.0	0.0	0.0	0.0	13	50.0	31	8	
<b>TOTAL VENICE</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>26.6</b>	<b>33.2</b>	<b>13.0</b>	<b>12.0</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>83.3</b>	<b>9</b>	<b>108</b>	
VERONA VILLAFRANCA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	30	0	0	6.7	16.7	33.3	23.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	22	0	2	12.5	29.2	8.3	8.3	16.7	8.3	4.2	4.2	0.0	0.0	8.3	38	0.0	0	0	
VERONA VILLAFRANCA	EASYJET UK LTD	S	50	0	2	3.8	13.5	28.8	15.4	13.5	13.5	7.7	0.0	0.0	0.0	3.8	37	78.8	8	50	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	0.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	38	62.5	15	8	
VERONA VILLAFRANCA	WIZZ AIR UK LTD	S	22	0	0	0.0	27.3	31.8	9.1	18.2	4.5	0.0	9.1	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>132</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>18.4</b>	<b>27.2</b>	<b>14.0</b>	<b>16.2</b>	<b>10.3</b>	<b>3.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>33</b>	<b>76.7</b>	<b>9</b>	<b>58</b>	
<b>TOTAL ITALY</b>			<b>1892</b>	<b>0</b>	<b>14</b>	<b>5.3</b>	<b>20.1</b>	<b>32.5</b>	<b>15.4</b>	<b>14.3</b>	<b>8.4</b>	<b>1.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>25</b>	<b>82.3</b>	<b>8</b>	<b>953</b>	
<b>JAMAICA</b>																					
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	0.0	18.5	37.0	22.2	14.8	7.4	0.0	0.0	0.0	0.0	0.0	21	42.3	35	26	
KINGSTON	INTERSKY LUFTFAHRT GMBH	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.9</b>	<b>35.7</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>21</b>	<b>42.3</b>	<b>35</b>	<b>26</b>	
MONTEGO BAY	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	21	18	
MONTEGO BAY	TUI AIRWAYS LTD	C	26	0	0	15.4	0.0	23.1	26.9	30.8	3.8	0.0	0.0	0.0	0.0	0.0	22	31.0	26	29	
<b>TOTAL MONTEGO BAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>40.4</b>	<b>24</b>	<b>47</b>	
<b>TOTAL JAMAICA</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>9.3</b>	<b>29.6</b>	<b>24.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>41.1</b>	<b>28</b>	<b>73</b>	
<b>JORDAN</b>																					
AQABA	EASYJET UK LTD	S	14	0	0	14.3	28.6	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	16	
<b>TOTAL AQABA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL JORDAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>16</b>
<b>LATVIA</b>																				
<b>RIGA</b>	AIR BALTIC	S	94	0	2	4.2	24.0	29.2	16.7	8.3	11.5	4.2	0.0	0.0	0.0	2.1	25	95.9	2	74
<b>TOTAL RIGA</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>24.0</b>	<b>29.2</b>	<b>16.7</b>	<b>8.3</b>	<b>11.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>25</b>	<b>95.9</b>	<b>2</b>	<b>74</b>
<b>TOTAL LATVIA</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>24.0</b>	<b>29.2</b>	<b>16.7</b>	<b>8.3</b>	<b>11.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>25</b>	<b>95.9</b>	<b>2</b>	<b>74</b>
<b>LITHUANIA</b>																				
<b>VILNIUS</b>	AIR BALTIC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4
<b>VILNIUS</b>	PRIVILEGE STYLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>8</b>	<b>5</b>
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>8</b>	<b>5</b>
<b>LUXEMBOURG</b>																				
<b>LUXEMBOURG</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>4</b>
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>4</b>
<b>MALTA</b>																				
<b>MALTA</b>	AIR MALTA	S	32	0	0	3.1	15.6	31.3	15.6	21.9	12.5	0.0	0.0	0.0	0.0	0.0	26	75.0	11	4
<b>MALTA</b>	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	21	0	0	0.0	23.8	33.3	9.5	19.0	9.5	4.8	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>MALTA</b>	BRITISH AIRWAYS PLC	S	17	0	1	0.0	5.6	27.8	16.7	27.8	16.7	0.0	0.0	0.0	0.0	5.6	35	100.0	2	1
<b>MALTA</b>	EASYJET UK LTD	S	114	0	0	3.5	17.5	32.5	18.4	16.7	7.0	4.4	0.0	0.0	0.0	0.0	27	89.8	4	59
<b>MALTA</b>	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	62	100.0	3	2
<b>TOTAL MALTA</b>			<b>188</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>16.4</b>	<b>31.7</b>	<b>16.9</b>	<b>18.5</b>	<b>9.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>89.4</b>	<b>4</b>	<b>66</b>
<b>TOTAL MALTA</b>			<b>188</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>16.4</b>	<b>31.7</b>	<b>16.9</b>	<b>18.5</b>	<b>9.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>89.4</b>	<b>4</b>	<b>66</b>
<b>MAURITIUS</b>																				
<b>MAURITIUS</b>	BRITISH AIRWAYS PLC	S	26	0	0	3.8	34.6	38.5	3.8	3.8	3.8	0.0	3.8	7.7	0.0	0.0	105	80.8	77	26
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>38.5</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>105</b>	<b>80.8</b>	<b>77</b>	<b>26</b>
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>38.5</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>105</b>	<b>80.8</b>	<b>77</b>	<b>26</b>
<b>MEXICO</b>																				
<b>CANCUN</b>	BRITISH AIRWAYS PLC	S	62	0	0	6.5	22.6	30.6	17.7	16.1	1.6	3.2	1.6	0.0	0.0	0.0	21	59.7	22	62
<b>CANCUN</b>	TUI AIRWAYS LTD	S	29	0	0	0.0	10.3	31.0	44.8	10.3	3.4	0.0	0.0	0.0	0.0	0.0	20	55.6	18	36
<b>TOTAL CANCUN</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>18.7</b>	<b>30.8</b>	<b>26.4</b>	<b>14.3</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.2</b>	<b>21</b>	<b>98</b>
<b>PUERTO VALLARTA</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	29	9
<b>TOTAL PUERTO VALLARTA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>29</b>	<b>9</b>
<b>TOTAL MEXICO</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>18.7</b>	<b>30.8</b>	<b>26.4</b>	<b>14.3</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>57.0</b>	<b>22</b>	<b>107</b>
<b>MOROCCO</b>																				
<b>AGADIR (AL MASSIRA)</b>	EASYJET UK LTD	S	56	0	1	12.3	21.1	36.8	19.3	1.8	1.8	3.5	0.0	1.8	0.0	1.8	28	66.7	13	6
<b>AGADIR (AL MASSIRA)</b>	TUI AIRWAYS LTD	S	17	0	0	5.9	11.8	35.3	11.8	11.8	0.0	11.8	11.8	0.0	0.0	0.0	50	82.4	10	17
<b>AGADIR (AL MASSIRA)</b>	WIZZ AIR UK LTD	S	22	0	0	0.0	4.5	22.7	22.7	36.4	13.6	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>15.6</b>	<b>33.3</b>	<b>18.8</b>	<b>11.5</b>	<b>4.2</b>	<b>4.2</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>33</b>	<b>78.3</b>	<b>11</b>	<b>23</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	56	0	0	0.0	19.6	33.9	10.7	32.1	3.6	0.0	0.0	0.0	0.0	0.0	22	88.6	8	34	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.6</b>	<b>33.9</b>	<b>10.7</b>	<b>32.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.6</b>	<b>8</b>	<b>34</b>	
ERRACHIDIA	SUNDAIR GMBH	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2	
<b>TOTAL ERRACHIDIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>8</b>	<b>2</b>	
MARRAKESH	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	60	0	0	8.3	15.0	35.0	10.0	8.3	13.3	3.3	6.7	0.0	0.0	0.0	44	0.0	0	0	
MARRAKESH	BRITISH AIRWAYS PLC	S	20	0	0	10.0	10.0	35.0	15.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	24	50.0	19	2	
MARRAKESH	EASYJET UK LTD	S	126	0	0	7.9	15.1	37.3	11.1	12.7	8.7	5.6	1.6	0.0	0.0	0.0	29	77.8	9	18	
MARRAKESH	ROYAL AIR MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	11.1	44.4	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	77.8	12	18	
MARRAKESH	WIZZ AIR UK LTD	S	46	0	1	0.0	2.1	34.0	17.0	14.9	19.1	8.5	2.1	0.0	0.0	2.1	47	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>270</b>	<b>0</b>	<b>1</b>	<b>6.6</b>	<b>12.2</b>	<b>36.5</b>	<b>12.9</b>	<b>12.2</b>	<b>11.8</b>	<b>4.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>34</b>	<b>82.0</b>	<b>8</b>	<b>50</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	26	0	0	0.0	34.6	42.3	7.7	7.7	3.8	3.8	0.0	0.0	0.0	0.0	16	94.4	3	18	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>42.3</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>447</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>15.1</b>	<b>35.9</b>	<b>13.6</b>	<b>14.3</b>	<b>8.7</b>	<b>4.0</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>31</b>	<b>84.4</b>	<b>8</b>	<b>127</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	19	1	
AMSTERDAM	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	74	0	0	6.8	21.6	28.4	12.2	17.6	12.2	1.4	0.0	0.0	0.0	0.0	24	0.0	0	0	
AMSTERDAM	BRITISH AIRWAYS PLC	S	116	0	8	3.2	18.5	39.5	14.5	2.4	8.1	6.5	0.8	0.0	0.0	6.5	28	100.0	3	4	
AMSTERDAM	EASYJET EUROPE	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	287	0	0	5.2	36.2	28.2	9.8	11.5	7.0	2.1	0.0	0.0	0.0	0.0	18	83.0	8	265	
<b>TOTAL AMSTERDAM</b>			<b>478</b>	<b>0</b>	<b>12</b>	<b>4.9</b>	<b>29.2</b>	<b>30.8</b>	<b>11.2</b>	<b>10.2</b>	<b>8.0</b>	<b>3.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>21</b>	<b>82.9</b>	<b>8</b>	<b>270</b>	
<b>TOTAL NETHERLANDS</b>			<b>478</b>	<b>0</b>	<b>12</b>	<b>4.9</b>	<b>29.2</b>	<b>30.8</b>	<b>11.2</b>	<b>10.2</b>	<b>8.0</b>	<b>3.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>21</b>	<b>82.9</b>	<b>8</b>	<b>270</b>	
<b>NORWAY</b>																					
BERGEN	NORWEGIAN AIR SHUTTLE	S	115	0	1	6.0	37.1	37.1	5.2	7.8	6.0	0.0	0.0	0.0	0.0	0.9	11	98.6	2	70	
<b>TOTAL BERGEN</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>37.1</b>	<b>37.1</b>	<b>5.2</b>	<b>7.8</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>98.6</b>	<b>2</b>	<b>70</b>	
OSLO (GARDERMOEN)	NORSE ATLANTIC AIRWAYS AS	S	50	0	2	5.8	13.5	48.1	9.6	7.7	3.8	7.7	0.0	0.0	0.0	3.8	25	0.0	0	0	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	212	0	2	20.1	43.0	20.6	5.6	7.0	2.8	0.0	0.0	0.0	0.0	0.9	7	92.5	3	106	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>262</b>	<b>0</b>	<b>4</b>	<b>17.3</b>	<b>37.2</b>	<b>25.9</b>	<b>6.4</b>	<b>7.1</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>92.5</b>	<b>3</b>	<b>106</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	78	0	2	11.3	55.0	22.5	3.8	5.0	0.0	0.0	0.0	0.0	0.0	2.5	4	90.0	3	40	
<b>TOTAL STAVANGER</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>55.0</b>	<b>22.5</b>	<b>3.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>4</b>	<b>90.0</b>	<b>3</b>	<b>40</b>	
TROMSOE	NORWEGIAN AIR SHUTTLE	S	14	0	0	14.3	28.6	14.3	7.1	21.4	0.0	0.0	14.3	0.0	0.0	0.0	52	100.0	0	16	
<b>TOTAL TROMSOE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>7.1</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	24	0	0	8.3	20.8	45.8	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	14	93.8	2	16	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>20.8</b>	<b>45.8</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>TOTAL NORWAY</b>			<b>493</b>	<b>0</b>	<b>7</b>	<b>13.2</b>	<b>39.0</b>	<b>28.6</b>	<b>5.8</b>	<b>7.4</b>	<b>3.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>11</b>	<b>94.4</b>	<b>2</b>	<b>248</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	28	9	
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>22.2</b>	<b>28</b>	<b>9</b>	
<b>TOTAL PAKISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>22.2</b>	<b>28</b>	<b>9</b>	
<b>POLAND</b>																					
KATOWICE	WIZZ AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL KATOWICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KRAKOW	EASYJET UK LTD	S	66	0	0	4.5	18.2	42.4	10.6	12.1	12.1	0.0	0.0	0.0	0.0	0.0	19	92.9	2	68	
KRAKOW	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
KRAKOW	WIZZ AIR	S	48	0	0	6.3	25.0	27.1	12.5	16.7	12.5	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>21.6</b>	<b>36.2</b>	<b>11.2</b>	<b>13.8</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>92.9</b>	<b>2</b>	<b>68</b>	
LUBLIN (PORT LOTNICZY)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	2	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>59</b>	<b>2</b>	
WARSAW (CHOPIN)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>29</b>	<b>1</b>	
<b>TOTAL POLAND</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>21.4</b>	<b>36.8</b>	<b>11.1</b>	<b>13.7</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>86.7</b>	<b>4</b>	<b>71</b>	
<b>PORTUGAL(EXCLUDING</b>																					
BEJA	INTERSKY LUFTFAHRT GMBH	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BEJA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FARO	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	54	0	0	11.1	22.2	40.7	7.4	9.3	5.6	1.9	1.9	0.0	0.0	0.0	19	0.0	0	0	
FARO	BRITISH AIRWAYS PLC	S	55	0	3	5.2	8.6	25.9	13.8	17.2	10.3	8.6	5.2	0.0	0.0	5.2	49	100.0	3	2	
FARO	EASYJET UK LTD	S	176	0	0	5.7	14.2	35.8	12.5	17.6	9.1	3.4	1.7	0.0	0.0	0.0	30	83.1	7	166	
FARO	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	9	1	
FARO	WIZZ AIR UK LTD	S	55	0	0	5.5	10.9	40.0	9.1	10.9	14.5	3.6	5.5	0.0	0.0	0.0	43	66.7	10	6	
<b>TOTAL FARO</b>			<b>341</b>	<b>0</b>	<b>3</b>	<b>6.4</b>	<b>14.0</b>	<b>35.5</b>	<b>11.6</b>	<b>15.1</b>	<b>9.6</b>	<b>4.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>33</b>	<b>82.9</b>	<b>8</b>	<b>175</b>	
LISBON	AIR PORTUGAL	S	103	0	4	0.9	14.0	33.6	22.4	19.6	4.7	0.9	0.0	0.0	0.0	3.7	21	91.7	5	96	
LISBON	EASYJET EUROPE	S	0	0	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
LISBON	EASYJET UK LTD	S	172	0	0	2.9	15.7	30.8	18.6	16.3	8.1	5.8	0.0	1.7	0.0	0.0	37	83.6	12	146	
<b>TOTAL LISBON</b>			<b>275</b>	<b>0</b>	<b>10</b>	<b>2.1</b>	<b>14.7</b>	<b>31.2</b>	<b>19.6</b>	<b>17.2</b>	<b>6.7</b>	<b>3.9</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>3.5</b>	<b>31</b>	<b>86.8</b>	<b>9</b>	<b>242</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	94	0	0	1.1	24.5	24.5	25.5	13.8	10.6	0.0	0.0	0.0	0.0	0.0	21	97.4	1	76	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	70	0	0	2.9	24.3	35.7	22.9	5.7	5.7	0.0	2.9	0.0	0.0	0.0	21	86.8	6	68	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>24.4</b>	<b>29.3</b>	<b>24.4</b>	<b>10.4</b>	<b>8.5</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>92.4</b>	<b>4</b>	<b>144</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>780</b>	<b>0</b>	<b>14</b>	<b>3.9</b>	<b>16.4</b>	<b>32.6</b>	<b>17.1</b>	<b>14.9</b>	<b>8.3</b>	<b>3.1</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>30</b>	<b>87.0</b>	<b>7</b>	<b>561</b>	
FUNCHAL	EASYJET UK LTD	S	110	0	0	6.4	20.9	39.1	15.5	9.1	4.5	1.8	2.7	0.0	0.0	0.0	24	87.2	5	74	
FUNCHAL	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
FUNCHAL	WIZZ AIR UK LTD	S	20	0	0	15.0	5.0	10.0	30.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	32	100.0	11	2	
<b>TOTAL FUNCHAL</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>18.2</b>	<b>34.1</b>	<b>18.2</b>	<b>11.4</b>	<b>6.8</b>	<b>1.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>6</b>	<b>76</b>	
<b>TOTAL PORTUGAL</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>18.2</b>	<b>34.1</b>	<b>18.2</b>	<b>11.4</b>	<b>6.8</b>	<b>1.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>6</b>	<b>76</b>	
<b>QATAR</b>																					
DOHA HAMAD	BRITISH AIRWAYS PLC	S	62	0	0	11.3	14.5	30.6	14.5	11.3	12.9	1.6	3.2	0.0	0.0	0.0	29	82.3	11	62	
DOHA HAMAD	QATAR AIRWAYS	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
DOHA HAMAD	QATAR AIRWAYS	S	61	0	2	6.3	33.3	34.9	11.1	9.5	1.6	0.0	0.0	0.0	0.0	3.2	11	0.0	0	0	
<b>TOTAL DOHA HAMAD</b>			<b>123</b>	<b>0</b>	<b>4</b>	<b>8.7</b>	<b>23.6</b>	<b>32.3</b>	<b>12.6</b>	<b>10.2</b>	<b>7.1</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>20</b>	<b>82.3</b>	<b>11</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>123</b>	<b>0</b>	<b>4</b>	<b>8.7</b>	<b>23.6</b>	<b>32.3</b>	<b>12.6</b>	<b>10.2</b>	<b>7.1</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>20</b>	<b>82.3</b>	<b>11</b>	<b>62</b>	
<b>REPUBLIC OF</b>																					
PODGORICA	WIZZ AIR UK LTD	S	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL PODGORICA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIVAT	EASYJET UK LTD	S	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	39	50.0	22	3	
<b>TOTAL TIVAT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>22</b>	<b>3</b>	
<b>TOTAL REPUBLIC OF</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>50.0</b>	<b>22</b>	<b>3</b>	
<b>REPUBLIC OF SOUTH</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	22	0	0	0.0	45.5	31.8	9.1	9.1	0.0	0.0	0.0	4.5	0.0	0.0	116	0.0	0	0	
<b>TOTAL CAPE TOWN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>31.8</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>116</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL REPUBLIC OF</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>31.8</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>116</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	EUROATLANTIC AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	
BUCHAREST (OTOPENI)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BUCHAREST (OTOPENI)	WIZZ AIR	S	48	0	0	16.7	20.8	27.1	14.6	8.3	12.5	0.0	0.0	0.0	0.0	0.0	18	50.0	16	10	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>20.4</b>	<b>26.5</b>	<b>14.3</b>	<b>10.2</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>54.5</b>	<b>14</b>	<b>11</b>	
<b>TOTAL ROMANIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>20.4</b>	<b>26.5</b>	<b>14.3</b>	<b>10.2</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>54.5</b>	<b>14</b>	<b>11</b>	
<b>SAINT KITTS AND NEVIS</b>																					
ST KITTS	BRITISH AIRWAYS PLC	S	18	0	0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.3	7	16	
<b>TOTAL ST KITTS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
<b>TOTAL SAINT KITTS AND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		16 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m early														
<b>SENEGAL</b>																					
DAKAR (BLAISE DIAGNE)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL DAKAR (BLAISE DIAGNE)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SENEGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SINGAPORE</b>																					
SINGAPORE	SCOOT TIGERAIR PTE.LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2		
<b>TOTAL SINGAPORE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>2</b>		
<b>TOTAL SINGAPORE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>2</b>		
<b>SLOVENIA</b>																					
LJUBLJANA	EASYJET UK LTD	S	40	0	0	10.0	15.0	40.0	10.0	12.5	10.0	2.5	0.0	0.0	0.0	25	84.2	5	38		
<b>TOTAL LJUBLJANA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>15.0</b>	<b>40.0</b>	<b>10.0</b>	<b>12.5</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>84.2</b>	<b>5</b>	<b>38</b>		
<b>TOTAL SLOVENIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>15.0</b>	<b>40.0</b>	<b>10.0</b>	<b>12.5</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>84.2</b>	<b>5</b>	<b>38</b>		
<b>SPAIN</b>																					
A CORUNA	VUELING AIRLINES	S	36	0	0	8.3	22.2	36.1	8.3	19.4	5.6	0.0	0.0	0.0	0.0	16	0.0	0	0		
<b>TOTAL A CORUNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>22.2</b>	<b>36.1</b>	<b>8.3</b>	<b>19.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ALICANTE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	28	0	0	7.1	14.3	39.3	10.7	14.3	7.1	3.6	3.6	0.0	0.0	30	0.0	0	0		
ALICANTE	BRITISH AIRWAYS PLC	S	34	0	0	0.0	14.7	17.6	11.8	26.5	17.6	5.9	5.9	0.0	0.0	51	0.0	0	0		
ALICANTE	EASYJET UK LTD	S	198	0	0	4.5	17.7	37.4	14.1	14.6	8.1	0.5	3.0	0.0	0.0	25	83.9	8	155		
ALICANTE	RYANAIR	S	44	0	0	6.8	18.2	27.3	13.6	27.3	6.8	0.0	0.0	0.0	0.0	23	95.8	4	48		
ALICANTE	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	26	90.0	7	10		
ALICANTE	VUELING AIRLINES	S	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
<b>TOTAL ALICANTE</b>			<b>313</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>16.9</b>	<b>34.2</b>	<b>13.1</b>	<b>18.2</b>	<b>8.9</b>	<b>1.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>86.9</b>	<b>7</b>	<b>213</b>		
ALMERIA	EASYJET UK LTD	S	41	0	1	2.4	28.6	31.0	11.9	11.9	9.5	2.4	0.0	0.0	2.4	20	100.0	2	32		
<b>TOTAL ALMERIA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>28.6</b>	<b>31.0</b>	<b>11.9</b>	<b>11.9</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>100.0</b>	<b>2</b>	<b>32</b>		
ASTURIAS	VUELING AIRLINES	S	34	0	0	14.7	29.4	8.8	5.9	17.6	23.5	0.0	0.0	0.0	0.0	29	0.0	0	0		
<b>TOTAL ASTURIAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>29.4</b>	<b>8.8</b>	<b>5.9</b>	<b>17.6</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BARCELONA	BRITISH AIRWAYS PLC	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BARCELONA	EASYJET EUROPE	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BARCELONA	EASYJET UK LTD	S	243	0	0	7.0	20.2	27.2	16.9	15.2	8.6	2.5	2.5	0.0	0.0	27	92.7	4	178		
BARCELONA	VUELING AIRLINES	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BARCELONA	VUELING AIRLINES	S	430	0	0	4.9	18.6	22.6	17.9	18.4	12.3	3.5	1.9	0.0	0.0	34	91.7	3	132		
<b>TOTAL BARCELONA</b>			<b>674</b>	<b>0</b>	<b>6</b>	<b>5.6</b>	<b>19.1</b>	<b>24.0</b>	<b>17.4</b>	<b>17.1</b>	<b>10.9</b>	<b>3.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>31</b>	<b>92.3</b>	<b>4</b>	<b>310</b>	
BILBAO	EASYJET UK LTD	S	18	0	0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	6		
BILBAO	VUELING AIRLINES	S	182	0	0	12.1	37.4	29.1	11.5	7.7	1.1	1.1	0.0	0.0	0.0	11	98.1	1	54		
<b>TOTAL BILBAO</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>38.5</b>	<b>29.5</b>	<b>11.0</b>	<b>7.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>98.3</b>	<b>1</b>	<b>60</b>		
GRANADA	VUELING AIRLINES	S	14	0	0	0.0	28.6	42.9	0.0	0.0	21.4	7.1	0.0	0.0	0.0	32	0.0	0	0		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL GRANADA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IBIZA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
IBIZA	BRITISH AIRWAYS PLC	S	2	0	2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	4	0.0	0	0	
IBIZA	EASYJET UK LTD	S	11	0	0	0.0	27.3	36.4	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	14	70.6	6	14	
<b>TOTAL IBIZA</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.1</b>	<b>47.4</b>	<b>15.8</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>11</b>	<b>70.6</b>	<b>6</b>	<b>14</b>	
MADRID	AIR EUROPA	S	124	0	0	0.0	15.3	37.1	19.4	12.9	12.1	2.4	0.0	0.8	0.0	0.0	31	88.7	5	124	
MADRID	EASYJET UK LTD	S	177	0	1	3.4	33.1	34.8	6.2	10.1	9.0	2.2	0.6	0.0	0.0	0.6	20	89.0	5	136	
MADRID	IBERIA EXPRESS	S	122	0	0	9.0	26.2	32.0	16.4	10.7	4.9	0.8	0.0	0.0	0.0	0.0	16	95.0	3	20	
MADRID	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL MADRID</b>			<b>424</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>25.9</b>	<b>34.6</b>	<b>13.2</b>	<b>11.1</b>	<b>8.7</b>	<b>1.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>89.3</b>	<b>5</b>	<b>280</b>	
MAHON	BRITISH AIRWAYS PLC	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
MAHON	EASYJET UK LTD	S	12	0	0	0.0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	32	75.0	7	30	
MAHON	VUELING AIRLINES	S	12	0	0	8.3	33.3	8.3	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>19.2</b>	<b>26.9</b>	<b>11.5</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>75.0</b>	<b>7</b>	<b>30</b>	
MALAGA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	58	0	0	5.2	12.1	34.5	22.4	15.5	6.9	0.0	3.4	0.0	0.0	0.0	26	0.0	0	0	
MALAGA	BRITISH AIRWAYS PLC	S	32	0	0	12.5	28.1	18.8	15.6	9.4	15.6	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
MALAGA	EASYJET UK LTD	S	195	0	1	6.6	19.9	35.7	13.8	10.2	8.7	3.1	1.5	0.0	0.0	0.5	25	86.1	13	180	
MALAGA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.7	4	44	
MALAGA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	13	9	
MALAGA	VUELING AIRLINES	S	110	0	0	8.2	14.5	30.0	24.5	12.7	5.5	4.5	0.0	0.0	0.0	0.0	25	0.0	0	0	
MALAGA	WIZZ AIR UK LTD	S	46	0	0	0.0	10.9	32.6	17.4	15.2	23.9	0.0	0.0	0.0	0.0	0.0	35	70.0	42	10	
<b>TOTAL MALAGA</b>			<b>442</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>17.2</b>	<b>32.7</b>	<b>18.1</b>	<b>12.0</b>	<b>9.7</b>	<b>2.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>26</b>	<b>86.8</b>	<b>12</b>	<b>243</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	60	0	0	15.0	21.7	26.7	15.0	10.0	6.7	5.0	0.0	0.0	0.0	0.0	24	87.0	6	46	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>21.7</b>	<b>26.7</b>	<b>15.0</b>	<b>10.0</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.0</b>	<b>6</b>	<b>46</b>	
PALMA DE MALLORCA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	18	0	0	5.6	5.6	11.1	27.8	33.3	11.1	5.6	0.0	0.0	0.0	0.0	38	0.0	0	0	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	14	0	0	0.0	28.6	50.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
PALMA DE MALLORCA	EASYJET EUROPE	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
PALMA DE MALLORCA	EASYJET UK LTD	S	148	0	0	3.4	17.6	33.8	16.9	16.2	10.1	0.7	1.4	0.0	0.0	0.0	26	90.0	6	130	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	100.0	2	5	
PALMA DE MALLORCA	WIZZ AIR UK LTD	S	28	0	0	0.0	17.9	32.1	3.6	21.4	10.7	3.6	10.7	0.0	0.0	0.0	50	25.0	23	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>212</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>16.8</b>	<b>31.8</b>	<b>15.0</b>	<b>19.2</b>	<b>9.8</b>	<b>1.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>30</b>	<b>86.7</b>	<b>6</b>	<b>143</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
SANTIAGO DE COMPOSTELA (SPAIN)	VUELING AIRLINES	S	44	0	0	13.6	43.2	22.7	9.1	2.3	4.5	4.5	0.0	0.0	0.0	0.0	16	100.0	0	10	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>43.2</b>	<b>22.7</b>	<b>9.1</b>	<b>2.3</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>0</b>	<b>12</b>		
SEVILLE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	33	0	0	12.1	12.1	27.3	12.1	12.1	3.0	12.1	9.1	0.0	0.0	0.0	47	0.0	0	0	
SEVILLE	BRITISH AIRWAYS PLC	S	24	0	2	0.0	19.2	46.2	11.5	0.0	15.4	0.0	0.0	0.0	0.0	7.7	20	0.0	0	0	
SEVILLE	EASYJET UK LTD	S	100	0	0	7.0	34.0	30.0	13.0	9.0	4.0	1.0	0.0	2.0	0.0	0.0	22	88.2	4	68	
SEVILLE	VUELING AIRLINES	S	38	0	0	2.6	18.4	34.2	13.2	18.4	7.9	5.3	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>195</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>25.4</b>	<b>32.5</b>	<b>12.7</b>	<b>10.2</b>	<b>6.1</b>	<b>3.6</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>27</b>	<b>88.2</b>	<b>4</b>	<b>68</b>	
VALENCIA	BRITISH AIRWAYS PLC	S	6	0	0	0.0	33.3	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
VALENCIA	EASYJET UK LTD	S	144	0	4	4.1	19.6	38.5	18.2	8.1	8.1	0.7	0.0	0.0	0.0	2.7	18	92.5	4	80	
VALENCIA	VUELING AIRLINES	S	40	0	0	5.0	22.5	20.0	17.5	17.5	10.0	7.5	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>190</b>	<b>0</b>	<b>4</b>	<b>4.1</b>	<b>20.6</b>	<b>34.0</b>	<b>18.6</b>	<b>9.8</b>	<b>8.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>21</b>	<b>92.5</b>	<b>4</b>	<b>80</b>	
<b>TOTAL SPAIN</b>			<b>2922</b>	<b>0</b>	<b>19</b>	<b>5.9</b>	<b>22.0</b>	<b>30.4</b>	<b>15.1</b>	<b>13.4</b>	<b>8.9</b>	<b>2.3</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>89.1</b>	<b>6</b>	<b>1531</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	44	0	0	6.8	25.0	29.5	6.8	2.3	18.2	6.8	2.3	2.3	0.0	0.0	48	0.0	0	0	
ARRECIFE	BRITISH AIRWAYS PLC	S	18	0	0	11.1	11.1	16.7	11.1	27.8	22.2	0.0	0.0	0.0	0.0	0.0	34	100.0	1	4	
ARRECIFE	EASYJET UK LTD	S	140	0	2	4.2	16.2	29.6	8.5	19.0	13.4	5.6	1.4	0.7	0.0	1.4	38	83.6	9	134	
ARRECIFE	TUI AIRWAYS LTD	C	27	0	0	0.0	14.8	51.9	11.1	11.1	7.4	0.0	0.0	3.7	0.0	0.0	68	85.7	11	35	
ARRECIFE	VUELING AIRLINES	S	8	0	0	25.0	0.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL ARRECIFE</b>			<b>237</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>16.7</b>	<b>31.4</b>	<b>9.2</b>	<b>15.1</b>	<b>14.2</b>	<b>4.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.8</b>	<b>42</b>	<b>84.4</b>	<b>9</b>	<b>173</b>	
FUERTEVENTURA	EASYJET UK LTD	S	84	0	1	1.2	20.0	36.5	15.3	10.6	10.6	4.7	0.0	0.0	0.0	1.2	26	85.7	5	70	
FUERTEVENTURA	TUI AIRWAYS LTD	C	26	0	0	11.5	15.4	38.5	7.7	7.7	11.5	7.7	0.0	0.0	0.0	0.0	29	80.0	16	20	
<b>TOTAL FUERTEVENTURA</b>			<b>110</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>18.9</b>	<b>36.9</b>	<b>13.5</b>	<b>9.9</b>	<b>10.8</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>84.4</b>	<b>7</b>	<b>90</b>	
LAS PALMAS	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	22	0	0	9.1	9.1	36.4	18.2	9.1	18.2	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
LAS PALMAS	BRITISH AIRWAYS PLC	S	8	0	0	12.5	12.5	25.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	32	0.0	0	0	
LAS PALMAS	EASYJET UK LTD	S	85	0	0	1.2	17.6	37.6	11.8	8.2	12.9	7.1	3.5	0.0	0.0	0.0	38	91.4	5	81	
LAS PALMAS	TUI AIRWAYS LTD	C	26	0	0	0.0	11.5	38.5	11.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	28	88.5	7	26	
LAS PALMAS	VUELING AIRLINES	S	12	0	0	25.0	16.7	16.7	16.7	8.3	0.0	0.0	16.7	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>15.0</b>	<b>35.3</b>	<b>13.7</b>	<b>11.8</b>	<b>11.8</b>	<b>4.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>90.7</b>	<b>5</b>	<b>107</b>	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	10.0	0.0	30.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	33	75.0	8	8	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	AIR X CHARTER	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
TENERIFE (SURREINA SOFIA)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	79	0	0	12.7	8.9	30.4	11.4	19.0	10.1	3.8	3.8	0.0	0.0	0.0	35	0.0	0	0	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	24	0	2	15.4	3.8	30.8	7.7	11.5	11.5	3.8	7.7	0.0	0.0	7.7	45	75.0	8	4	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	185	0	1	4.8	14.0	35.5	16.7	13.4	10.2	3.2	1.1	0.5	0.0	0.5	30	85.8	7	155	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	C	12	0	0	8.3	25.0	50.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	51	0	0	0.0	33.3	27.5	15.7	7.8	11.8	0.0	3.9	0.0	0.0	0.0	28	77.8	10	54	
TENERIFE (SURREINA SOFIA)	VUELING AIRLINES	S	14	0	0	0.0	14.3	35.7	7.1	14.3	21.4	7.1	0.0	0.0	0.0	0.0	41	0.0	0	0	
TENERIFE (SURREINA SOFIA)	WIZZ AIR UK LTD	S	36	0	0	0.0	19.4	30.6	16.7	13.9	16.7	2.8	0.0	0.0	0.0	0.0	28	37.5	18	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>403</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>15.5</b>	<b>33.3</b>	<b>14.3</b>	<b>13.3</b>	<b>11.6</b>	<b>3.0</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>31</b>	<b>81.9</b>	<b>8</b>	<b>221</b>	
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>913</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>16.0</b>	<b>33.5</b>	<b>12.7</b>	<b>13.3</b>	<b>12.3</b>	<b>3.9</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>34</b>	<b>84.5</b>	<b>8</b>	<b>599</b>	
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	18	10	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>18</b>	<b>10</b>	
<b>TOTAL ST LUCIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>18</b>	<b>10</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	221	0	3	10.3	41.1	29.5	8.0	5.4	3.6	0.9	0.0	0.0	0.0	1.3	10	89.0	6	100	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>221</b>	<b>0</b>	<b>3</b>	<b>10.3</b>	<b>41.1</b>	<b>29.5</b>	<b>8.0</b>	<b>5.4</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>89.0</b>	<b>6</b>	<b>100</b>	
<b>TOTAL SWEDEN</b>			<b>221</b>	<b>0</b>	<b>4</b>	<b>10.2</b>	<b>40.9</b>	<b>29.3</b>	<b>8.0</b>	<b>5.3</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>89.0</b>	<b>6</b>	<b>100</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BALE MULHOUSE	EASYJET UK LTD	S	134	0	1	8.1	29.6	27.4	11.9	10.4	10.4	0.7	0.7	0.0	0.0	0.7	22	85.4	7	130	
<b>TOTAL BALE MULHOUSE</b>			<b>134</b>	<b>0</b>	<b>3</b>	<b>8.0</b>	<b>29.2</b>	<b>27.0</b>	<b>11.7</b>	<b>10.2</b>	<b>10.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>85.4</b>	<b>7</b>	<b>130</b>	
GENEVA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	62	0	0	1.6	22.6	32.3	11.3	14.5	14.5	0.0	3.2	0.0	0.0	0.0	29	0.0	0	0	
GENEVA	BRITISH AIRWAYS PLC	S	110	0	10	3.3	22.5	26.7	6.7	15.0	12.5	3.3	1.7	0.0	0.0	8.3	32	0.0	0	0	
GENEVA	EASYJET SWITZERLAND	S	0	0	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GENEVA	EASYJET UK LTD	S	448	0	2	1.3	20.9	28.2	16.4	15.3	13.8	2.0	1.6	0.0	0.0	0.4	30	71.0	14	395	
GENEVA	SWISS AIRLINES	S	28	0	0	7.1	53.6	10.7	7.1	10.7	10.7	0.0	0.0	0.0	0.0	0.0	15	66.0	14	50	
GENEVA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	32	50.0	30	8	
<b>TOTAL GENEVA</b>			<b>656</b>	<b>0</b>	<b>19</b>	<b>1.9</b>	<b>22.2</b>	<b>27.6</b>	<b>13.5</b>	<b>15.1</b>	<b>13.3</b>	<b>1.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>30</b>	<b>70.0</b>	<b>15</b>	<b>453</b>	
ZURICH	BA CITYFLYER LTD	S	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
ZURICH	EASYJET UK LTD	S	104	0	0	2.9	35.6	30.8	8.7	11.5	8.7	1.9	0.0	0.0	0.0	0.0	19	86.1	5	72	
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.9</b>	<b>30.2</b>	<b>9.4</b>	<b>11.3</b>	<b>8.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>86.1</b>	<b>5</b>	<b>72</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													late
<b>TOTAL SWITZERLAND</b>			<b>896</b>	<b>0</b>	<b>22</b>	<b>3.1</b>	<b>24.7</b>	<b>27.8</b>	<b>12.7</b>	<b>13.9</b>	<b>12.3</b>	<b>1.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>27</b>	<b>74.8</b>	<b>12</b>	<b>655</b>
<b>THAILAND</b>																				
<b>BANGKOK SUVARNABHUMI</b>	SCOOT TIGERAIR PTE.LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	109	4	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>109</b>	<b>4</b>	
<b>PHUKET</b>	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	17	50.0	27	8	
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>27</b>	<b>8</b>	
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>33.3</b>	<b>54</b>	<b>12</b>	
<b>TRINIDAD AND TOBAGO</b>																				
<b>PORT OF SPAIN</b>	BRITISH AIRWAYS PLC	S	35	0	0	22.9	17.1	14.3	11.4	17.1	11.4	5.7	0.0	0.0	0.0	30	77.1	46	35	
<b>TOTAL PORT OF SPAIN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>17.1</b>	<b>14.3</b>	<b>11.4</b>	<b>17.1</b>	<b>11.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>77.1</b>	<b>46</b>	<b>35</b>	
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	17	0	4	9.5	0.0	28.6	9.5	14.3	14.3	0.0	4.8	0.0	0.0	19.0	41	88.2	14	17
<b>TOTAL TOBAGO</b>			<b>17</b>	<b>0</b>	<b>4</b>	<b>9.5</b>	<b>0.0</b>	<b>28.6</b>	<b>9.5</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>41</b>	<b>88.2</b>	<b>14</b>	<b>17</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>52</b>	<b>0</b>	<b>4</b>	<b>17.9</b>	<b>10.7</b>	<b>19.6</b>	<b>10.7</b>	<b>16.1</b>	<b>12.5</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>34</b>	<b>80.8</b>	<b>35</b>	<b>52</b>
<b>TUNISIA</b>																				
<b>ENFIDHA - HAMMAMET INTL</b>	EASYJET UK LTD	S	30	0	0	10.0	6.7	36.7	13.3	26.7	3.3	3.3	0.0	0.0	0.0	23	0.0	28	3	
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	8	7	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>15.0</b>	<b>20.0</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>54.5</b>	<b>14</b>	<b>10</b>	
<b>TUNIS</b>	NOUVELAIR TUNISIE	S	16	0	0	0.0	6.3	37.5	31.3	12.5	12.5	0.0	0.0	0.0	0.0	27	0.0	27	2	
<b>TUNIS</b>	TUNISAIR	S	16	0	0	0.0	0.0	31.3	31.3	37.5	0.0	0.0	0.0	0.0	0.0	25	37.5	15	8	
<b>TOTAL TUNIS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.1</b>	<b>34.4</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>30.0</b>	<b>17</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>6.9</b>	<b>37.5</b>	<b>22.2</b>	<b>22.2</b>	<b>4.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>42.9</b>	<b>16</b>	<b>20</b>	
<b>TURKEY</b>																				
<b>ANTALYA</b>	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	6	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>ANTALYA</b>	CORENDON AIRLINES	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>ANTALYA</b>	CORENDON AIRLINES	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>ANTALYA</b>	EASYJET UK LTD	S	54	0	0	0.0	5.6	20.4	27.8	20.4	22.2	1.9	1.9	0.0	0.0	42	68.3	14	41	
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	26	0.0	41	5	
<b>ANTALYA</b>	SUNEXPRESS	S	34	0	0	5.9	29.4	47.1	2.9	11.8	2.9	0.0	0.0	0.0	0.0	10	55.0	14	20	
<b>ANTALYA</b>	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>ANTALYA</b>	WIZZ AIR UK LTD	S	10	0	0	0.0	0.0	20.0	30.0	0.0	30.0	20.0	0.0	0.0	0.0	64	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>11.5</b>	<b>31.0</b>	<b>20.4</b>	<b>17.7</b>	<b>14.2</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>60.3</b>	<b>16</b>	<b>68</b>
<b>BODRUM (MILAS)</b>	EASYJET UK LTD	S	12	0	0	0.0	8.3	16.7	33.3	25.0	16.7	0.0	0.0	0.0	0.0	33	66.7	48	9	
<b>TOTAL BODRUM (MILAS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>33.3</b>	<b>25.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>66.7</b>	<b>48</b>	<b>9</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
DALAMAN	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
DALAMAN	BRITISH AIRWAYS PLC	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
DALAMAN	EASYJET UK LTD	S	27	0	0	0.0	11.1	33.3	25.9	22.2	7.4	0.0	0.0	0.0	0.0	0.0	25	72.2	41	18	
DALAMAN	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	12	1	
<b>TOTAL DALAMAN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.7</b>	<b>26.5</b>	<b>29.4</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>23</b>	<b>73.7</b>	<b>39</b>	<b>19</b>	
ISTANBUL	THY TURKISH AIRLINES	S	135	0	1	4.4	18.4	36.8	19.1	17.6	1.5	1.5	0.0	0.0	0.0	0.7	18	80.7	8	117	
ISTANBUL	WIZZ AIR UK LTD	S	8	0	0	0.0	12.5	0.0	12.5	25.0	50.0	0.0	0.0	0.0	0.0	0.0	66	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>143</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>18.1</b>	<b>34.7</b>	<b>18.8</b>	<b>18.1</b>	<b>4.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>80.7</b>	<b>8</b>	<b>117</b>	
IZMIR (ADNAN MENDERES)	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	16.7	29	6	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>16.7</b>	<b>29</b>	<b>6</b>	
<b>TOTAL TURKEY</b>			<b>302</b>	<b>0</b>	<b>3</b>	<b>2.6</b>	<b>14.8</b>	<b>31.8</b>	<b>21.0</b>	<b>18.4</b>	<b>8.5</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>26</b>	<b>71.5</b>	<b>16</b>	<b>219</b>	
<b>TURKS AND CAICOS</b>																					
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	14	0	0	14.3	42.9	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	4	
<b>TOTAL PROVIDENCIALES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
<b>TOTAL TURKS AND CAICOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI - BATEEN	FAI FLIGHT- AMBULANCE SERVICE	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0	
<b>TOTAL ABU DHABI - BATEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBAI	EMIRATES	S	187	0	0	7.0	26.7	31.0	19.3	10.2	4.8	1.1	0.0	0.0	0.0	0.0	16	79.0	9	124	
<b>TOTAL DUBAI</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>26.7</b>	<b>31.0</b>	<b>19.3</b>	<b>10.2</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.0</b>	<b>9</b>	<b>124</b>	
DUBAI (WORLD CENTRAL)	FAI FLIGHT- AMBULANCE SERVICE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL UNITED ARAB</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>26.6</b>	<b>30.9</b>	<b>19.1</b>	<b>10.1</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.2</b>	<b>9</b>	<b>125</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASYJET UK LTD	S	123	0	1	8.1	46.8	20.2	8.1	11.3	3.2	1.6	0.0	0.0	0.0	0.8	13	88.7	8	71	
<b>TOTAL ABERDEEN</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>46.8</b>	<b>20.2</b>	<b>8.1</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>88.7</b>	<b>8</b>	<b>71</b>	
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	124	0	1	22.4	32.0	24.8	8.0	7.2	4.8	0.0	0.0	0.0	0.0	0.8	11	91.9	4	124	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>22.4</b>	<b>32.0</b>	<b>24.8</b>	<b>8.0</b>	<b>7.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>91.9</b>	<b>4</b>	<b>124</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	315	0	5	5.0	32.5	30.9	9.1	10.6	7.2	1.6	1.3	0.3	0.0	1.6	21	86.5	7	312	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>315</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>32.5</b>	<b>30.9</b>	<b>9.1</b>	<b>10.6</b>	<b>7.2</b>	<b>1.6</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>86.5</b>	<b>7</b>	<b>312</b>	
BIRMINGHAM	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BOURNEMOUTH	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BRISTOL	RYANAIR	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARDIFF WALES	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
EDINBURGH	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
EDINBURGH	EASYJET UK LTD	S	262	0	2	6.8	34.1	29.5	7.6	12.5	6.8	1.9	0.0	0.0	0.0	0.8	17	88.0	6	242	
<b>TOTAL EDINBURGH</b>			<b>263</b>	<b>0</b>	<b>3</b>	<b>6.8</b>	<b>34.2</b>	<b>29.3</b>	<b>7.5</b>	<b>12.4</b>	<b>6.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>88.1</b>	<b>6</b>	<b>244</b>	
GLASGOW	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
GLASGOW	BRITISH AIRWAYS PLC	S	60	0	2	12.9	33.9	29.0	11.3	6.5	1.6	1.6	0.0	0.0	0.0	3.2	11	91.9	3	62	
GLASGOW	EASYJET UK LTD	S	186	0	2	7.4	39.4	26.6	11.2	9.6	2.7	0.5	1.6	0.0	0.0	1.1	15	90.8	4	184	
<b>TOTAL GLASGOW</b>			<b>247</b>	<b>0</b>	<b>4</b>	<b>8.8</b>	<b>37.8</b>	<b>27.1</b>	<b>11.6</b>	<b>8.8</b>	<b>2.4</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>91.1</b>	<b>4</b>	<b>246</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	306	0	41	5.8	43.8	20.2	6.9	5.8	2.9	1.2	1.7	0.0	0.0	11.8	15	91.9	7	219	
GUERNSEY	BLUE ISLANDS LIMITED	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>308</b>	<b>0</b>	<b>41</b>	<b>5.7</b>	<b>44.1</b>	<b>20.1</b>	<b>6.9</b>	<b>5.7</b>	<b>2.9</b>	<b>1.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>15</b>	<b>91.9</b>	<b>7</b>	<b>219</b>	
HEATHROW	AIR INDIA	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	C	0	0	11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
HEATHROW	EMIRATES	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>12</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92.3</b>	<b>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	EASYJET UK LTD	S	142	0	0	4.2	44.4	26.8	8.5	8.5	7.0	0.7	0.0	0.0	0.0	0.0	14	91.0	6	134	
<b>TOTAL INVERNESS</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>44.4</b>	<b>26.8</b>	<b>8.5</b>	<b>8.5</b>	<b>7.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>91.0</b>	<b>6</b>	<b>134</b>	
ISLE OF MAN	EASYJET UK LTD	S	98	0	14	0.0	17.9	28.6	17.0	16.1	2.7	0.9	2.7	1.8	0.0	12.5	34	81.9	10	72	
<b>TOTAL ISLE OF MAN</b>			<b>98</b>	<b>0</b>	<b>14</b>	<b>0.0</b>	<b>17.9</b>	<b>28.6</b>	<b>17.0</b>	<b>16.1</b>	<b>2.7</b>	<b>0.9</b>	<b>2.7</b>	<b>1.8</b>	<b>0.0</b>	<b>12.5</b>	<b>34</b>	<b>81.9</b>	<b>10</b>	<b>72</b>	
JERSEY	EASYJET UK LTD	S	229	0	4	14.2	36.1	22.7	6.0	5.6	9.9	1.3	1.3	1.3	0.0	1.7	25	93.2	3	160	
<b>TOTAL JERSEY</b>			<b>229</b>	<b>0</b>	<b>4</b>	<b>14.2</b>	<b>36.1</b>	<b>22.7</b>	<b>6.0</b>	<b>5.6</b>	<b>9.9</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.7</b>	<b>25</b>	<b>93.2</b>	<b>3</b>	<b>160</b>	
LASHAM	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
LASHAM	JET2.COM LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LASHAM</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LEEDS BRADFORD	LOGANAIR LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
LONDON CITY	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LUTON	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
LUTON	WIZZ AIR UK LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MANCHESTER	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	55.6	14	8		
MANCHESTER	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0		
MANCHESTER	JET2.COM LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
MANCHESTER	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2		
MANCHESTER	LOGANAIR LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
MANCHESTER	TITAN AIRWAYS LTD	C	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	9	0.0	0	0		
MANCHESTER	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL MANCHESTER</b>			<b>4</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42.9</b>	<b>21</b>	<b>58.3</b>	<b>12</b>	<b>11</b>		
NEWCASTLE	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>		
NEWQUAY	EASTERN AIRWAYS	S	150	0	4	6.5	46.8	27.3	5.8	2.6	2.6	4.5	1.3	0.0	2.6	17	88.1	6	80		
NEWQUAY	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2		
<b>TOTAL NEWQUAY</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>46.8</b>	<b>27.3</b>	<b>5.8</b>	<b>2.6</b>	<b>2.6</b>	<b>4.5</b>	<b>1.3</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>86.4</b>	<b>6</b>	<b>82</b>		
NORWICH	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
PRESTWICK	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
STANSTED	CORENDON DUTCH AIRLINES	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
TEESSIDE INTERNATIONAL AIRPORT	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
TEESSIDE INTERNATIONAL AIRPORT	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL UNITED KINGDOM USA</b>			<b>2007</b>	<b>0</b>	<b>106</b>	<b>7.7</b>	<b>37.0</b>	<b>25.6</b>	<b>8.4</b>	<b>8.6</b>	<b>5.1</b>	<b>1.4</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>5.0</b>	<b>18</b>	<b>88.9</b>	<b>6</b>	<b>1681</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BOSTON	JETBLUE AIRWAYS CORPORATION	S	25	0	1	19.2	46.2	26.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.8	4	0.0	0	0
<b>TOTAL BOSTON</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>19.2</b>	<b>46.2</b>	<b>26.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL LAS VEGAS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MELBOURNE FLATS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	8	1
<b>TOTAL MELBOURNE FLATS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	2	4.7	20.3	39.1	10.9	10.9	3.1	4.7	3.1	0.0	0.0	3.1	26	0.0	0	0
NEW YORK (JF KENNEDY)	JETBLUE AIRWAYS CORPORATION	S	111	0	1	13.4	46.4	26.8	6.3	3.6	1.8	0.9	0.0	0.0	0.0	0.9	7	85.5	9	62
NEW YORK (JF KENNEDY)	NORSE ATLANTIC AIRWAYS AS	S	51	0	0	15.7	7.8	33.3	15.7	9.8	5.9	5.9	3.9	2.0	0.0	0.0	38	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>224</b>	<b>0</b>	<b>3</b>	<b>11.5</b>	<b>30.4</b>	<b>31.7</b>	<b>9.7</b>	<b>7.0</b>	<b>3.1</b>	<b>3.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>85.5</b>	<b>9</b>	<b>62</b>
ORLANDO	BRITISH AIRWAYS PLC	S	97	0	2	1.0	10.1	27.3	24.2	15.2	13.1	5.1	2.0	0.0	0.0	2.0	39	66.7	9	9
<b>TOTAL ORLANDO</b>			<b>97</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>10.1</b>	<b>27.3</b>	<b>24.2</b>	<b>15.2</b>	<b>13.1</b>	<b>5.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>39</b>	<b>66.7</b>	<b>9</b>	<b>9</b>
TAMPA	BRITISH AIRWAYS PLC	S	47	0	0	6.4	17.0	29.8	19.1	14.9	6.4	6.4	0.0	0.0	0.0	0.0	29	74.4	14	43
<b>TOTAL TAMPA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>17.0</b>	<b>29.8</b>	<b>19.1</b>	<b>14.9</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>74.4</b>	<b>14</b>	<b>43</b>
<b>TOTAL USA</b>			<b>399</b>	<b>0</b>	<b>6</b>	<b>8.9</b>	<b>24.7</b>	<b>30.1</b>	<b>13.8</b>	<b>9.9</b>	<b>5.7</b>	<b>3.7</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>24</b>	<b>80.0</b>	<b>11</b>	<b>115</b>
<b>VIETNAM</b>																				
HANOI	BAMBOO AIRWAYS	S	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL HANOI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HO CHI MINH CITY	BAMBOO AIRWAYS	S	10	0	0	20.0	50.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL HO CHI MINH CITY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VIETNAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GATWICK</b>			<b>18509</b>	<b>0</b>	<b>384</b>	<b>5.9</b>	<b>24.3</b>	<b>30.7</b>	<b>13.4</b>	<b>12.2</b>	<b>7.8</b>	<b>2.3</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>24</b>	<b>83.6</b>	<b>9</b>	<b>11941</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ARMENIA</b>																					
YEREVAN	BH AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
<b>TOTAL YEREVAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ARMENIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AUSTRIA</b>																					
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	20	1	
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	73	0.0	26	2	
<b>TOTAL BRIDGETOWN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>0.0</b>	<b>26</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>0.0</b>	<b>26</b>	<b>2</b>	
<b>BELGIUM</b>																					
CHARLEROI	RYANAIR	S	18	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	9	2	
<b>TOTAL CHARLEROI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>9</b>	<b>2</b>	
<b>TOTAL BELGIUM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>9</b>	<b>2</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	7	18	
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>CROATIA</b>																					
SPLIT	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
<b>TOTAL SPLIT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>TOTAL CROATIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>CYPRUS</b>																					
LARNACA	BH AIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LARNACA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
<b>TOTAL LARNACA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>11</b>	<b>2</b>	
PAPHOS	JET2.COM LTD	S	10	0	0	20.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	18	
PAPHOS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	3	
<b>TOTAL PAPHOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>18.2</b>	<b>36.4</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.5</b>	<b>7</b>	<b>21</b>	
<b>TOTAL CYPRUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>35.7</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.0</b>	<b>7</b>	<b>23</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	0.0	38.9	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>DENMARK</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
COPENHAGEN	DOT - DANU ORO TRANSPORTAS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
CHAMBERY	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	0.0	14.3	0.0	42.9	28.6	0.0	0.0	0.0	0.0	70	12.5	39	8	
<b>TOTAL CHAMBERY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70</b>	<b>12.5</b>	<b>39</b>	<b>8</b>	
GRENOBLE	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1285	0.0	0	0		
<b>TOTAL GRENOBLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1285</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	68	0	4	1.4	20.8	29.2	22.2	11.1	8.3	1.4	0.0	0.0	0.0	5.6	21	88.2	5	34	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>68</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>20.8</b>	<b>29.2</b>	<b>22.2</b>	<b>11.1</b>	<b>8.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>21</b>	<b>88.2</b>	<b>5</b>	<b>34</b>	
PARIS (ORLY)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	1	16		
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>1</b>	<b>16</b>		
<b>TOTAL FRANCE</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>20.0</b>	<b>26.3</b>	<b>21.3</b>	<b>10.0</b>	<b>11.3</b>	<b>3.8</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>5.0</b>	<b>42</b>	<b>79.3</b>	<b>9</b>	<b>58</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET UK LTD	S	18	0	1	0.0	31.6	47.4	5.3	5.3	5.3	0.0	0.0	0.0	0.0	5.3	13	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.6</b>	<b>47.4</b>	<b>5.3</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	LUFTHANSA	S	81	0	2	4.8	26.5	34.9	13.3	8.4	7.2	1.2	1.2	0.0	0.0	2.4	20	94.1	3	68	
<b>TOTAL FRANKFURT MAIN</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>26.5</b>	<b>34.9</b>	<b>13.3</b>	<b>8.4</b>	<b>7.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>94.1</b>	<b>3</b>	<b>68</b>	
NUREMBERG	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL NUREMBERG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>100</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>27.2</b>	<b>37.9</b>	<b>11.7</b>	<b>7.8</b>	<b>6.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>19</b>	<b>94.1</b>	<b>3</b>	<b>68</b>	
<b>GREECE</b>																					
KOS	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL KOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL GREECE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>ICELAND</b>																					
KEFLAVIK	ICELANDAIR	S	44	0	0	15.9	54.5	20.5	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	11	18	
KEFLAVIK	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL KEFLAVIK</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>53.3</b>	<b>22.2</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.0</b>	<b>10</b>	<b>20</b>	
<b>TOTAL ICELAND</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>53.3</b>	<b>22.2</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.0</b>	<b>10</b>	<b>20</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	212	0	6	7.3	39.4	28.0	9.2	6.4	4.1	2.3	0.5	0.0	0.0	2.8	15	81.4	9	94	
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
DUBLIN	RYANAIR	S	180	0	0	1.1	38.9	31.1	10.0	11.7	3.9	0.0	3.3	0.0	0.0	0.0	19	91.2	7	194	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL DUBLIN</b>			<b>392</b>	<b>0</b>	<b>6</b>	<b>4.5</b>	<b>39.2</b>	<b>29.4</b>	<b>9.5</b>	<b>8.8</b>	<b>4.0</b>	<b>1.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>88.1</b>	<b>8</b>	<b>292</b>	
SHANNON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
SHANNON	LOGANAIR LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>394</b>	<b>0</b>	<b>6</b>	<b>4.5</b>	<b>39.3</b>	<b>29.5</b>	<b>9.5</b>	<b>8.8</b>	<b>4.0</b>	<b>1.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>88.1</b>	<b>8</b>	<b>292</b>	
<b>ITALY</b>																					
ROME (FIUMICINO)	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	27.8	50.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	20	
ROME (FIUMICINO)	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>3</b>	<b>24</b>	
TURIN	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	57.1	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	25	8	
<b>TOTAL TURIN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>57.1</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>52.0</b>	<b>8.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	38	3	
<b>TOTAL MONTEGO BAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>33.3</b>	<b>38</b>	<b>3</b>	
<b>TOTAL JAMAICA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>33.3</b>	<b>38</b>	<b>3</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	2	
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	14	0	0	0.0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	48	0	0	6.3	33.3	16.7	16.7	10.4	10.4	2.1	4.2	0.0	0.0	0.0	27	64.3	12	40	
AMSTERDAM	KLM	S	116	0	2	0.8	50.0	31.4	5.1	4.2	5.9	0.8	0.0	0.0	0.0	1.7	10	92.7	4	124	
AMSTERDAM	KLM CITYHOPPER	S	100	0	0	1.0	34.0	45.0	12.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	9	92.9	3	42	
<b>TOTAL AMSTERDAM</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>41.0</b>	<b>33.8</b>	<b>9.8</b>	<b>6.4</b>	<b>4.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>86.2</b>	<b>5</b>	<b>206</b>	
<b>TOTAL NETHERLANDS</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>41.0</b>	<b>33.8</b>	<b>9.8</b>	<b>6.4</b>	<b>4.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>86.2</b>	<b>5</b>	<b>206</b>	
<b>POLAND</b>																					
KATOWICE	LOT-POLISH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2	
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
KRAKOW	JET2.COM LTD	S	18	0	0	5.6	22.2	50.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	100.0	2	12	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KRAKOW	RYANAIR	S	18	0	0	0.0	33.3	50.0	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	22	100.0	2	18
<b>TOTAL KRAKOW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>50.0</b>	<b>11.1</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>2</b>	<b>30</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
WROCLAW	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	16
<b>TOTAL WROCLAW</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>26.2</b>	<b>52.4</b>	<b>9.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>98.0</b>	<b>3</b>	<b>50</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	24	0	1	0.0	20.0	20.0	28.0	16.0	12.0	0.0	0.0	0.0	0.0	4.0	26	66.7	14	18
FARO	JET2.COM LTD	S	24	0	0	8.3	41.7	20.8	12.5	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	20
<b>TOTAL FARO</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>30.6</b>	<b>20.4</b>	<b>20.4</b>	<b>16.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>19</b>	<b>84.2</b>	<b>7</b>	<b>38</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>31.4</b>	<b>19.6</b>	<b>21.6</b>	<b>15.7</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>19</b>	<b>84.2</b>	<b>7</b>	<b>38</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	60.0	16	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>60.0</b>	<b>16</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>60.0</b>	<b>16</b>	<b>8</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	AIR SERBIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
BELGRADE	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4
BELGRADE	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
BELGRADE	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	76	2
BELGRADE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	46	2
<b>TOTAL BELGRADE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>28</b>	<b>12</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>28</b>	<b>12</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	60	0	0	3.3	21.7	30.0	13.3	20.0	8.3	3.3	0.0	0.0	0.0	0.0	24	90.9	4	44
ALICANTE	JET2.COM LTD	S	44	0	0	13.6	38.6	36.4	2.3	2.3	4.5	2.3	0.0	0.0	0.0	0.0	11	97.6	1	42
ALICANTE	RYANAIR	S	18	0	0	0.0	27.8	50.0	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	50.0	29	4
ALICANTE	TUI AIRWAYS LTD	C	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	27	57.1	15	14
<b>TOTAL ALICANTE</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>28.3</b>	<b>34.6</b>	<b>8.7</b>	<b>13.4</b>	<b>6.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>5</b>	<b>104</b>
BARCELONA	EASYJET UK LTD	S	6	0	0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	4
<b>TOTAL BARCELONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>0</b>	<b>4</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MADRID	IBERIA	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97	0.0	0	0
<b>TOTAL MADRID</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET UK LTD	S	30	0	1	3.2	22.6	32.3	9.7	9.7	12.9	6.5	0.0	0.0	0.0	3.2	29	81.6	11	38
MALAGA	IBERIA	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
MALAGA	JET2.COM LTD	S	22	0	0	9.1	45.5	27.3	0.0	4.5	4.5	9.1	0.0	0.0	0.0	0.0	19	100.0	2	16
MALAGA	RYANAIR	S	22	0	0	13.6	27.3	13.6	18.2	13.6	13.6	0.0	0.0	0.0	0.0	0.0	22	86.4	4	22
MALAGA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
<b>TOTAL MALAGA</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>30.3</b>	<b>25.0</b>	<b>9.2</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>24</b>	<b>87.0</b>	<b>7</b>	<b>77</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	60	100.0	2	2
PALMA DE MALLORCA	JET2.COM LTD	S	20	0	0	10.0	35.0	45.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>29.2</b>	<b>37.5</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>2</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>233</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>28.6</b>	<b>31.2</b>	<b>9.4</b>	<b>12.4</b>	<b>8.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>88.8</b>	<b>6</b>	<b>205</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	43	0	0	9.3	30.2	25.6	20.9	9.3	4.7	0.0	0.0	0.0	0.0	0.0	13	97.1	5	35
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	23.5	23.5	17.6	23.5	0.0	0.0	0.0	0.0	0.0	34	55.6	19	18
<b>TOTAL ARRECIFE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>25.0</b>	<b>25.0</b>	<b>21.7</b>	<b>11.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.0</b>	<b>10</b>	<b>53</b>
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	11.1	27.8	27.8	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	83.3	6	18
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
LAS PALMAS	EASYJET UK LTD	S	14	0	0	21.4	21.4	35.7	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	92.9	5	14
LAS PALMAS	JET2.COM LTD	S	34	0	0	8.8	38.2	29.4	8.8	8.8	5.9	0.0	0.0	0.0	0.0	0.0	13	91.4	4	35
LAS PALMAS	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	8	8
<b>TOTAL LAS PALMAS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>31.0</b>	<b>36.2</b>	<b>8.6</b>	<b>5.2</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>91.2</b>	<b>5</b>	<b>57</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	16	0	0	12.5	37.5	31.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.7	16	22
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	93	0	0	21.5	31.2	28.0	10.8	4.3	3.2	1.1	0.0	0.0	0.0	0.0	10	93.1	7	87
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	20	0	0	5.0	15.0	45.0	5.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	22	76.9	8	13
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>29.5</b>	<b>31.0</b>	<b>10.9</b>	<b>5.4</b>	<b>4.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.7</b>	<b>9</b>	<b>122</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>265</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>28.7</b>	<b>30.6</b>	<b>13.2</b>	<b>7.2</b>	<b>6.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.2</b>	<b>8</b>	<b>250</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	28	0	0	0.0	28.6	25.0	10.7	32.1	3.6	0.0	0.0	0.0	0.0	0.0	21	40.9	36	22
GENEVA	JET2.COM LTD	S	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	12	8
<b>TOTAL GENEVA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>30.6</b>	<b>11.1</b>	<b>30.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>29</b>	<b>30</b>
<b>TOTAL SWITZERLAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>30.6</b>	<b>11.1</b>	<b>30.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>29</b>	<b>30</b>
<b>TURKEY</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ANTALYA	CORENDON AIRLINES	S	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
ANTALYA	JET2.COM LTD	S	34	0	0	0.0	26.5	38.2	11.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	22	93.9	4	33
ANTALYA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>23.3</b>	<b>39.5</b>	<b>16.3</b>	<b>9.3</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>93.9</b>	<b>4</b>	<b>33</b>
DALAMAN	EASYJET UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	13	2
DALAMAN	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>13</b>	<b>2</b>
<b>TOTAL TURKEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>21.7</b>	<b>41.3</b>	<b>17.4</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>91.4</b>	<b>5</b>	<b>35</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	62	0	0	8.1	19.4	43.5	21.0	4.8	3.2	0.0	0.0	0.0	0.0	0.0	12	69.4	11	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>43.5</b>	<b>21.0</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.4</b>	<b>11</b>	<b>62</b>
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>43.5</b>	<b>21.0</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.4</b>	<b>11</b>	<b>62</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	LOGANAIR LTD	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARRA	LOGANAIR LTD	S	96	0	19	5.2	33.9	26.1	4.3	4.3	5.2	4.3	0.0	0.0	0.0	16.5	19	52.6	39	106
<b>TOTAL BARRA</b>			<b>96</b>	<b>0</b>	<b>19</b>	<b>5.2</b>	<b>33.9</b>	<b>26.1</b>	<b>4.3</b>	<b>4.3</b>	<b>5.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.5</b>	<b>19</b>	<b>52.6</b>	<b>39</b>	<b>106</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	122	0	6	3.9	48.4	21.1	8.6	5.5	3.1	3.1	1.6	0.0	0.0	4.7	18	0.0	0	0
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	26	0	0	0.0	57.7	19.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>148</b>	<b>0</b>	<b>6</b>	<b>3.2</b>	<b>50.0</b>	<b>20.8</b>	<b>9.7</b>	<b>4.5</b>	<b>3.9</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	180	0	4	3.8	52.7	22.8	3.3	6.0	5.4	2.2	1.6	0.0	0.0	2.2	17	89.5	5	172
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>180</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>52.7</b>	<b>22.8</b>	<b>3.3</b>	<b>6.0</b>	<b>5.4</b>	<b>2.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>89.5</b>	<b>5</b>	<b>172</b>
BENBECULA	LOGANAIR LTD	S	90	0	4	7.4	39.4	26.6	8.5	3.2	5.3	4.3	1.1	0.0	0.0	4.3	18	89.1	9	90
<b>TOTAL BENBECULA</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>7.4</b>	<b>39.4</b>	<b>26.6</b>	<b>8.5</b>	<b>3.2</b>	<b>5.3</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>18</b>	<b>89.1</b>	<b>9</b>	<b>90</b>
BIRMINGHAM	EASYJET UK LTD	S	90	0	0	18.9	55.6	17.8	1.1	2.2	2.2	2.2	0.0	0.0	0.0	0.0	8	96.6	2	116
<b>TOTAL BIRMINGHAM</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>55.6</b>	<b>17.8</b>	<b>1.1</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>96.6</b>	<b>2</b>	<b>116</b>
BRISTOL	EASYJET UK LTD	S	196	0	6	3.0	44.1	18.3	10.4	9.9	5.9	1.5	3.0	1.0	0.0	3.0	28	90.4	5	188
<b>TOTAL BRISTOL</b>			<b>196</b>	<b>0</b>	<b>6</b>	<b>3.0</b>	<b>44.1</b>	<b>18.3</b>	<b>10.4</b>	<b>9.9</b>	<b>5.9</b>	<b>1.5</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>3.0</b>	<b>28</b>	<b>90.4</b>	<b>5</b>	<b>188</b>
CAMPBELTOWN	LOGANAIR LTD	S	77	0	14	8.8	30.8	37.4	5.5	2.2	0.0	0.0	0.0	0.0	0.0	15.4	5	60.2	15	64
<b>TOTAL CAMPBELTOWN</b>			<b>77</b>	<b>0</b>	<b>14</b>	<b>8.8</b>	<b>30.8</b>	<b>37.4</b>	<b>5.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>5</b>	<b>60.2</b>	<b>15</b>	<b>64</b>
CARDIFF WALES	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	36	0	0	16.7	61.1	19.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	3	34
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>19.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.1</b>	<b>3</b>	<b>34</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EXETER	LOGANAIR LTD	S	20	0	0	10.0	65.0	15.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	7	81.8	20	22
<b>TOTAL EXETER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>65.0</b>	<b>15.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>20</b>	<b>22</b>
GATWICK	BRITISH AIRWAYS PLC	S	60	0	2	11.3	41.9	30.6	6.5	3.2	1.6	1.6	0.0	0.0	0.0	3.2	9	96.8	3	62
GATWICK	EASYJET UK LTD	S	187	0	2	8.5	45.0	23.8	9.0	6.3	4.2	0.5	1.6	0.0	0.0	1.1	14	92.9	3	184
<b>TOTAL GATWICK</b>			<b>247</b>	<b>0</b>	<b>4</b>	<b>9.2</b>	<b>44.2</b>	<b>25.5</b>	<b>8.4</b>	<b>5.6</b>	<b>3.6</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>93.9</b>	<b>3</b>	<b>246</b>
HEATHROW	BRITISH AIRWAYS PLC	S	492	0	27	1.3	27.0	22.9	18.5	13.3	8.9	2.7	0.0	0.2	0.0	5.2	26	77.8	11	428
<b>TOTAL HEATHROW</b>			<b>492</b>	<b>0</b>	<b>27</b>	<b>1.3</b>	<b>27.0</b>	<b>22.9</b>	<b>18.5</b>	<b>13.3</b>	<b>8.9</b>	<b>2.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>5.2</b>	<b>26</b>	<b>77.8</b>	<b>11</b>	<b>428</b>
ISLAY	LOGANAIR LTD	S	98	0	2	10.0	41.0	35.0	1.0	5.0	4.0	1.0	1.0	0.0	0.0	2.0	12	85.0	7	103
<b>TOTAL ISLAY</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>41.0</b>	<b>35.0</b>	<b>1.0</b>	<b>5.0</b>	<b>4.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>85.0</b>	<b>7</b>	<b>103</b>
JERSEY	EASYJET UK LTD	S	14	0	0	0.0	28.6	42.9	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	6	22
<b>TOTAL JERSEY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>7.1</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>6</b>	<b>22</b>
KIRKWALL	LOGANAIR LTD	S	59	0	0	20.3	35.6	25.4	5.1	6.8	6.8	0.0	0.0	0.0	0.0	0.0	12	83.3	13	60
<b>TOTAL KIRKWALL</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>35.6</b>	<b>25.4</b>	<b>5.1</b>	<b>6.8</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>13</b>	<b>60</b>
LEEDS BRADFORD	WIZZ AIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LONDON CITY	BA CITYFLYER LTD	S	250	0	0	7.6	51.6	22.4	8.8	5.2	3.2	0.8	0.4	0.0	0.0	0.0	10	94.6	4	204
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL LONDON CITY</b>			<b>250</b>	<b>0</b>	<b>8</b>	<b>7.4</b>	<b>50.0</b>	<b>21.7</b>	<b>8.5</b>	<b>5.0</b>	<b>3.1</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>10</b>	<b>92.8</b>	<b>4</b>	<b>204</b>
LUTON	EASYJET UK LTD	S	159	0	2	3.7	45.3	26.7	9.9	7.5	5.0	0.6	0.0	0.0	0.0	1.2	13	88.6	7	140
<b>TOTAL LUTON</b>			<b>159</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>45.3</b>	<b>26.7</b>	<b>9.9</b>	<b>7.5</b>	<b>5.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>88.6</b>	<b>7</b>	<b>140</b>
SOUTHAMPTON	LOGANAIR LTD	S	207	0	0	13.0	49.3	23.7	8.7	3.4	1.9	0.0	0.0	0.0	0.0	0.0	7	87.0	7	160
<b>TOTAL SOUTHAMPTON</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>49.3</b>	<b>23.7</b>	<b>8.7</b>	<b>3.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.0</b>	<b>7</b>	<b>160</b>
STANSTED	EASYJET UK LTD	S	118	0	0	6.8	45.8	22.9	11.0	6.8	4.2	1.7	0.8	0.0	0.0	0.0	15	92.1	5	126
STANSTED	RYANAIR	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL STANSTED</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>45.8</b>	<b>22.5</b>	<b>10.8</b>	<b>7.5</b>	<b>4.2</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.1</b>	<b>5</b>	<b>126</b>
STORNOWAY	LOGANAIR LTD	S	156	0	2	8.2	53.8	23.4	7.0	0.6	5.7	0.0	0.0	0.0	0.0	1.3	8	89.7	7	163
<b>TOTAL STORNOWAY</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>8.2</b>	<b>53.8</b>	<b>23.4</b>	<b>7.0</b>	<b>0.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>8</b>	<b>89.7</b>	<b>7</b>	<b>163</b>
SUMBURGH	LOGANAIR LTD	S	60	0	3	4.8	31.7	41.3	4.8	9.5	0.0	3.2	0.0	0.0	0.0	4.8	13	77.1	15	70
<b>TOTAL SUMBURGH</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>4.8</b>	<b>31.7</b>	<b>41.3</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>77.1</b>	<b>15</b>	<b>70</b>
TIREE	LOGANAIR LTD	S	100	0	8	10.2	33.3	29.6	5.6	2.8	6.5	3.7	0.9	0.0	0.0	7.4	18	50.9	40	89
<b>TOTAL TIREE</b>			<b>100</b>	<b>0</b>	<b>8</b>	<b>10.2</b>	<b>33.3</b>	<b>29.6</b>	<b>5.6</b>	<b>2.8</b>	<b>6.5</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>18</b>	<b>50.9</b>	<b>40</b>	<b>89</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2897</b>	<b>0</b>	<b>111</b>	<b>6.7</b>	<b>42.2</b>	<b>24.5</b>	<b>9.1</b>	<b>6.5</b>	<b>4.9</b>	<b>1.7</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>3.7</b>	<b>16</b>	<b>83.8</b>	<b>10</b>	<b>2607</b>
<b>TOTAL GLASGOW</b>			<b>4627</b>	<b>0</b>	<b>128</b>	<b>6.4</b>	<b>38.8</b>	<b>27.4</b>	<b>10.1</b>	<b>7.4</b>	<b>5.0</b>	<b>1.5</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>84.5</b>	<b>9</b>	<b>4048</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	48	0	0	2.1	8.3	27.1	20.8	14.6	22.9	0.0	0.0	4.2	0.0	0.0	50	60.4	12	46	
<b>TOTAL TIRANA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>8.3</b>	<b>27.1</b>	<b>20.8</b>	<b>14.6</b>	<b>22.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>60.4</b>	<b>12</b>	<b>46</b>	
<b>TOTAL ALBANIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>8.3</b>	<b>27.1</b>	<b>20.8</b>	<b>14.6</b>	<b>22.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>60.4</b>	<b>12</b>	<b>46</b>	
<b>ALGERIA</b>																					
ALGIERS	AIR ALGERIE	S	42	0	0	2.4	9.5	23.8	11.9	31.0	19.0	2.4	0.0	0.0	0.0	0.0	39	50.0	25	18	
ALGIERS	BRITISH AIRWAYS PLC	S	46	0	0	0.0	2.2	13.0	17.4	21.7	28.3	15.2	2.2	0.0	0.0	0.0	67	10.5	63	18	
<b>TOTAL ALGIERS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>5.7</b>	<b>18.2</b>	<b>14.8</b>	<b>26.1</b>	<b>23.9</b>	<b>9.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>29.7</b>	<b>44</b>	<b>36</b>	
<b>TOTAL ALGERIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>5.7</b>	<b>18.2</b>	<b>14.8</b>	<b>26.1</b>	<b>23.9</b>	<b>9.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>29.7</b>	<b>44</b>	<b>36</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	C	5	0	0	40.0	20.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	37	0	0	24.3	27.0	32.4	8.1	2.7	5.4	0.0	0.0	0.0	0.0	0.0	10	80.0	6	20	
ANTIGUA	VIRGIN ATLANTIC INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18	
<b>TOTAL ANTIGUA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>26.2</b>	<b>26.2</b>	<b>28.6</b>	<b>7.1</b>	<b>2.4</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.5</b>	<b>4</b>	<b>38</b>	
<b>TOTAL ANTIGUA AND ARGENTINA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>26.2</b>	<b>26.2</b>	<b>28.6</b>	<b>7.1</b>	<b>2.4</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.5</b>	<b>4</b>	<b>38</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	51	0	0	9.8	15.7	41.2	9.8	19.6	3.9	0.0	0.0	0.0	0.0	0.0	17	64.5	14	62	
<b>TOTAL BUENOS AIRES</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>15.7</b>	<b>41.2</b>	<b>9.8</b>	<b>19.6</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.5</b>	<b>14</b>	<b>62</b>	
<b>TOTAL ARGENTINA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>15.7</b>	<b>41.2</b>	<b>9.8</b>	<b>19.6</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.5</b>	<b>14</b>	<b>62</b>	
<b>AUSTRALIA</b>																					
DARWIN	QANTAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL DARWIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
MELBOURNE	QANTAS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
MELBOURNE	QANTAS	S	40	0	0	2.5	15.0	37.5	30.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	18	70.0	49	57	
<b>TOTAL MELBOURNE</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>14.6</b>	<b>39.0</b>	<b>29.3</b>	<b>14.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.0</b>	<b>49</b>	<b>57</b>	
PERTH (AUSTRALIA)	QANTAS	S	20	0	0	5.0	25.0	55.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>55.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	4.8	6.5	29.0	38.7	12.9	4.8	3.2	0.0	0.0	0.0	0.0	24	14.3	56	7	
SYDNEY	QANTAS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
SYDNEY	QANTAS	S	62	0	0	0.0	6.5	24.2	24.2	19.4	21.0	3.2	1.6	0.0	0.0	0.0	43	71.7	58	60	
<b>TOTAL SYDNEY</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>6.4</b>	<b>26.4</b>	<b>32.0</b>	<b>16.0</b>	<b>12.8</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>65.7</b>	<b>58</b>	<b>67</b>	
<b>TOTAL AUSTRALIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>10.2</b>	<b>32.3</b>	<b>29.0</b>	<b>14.5</b>	<b>8.6</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>68.0</b>	<b>53</b>	<b>125</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	80	0	2	2.4	13.4	29.3	23.2	15.9	12.2	1.2	0.0	0.0	0.0	2.4	26	61.8	18	76	
<b>TOTAL INNSBRUCK</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>13.4</b>	<b>29.3</b>	<b>23.2</b>	<b>15.9</b>	<b>12.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>26</b>	<b>61.8</b>	<b>18</b>	<b>76</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	30	0	2	3.1	12.5	34.4	12.5	6.3	18.8	6.3	0.0	0.0	0.0	6.3	37	60.3	17	68	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL SALZBURG</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>12.5</b>	<b>34.4</b>	<b>12.5</b>	<b>6.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>37</b>	<b>60.3</b>	<b>17</b>	<b>68</b>	
VIENNA	AUSTRIAN AIRLINES	S	248	0	0	4.4	28.6	45.2	12.5	4.8	4.0	0.4	0.0	0.0	0.0	0.0	12	87.1	6	147	
VIENNA	BRITISH AIRWAYS PLC	S	207	0	10	6.9	16.6	32.3	16.6	13.8	6.9	1.8	0.5	0.0	0.0	4.6	22	56.9	19	116	
VIENNA	TITAN AIRWAYS LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>457</b>	<b>0</b>	<b>10</b>	<b>5.6</b>	<b>22.9</b>	<b>39.0</b>	<b>14.3</b>	<b>9.2</b>	<b>5.6</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>17</b>	<b>73.8</b>	<b>12</b>	<b>263</b>	
<b>TOTAL AUSTRIA</b>			<b>567</b>	<b>0</b>	<b>14</b>	<b>5.0</b>	<b>21.0</b>	<b>37.3</b>	<b>15.5</b>	<b>10.0</b>	<b>7.2</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>69.3</b>	<b>14</b>	<b>407</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	20	0	0	15.0	30.0	20.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	5	14	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.7</b>	<b>5</b>	<b>14</b>	
<b>TOTAL AZERBAIJAN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.7</b>	<b>5</b>	<b>14</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	3	
BAHRAIN	BRITISH AIRWAYS PLC	S	56	0	0	23.2	17.9	21.4	12.5	12.5	10.7	1.8	0.0	0.0	0.0	0.0	22	68.2	21	44	
BAHRAIN	GULF AIR	S	128	0	0	3.1	55.5	28.1	8.6	2.3	1.6	0.8	0.0	0.0	0.0	0.0	7	77.4	10	133	
<b>TOTAL BAHRAIN</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>44.0</b>	<b>26.1</b>	<b>9.8</b>	<b>5.4</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>13</b>	<b>180</b>	
<b>TOTAL BAHRAIN</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>44.0</b>	<b>26.1</b>	<b>9.8</b>	<b>5.4</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>13</b>	<b>180</b>	
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	36	0	0	2.8	19.4	41.7	16.7	16.7	2.8	0.0	0.0	0.0	0.0	0.0	15	52.6	20	36	
<b>TOTAL DHAKHA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>41.7</b>	<b>16.7</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>52.6</b>	<b>20</b>	<b>36</b>	
<b>TOTAL BANGLADESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>41.7</b>	<b>16.7</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>52.6</b>	<b>20</b>	<b>36</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	6.5	17.7	27.4	19.4	21.0	3.2	1.6	0.0	3.2	0.0	0.0	60	58.1	25	62	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	C	4	0	0	25.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	26.9	28.8	23.1	7.7	5.8	5.8	1.9	0.0	0.0	0.0	0.0	14	80.8	9	26	
BRIDGETOWN	VIRGIN ATLANTIC INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
BRIDGETOWN	VIRGIN ATLANTIC INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	16	
<b>TOTAL BRIDGETOWN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>22.0</b>	<b>24.6</b>	<b>13.6</b>	<b>14.4</b>	<b>5.1</b>	<b>2.5</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>68.5</b>	<b>18</b>	<b>108</b>	
<b>TOTAL BARBADOS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>22.0</b>	<b>24.6</b>	<b>13.6</b>	<b>14.4</b>	<b>5.1</b>	<b>2.5</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>68.5</b>	<b>18</b>	<b>108</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRITISH AIRWAYS PLC	S	242	0	32	1.8	20.4	26.3	15.7	13.5	7.3	2.9	0.4	0.0	0.0	11.7	24	71.4	16	118	
BRUSSELS	BRUSSELS AIRLINES	S	178	0	0	3.9	21.3	40.4	18.5	9.0	5.6	1.1	0.0	0.0	0.0	0.0	18	78.4	9	134	
<b>TOTAL BRUSSELS</b>			<b>420</b>	<b>0</b>	<b>32</b>	<b>2.7</b>	<b>20.8</b>	<b>31.9</b>	<b>16.8</b>	<b>11.7</b>	<b>6.6</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>22</b>	<b>75.1</b>	<b>12</b>	<b>252</b>	
<b>TOTAL BELGIUM</b>			<b>420</b>	<b>0</b>	<b>32</b>	<b>2.7</b>	<b>20.8</b>	<b>31.9</b>	<b>16.8</b>	<b>11.7</b>	<b>6.6</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>22</b>	<b>75.1</b>	<b>12</b>	<b>252</b>	
<b>BERMUDA</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BERMUDA	BRITISH AIRWAYS PLC	S	47	0	0	4.3	21.3	17.0	19.1	17.0	17.0	4.3	0.0	0.0	0.0	0.0	33	23.7	43	38	
<b>TOTAL BERMUDA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>21.3</b>	<b>17.0</b>	<b>19.1</b>	<b>17.0</b>	<b>17.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>23.7</b>	<b>43</b>	<b>38</b>	
<b>TOTAL BERMUDA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>21.3</b>	<b>17.0</b>	<b>19.1</b>	<b>17.0</b>	<b>17.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>23.7</b>	<b>43</b>	<b>38</b>	
<b>BRAZIL</b>																					
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	45	0	0	6.7	11.1	35.6	15.6	15.6	11.1	2.2	2.2	0.0	0.0	0.0	31	76.3	16	38	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>11.1</b>	<b>35.6</b>	<b>15.6</b>	<b>15.6</b>	<b>11.1</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>76.3</b>	<b>16</b>	<b>38</b>	
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	40	0	0	15.0	12.5	30.0	17.5	12.5	10.0	2.5	0.0	0.0	0.0	0.0	24	0.0	0	0	
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	62	0	0	1.6	24.2	35.5	17.7	16.1	1.6	1.6	1.6	0.0	0.0	0.0	20	81.8	8	44	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>19.6</b>	<b>33.3</b>	<b>17.6</b>	<b>14.7</b>	<b>4.9</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.8</b>	<b>8</b>	<b>44</b>	
<b>TOTAL BRAZIL</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>17.0</b>	<b>34.0</b>	<b>17.0</b>	<b>15.0</b>	<b>6.8</b>	<b>2.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>79.3</b>	<b>12</b>	<b>82</b>	
<b>BRUNEI</b>																					
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	28	0	0	0.0	10.7	32.1	21.4	14.3	7.1	3.6	7.1	3.6	0.0	0.0	77	0.0	74	2	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>32.1</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>74</b>	<b>2</b>	
<b>TOTAL BRUNEI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>32.1</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>74</b>	<b>2</b>	
<b>BULGARIA</b>																					
SOFIA	BRITISH AIRWAYS PLC	S	54	0	0	9.3	5.6	29.6	29.6	14.8	11.1	0.0	0.0	0.0	0.0	0.0	25	80.0	10	30	
SOFIA	BULGARIA AIR	S	30	0	0	3.3	33.3	23.3	23.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	95.8	3	24	
<b>TOTAL SOFIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>15.5</b>	<b>27.4</b>	<b>27.4</b>	<b>15.5</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>87.0</b>	<b>7</b>	<b>54</b>	
<b>TOTAL BULGARIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>15.5</b>	<b>27.4</b>	<b>27.4</b>	<b>15.5</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>87.0</b>	<b>7</b>	<b>54</b>	
<b>CANADA</b>																					
CALGARY	AIR CANADA	S	62	0	0	8.1	19.4	40.3	16.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	16	60.0	20	20	
CALGARY	WEST JET AIRLINES	S	62	0	1	0.0	6.3	39.7	11.1	23.8	17.5	0.0	0.0	0.0	0.0	1.6	31	50.0	27	6	
<b>TOTAL CALGARY</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>12.8</b>	<b>40.0</b>	<b>13.6</b>	<b>18.4</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>57.7</b>	<b>22</b>	<b>26</b>	
HALIFAX INT	AIR CANADA	S	56	0	0	5.4	30.4	37.5	14.3	10.7	1.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL HALIFAX INT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>30.4</b>	<b>37.5</b>	<b>14.3</b>	<b>10.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	6.5	8.1	41.9	19.4	11.3	9.7	1.6	1.6	0.0	0.0	0.0	26	65.6	13	30	
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	62	0	0	3.2	6.5	27.4	14.5	29.0	17.7	1.6	0.0	0.0	0.0	0.0	35	48.8	27	43	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>7.3</b>	<b>34.7</b>	<b>16.9</b>	<b>20.2</b>	<b>13.7</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>56.0</b>	<b>21</b>	<b>73</b>	
TORONTO	AIR CANADA	S	183	0	3	3.2	14.0	31.2	22.0	12.4	7.0	4.8	3.8	0.0	0.0	1.6	34	61.8	20	102	
TORONTO	BRITISH AIRWAYS PLC	S	123	0	1	0.0	6.5	13.7	16.9	33.9	17.7	5.6	3.2	1.6	0.0	0.8	74	63.4	21	112	
<b>TOTAL TORONTO</b>			<b>306</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>11.0</b>	<b>24.2</b>	<b>20.0</b>	<b>21.0</b>	<b>11.3</b>	<b>5.2</b>	<b>3.5</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>50</b>	<b>62.6</b>	<b>20</b>	<b>214</b>	
VANCOUVER	AIR CANADA	S	62	0	0	6.5	8.1	33.9	27.4	17.7	6.5	0.0	0.0	0.0	0.0	0.0	20	89.6	6	48	
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	1.6	8.1	14.5	30.6	24.2	16.1	0.0	4.8	0.0	0.0	0.0	40	35.5	42	62	
<b>TOTAL VANCOUVER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>8.1</b>	<b>24.2</b>	<b>29.0</b>	<b>21.0</b>	<b>11.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>59.1</b>	<b>26</b>	<b>110</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL CANADA</b>			<b>734</b>	<b>0</b>	<b>5</b>	<b>3.4</b>	<b>11.6</b>	<b>29.6</b>	<b>19.5</b>	<b>19.6</b>	<b>10.8</b>	<b>2.4</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>36</b>	<b>60.2</b>	<b>22</b>	<b>423</b>	
<b>CAYMAN ISLANDS</b>																					
<b>GRAND CAYMAN</b>	BRITISH AIRWAYS PLC	S	49	0	1	10.0	10.0	24.0	22.0	16.0	8.0	4.0	2.0	2.0	0.0	2.0	60	40.0	48	35	
<b>TOTAL GRAND CAYMAN</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>10.0</b>	<b>24.0</b>	<b>22.0</b>	<b>16.0</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>60</b>	<b>40.0</b>	<b>48</b>	<b>35</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>10.0</b>	<b>24.0</b>	<b>22.0</b>	<b>16.0</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>60</b>	<b>40.0</b>	<b>48</b>	<b>35</b>	
<b>CHILE</b>																					
<b>SANTIAGO DE CHILE</b>	BRITISH AIRWAYS PLC	S	28	0	0	7.1	35.7	28.6	17.9	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	8	34	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>28.6</b>	<b>17.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.4</b>	<b>8</b>	<b>34</b>	
<b>TOTAL CHILE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>28.6</b>	<b>17.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.4</b>	<b>8</b>	<b>34</b>	
<b>CHINA</b>																					
<b>BEIJING</b>	AIR CHINA	S	8	0	0	0.0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL BEIJING</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CHENGDU</b>	AIR CHINA	S	0	0	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL CHENGDU</b>			<b>0</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CHENGDU TIANFU</b>	AIR CHINA	S	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	103	0.0	0	0	
<b>TOTAL CHENGDU TIANFU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GUANGZHOU BAIYUN INTERNATIONAL</b>	CHINA SOUTHERN	S	12	0	0	8.3	8.3	41.7	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	2	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>8.3</b>	<b>41.7</b>	<b>16.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>QINGDAO</b>	BEIJING CAPITAL AIRLINES	S	13	0	2	0.0	6.7	40.0	20.0	13.3	6.7	0.0	0.0	0.0	0.0	13.3	20	0.0	0	0	
<b>TOTAL QINGDAO</b>			<b>13</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.7</b>	<b>40.0</b>	<b>20.0</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SHANGHAI (PU DONG)</b>	AIR CHINA	S	8	0	20	0.0	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	71.4	10	100.0	5	2	
<b>SHANGHAI (PU DONG)</b>	CHINA EASTERN AIRLINES	S	10	0	0	0.0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>SHANGHAI (PU DONG)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2		
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>18</b>	<b>0</b>	<b>20</b>	<b>0.0</b>	<b>5.3</b>	<b>26.3</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52.6</b>	<b>12</b>	<b>75.0</b>	<b>12</b>	<b>4</b>	
<b>SHENZHEN (HUANGTIAN)</b>	SHENZHEN AIRLINES	S	8	0	4	0.0	8.3	8.3	25.0	8.3	16.7	0.0	0.0	0.0	0.0	33.3	32	0.0	0	0	
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>8</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>8.3</b>	<b>8.3</b>	<b>25.0</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TIANJIN</b>	TIANJIN AIRLINES	S	0	0	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL TIANJIN</b>			<b>0</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CHINA</b>			<b>61</b>	<b>0</b>	<b>38</b>	<b>1.0</b>	<b>6.1</b>	<b>24.2</b>	<b>15.2</b>	<b>10.1</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.4</b>	<b>23</b>	<b>83.3</b>	<b>8</b>	<b>6</b>	
<b>COLOMBIA</b>																					
<b>BOGOTA</b>	AVIANCA COLOMBIA	S	64	0	0	37.5	39.1	9.4	1.6	3.1	4.7	0.0	0.0	4.7	0.0	0.0	57	100.0	2	10	
<b>TOTAL BOGOTA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>39.1</b>	<b>9.4</b>	<b>1.6</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
<b>TOTAL COLOMBIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>39.1</b>	<b>9.4</b>	<b>1.6</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
<b>COSTA RICA</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
SAN JOSE COST RICA	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
<b>TOTAL SAN JOSE COST RICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>23</b>	<b>1</b>	
<b>TOTAL COSTA RICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>23</b>	<b>1</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
<b>TOTAL DUBROVNIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
ZAGREB	BRITISH AIRWAYS PLC	S	50	0	2	1.9	17.3	21.2	17.3	19.2	19.2	0.0	0.0	0.0	0.0	3.8	31	72.2	7	34	
ZAGREB	CROATIA AIRLINES	S	36	0	0	0.0	2.8	33.3	36.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	28	91.2	4	34	
<b>TOTAL ZAGREB</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>11.4</b>	<b>26.1</b>	<b>25.0</b>	<b>18.2</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>30</b>	<b>81.4</b>	<b>6</b>	<b>68</b>	
<b>TOTAL CROATIA</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>11.4</b>	<b>26.1</b>	<b>25.0</b>	<b>18.2</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>30</b>	<b>80.6</b>	<b>6</b>	<b>70</b>	
<b>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	S	142	0	5	4.8	10.2	24.5	25.2	21.1	10.2	0.7	0.0	0.0	0.0	3.4	27	70.7	22	186	
<b>TOTAL LARNACA</b>			<b>142</b>	<b>0</b>	<b>5</b>	<b>4.8</b>	<b>10.2</b>	<b>24.5</b>	<b>25.2</b>	<b>21.1</b>	<b>10.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>27</b>	<b>70.7</b>	<b>22</b>	<b>186</b>	
<b>TOTAL CYPRUS</b>			<b>142</b>	<b>0</b>	<b>5</b>	<b>4.8</b>	<b>10.2</b>	<b>24.5</b>	<b>25.2</b>	<b>21.1</b>	<b>10.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>27</b>	<b>70.7</b>	<b>22</b>	<b>186</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	252	0	6	4.3	12.0	32.6	16.7	17.4	12.0	2.3	0.4	0.0	0.0	2.3	28	75.3	11	147	
PRAGUE	SMARTWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.7	3	30	
<b>TOTAL PRAGUE</b>			<b>252</b>	<b>0</b>	<b>6</b>	<b>4.3</b>	<b>12.0</b>	<b>32.6</b>	<b>16.7</b>	<b>17.4</b>	<b>12.0</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>28</b>	<b>78.9</b>	<b>10</b>	<b>177</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>252</b>	<b>0</b>	<b>6</b>	<b>4.3</b>	<b>12.0</b>	<b>32.6</b>	<b>16.7</b>	<b>17.4</b>	<b>12.0</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>28</b>	<b>78.9</b>	<b>10</b>	<b>177</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	59	0	3	4.8	14.5	21.0	14.5	25.8	12.9	0.0	1.6	0.0	0.0	4.8	34	54.5	28	10	
<b>TOTAL BILLUND</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>4.8</b>	<b>14.5</b>	<b>21.0</b>	<b>14.5</b>	<b>25.8</b>	<b>12.9</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>34</b>	<b>54.5</b>	<b>28</b>	<b>10</b>	
COPENHAGEN	BRITISH AIRWAYS PLC	S	322	0	8	10.3	17.9	31.5	16.1	13.0	8.2	0.3	0.3	0.0	0.0	2.4	20	76.4	11	238	
COPENHAGEN	SAS	S	214	0	4	6.0	40.8	28.4	8.3	10.1	3.7	0.9	0.0	0.0	0.0	1.8	12	89.7	4	150	
COPENHAGEN	SCANDINAVIAN AIRLINES IRELAND LTD	S	44	0	0	6.8	34.1	34.1	22.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	8	97.1	1	34	
<b>TOTAL COPENHAGEN</b>			<b>580</b>	<b>0</b>	<b>12</b>	<b>8.4</b>	<b>27.5</b>	<b>30.6</b>	<b>13.7</b>	<b>11.1</b>	<b>5.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>82.8</b>	<b>7</b>	<b>422</b>	
<b>TOTAL DENMARK</b>			<b>639</b>	<b>0</b>	<b>15</b>	<b>8.1</b>	<b>26.3</b>	<b>29.7</b>	<b>13.8</b>	<b>12.5</b>	<b>6.6</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>18</b>	<b>82.1</b>	<b>8</b>	<b>432</b>	
<b>EGYPT</b>																					
CAIRO	BRITISH AIRWAYS PLC	S	124	0	0	0.8	1.6	17.7	30.6	33.9	13.7	1.6	0.0	0.0	0.0	0.0	36	64.4	18	118	
CAIRO	EGYPT AIR	S	124	0	0	0.8	5.6	21.0	31.5	28.2	12.1	0.8	0.0	0.0	0.0	0.0	32	69.4	12	124	
<b>TOTAL CAIRO</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>3.6</b>	<b>19.4</b>	<b>31.0</b>	<b>31.0</b>	<b>12.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>66.9</b>	<b>15</b>	<b>242</b>	
LUXOR	EGYPT AIR	S	8	0	0	0.0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	38	50.0	20	8	
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>20</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>3.5</b>	<b>19.1</b>	<b>30.9</b>	<b>31.6</b>	<b>12.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>66.4</b>	<b>15</b>	<b>250</b>	
<b>ETHIOPIA</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ADDIS ABABA	ETHIOPIAN AIRLINES	S	62	0	0	1.6	27.4	48.4	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	95.2	5	62	
<b>TOTAL ADDIS ABABA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>48.4</b>	<b>12.9</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>95.2</b>	<b>5</b>	<b>62</b>	
<b>TOTAL ETHIOPIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>48.4</b>	<b>12.9</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>95.2</b>	<b>5</b>	<b>62</b>	
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	248	0	0	10.9	30.6	34.3	12.9	7.3	2.8	0.8	0.4	0.0	0.0	0.0	12	82.1	8	196	
<b>TOTAL HELSINKI</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>30.6</b>	<b>34.3</b>	<b>12.9</b>	<b>7.3</b>	<b>2.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.1</b>	<b>8</b>	<b>196</b>	
<b>TOTAL FINLAND</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>30.6</b>	<b>34.3</b>	<b>12.9</b>	<b>7.3</b>	<b>2.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.1</b>	<b>8</b>	<b>196</b>	
<b>FRANCE</b>																					
GRENOBLE	BRITISH AIRWAYS PLC	C	8	0	0	0.0	0.0	37.5	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	40	62.5	27	16	
GRENOBLE	BRITISH AIRWAYS PLC	S	16	0	0	12.5	0.0	25.0	12.5	12.5	25.0	0.0	6.3	6.3	0.0	0.0	82	53.1	24	32	
<b>TOTAL GRENOBLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>0.0</b>	<b>29.2</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>56.3</b>	<b>25</b>	<b>48</b>	
LIMOGES	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LIMOGES</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON	BRITISH AIRWAYS PLC	C	8	0	0	0.0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	36	50.0	26	8	
LYON	BRITISH AIRWAYS PLC	S	166	0	20	3.2	7.0	26.3	22.6	16.7	8.1	3.2	2.2	0.0	0.0	10.8	34	69.0	16	98	
<b>TOTAL LYON</b>			<b>174</b>	<b>0</b>	<b>20</b>	<b>3.1</b>	<b>6.7</b>	<b>27.3</b>	<b>22.2</b>	<b>16.5</b>	<b>8.8</b>	<b>3.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>34</b>	<b>67.6</b>	<b>17</b>	<b>106</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	110	0	20	3.1	10.8	22.3	11.5	16.9	16.2	3.1	0.8	0.0	0.0	15.4	37	62.8	13	76	
<b>TOTAL MARSEILLE</b>			<b>110</b>	<b>0</b>	<b>20</b>	<b>3.1</b>	<b>10.8</b>	<b>22.3</b>	<b>11.5</b>	<b>16.9</b>	<b>16.2</b>	<b>3.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>37</b>	<b>62.8</b>	<b>13</b>	<b>76</b>	
NICE	AIR FRANCE	S	61	0	0	0.0	11.5	31.1	9.8	27.9	18.0	1.6	0.0	0.0	0.0	0.0	34	100.0	3	6	
NICE	BRITISH AIRWAYS PLC	S	274	0	35	2.9	8.1	23.0	14.6	19.1	16.5	3.6	1.0	0.0	0.0	11.3	39	71.4	13	248	
<b>TOTAL NICE</b>			<b>335</b>	<b>0</b>	<b>35</b>	<b>2.4</b>	<b>8.6</b>	<b>24.3</b>	<b>13.8</b>	<b>20.5</b>	<b>16.8</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>38</b>	<b>72.1</b>	<b>13</b>	<b>254</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	353	0	2	7.9	24.5	32.1	11.5	13.5	7.6	1.7	0.6	0.0	0.0	0.6	21	87.3	6	306	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	350	0	39	1.5	11.1	26.0	21.1	15.9	11.3	2.6	0.3	0.3	0.0	10.0	30	68.8	12	296	
PARIS (CHARLES DE GAULLE)	UNITED AIRLINES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>704</b>	<b>0</b>	<b>41</b>	<b>4.6</b>	<b>17.4</b>	<b>28.9</b>	<b>16.6</b>	<b>14.8</b>	<b>9.5</b>	<b>2.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>5.5</b>	<b>26</b>	<b>78.1</b>	<b>9</b>	<b>604</b>	
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	152	0	17	4.7	13.0	21.9	15.4	17.8	14.8	1.8	0.6	0.0	0.0	10.1	31	79.8	9	119	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>152</b>	<b>0</b>	<b>17</b>	<b>4.7</b>	<b>13.0</b>	<b>21.9</b>	<b>15.4</b>	<b>17.8</b>	<b>14.8</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>31</b>	<b>79.8</b>	<b>9</b>	<b>119</b>	
<b>TOTAL FRANCE</b>			<b>1499</b>	<b>0</b>	<b>134</b>	<b>3.9</b>	<b>12.9</b>	<b>26.4</b>	<b>16.1</b>	<b>16.8</b>	<b>12.2</b>	<b>2.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>8.2</b>	<b>32</b>	<b>74.2</b>	<b>11</b>	<b>1207</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	BRITISH AIRWAYS PLC	S	361	0	18	1.6	10.3	31.7	21.9	18.7	8.7	1.8	0.5	0.0	0.0	4.7	27	64.5	16	232	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>361</b>	<b>0</b>	<b>18</b>	<b>1.6</b>	<b>10.3</b>	<b>31.7</b>	<b>21.9</b>	<b>18.7</b>	<b>8.7</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>27</b>	<b>64.5</b>	<b>16</b>	<b>232</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	148	0	8	6.4	34.6	28.2	10.9	7.1	6.4	0.6	0.6	0.0	0.0	5.1	15	88.2	3	95
<b>TOTAL COLOGNE BONN</b>			<b>148</b>	<b>0</b>	<b>8</b>	<b>6.4</b>	<b>34.6</b>	<b>28.2</b>	<b>10.9</b>	<b>7.1</b>	<b>6.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>15</b>	<b>88.2</b>	<b>3</b>	<b>95</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	S	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>TOTAL DORTMUND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	212	0	22	4.3	16.2	30.3	12.8	15.4	9.4	1.7	0.0	0.4	0.0	9.4	28	81.0	9	207
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	210	0	8	8.7	31.7	30.3	11.9	6.0	6.9	0.5	0.5	0.0	0.0	3.7	16	89.1	2	146
<b>TOTAL DUSSELDORF</b>			<b>422</b>	<b>0</b>	<b>30</b>	<b>6.4</b>	<b>23.7</b>	<b>30.3</b>	<b>12.4</b>	<b>10.8</b>	<b>8.2</b>	<b>1.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>6.6</b>	<b>22</b>	<b>84.4</b>	<b>6</b>	<b>353</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	266	0	21	3.1	19.5	22.6	15.7	20.6	10.5	0.7	0.0	0.0	0.0	7.3	25	67.1	16	152
FRANKFURT MAIN	LUFTHANSA	S	580	0	15	5.5	26.6	33.8	12.1	11.4	7.2	0.8	0.0	0.0	0.0	2.5	17	90.7	5	354
<b>TOTAL FRANKFURT MAIN</b>			<b>846</b>	<b>0</b>	<b>36</b>	<b>4.8</b>	<b>24.3</b>	<b>30.2</b>	<b>13.3</b>	<b>14.4</b>	<b>8.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>20</b>	<b>83.3</b>	<b>9</b>	<b>506</b>
HAMBURG	BRITISH AIRWAYS PLC	S	246	0	19	4.5	15.1	35.5	12.1	14.7	7.5	1.9	1.5	0.0	0.0	7.2	27	71.8	11	206
HAMBURG	EUROWINGS LUFTVERKEHRS	S	149	0	5	7.8	24.7	37.0	15.6	10.4	1.3	0.0	0.0	0.0	0.0	3.2	11	83.3	10	90
<b>TOTAL HAMBURG</b>			<b>395</b>	<b>0</b>	<b>24</b>	<b>5.7</b>	<b>18.6</b>	<b>36.0</b>	<b>13.4</b>	<b>13.1</b>	<b>5.3</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>21</b>	<b>75.3</b>	<b>11</b>	<b>296</b>
HANOVER	BRITISH AIRWAYS PLC	S	100	0	8	1.9	23.1	23.1	14.8	16.7	8.3	0.9	3.7	0.0	0.0	7.4	32	83.3	7	46
<b>TOTAL HANOVER</b>			<b>100</b>	<b>0</b>	<b>8</b>	<b>1.9</b>	<b>23.1</b>	<b>23.1</b>	<b>14.8</b>	<b>16.7</b>	<b>8.3</b>	<b>0.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>32</b>	<b>83.3</b>	<b>7</b>	<b>46</b>
MUNICH	BRITISH AIRWAYS PLC	S	268	0	44	5.8	16.3	24.7	16.3	10.9	8.7	2.6	0.3	0.3	0.0	14.1	30	73.8	12	237
MUNICH	LUFTHANSA	S	407	0	5	8.3	29.9	32.0	13.3	8.0	6.3	1.0	0.0	0.0	0.0	1.2	16	90.9	4	219
<b>TOTAL MUNICH</b>			<b>675</b>	<b>0</b>	<b>49</b>	<b>7.2</b>	<b>24.0</b>	<b>28.9</b>	<b>14.6</b>	<b>9.3</b>	<b>7.3</b>	<b>1.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>6.8</b>	<b>21</b>	<b>81.9</b>	<b>8</b>	<b>456</b>
NUREMBERG	BRITISH AIRWAYS PLC	S	36	0	4	0.0	12.5	27.5	27.5	12.5	7.5	2.5	0.0	0.0	0.0	10.0	24	100.0	2	6
<b>TOTAL NUREMBERG</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>12.5</b>	<b>27.5</b>	<b>27.5</b>	<b>12.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>24</b>	<b>100.0</b>	<b>2</b>	<b>6</b>
STUTT GART	BRITISH AIRWAYS PLC	S	130	0	11	0.0	23.4	27.0	19.9	12.8	6.4	1.4	1.4	0.0	0.0	7.8	24	72.9	10	46
STUTT GART	EUROWINGS LUFTVERKEHRS	S	146	0	8	9.7	32.5	34.4	12.3	2.6	1.9	1.3	0.0	0.0	0.0	5.2	10	90.2	3	99
<b>TOTAL STUTT GART</b>			<b>276</b>	<b>0</b>	<b>19</b>	<b>5.1</b>	<b>28.1</b>	<b>30.8</b>	<b>15.9</b>	<b>7.5</b>	<b>4.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>17</b>	<b>84.7</b>	<b>5</b>	<b>145</b>
<b>TOTAL GERMANY</b>			<b>3263</b>	<b>0</b>	<b>196</b>	<b>5.2</b>	<b>22.5</b>	<b>30.5</b>	<b>14.7</b>	<b>12.3</b>	<b>7.3</b>	<b>1.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>5.7</b>	<b>21</b>	<b>80.4</b>	<b>9</b>	<b>2135</b>
<b>GHANA</b>																				
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	4.8	19.4	21.0	21.0	14.5	16.1	3.2	0.0	0.0	0.0	0.0	27	11.3	54	62
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>21.0</b>	<b>21.0</b>	<b>14.5</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>11.3</b>	<b>54</b>	<b>62</b>
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>21.0</b>	<b>21.0</b>	<b>14.5</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>11.3</b>	<b>54</b>	<b>62</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	BRITISH AIRWAYS PLC	S	77	0	0	1.3	6.5	32.5	13.0	27.3	13.0	5.2	0.0	1.3	0.0	0.0	51	61.5	17	89
<b>TOTAL GIBRALTAR</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>6.5</b>	<b>32.5</b>	<b>13.0</b>	<b>27.3</b>	<b>13.0</b>	<b>5.2</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>61.5</b>	<b>17</b>	<b>89</b>
<b>TOTAL GIBRALTAR</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>6.5</b>	<b>32.5</b>	<b>13.0</b>	<b>27.3</b>	<b>13.0</b>	<b>5.2</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>61.5</b>	<b>17</b>	<b>89</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	166	0	4	8.2	24.1	42.9	9.4	10.6	2.4	0.0	0.0	0.0	0.0	2.4	12	97.4	2	152
ATHENS	BRITISH AIRWAYS PLC	S	182	0	12	6.2	11.9	28.4	23.2	18.0	6.2	0.0	0.0	0.0	0.0	6.2	22	65.2	15	182
ATHENS	SKY EXPRESS	S	60	0	2	6.5	25.8	30.6	21.0	4.8	8.1	0.0	0.0	0.0	0.0	3.2	15	95.5	2	44

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ATHENS	TITAN AIRWAYS LTD	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>412</b>	<b>0</b>	<b>18</b>	<b>7.0</b>	<b>18.6</b>	<b>34.4</b>	<b>17.7</b>	<b>13.3</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>17</b>	<b>81.6</b>	<b>8</b>	<b>378</b>	
CORFU	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	75.0	4	4	
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>75.0</b>	<b>4</b>	<b>4</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL SALONIKA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
THIRA (SANTORINI)	BRITISH AIRWAYS PLC	S	8	0	0	12.5	0.0	37.5	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	30	83.3	7	6	
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>83.3</b>	<b>7</b>	<b>6</b>	
<b>TOTAL GREECE</b>			<b>424</b>	<b>0</b>	<b>18</b>	<b>7.0</b>	<b>18.1</b>	<b>34.6</b>	<b>17.2</b>	<b>13.8</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>17</b>	<b>81.6</b>	<b>8</b>	<b>390</b>	
<b>GRENADA</b>																					
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	17.6	0.0	41.2	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	84.6	6	13	
GRENADA	VIRGIN ATLANTIC INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	9	10	
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>0.0</b>	<b>41.2</b>	<b>17.6</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.3</b>	<b>7</b>	<b>23</b>	
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>0.0</b>	<b>41.2</b>	<b>17.6</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.3</b>	<b>7</b>	<b>23</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	72	0	0	6.9	12.5	34.7	18.1	20.8	5.6	1.4	0.0	0.0	0.0	0.0	22	0.0	0	0	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	258	0	0	4.3	21.3	41.1	20.2	11.6	0.4	1.2	0.0	0.0	0.0	0.0	14	41.7	60	12	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>39.7</b>	<b>19.7</b>	<b>13.6</b>	<b>1.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>35.7</b>	<b>60</b>	<b>12</b>	
<b>TOTAL HONG KONG</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>39.7</b>	<b>19.7</b>	<b>13.6</b>	<b>1.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>35.7</b>	<b>60</b>	<b>12</b>	
<b>HUNGARY</b>																					
BUDAPEST	BRITISH AIRWAYS PLC	S	176	0	2	2.2	19.1	32.0	14.0	19.1	10.1	2.2	0.0	0.0	0.0	1.1	25	69.2	14	130	
<b>TOTAL BUDAPEST</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>19.1</b>	<b>32.0</b>	<b>14.0</b>	<b>19.1</b>	<b>10.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>25</b>	<b>69.2</b>	<b>14</b>	<b>130</b>	
<b>TOTAL HUNGARY</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>19.1</b>	<b>32.0</b>	<b>14.0</b>	<b>19.1</b>	<b>10.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>25</b>	<b>69.2</b>	<b>14</b>	<b>130</b>	
<b>ICELAND</b>																					
KEFLAVIK	BRITISH AIRWAYS PLC	S	62	0	0	19.4	21.0	37.1	8.1	8.1	4.8	1.6	0.0	0.0	0.0	0.0	14	73.3	72	60	
KEFLAVIK	ICELANDAIR	S	124	0	0	12.1	35.5	30.6	12.1	8.9	0.8	0.0	0.0	0.0	0.0	0.0	9	78.1	16	96	
<b>TOTAL KEFLAVIK</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>30.6</b>	<b>32.8</b>	<b>10.8</b>	<b>8.6</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.3</b>	<b>37</b>	<b>156</b>	
<b>TOTAL ICELAND</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>30.6</b>	<b>32.8</b>	<b>10.8</b>	<b>8.6</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.3</b>	<b>37</b>	<b>156</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	28	0	0	25.0	35.7	28.6	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	10	50.0	28	18	
<b>TOTAL AHMEDABAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>35.7</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>28</b>	<b>18</b>	
AMRITSAR	AIR INDIA	S	21	0	0	19.0	33.3	23.8	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	39	12	
<b>TOTAL AMRITSAR</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>33.3</b>	<b>23.8</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>58.3</b>	<b>39</b>	<b>12</b>	
BANGALORE (BENGALURU)	AIR INDIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	3.2	4.8	21.0	21.0	19.4	25.8	1.6	3.2	0.0	0.0	0.0	47	41.7	120	35
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>4.8</b>	<b>21.0</b>	<b>21.0</b>	<b>19.4</b>	<b>25.8</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>58.0</b>	<b>86</b>	<b>49</b>
CHENNAI	AIR INDIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
CHENNAI	BRITISH AIRWAYS PLC	S	62	0	0	0.0	0.0	17.7	22.6	35.5	19.4	4.8	0.0	0.0	0.0	0.0	45	44.4	25	27
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.7</b>	<b>22.6</b>	<b>35.5</b>	<b>19.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>54.3</b>	<b>21</b>	<b>35</b>
COCHIN	AIR INDIA	S	22	0	0	9.1	36.4	36.4	4.5	4.5	9.1	0.0	0.0	0.0	0.0	0.0	14	81.5	21	27
<b>TOTAL COCHIN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</b>	<b>36.4</b>	<b>4.5</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.5</b>	<b>21</b>	<b>27</b>
DELHI	AIR INDIA	S	128	0	0	10.2	32.8	38.3	6.3	4.7	4.7	1.6	0.8	0.8	0.0	0.0	19	63.4	34	82
DELHI	BRITISH AIRWAYS PLC	S	122	0	0	12.3	13.9	23.8	18.9	18.9	5.7	3.3	1.6	1.6	0.0	0.0	39	23.3	60	43
DELHI	TATA SIA AIRLINES LTD (VISTARA)	S	62	0	0	16.1	33.9	38.7	4.8	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	33.9	22	44
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	20.2	15.3	38.7	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	53.2	25	62
<b>TOTAL DELHI</b>			<b>436</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>22.7</b>	<b>34.4</b>	<b>12.4</b>	<b>9.2</b>	<b>4.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>46.9</b>	<b>34</b>	<b>231</b>
GOA	AIR INDIA	S	22	0	0	9.1	27.3	13.6	13.6	4.5	9.1	4.5	18.2	0.0	0.0	0.0	63	50.0	87	20
<b>TOTAL GOA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>13.6</b>	<b>13.6</b>	<b>4.5</b>	<b>9.1</b>	<b>4.5</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>50.0</b>	<b>87</b>	<b>20</b>
HYDERABAD ( RAJIV GHANDI )	AIR INDIA	S	21	0	0	14.3	38.1	28.6	4.8	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	80.0	31	20
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	0.0	1.6	17.7	27.4	25.8	16.1	8.1	3.2	0.0	0.0	0.0	53	55.6	30	27
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.8</b>	<b>20.5</b>	<b>21.7</b>	<b>19.3</b>	<b>15.7</b>	<b>6.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>66.0</b>	<b>31</b>	<b>47</b>
KOLKATA	AIR INDIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	22	7
<b>TOTAL KOLKATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>22</b>	<b>7</b>
MUMBAI	AIR CANADA	S	49	0	0	4.1	26.5	44.9	14.3	8.2	2.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
MUMBAI	AIR INDIA	S	117	0	0	16.2	32.5	25.6	15.4	4.3	2.6	1.7	1.7	0.0	0.0	0.0	15	63.0	63	46
MUMBAI	BRITISH AIRWAYS PLC	S	186	0	0	1.6	6.5	30.6	25.3	23.1	10.8	2.2	0.0	0.0	0.0	0.0	29	51.2	30	43
MUMBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	3.2	24.2	41.9	11.3	14.5	4.8	0.0	0.0	0.0	0.0	0.0	15	64.5	15	62
<b>TOTAL MUMBAI</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>32.6</b>	<b>19.1</b>	<b>14.7</b>	<b>6.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.3</b>	<b>34</b>	<b>151</b>
<b>TOTAL INDIA</b>			<b>1150</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>19.1</b>	<b>30.4</b>	<b>16.2</b>	<b>13.4</b>	<b>8.1</b>	<b>1.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.1</b>	<b>38</b>	<b>597</b>
<b>IRAN</b>																				
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	7.7	15.4	38.5	15.4	15.4	3.8	0.0	3.8	0.0	0.0	0.0	24	28.1	26	32
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>28.1</b>	<b>26</b>	<b>32</b>
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>28.1</b>	<b>26</b>	<b>32</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	234	0	0	3.8	38.9	34.6	11.5	6.4	3.4	1.3	0.0	0.0	0.0	0.0	12	94.5	3	180





## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROME (FIUMICINO)	DELTA AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
ROME (FIUMICINO)	TITAN AIRWAYS LTD	S	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>446</b>	<b>0</b>	<b>7</b>	<b>7.1</b>	<b>13.0</b>	<b>28.3</b>	<b>20.3</b>	<b>19.2</b>	<b>9.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>25</b>	<b>73.8</b>	<b>14</b>	<b>359</b>	
TURIN	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	18	72	
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.6</b>	<b>18</b>	<b>72</b>	
VENICE	BRITISH AIRWAYS PLC	S	200	0	0	7.0	13.5	26.5	19.5	22.0	9.5	2.0	0.0	0.0	0.0	0.0	27	67.1	16	161	
<b>TOTAL VENICE</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>13.5</b>	<b>26.5</b>	<b>19.5</b>	<b>22.0</b>	<b>9.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>67.1</b>	<b>16</b>	<b>161</b>	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	5	22	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.5</b>	<b>5</b>	<b>22</b>	
<b>TOTAL ITALY</b>			<b>1495</b>	<b>0</b>	<b>41</b>	<b>4.6</b>	<b>13.9</b>	<b>27.6</b>	<b>19.5</b>	<b>20.1</b>	<b>9.7</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>27</b>	<b>71.7</b>	<b>14</b>	<b>1207</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	15.0	21.7	45.0	10.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	10	79.1	9	43	
<b>TOTAL MONTEGO BAY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>21.7</b>	<b>45.0</b>	<b>10.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.1</b>	<b>9</b>	<b>43</b>	
<b>TOTAL JAMAICA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>21.7</b>	<b>45.0</b>	<b>10.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.1</b>	<b>9</b>	<b>43</b>	
<b>JAPAN</b>																					
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	62	0	0	29.0	19.4	40.3	6.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	2.8	16	2	
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	69	0	0	7.2	13.0	27.5	24.6	23.2	2.9	1.4	0.0	0.0	0.0	0.0	22	0.0	0	0	
TOKYO (HANEDA)	JAPAN AIRLINES	S	124	0	0	17.7	25.8	39.5	11.3	4.8	0.8	0.0	0.0	0.0	0.0	0.0	8	78.0	16	96	
<b>TOTAL TOKYO (HANEDA)</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>20.8</b>	<b>36.5</b>	<b>13.7</b>	<b>9.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.1</b>	<b>16</b>	<b>98</b>	
<b>TOTAL JAPAN</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>20.8</b>	<b>36.5</b>	<b>13.7</b>	<b>9.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.1</b>	<b>16</b>	<b>98</b>	
<b>JORDAN</b>																					
AMMAN	BRITISH AIRWAYS PLC	S	55	0	0	1.8	3.6	38.2	32.7	10.9	10.9	0.0	1.8	0.0	0.0	0.0	29	63.5	17	52	
AMMAN	ROYAL JORDANIAN	S	70	0	0	24.3	20.0	45.7	4.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	7	93.5	4	62	
<b>TOTAL AMMAN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>12.8</b>	<b>42.4</b>	<b>16.8</b>	<b>8.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.8</b>	<b>10</b>	<b>114</b>	
<b>TOTAL JORDAN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>12.8</b>	<b>42.4</b>	<b>16.8</b>	<b>8.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.8</b>	<b>10</b>	<b>114</b>	
<b>KAZAKHSTAN</b>																					
ALMATY	AIR ASTANA	S	26	0	0	3.8	30.8	38.5	15.4	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ALMATY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>38.5</b>	<b>15.4</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NURSULTAN NAZERBAYEV INTERNATIONAL	AIR ASTANA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	21	12	
<b>TOTAL NURSULTAN NAZERBAYEV INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>21</b>	<b>12</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>38.5</b>	<b>15.4</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.3</b>	<b>21</b>	<b>12</b>	
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	9.7	12.9	32.3	17.7	19.4	3.2	1.6	3.2	0.0	0.0	0.0	30	66.0	18	47	
NAIROBI	KENYA AIRWAYS	S	95	0	1	1.0	19.8	28.1	14.6	17.7	13.5	1.0	3.1	0.0	0.0	1.0	35	69.4	14	62	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL MEXICO CITY</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>18.3</b>	<b>39.4</b>	<b>12.8</b>	<b>16.5</b>	<b>4.6</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>58.1</b>	<b>22</b>	<b>62</b>	
<b>TOTAL MEXICO MOROCCO</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>18.3</b>	<b>39.4</b>	<b>12.8</b>	<b>16.5</b>	<b>4.6</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>58.1</b>	<b>22</b>	<b>62</b>	
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	70	0	2	1.4	26.4	37.5	9.7	9.7	8.3	4.2	0.0	0.0	0.0	2.8	22	96.8	2	62	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>26.4</b>	<b>37.5</b>	<b>9.7</b>	<b>9.7</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>22</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
<b>MARRAKESH</b>	BRITISH AIRWAYS PLC	S	48	0	0	10.4	8.3	31.3	18.8	16.7	6.3	8.3	0.0	0.0	0.0	0.0	31	74.1	14	58	
<b>MARRAKESH</b>	TITAN AIRWAYS LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>8.0</b>	<b>32.0</b>	<b>20.0</b>	<b>16.0</b>	<b>6.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>74.1</b>	<b>14</b>	<b>58</b>	
<b>RABAT</b>	ROYAL AIR MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	24	16	
<b>TOTAL RABAT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>24</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>18.9</b>	<b>35.2</b>	<b>13.9</b>	<b>12.3</b>	<b>7.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>25</b>	<b>85.3</b>	<b>10</b>	<b>136</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	414	0	62	1.5	12.0	28.6	15.3	20.0	8.2	0.8	0.6	0.0	0.0	13.0	27	63.4	14	305	
<b>AMSTERDAM</b>	KLM	S	464	0	2	5.6	35.2	33.0	12.7	8.4	4.5	0.0	0.2	0.0	0.0	0.4	13	83.0	8	370	
<b>TOTAL AMSTERDAM</b>			<b>878</b>	<b>0</b>	<b>64</b>	<b>3.5</b>	<b>23.5</b>	<b>30.8</b>	<b>14.0</b>	<b>14.2</b>	<b>6.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>20</b>	<b>73.9</b>	<b>11</b>	<b>675</b>	
<b>TOTAL NETHERLANDS</b>			<b>878</b>	<b>0</b>	<b>64</b>	<b>3.5</b>	<b>23.5</b>	<b>30.8</b>	<b>14.0</b>	<b>14.2</b>	<b>6.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>20</b>	<b>73.9</b>	<b>11</b>	<b>675</b>	
<b>NIGERIA</b>																					
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	62	0	0	12.9	16.1	45.2	14.5	6.5	4.8	0.0	0.0	0.0	0.0	0.0	13	54.8	23	62	
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>16.1</b>	<b>45.2</b>	<b>14.5</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>54.8</b>	<b>23</b>	<b>62</b>	
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	24.2	32.3	22.6	9.7	4.8	1.6	3.2	1.6	0.0	0.0	38	59.7	28	62	
<b>LAGOS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	32.3	32.3	22.6	8.1	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	85.5	8	62	
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>28.2</b>	<b>27.4</b>	<b>15.3</b>	<b>6.5</b>	<b>3.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>72.6</b>	<b>18</b>	<b>124</b>	
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>24.2</b>	<b>33.3</b>	<b>15.1</b>	<b>6.5</b>	<b>3.8</b>	<b>0.5</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>20</b>	<b>186</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	40	0	0	0.0	22.5	42.5	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	67.1	16	70	
<b>TOTAL BERGEN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.5</b>	<b>42.5</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.1</b>	<b>16</b>	<b>70</b>	
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	182	0	3	21.1	16.8	29.2	11.9	11.9	5.9	1.6	0.0	0.0	0.0	1.6	17	77.5	9	158	
<b>OSLO (GARDERMOEN)</b>	SAS	S	251	0	4	11.0	43.1	22.4	7.5	10.2	4.3	0.0	0.0	0.0	0.0	1.6	11	87.9	5	105	
<b>OSLO (GARDERMOEN)</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	8	0	0	25.0	62.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	87.5	8	80	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>441</b>	<b>0</b>	<b>7</b>	<b>15.4</b>	<b>32.6</b>	<b>24.8</b>	<b>9.2</b>	<b>10.7</b>	<b>5.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>83.0</b>	<b>8</b>	<b>343</b>	
<b>STAVANGER</b>	SAS	S	48	0	0	0.0	25.0	41.7	14.6	14.6	4.2	0.0	0.0	0.0	0.0	0.0	15	75.0	9	8	
<b>TOTAL STAVANGER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</b>	<b>14.6</b>	<b>14.6</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>TOTAL NORWAY</b>			<b>529</b>	<b>0</b>	<b>7</b>	<b>12.9</b>	<b>31.2</b>	<b>27.6</b>	<b>10.8</b>	<b>11.0</b>	<b>4.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>80.2</b>	<b>9</b>	<b>421</b>	
<b>OMAN</b>																					
<b>MUSCAT</b>	OMAN AIR	S	62	0	0	17.7	43.5	30.6	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.0	6	46	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													late
<b>TOTAL MUSCAT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>30.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.0</b>	<b>6</b>	<b>46</b>	
<b>TOTAL OMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>30.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.0</b>	<b>6</b>	<b>46</b>	
<b>PAKISTAN</b>																				
<b>ISLAMABAD INTERNATIONAL AIRPORT</b>	BRITISH AIRWAYS PLC	S	24	0	0	4.2	12.5	16.7	25.0	12.5	20.8	8.3	0.0	0.0	0.0	42	4.5	87	22	
<b>ISLAMABAD INTERNATIONAL AIRPORT</b>	JORDAN AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	16.7	50	6	
<b>ISLAMABAD INTERNATIONAL AIRPORT</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	22.2	37.0	14.8	18.5	3.7	3.7	0.0	0.0	0.0	10	40.0	31	25		
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>25.5</b>	<b>15.7</b>	<b>21.6</b>	<b>7.8</b>	<b>11.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>21.8</b>	<b>56</b>	<b>53</b>	
<b>LAHORE</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	19.4	33.3	27.8	8.3	11.1	0.0	0.0	0.0	0.0	9	34.3	34	35		
<b>TOTAL LAHORE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>33.3</b>	<b>27.8</b>	<b>8.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>33.3</b>	<b>34</b>	<b>35</b>		
<b>TOTAL PAKISTAN</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>28.7</b>	<b>20.7</b>	<b>16.1</b>	<b>9.2</b>	<b>6.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>26.1</b>	<b>47</b>	<b>88</b>	
<b>PHILIPPINES</b>																				
<b>MANILA</b>	PHILIPPINE AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	62	6	
<b>TOTAL MANILA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>62</b>	<b>6</b>	
<b>TOTAL PHILIPPINES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>62</b>	<b>6</b>	
<b>POLAND</b>																				
<b>KRAKOW</b>	BRITISH AIRWAYS PLC	S	50	0	0	6.0	22.0	22.0	16.0	18.0	14.0	0.0	2.0	0.0	0.0	31	89.3	6	28	
<b>TOTAL KRAKOW</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>22.0</b>	<b>22.0</b>	<b>16.0</b>	<b>18.0</b>	<b>14.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>89.3</b>	<b>6</b>	<b>28</b>	
<b>WARSAW (CHOPIN)</b>	BRITISH AIRWAYS PLC	S	172	0	2	2.9	10.3	33.3	19.0	21.8	8.0	3.4	0.0	0.0	1.1	28	58.9	21	110	
<b>WARSAW (CHOPIN)</b>	LOT-POLISH AIRLINES	S	163	0	0	5.5	16.6	42.9	18.4	13.5	3.1	0.0	0.0	0.0	0.0	15	65.4	17	78	
<b>WARSAW (CHOPIN)</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	13	2	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>335</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>13.4</b>	<b>38.0</b>	<b>18.7</b>	<b>17.8</b>	<b>5.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>60.8</b>	<b>19</b>	<b>190</b>	
<b>TOTAL POLAND</b>			<b>385</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>14.5</b>	<b>35.9</b>	<b>18.3</b>	<b>17.8</b>	<b>6.7</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>23</b>	<b>64.4</b>	<b>18</b>	<b>218</b>	
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	BRITISH AIRWAYS PLC	S	20	0	0	0.0	25.0	20.0	20.0	15.0	10.0	10.0	0.0	0.0	0.0	34	68.4	23	74	
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>20.0</b>	<b>20.0</b>	<b>15.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>68.4</b>	<b>23</b>	<b>74</b>	
<b>LISBON</b>	AIR PORTUGAL	S	347	0	1	4.0	19.3	40.2	15.8	14.1	6.3	0.0	0.0	0.0	0.3	17	92.6	4	348	
<b>LISBON</b>	BRITISH AIRWAYS PLC	S	286	0	6	3.4	13.4	24.3	21.2	24.0	9.2	2.4	0.0	0.0	2.1	28	68.1	16	270	
<b>LISBON</b>	TITAN AIRWAYS LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL LISBON</b>			<b>635</b>	<b>0</b>	<b>7</b>	<b>3.7</b>	<b>16.7</b>	<b>32.9</b>	<b>18.4</b>	<b>18.5</b>	<b>7.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>81.8</b>	<b>9</b>	<b>618</b>	
<b>OPORTO (PORTUGAL)</b>	BRITISH AIRWAYS PLC	S	42	0	2	0.0	9.1	20.5	25.0	29.5	4.5	0.0	0.0	6.8	0.0	4.5	99	68.8	15	62
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.1</b>	<b>20.5</b>	<b>25.0</b>	<b>29.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>0.0</b>	<b>4.5</b>	<b>99</b>	<b>68.8</b>	<b>15</b>	<b>62</b>
<b>TOTAL PORTUGAL</b>			<b>697</b>	<b>0</b>	<b>9</b>	<b>3.4</b>	<b>16.4</b>	<b>31.7</b>	<b>18.8</b>	<b>19.1</b>	<b>7.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.3</b>	<b>27</b>	<b>79.4</b>	<b>11</b>	<b>754</b>
<b>PORTUGAL(MADEIRA)</b>																				





CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MADRID	IBERIA	S	467	0	21	13.3	24.8	31.6	10.5	11.1	3.9	0.6	0.0	0.0	0.0	4.3	14	82.5	9	362	
<b>TOTAL MADRID</b>			<b>789</b>	<b>0</b>	<b>33</b>	<b>8.6</b>	<b>20.9</b>	<b>29.7</b>	<b>15.1</b>	<b>14.4</b>	<b>5.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>19</b>	<b>76.6</b>	<b>12</b>	<b>570</b>	
MALAGA	BRITISH AIRWAYS PLC	S	69	0	2	0.0	8.5	23.9	22.5	29.6	7.0	1.4	2.8	1.4	0.0	2.8	50	60.6	20	138	
<b>TOTAL MALAGA</b>			<b>69</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.5</b>	<b>23.9</b>	<b>22.5</b>	<b>29.6</b>	<b>7.0</b>	<b>1.4</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>50</b>	<b>60.6</b>	<b>20</b>	<b>138</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	24	0	4	0.0	3.6	25.0	21.4	28.6	7.1	0.0	0.0	0.0	0.0	14.3	30	42.1	63	37	
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>3.6</b>	<b>25.0</b>	<b>21.4</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>30</b>	<b>42.1</b>	<b>63</b>	<b>37</b>	
SEVILLE	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.7	16	61	
<b>TOTAL SEVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>59.7</b>	<b>16</b>	<b>61</b>	
VALENCIA	BRITISH AIRWAYS PLC	S	48	0	0	2.1	10.4	22.9	25.0	25.0	14.6	0.0	0.0	0.0	0.0	0.0	27	71.7	14	46	
<b>TOTAL VALENCIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>10.4</b>	<b>22.9</b>	<b>25.0</b>	<b>25.0</b>	<b>14.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>71.7</b>	<b>14</b>	<b>46</b>	
<b>TOTAL SPAIN</b>			<b>1398</b>	<b>0</b>	<b>76</b>	<b>5.5</b>	<b>15.2</b>	<b>27.7</b>	<b>16.9</b>	<b>18.0</b>	<b>8.8</b>	<b>2.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>5.2</b>	<b>27</b>	<b>67.8</b>	<b>16</b>	<b>1184</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	50	
<b>TOTAL ARRECIFE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>50</b>	
LAS PALMAS	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	11	22	
<b>TOTAL LAS PALMAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.3</b>	<b>11</b>	<b>22</b>	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	30	0	0	0.0	10.0	20.0	23.3	33.3	6.7	6.7	0.0	0.0	0.0	0.0	38	72.0	13	124	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>23.3</b>	<b>33.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>72.0</b>	<b>13</b>	<b>124</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>23.3</b>	<b>33.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>77.2</b>	<b>10</b>	<b>196</b>	
<b>SRI LANKA</b>																					
COLOMBO	SRILANKAN AIRLINES	S	76	0	0	0.0	9.2	25.0	30.3	18.4	13.2	3.9	0.0	0.0	0.0	0.0	32	43.5	26	62	
<b>TOTAL COLOMBO</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.2</b>	<b>25.0</b>	<b>30.3</b>	<b>18.4</b>	<b>13.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>43.5</b>	<b>26</b>	<b>62</b>	
<b>TOTAL SRI LANKA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.2</b>	<b>25.0</b>	<b>30.3</b>	<b>18.4</b>	<b>13.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>43.5</b>	<b>26</b>	<b>62</b>	
<b>ST LUCIA</b>																					
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	23	24	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	22	0	0	31.8	40.9	4.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	81.5	7	27	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>40.9</b>	<b>4.5</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>69.8</b>	<b>14</b>	<b>53</b>	
<b>TOTAL ST LUCIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>40.9</b>	<b>4.5</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>69.8</b>	<b>14</b>	<b>53</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	144	0	9	8.5	13.7	24.2	20.9	16.3	6.5	2.6	1.3	0.0	0.0	5.9	29	76.7	14	71	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>144</b>	<b>0</b>	<b>9</b>	<b>8.5</b>	<b>13.7</b>	<b>24.2</b>	<b>20.9</b>	<b>16.3</b>	<b>6.5</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>29</b>	<b>76.7</b>	<b>14</b>	<b>71</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
LULEA	SAS	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
LULEA	SCANDINAVIAN AIRLINES IRELAND LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
<b>TOTAL LULEA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	246	0	11	6.2	17.1	30.0	17.9	15.6	7.0	1.2	0.8	0.0	0.0	4.3	23	74.4	12	176	
STOCKHOLM (ARLANDA)	SAS	S	259	0	2	4.6	37.5	31.4	10.3	7.7	5.4	0.8	1.5	0.0	0.0	0.8	16	87.9	6	130	
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	21	0	0	0.0	38.1	14.3	9.5	28.6	9.5	0.0	0.0	0.0	0.0	0.0	21	92.0	3	75	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>526</b>	<b>0</b>	<b>13</b>	<b>5.2</b>	<b>27.8</b>	<b>30.1</b>	<b>13.9</b>	<b>12.2</b>	<b>6.3</b>	<b>0.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>82.4</b>	<b>9</b>	<b>381</b>	
<b>TOTAL SWEDEN</b>			<b>678</b>	<b>0</b>	<b>22</b>	<b>5.9</b>	<b>24.9</b>	<b>28.9</b>	<b>15.3</b>	<b>13.3</b>	<b>6.3</b>	<b>1.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>21</b>	<b>81.5</b>	<b>9</b>	<b>452</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	181	0	35	3.2	10.6	26.4	19.4	14.8	7.9	0.5	0.5	0.5	0.0	16.2	27	78.9	9	105	
<b>TOTAL BALE MULHOUSE</b>			<b>181</b>	<b>0</b>	<b>35</b>	<b>3.2</b>	<b>10.6</b>	<b>26.4</b>	<b>19.4</b>	<b>14.8</b>	<b>7.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>16.2</b>	<b>27</b>	<b>78.9</b>	<b>9</b>	<b>105</b>	
GENEVA	BRITISH AIRWAYS PLC	S	607	0	39	0.9	10.2	23.4	16.4	21.7	18.6	2.5	0.3	0.0	0.0	6.0	36	63.7	18	704	
GENEVA	SWISS AIRLINES	S	306	0	2	4.5	28.2	31.8	12.0	15.9	5.8	1.0	0.0	0.0	0.0	0.6	18	80.3	11	203	
GENEVA	TITAN AIRWAYS LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	94	0.0	0	0		
<b>TOTAL GENEVA</b>			<b>915</b>	<b>0</b>	<b>41</b>	<b>2.1</b>	<b>16.0</b>	<b>26.0</b>	<b>15.0</b>	<b>19.8</b>	<b>14.6</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>30</b>	<b>67.4</b>	<b>17</b>	<b>907</b>	
ZURICH	BRITISH AIRWAYS PLC	S	310	0	40	2.0	12.0	31.1	18.9	14.6	7.7	1.4	0.9	0.0	0.0	11.4	26	66.8	15	202	
ZURICH	SWISS AIRLINES	S	428	0	6	2.1	21.0	33.6	19.1	17.7	4.4	0.7	0.0	0.0	0.0	1.4	19	84.4	7	288	
ZURICH	TITAN AIRWAYS LTD	S	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL ZURICH</b>			<b>742</b>	<b>0</b>	<b>46</b>	<b>2.0</b>	<b>17.0</b>	<b>32.5</b>	<b>19.2</b>	<b>16.2</b>	<b>5.8</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>22</b>	<b>77.1</b>	<b>10</b>	<b>490</b>	
<b>TOTAL SWITZERLAND</b>			<b>1838</b>	<b>0</b>	<b>122</b>	<b>2.2</b>	<b>15.8</b>	<b>28.7</b>	<b>17.1</b>	<b>17.8</b>	<b>10.4</b>	<b>1.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>6.2</b>	<b>26</b>	<b>71.4</b>	<b>14</b>	<b>1502</b>	
<b>TAIWAN</b>																					
TAIPEI	CHINA AIRLINES	S	36	0	0	5.6	16.7	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	33.3	51	6		
TAIPEI	EVA AIR	S	62	0	0	0.0	4.8	27.4	32.3	27.4	8.1	0.0	0.0	0.0	0.0	27	50.0	32	6		
<b>TOTAL TAIPEI</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>9.2</b>	<b>33.7</b>	<b>28.6</b>	<b>21.4</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>41.7</b>	<b>41</b>	<b>12</b>		
<b>TOTAL TAIWAN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>9.2</b>	<b>33.7</b>	<b>28.6</b>	<b>21.4</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>41.7</b>	<b>41</b>	<b>12</b>		
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	124	0	0	1.6	21.8	44.4	9.7	16.1	5.6	0.8	0.0	0.0	0.0	18	73.2	13	82		
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.8</b>	<b>44.4</b>	<b>9.7</b>	<b>16.1</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.2</b>	<b>13</b>	<b>82</b>		
<b>TOTAL THAILAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.8</b>	<b>44.4</b>	<b>9.7</b>	<b>16.1</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.2</b>	<b>13</b>	<b>82</b>		
<b>TRINIDAD AND TOBAGO</b>																					
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	17		
<b>TOTAL TOBAGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>17</b>		
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>17</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TUNIS	TUNISAIR	S	30	0	0	0.0	13.3	6.7	10.0	10.0	53.3	0.0	6.7	0.0	0.0	0.0	65	61.1	23	18
<b>TOTAL TUNIS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>6.7</b>	<b>10.0</b>	<b>10.0</b>	<b>53.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>61.1</b>	<b>23</b>	<b>18</b>
<b>TOTAL TUNISIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>6.7</b>	<b>10.0</b>	<b>10.0</b>	<b>53.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>61.1</b>	<b>23</b>	<b>18</b>
<b>TURKEY</b>																				
ISTANBUL	BRITISH AIRWAYS PLC	S	136	0	0	3.7	11.0	31.6	30.9	11.8	10.3	0.7	0.0	0.0	0.0	0.0	24	53.4	24	112
ISTANBUL	THY TURKISH AIRLINES	S	370	0	0	4.1	24.3	40.3	18.4	11.1	1.9	0.0	0.0	0.0	0.0	0.0	13	72.6	11	254
<b>TOTAL ISTANBUL</b>			<b>506</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>20.8</b>	<b>37.9</b>	<b>21.7</b>	<b>11.3</b>	<b>4.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>15</b>	<b>366</b>
<b>TOTAL TURKEY</b>			<b>506</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>20.8</b>	<b>37.9</b>	<b>21.7</b>	<b>11.3</b>	<b>4.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>15</b>	<b>366</b>
<b>TURKS AND CAICOS</b>																				
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	57.1	61	14
<b>TOTAL PROVIDENCIALES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>57.1</b>	<b>61</b>	<b>14</b>
<b>TOTAL TURKS AND CAICOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>57.1</b>	<b>61</b>	<b>14</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	248	0	0	13.7	32.3	39.9	8.9	4.4	0.8	0.0	0.0	0.0	0.0	0.0	7	59.8	20	185
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>32.3</b>	<b>39.9</b>	<b>8.9</b>	<b>4.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>59.8</b>	<b>20</b>	<b>185</b>
DUBAI	BRITISH AIRWAYS PLC	S	180	0	2	9.3	23.6	25.3	14.8	17.0	8.2	0.0	0.5	0.0	0.0	1.1	21	57.1	21	126
DUBAI	EMIRATES	S	367	0	5	6.2	29.3	39.2	13.4	7.8	2.4	0.3	0.0	0.0	0.0	1.3	11	69.9	12	372
<b>TOTAL DUBAI</b>			<b>547</b>	<b>0</b>	<b>7</b>	<b>7.2</b>	<b>27.4</b>	<b>34.7</b>	<b>13.9</b>	<b>10.8</b>	<b>4.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>66.7</b>	<b>15</b>	<b>498</b>
<b>TOTAL UNITED ARAB</b>			<b>795</b>	<b>0</b>	<b>7</b>	<b>9.2</b>	<b>28.9</b>	<b>36.3</b>	<b>12.3</b>	<b>8.9</b>	<b>3.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>64.8</b>	<b>16</b>	<b>683</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	BRITISH AIRWAYS PLC	S	359	0	31	4.6	21.3	24.9	16.2	18.2	5.6	0.8	0.5	0.0	0.0	7.9	22	76.5	12	318
<b>TOTAL ABERDEEN</b>			<b>359</b>	<b>0</b>	<b>31</b>	<b>4.6</b>	<b>21.3</b>	<b>24.9</b>	<b>16.2</b>	<b>18.2</b>	<b>5.6</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>22</b>	<b>76.5</b>	<b>12</b>	<b>318</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	2	186
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	344	0	18	5.2	20.2	30.9	16.9	13.5	7.2	0.6	0.3	0.3	0.0	5.0	21	72.7	14	236
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>344</b>	<b>0</b>	<b>18</b>	<b>5.2</b>	<b>20.2</b>	<b>30.9</b>	<b>16.9</b>	<b>13.5</b>	<b>7.2</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>5.0</b>	<b>21</b>	<b>82.5</b>	<b>9</b>	<b>422</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	617	0	51	4.3	16.2	27.1	19.2	16.8	7.6	1.0	0.1	0.0	0.0	7.6	24	72.3	13	434
EDINBURGH	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1
<b>TOTAL EDINBURGH</b>			<b>617</b>	<b>0</b>	<b>51</b>	<b>4.3</b>	<b>16.2</b>	<b>27.1</b>	<b>19.2</b>	<b>16.8</b>	<b>7.6</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>24</b>	<b>72.1</b>	<b>13</b>	<b>435</b>
GLASGOW	BRITISH AIRWAYS PLC	S	492	0	29	2.9	16.3	28.2	18.6	15.9	10.2	1.5	0.6	0.2	0.0	5.6	28	71.5	13	428
<b>TOTAL GLASGOW</b>			<b>492</b>	<b>0</b>	<b>29</b>	<b>2.9</b>	<b>16.3</b>	<b>28.2</b>	<b>18.6</b>	<b>15.9</b>	<b>10.2</b>	<b>1.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>5.6</b>	<b>28</b>	<b>71.5</b>	<b>13</b>	<b>428</b>
INVERNESS	BRITISH AIRWAYS PLC	S	116	0	2	1.7	15.3	39.8	18.6	16.1	4.2	2.5	0.0	0.0	0.0	1.7	21	76.3	12	89
<b>TOTAL INVERNESS</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>15.3</b>	<b>39.8</b>	<b>18.6</b>	<b>16.1</b>	<b>4.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>21</b>	<b>76.3</b>	<b>12</b>	<b>89</b>
ISLE OF MAN	LOGANAIR LTD	S	60	0	2	11.3	22.6	32.3	11.3	1.6	12.9	4.8	0.0	0.0	0.0	3.2	26	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ISLE OF MAN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>22.6</b>	<b>32.3</b>	<b>11.3</b>	<b>1.6</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	BRITISH AIRWAYS PLC	S	238	0	14	2.8	18.3	34.9	16.3	10.3	8.7	1.6	1.2	0.4	0.0	5.6	26	63.3	20	236	
<b>TOTAL JERSEY</b>			<b>238</b>	<b>0</b>	<b>14</b>	<b>2.8</b>	<b>18.3</b>	<b>34.9</b>	<b>16.3</b>	<b>10.3</b>	<b>8.7</b>	<b>1.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>5.6</b>	<b>26</b>	<b>63.3</b>	<b>20</b>	<b>236</b>	
MANCHESTER	AMERICAN AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	214	0.0	0	0	
MANCHESTER	BRITISH AIRWAYS PLC	S	377	0	15	2.3	14.3	24.7	20.2	21.2	10.7	1.5	1.3	0.0	0.0	3.8	31	47.9	23	300	
<b>TOTAL MANCHESTER</b>			<b>378</b>	<b>0</b>	<b>15</b>	<b>2.3</b>	<b>14.2</b>	<b>24.7</b>	<b>20.1</b>	<b>21.1</b>	<b>10.7</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>32</b>	<b>47.9</b>	<b>23</b>	<b>300</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	280	0	11	5.8	17.9	24.7	15.8	18.6	8.9	3.4	1.0	0.0	0.0	3.8	29	71.3	15	196	
<b>TOTAL NEWCASTLE</b>			<b>280</b>	<b>0</b>	<b>11</b>	<b>5.8</b>	<b>17.9</b>	<b>24.7</b>	<b>15.8</b>	<b>18.6</b>	<b>8.9</b>	<b>3.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>29</b>	<b>71.3</b>	<b>15</b>	<b>196</b>	
TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.6	14	54	
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.6</b>	<b>14</b>	<b>54</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2884</b>	<b>0</b>	<b>173</b>	<b>4.0</b>	<b>17.5</b>	<b>28.2</b>	<b>17.8</b>	<b>16.3</b>	<b>8.3</b>	<b>1.5</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>5.7</b>	<b>26</b>	<b>70.9</b>	<b>14</b>	<b>2478</b>	
<b>USA</b>																					
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	2	0.0	4.8	9.7	9.7	33.9	32.3	4.8	1.6	0.0	0.0	3.2	55	45.2	29	62	
ATLANTA	DELTA AIRLINES	S	124	0	1	7.2	31.2	24.8	12.8	11.2	7.2	2.4	2.4	0.0	0.0	0.8	23	67.7	24	62	
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	3.2	35.5	38.7	14.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	10	80.6	10	61	
<b>TOTAL ATLANTA</b>			<b>246</b>	<b>0</b>	<b>3</b>	<b>4.4</b>	<b>25.7</b>	<b>24.5</b>	<b>12.4</b>	<b>15.3</b>	<b>12.4</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>28</b>	<b>64.5</b>	<b>21</b>	<b>185</b>	
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	62	0	0	0.0	8.1	19.4	25.8	30.6	11.3	1.6	3.2	0.0	0.0	0.0	37	23.3	43	41	
AUSTIN (BERGSTROM)	VIRGIN ATLANTIC AIRWAYS LTD	S	33	0	0	3.0	18.2	42.4	6.1	21.2	0.0	6.1	0.0	3.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>11.6</b>	<b>27.4</b>	<b>18.9</b>	<b>27.4</b>	<b>7.4</b>	<b>3.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>23.3</b>	<b>43</b>	<b>41</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	46	0	3	4.1	8.2	22.4	16.3	18.4	16.3	8.2	0.0	0.0	0.0	6.1	42	0.0	0	0	
<b>TOTAL BALTIMORE</b>			<b>46</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>8.2</b>	<b>22.4</b>	<b>16.3</b>	<b>18.4</b>	<b>16.3</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOSTON	AMERICAN AIRLINES	S	62	0	0	14.5	45.2	24.2	9.7	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	88.7	15	60	
BOSTON	BRITISH AIRWAYS PLC	S	180	0	0	6.1	15.0	26.7	21.1	20.0	9.4	1.7	0.0	0.0	0.0	0.0	25	53.7	23	116	
BOSTON	DELTA AIRLINES	S	62	0	0	6.5	56.5	25.8	1.6	8.1	0.0	0.0	1.6	0.0	0.0	0.0	11	71.4	12	28	
BOSTON	JETBLUE AIRWAYS CORPORATION	S	62	0	3	9.2	29.2	43.1	9.2	3.1	1.5	0.0	0.0	0.0	0.0	4.6	8	0.0	0	0	
BOSTON	UNITED AIRLINES	S	61	0	2	4.8	49.2	25.4	15.9	0.0	0.0	1.6	0.0	0.0	0.0	3.2	8	0.0	0	0	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	5.0	35.0	33.3	5.0	16.7	5.0	0.0	0.0	0.0	0.0	0.0	14	89.8	5	48	
<b>TOTAL BOSTON</b>			<b>487</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>32.7</b>	<b>29.1</b>	<b>13.0</b>	<b>11.4</b>	<b>4.5</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>70.8</b>	<b>16</b>	<b>252</b>	
CHARLOTTE	AMERICAN AIRLINES	S	124	0	0	12.9	49.2	19.4	8.9	4.0	4.0	0.0	1.6	0.0	0.0	0.0	13	88.9	29	72	
<b>TOTAL CHARLOTTE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>49.2</b>	<b>19.4</b>	<b>8.9</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>29</b>	<b>72</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	98	0	0	6.1	55.1	23.5	8.2	3.1	2.0	2.0	0.0	0.0	0.0	0.0	10	86.6	8	80	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	115	0	9	0.8	4.0	20.2	20.2	26.6	16.1	4.8	0.0	0.0	0.0	7.3	41	57.3	28	123	
CHICAGO (O'HARE)	UNITED AIRLINES	S	182	0	1	8.2	42.6	33.9	6.6	6.0	1.1	0.5	0.0	0.5	0.0	0.5	11	95.8	4	72	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>395</b>	<b>0</b>	<b>10</b>	<b>5.4</b>	<b>33.8</b>	<b>27.2</b>	<b>11.1</b>	<b>11.6</b>	<b>5.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>2.5</b>	<b>19</b>	<b>75.9</b>	<b>16</b>	<b>275</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	169	0	0	11.8	42.6	26.0	5.9	8.3	3.0	1.2	0.6	0.6	0.0	0.0	16	77.6	19	134	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	62	0	0	1.6	4.8	11.3	29.0	29.0	16.1	6.5	1.6	0.0	0.0	0.0	46	66.1	16	62	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>32.5</b>	<b>22.1</b>	<b>12.1</b>	<b>13.9</b>	<b>6.5</b>	<b>2.6</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>74.0</b>	<b>18</b>	<b>196</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	1.6	3.2	16.1	30.6	22.6	19.4	6.5	0.0	0.0	0.0	0.0	44	50.0	20	46	
DENVER INTERNATIONAL	UNITED AIRLINES	S	73	0	0	0.0	21.9	37.0	21.9	9.6	2.7	2.7	4.1	0.0	0.0	0.0	26	79.4	8	34	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>13.3</b>	<b>27.4</b>	<b>25.9</b>	<b>15.6</b>	<b>10.4</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>62.5</b>	<b>15</b>	<b>80</b>	
DETROIT	DELTA AIRLINES	S	70	0	0	22.9	37.1	20.0	10.0	1.4	4.3	0.0	4.3	0.0	0.0	0.0	18	77.8	14	36	
<b>TOTAL DETROIT</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>37.1</b>	<b>20.0</b>	<b>10.0</b>	<b>1.4</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.8</b>	<b>14</b>	<b>36</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	97	0	5	1.0	4.9	18.6	20.6	18.6	26.5	2.9	2.0	0.0	0.0	4.9	48	58.1	16	62	
HOUSTON	UNITED AIRLINES	S	124	0	0	4.8	27.4	34.7	12.9	9.7	7.3	2.4	0.8	0.0	0.0	0.0	21	83.9	6	62	
<b>TOTAL HOUSTON</b>			<b>221</b>	<b>0</b>	<b>5</b>	<b>3.1</b>	<b>17.3</b>	<b>27.4</b>	<b>16.4</b>	<b>13.7</b>	<b>15.9</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>33</b>	<b>71.0</b>	<b>11</b>	<b>124</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	0.0	4.8	11.3	11.3	32.3	35.5	3.2	1.6	0.0	0.0	0.0	56	40.3	38	62	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	13.1	32.8	34.4	11.5	8.2	0.0	0.0	0.0	0.0	0.0	0.0	8	71.0	12	62	
<b>TOTAL LAS VEGAS</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>18.7</b>	<b>22.8</b>	<b>11.4</b>	<b>20.3</b>	<b>17.9</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>55.6</b>	<b>25</b>	<b>124</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	116	0	0	20.7	35.3	19.0	8.6	7.8	2.6	1.7	0.9	3.4	0.0	0.0	51	80.6	15	72	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	179	0	7	2.7	5.4	22.0	24.2	26.9	8.6	4.8	1.6	0.0	0.0	3.8	37	39.8	34	127	
LOS ANGELES INTERNATIONAL	DELTA AIRLINES	S	12	0	0	0.0	33.3	50.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	24	0.0	0	0	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	74	0	0	20.3	23.0	29.7	10.8	8.1	4.1	1.4	2.7	0.0	0.0	0.0	21	0.0	0	0	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	8.1	25.8	26.6	15.3	12.1	9.7	1.6	0.8	0.0	0.0	0.0	24	73.1	12	130	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>505</b>	<b>0</b>	<b>7</b>	<b>10.5</b>	<b>20.3</b>	<b>24.2</b>	<b>16.0</b>	<b>15.6</b>	<b>6.8</b>	<b>2.9</b>	<b>1.4</b>	<b>0.8</b>	<b>0.0</b>	<b>1.4</b>	<b>34</b>	<b>61.8</b>	<b>21</b>	<b>329</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	112	0	0	16.1	42.9	20.5	12.5	5.4	0.9	0.9	0.0	0.9	0.0	0.0	21	77.4	13	62	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	121	0	3	6.5	8.9	25.8	29.0	12.9	9.7	4.0	0.8	0.0	0.0	2.4	31	36.3	38	122	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	105	0	1	10.4	19.8	38.7	18.9	8.5	1.9	0.0	0.9	0.0	0.0	0.9	14	62.9	14	62	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>338</b>	<b>0</b>	<b>4</b>	<b>10.8</b>	<b>23.4</b>	<b>28.1</b>	<b>20.5</b>	<b>9.1</b>	<b>4.4</b>	<b>1.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>22</b>	<b>53.2</b>	<b>25</b>	<b>246</b>	
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	1	9.5	23.8	31.7	14.3	9.5	4.8	4.8	0.0	0.0	0.0	1.6	21	0.0	0	0	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>23.8</b>	<b>31.7</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	53	0	1	5.6	3.7	31.5	25.9	25.9	3.7	1.9	0.0	0.0	0.0	1.9	25	0.0	0	0	
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>3.7</b>	<b>31.5</b>	<b>25.9</b>	<b>25.9</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
NEW ORLEANS	BRITISH AIRWAYS PLC	S	30	0	0	3.3	3.3	26.7	33.3	10.0	16.7	3.3	3.3	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL NEW ORLEANS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>3.3</b>	<b>26.7</b>	<b>33.3</b>	<b>10.0</b>	<b>16.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)	AIR INDIA	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	238	0	2	9.6	41.7	27.9	7.9	6.7	2.1	0.4	1.3	1.7	0.0	0.8	28	71.7	16	145	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	411	0	20	2.6	10.2	31.1	20.9	22.7	7.4	0.2	0.2	0.0	0.0	4.6	25	65.4	17	306	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	124	0	0	7.3	35.5	26.6	9.7	11.3	4.0	3.2	2.4	0.0	0.0	0.0	24	58.3	24	72	
NEW YORK (JF KENNEDY)	JETBLUE AIRWAYS CORPORATION	S	75	0	6	8.6	30.9	28.4	13.6	6.2	1.2	2.5	0.0	1.2	0.0	7.4	32	77.4	10	62	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	256	0	7	7.2	15.2	38.8	15.6	14.1	4.2	0.8	1.5	0.0	0.0	2.7	20	79.1	9	239	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1105</b>	<b>0</b>	<b>35</b>	<b>6.1</b>	<b>22.2</b>	<b>31.5</b>	<b>15.2</b>	<b>15.0</b>	<b>4.7</b>	<b>0.9</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>3.1</b>	<b>25</b>	<b>70.7</b>	<b>15</b>	<b>824</b>	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	171	0	11	2.7	7.7	33.5	24.7	18.1	6.6	0.0	0.5	0.0	0.0	6.0	23	49.5	23	93	
NEW YORK (NEWARK)	UNITED AIRLINES	S	429	0	0	7.9	41.7	30.1	10.0	5.6	2.3	0.7	1.6	0.0	0.0	0.0	13	83.8	9	190	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>600</b>	<b>0</b>	<b>11</b>	<b>6.4</b>	<b>31.6</b>	<b>31.1</b>	<b>14.4</b>	<b>9.3</b>	<b>3.6</b>	<b>0.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>72.2</b>	<b>14</b>	<b>283</b>	
ORLANDO	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	29.0	41	62	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	73	0	0	21.9	26.0	26.0	16.4	8.2	0.0	1.4	0.0	0.0	0.0	0.0	11	67.6	15	71	
<b>TOTAL ORLANDO</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>26.0</b>	<b>26.0</b>	<b>16.4</b>	<b>8.2</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>49.6</b>	<b>27</b>	<b>133</b>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	74	0	0	16.2	45.9	21.6	6.8	2.7	4.1	2.7	0.0	0.0	0.0	0.0	12	97.2	2	72	
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	3.2	11.3	17.7	29.0	27.4	6.5	4.8	0.0	0.0	0.0	0.0	31	64.5	16	61	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>30.1</b>	<b>19.9</b>	<b>16.9</b>	<b>14.0</b>	<b>5.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.1</b>	<b>8</b>	<b>133</b>	
PHOENIX	AMERICAN AIRLINES	S	62	0	0	19.4	56.5	16.1	1.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
PHOENIX	BRITISH AIRWAYS PLC	S	60	0	1	0.0	6.6	18.0	11.5	27.9	26.2	4.9	3.3	0.0	0.0	1.6	54	29.0	53	62	
<b>TOTAL PHOENIX</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>9.8</b>	<b>31.7</b>	<b>17.1</b>	<b>6.5</b>	<b>17.1</b>	<b>13.0</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>29.0</b>	<b>53</b>	<b>62</b>	
PITTSBURGH	BRITISH AIRWAYS PLC	S	34	0	2	2.8	5.6	41.7	25.0	19.4	0.0	0.0	0.0	0.0	0.0	5.6	20	0.0	0	0	
<b>TOTAL PITTSBURGH</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>5.6</b>	<b>41.7</b>	<b>25.0</b>	<b>19.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PORTLAND (OREGON)	BRITISH AIRWAYS PLC	S	35	0	0	0.0	2.9	22.9	20.0	42.9	11.4	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL PORTLAND (OREGON)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>22.9</b>	<b>20.0</b>	<b>42.9</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RALEIGH	AMERICAN AIRLINES	S	60	0	2	21.0	58.1	11.3	3.2	0.0	1.6	0.0	0.0	1.6	0.0	3.2	9	0.0	0	0	
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>58.1</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALT LAKE CITY	DELTA AIRLINES	S	48	0	1	16.3	40.8	22.4	8.2	8.2	2.0	0.0	0.0	0.0	0.0	2.0	9	0.0	0	0	
<b>TOTAL SALT LAKE CITY</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>16.3</b>	<b>40.8</b>	<b>22.4</b>	<b>8.2</b>	<b>8.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	14.5	9.7	33.9	19.4	16.1	6.5	0.0	0.0	0.0	0.0	0.0	19	61.1	26	54	
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>9.7</b>	<b>33.9</b>	<b>19.4</b>	<b>16.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.1</b>	<b>26</b>	<b>54</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	122	0	4	5.6	8.7	22.2	15.1	26.2	9.5	4.8	2.4	2.4	0.0	3.2	57	59.3	24	116
SAN FRANCISCO	UNITED AIRLINES	S	135	0	0	8.9	30.4	32.6	8.1	7.4	9.6	2.2	0.7	0.0	0.0	0.0	20	86.1	6	72
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	73	0	0	13.7	16.4	26.0	11.0	20.5	9.6	1.4	1.4	0.0	0.0	0.0	25	70.6	11	67
<b>TOTAL SAN FRANCISCO</b>			<b>330</b>	<b>0</b>	<b>4</b>	<b>8.7</b>	<b>19.2</b>	<b>27.2</b>	<b>11.4</b>	<b>17.4</b>	<b>9.6</b>	<b>3.0</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>1.2</b>	<b>35</b>	<b>69.8</b>	<b>16</b>	<b>255</b>
SAN JOSE	BRITISH AIRWAYS PLC	S	40	0	5	2.2	20.0	22.2	22.2	15.6	4.4	2.2	0.0	0.0	0.0	11.1	21	0.0	0	0
<b>TOTAL SAN JOSE</b>			<b>40</b>	<b>0</b>	<b>5</b>	<b>2.2</b>	<b>20.0</b>	<b>22.2</b>	<b>22.2</b>	<b>15.6</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SEATTLE (TACOMA)	AMERICAN AIRLINES	S	62	0	0	16.1	38.7	24.2	8.1	3.2	3.2	1.6	0.0	4.8	0.0	0.0	31	84.3	8	51
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	91	0	3	4.3	9.6	21.3	17.0	29.8	13.8	1.1	0.0	0.0	0.0	3.2	32	48.3	41	58
SEATTLE (TACOMA)	DELTA AIRLINES	S	52	0	0	7.7	40.4	32.7	11.5	5.8	1.9	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	2	20.7	31.0	31.0	6.9	6.9	0.0	0.0	0.0	0.0	0.0	3.4	7	66.7	13	33
<b>TOTAL SEATTLE (TACOMA)</b>			<b>261</b>	<b>0</b>	<b>5</b>	<b>11.3</b>	<b>27.1</b>	<b>26.3</b>	<b>11.7</b>	<b>13.9</b>	<b>6.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>65.5</b>	<b>23</b>	<b>142</b>
TAMPA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	7.9	25.4	34.9	17.5	9.5	3.2	0.0	0.0	0.0	0.0	1.6	13	0.0	0	0
<b>TOTAL TAMPA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>25.4</b>	<b>34.9</b>	<b>17.5</b>	<b>9.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	124	0	1	0.8	8.8	22.4	24.0	23.2	15.2	3.2	1.6	0.0	0.0	0.8	38	53.4	26	116
WASHINGTON (DULLES)	SAUDI ARABIAN AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1276	0.0	0	0
WASHINGTON (DULLES)	UNITED AIRLINES	S	184	0	3	7.5	43.9	29.4	8.0	6.4	0.5	0.5	2.1	0.0	0.0	1.6	12	87.1	10	116
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	11.3	22.6	38.7	16.1	6.5	1.6	0.0	0.0	0.0	0.0	3.2	9	74.2	14	31
<b>TOTAL WASHINGTON (DULLES)</b>			<b>369</b>	<b>0</b>	<b>6</b>	<b>5.9</b>	<b>28.5</b>	<b>28.5</b>	<b>14.7</b>	<b>12.0</b>	<b>5.6</b>	<b>1.3</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>70.6</b>	<b>17</b>	<b>263</b>
<b>TOTAL USA</b>			<b>6498</b>	<b>0</b>	<b>112</b>	<b>7.7</b>	<b>25.7</b>	<b>27.4</b>	<b>14.6</b>	<b>13.4</b>	<b>6.5</b>	<b>1.7</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.7</b>	<b>24</b>	<b>67.3</b>	<b>19</b>	<b>4109</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	20	0	0	0.0	10.0	50.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	14	92.9	6	14
<b>TOTAL TASHKENT</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.9</b>	<b>6</b>	<b>14</b>
<b>TOTAL UZBEKISTAN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.9</b>	<b>6</b>	<b>14</b>
<b>VIETNAM</b>																				
HANOI	BAMBOO AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	36	5
HANOI	VIETNAM AIRLINES	S	32	0	0	0.0	21.9	46.9	18.8	9.4	3.1	0.0	0.0	0.0	0.0	0.0	12	44.4	23	9
<b>TOTAL HANOI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.9</b>	<b>46.9</b>	<b>18.8</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>28</b>	<b>14</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	22	0	0	4.5	13.6	54.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL HO CHI MINH CITY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>13.6</b>	<b>54.5</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VIETNAM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>18.5</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>28</b>	<b>14</b>
<b>TOTAL HEATHROW</b>			<b>36324</b>	<b>0</b>	<b>1159</b>	<b>6.1</b>	<b>20.9</b>	<b>29.8</b>	<b>16.1</b>	<b>14.4</b>	<b>7.4</b>	<b>1.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>3.1</b>	<b>23</b>	<b>71.1</b>	<b>15</b>	<b>26734</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>IRISH REPUBLIC</b>																					
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	58	0	4	6.5	37.1	16.1	9.7	8.1	12.9	3.2	0.0	0.0	0.0	6.5	22	81.3	28	32	
<b>TOTAL DUBLIN</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>37.1</b>	<b>16.1</b>	<b>9.7</b>	<b>8.1</b>	<b>12.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>22</b>	<b>81.3</b>	<b>28</b>	<b>32</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>37.1</b>	<b>16.1</b>	<b>9.7</b>	<b>8.1</b>	<b>12.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>22</b>	<b>81.3</b>	<b>28</b>	<b>32</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	26	0	2	7.1	50.0	3.6	3.6	14.3	7.1	0.0	0.0	7.1	0.0	7.1	124	100.0	4	16	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>50.0</b>	<b>3.6</b>	<b>3.6</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>124</b>	<b>100.0</b>	<b>4</b>	<b>16</b>	
BIRMINGHAM	LOGANAIR LTD	S	57	0	4	0.0	27.9	24.6	6.6	18.0	14.8	0.0	1.6	0.0	0.0	6.6	31	78.0	9	50	
<b>TOTAL BIRMINGHAM</b>			<b>57</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>27.9</b>	<b>24.6</b>	<b>6.6</b>	<b>18.0</b>	<b>14.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>31</b>	<b>78.0</b>	<b>9</b>	<b>50</b>	
BRISTOL	EASYJET UK LTD	S	20	0	2	0.0	22.7	27.3	13.6	4.5	9.1	4.5	0.0	9.1	0.0	9.1	169	88.9	13	18	
<b>TOTAL BRISTOL</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.7</b>	<b>27.3</b>	<b>13.6</b>	<b>4.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>169</b>	<b>88.9</b>	<b>13</b>	<b>18</b>	
EDINBURGH	LOGANAIR LTD	S	32	0	4	2.8	33.3	33.3	5.6	2.8	8.3	0.0	2.8	0.0	0.0	11.1	17	73.1	16	24	
<b>TOTAL EDINBURGH</b>			<b>32</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>17</b>	<b>73.1</b>	<b>16</b>	<b>24</b>	
GATWICK	EASYJET UK LTD	S	98	0	12	0.9	10.9	28.2	15.5	17.3	3.6	0.9	0.9	10.9	0.0	10.9	183	75.0	11	72	
<b>TOTAL GATWICK</b>			<b>98</b>	<b>0</b>	<b>12</b>	<b>0.9</b>	<b>10.9</b>	<b>28.2</b>	<b>15.5</b>	<b>17.3</b>	<b>3.6</b>	<b>0.9</b>	<b>0.9</b>	<b>10.9</b>	<b>0.0</b>	<b>10.9</b>	<b>183</b>	<b>75.0</b>	<b>11</b>	<b>72</b>	
HEATHROW	LOGANAIR LTD	S	59	0	4	0.0	14.3	47.6	7.9	6.3	12.7	4.8	0.0	0.0	0.0	6.3	29	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>59</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>14.3</b>	<b>47.6</b>	<b>7.9</b>	<b>6.3</b>	<b>12.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	74	0	10	1.2	29.8	15.5	7.1	20.2	4.8	0.0	4.8	4.8	0.0	11.9	111	87.8	7	98	
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	96	0	15	0.0	22.5	32.4	18.0	6.3	7.2	0.0	0.0	0.0	0.0	13.5	17	85.3	6	114	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>170</b>	<b>0</b>	<b>25</b>	<b>0.5</b>	<b>25.6</b>	<b>25.1</b>	<b>13.3</b>	<b>12.3</b>	<b>6.2</b>	<b>0.0</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>12.8</b>	<b>58</b>	<b>86.4</b>	<b>6</b>	<b>212</b>	
LONDON CITY	LOGANAIR LTD	S	57	0	15	5.6	20.8	29.2	8.3	5.6	8.3	1.4	0.0	0.0	0.0	20.8	18	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>57</b>	<b>0</b>	<b>15</b>	<b>5.6</b>	<b>20.8</b>	<b>29.2</b>	<b>8.3</b>	<b>5.6</b>	<b>8.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.8</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	EASYJET UK LTD	S	60	0	6	12.1	30.3	16.7	10.6	3.0	6.1	0.0	0.0	12.1	0.0	9.1	182	91.9	3	62	
MANCHESTER	LOGANAIR LTD	S	112	0	12	3.2	32.3	28.2	8.1	8.9	5.6	1.6	2.4	0.0	0.0	9.7	22	83.9	9	112	
<b>TOTAL MANCHESTER</b>			<b>172</b>	<b>0</b>	<b>18</b>	<b>6.3</b>	<b>31.6</b>	<b>24.2</b>	<b>8.9</b>	<b>6.8</b>	<b>5.8</b>	<b>1.1</b>	<b>1.6</b>	<b>4.2</b>	<b>0.0</b>	<b>9.5</b>	<b>78</b>	<b>86.8</b>	<b>6</b>	<b>174</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>691</b>	<b>0</b>	<b>86</b>	<b>2.7</b>	<b>25.0</b>	<b>27.2</b>	<b>10.4</b>	<b>10.4</b>	<b>7.3</b>	<b>1.0</b>	<b>1.3</b>	<b>3.6</b>	<b>0.0</b>	<b>11.1</b>	<b>77</b>	<b>84.2</b>	<b>8</b>	<b>566</b>	
<b>TOTAL ISLE OF MAN</b>			<b>749</b>	<b>0</b>	<b>90</b>	<b>3.0</b>	<b>25.9</b>	<b>26.3</b>	<b>10.4</b>	<b>10.3</b>	<b>7.7</b>	<b>1.2</b>	<b>1.2</b>	<b>3.3</b>	<b>0.0</b>	<b>10.7</b>	<b>72</b>	<b>84.1</b>	<b>9</b>	<b>598</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: JERSEY (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2022				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>FRANCE</b>																					
RENNES	CHALAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1	
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>32</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>32</b>	<b>1</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	BLUE ISLANDS LIMITED	S	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	126	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>126</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>126</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
VENICE	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	2	
<b>TOTAL VENICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>2</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>2</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	SMARTWINGS	C	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>SWITZERLAND</b>																					
GENEVA	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	177	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>177</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>177</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	6	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>6</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
BIRMINGHAM	BLUE ISLANDS LIMITED	S	62	0	0	9.7	41.9	24.2	8.1	12.9	0.0	3.2	0.0	0.0	0.0	0.0	13	71.4	18	54	
<b>TOTAL BIRMINGHAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>41.9</b>	<b>24.2</b>	<b>8.1</b>	<b>12.9</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.4</b>	<b>18</b>	<b>54</b>	
BRISTOL	BLUE ISLANDS LIMITED	S	53	0	2	9.1	40.0	12.7	14.5	10.9	1.8	7.3	0.0	0.0	0.0	3.6	23	85.2	10	52	
<b>TOTAL BRISTOL</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>40.0</b>	<b>12.7</b>	<b>14.5</b>	<b>10.9</b>	<b>1.8</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>23</b>	<b>85.2</b>	<b>10</b>	<b>52</b>	
EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	38	0	1	12.8	48.7	15.4	10.3	5.1	5.1	0.0	0.0	0.0	0.0	2.6	10	79.4	8	34	
EAST MIDLANDS INTERNATIONAL	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>12.8</b>	<b>48.7</b>	<b>15.4</b>	<b>10.3</b>	<b>5.1</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>80.6</b>	<b>8</b>	<b>36</b>	
EXETER	BLUE ISLANDS LIMITED	S	60	0	2	3.2	41.9	30.6	4.8	11.3	1.6	3.2	0.0	0.0	0.0	3.2	13	86.2	6	58	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>41.9</b>	<b>30.6</b>	<b>4.8</b>	<b>11.3</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>13</b>	<b>86.2</b>	<b>6</b>	<b>58</b>
<b>GATWICK</b>	EASYJET UK LTD	S	229	0	0	12.2	40.6	21.8	5.7	6.6	9.2	1.3	1.3	1.3	0.0	0.0	25	93.2	3	160
<b>TOTAL GATWICK</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>40.6</b>	<b>21.8</b>	<b>5.7</b>	<b>6.6</b>	<b>9.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>93.2</b>	<b>3</b>	<b>160</b>
<b>GLASGOW</b>	EASYJET UK LTD	S	14	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	81.8	9	22
<b>TOTAL GLASGOW</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.8</b>	<b>9</b>	<b>22</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2	
<b>GUERNSEY</b>	BLUE ISLANDS LIMITED	S	172	0	3	0.6	44.6	36.0	6.3	7.4	1.1	1.1	1.1	0.0	0.0	1.7	11	80.1	10	160
<b>TOTAL GUERNSEY</b>			<b>172</b>	<b>0</b>	<b>3</b>	<b>0.6</b>	<b>44.6</b>	<b>36.0</b>	<b>6.3</b>	<b>7.4</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>79.8</b>	<b>10</b>	<b>162</b>
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	238	0	14	0.8	26.2	30.2	13.9	10.7	8.3	2.0	2.0	0.4	0.0	5.6	27	67.5	16	236
<b>TOTAL HEATHROW</b>			<b>238</b>	<b>0</b>	<b>14</b>	<b>0.8</b>	<b>26.2</b>	<b>30.2</b>	<b>13.9</b>	<b>10.7</b>	<b>8.3</b>	<b>2.0</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>67.5</b>	<b>16</b>	<b>236</b>
<b>LIVERPOOL (JOHN LENNON)</b>	EASYJET UK LTD	S	68	0	1	20.3	47.8	23.2	0.0	4.3	0.0	2.9	0.0	0.0	0.0	1.4	7	88.5	4	52
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>20.3</b>	<b>47.8</b>	<b>23.2</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>7</b>	<b>88.5</b>	<b>4</b>	<b>52</b>
<b>LUTON</b>	EASYJET UK LTD	S	92	0	0	8.7	39.1	20.7	4.3	14.1	9.8	1.1	2.2	0.0	0.0	0.0	23	81.8	14	44
<b>TOTAL LUTON</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>39.1</b>	<b>20.7</b>	<b>4.3</b>	<b>14.1</b>	<b>9.8</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>81.8</b>	<b>14</b>	<b>44</b>
<b>MANCHESTER</b>	EASYJET UK LTD	S	60	0	0	30.0	51.7	3.3	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.5	10	40
<b>TOTAL MANCHESTER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>51.7</b>	<b>3.3</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.5</b>	<b>10</b>	<b>40</b>
<b>SOUTHAMPTON</b>	BLUE ISLANDS LIMITED	S	193	0	4	7.1	47.2	31.0	2.5	3.0	4.1	0.0	3.0	0.0	0.0	2.0	14	87.9	8	170
<b>TOTAL SOUTHAMPTON</b>			<b>193</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>47.2</b>	<b>31.0</b>	<b>2.5</b>	<b>3.0</b>	<b>4.1</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>14</b>	<b>87.9</b>	<b>8</b>	<b>170</b>
<b>STANSTED</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2	
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>26</b>	<b>2</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1281</b>	<b>0</b>	<b>27</b>	<b>7.9</b>	<b>40.4</b>	<b>26.1</b>	<b>7.3</b>	<b>8.0</b>	<b>5.0</b>	<b>1.6</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>80.8</b>	<b>10</b>	<b>1096</b>
<b>TOTAL JERSEY</b>			<b>1295</b>	<b>0</b>	<b>27</b>	<b>7.8</b>	<b>40.0</b>	<b>26.4</b>	<b>7.3</b>	<b>8.0</b>	<b>4.9</b>	<b>1.7</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>18</b>	<b>80.7</b>	<b>10</b>	<b>1107</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>AUSTRIA</b>																				
SALZBURG	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	5	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>5</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>5</b>	<b>8</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	28	2
<b>TOTAL LARNACA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>28</b>	<b>2</b>
PAPHOS	JET2.COM LTD	S	18	0	0	22.2	27.8	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	18
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>33.3</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>25.0</b>	<b>35.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.0</b>	<b>4</b>	<b>20</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	JET2.COM LTD	S	18	0	0	11.1	72.2	0.0	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	81.3	8	16
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>72.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>72.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
<b>FRANCE</b>																				
BEAUVAIS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	2
<b>TOTAL BEAUVAIS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>39</b>	<b>2</b>
CHAMBERY	JET2.COM LTD	S	8	0	0	0.0	0.0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	73	14.3	41	7
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>14.3</b>	<b>41</b>	<b>7</b>
LIMOGES	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	216	3
<b>TOTAL LIMOGES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>216</b>	<b>3</b>
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	35	0	1	5.6	41.7	38.9	5.6	0.0	0.0	0.0	0.0	5.6	0.0	2.8	32	82.4	5	34
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>41.7</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>2.8</b>	<b>32</b>	<b>82.4</b>	<b>5</b>	<b>34</b>
PERPIGNAN	JET2.COM LTD	C	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
PERPIGNAN	RYANAIR	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL PERPIGNAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>36.5</b>	<b>34.6</b>	<b>5.8</b>	<b>7.7</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>34</b>	<b>65.2</b>	<b>26</b>	<b>46</b>
<b>GREECE</b>																				
CHANIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	123	1
<b>TOTAL CHANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>123</b>	<b>1</b>
<b>TOTAL GREECE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>123</b>	<b>1</b>
<b>HUNGARY</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BUDAPEST	JET2.COM LTD	S	18	0	0	5.6	50.0	33.3	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	93.8	3	16
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>ICELAND</b>																				
KEFLAVIK	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	2
<b>TOTAL KEFLAVIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>2</b>
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>2</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	114	0	4	5.9	44.1	26.3	11.0	4.2	4.2	0.8	0.0	0.0	0.0	3.4	11	0.0	0	0
DUBLIN	RYANAIR	S	117	0	3	0.8	35.0	34.2	10.0	9.2	2.5	2.5	0.8	2.5	0.0	2.5	28	85.3	11	95
<b>TOTAL DUBLIN</b>			<b>231</b>	<b>0</b>	<b>7</b>	<b>3.4</b>	<b>39.5</b>	<b>30.3</b>	<b>10.5</b>	<b>6.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.4</b>	<b>1.3</b>	<b>0.0</b>	<b>2.9</b>	<b>20</b>	<b>85.3</b>	<b>11</b>	<b>95</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>231</b>	<b>0</b>	<b>7</b>	<b>3.4</b>	<b>39.5</b>	<b>30.3</b>	<b>10.5</b>	<b>6.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.4</b>	<b>1.3</b>	<b>0.0</b>	<b>2.9</b>	<b>20</b>	<b>85.3</b>	<b>11</b>	<b>95</b>
<b>ITALY</b>																				
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	44.4	22.2	5.6	11.1	5.6	11.1	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	14	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	16	30
<b>TOTAL RIGA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>50.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.7</b>	<b>16</b>	<b>30</b>
<b>TOTAL LATVIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>50.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.7</b>	<b>16</b>	<b>30</b>
<b>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	12	0	0	0.0	25.0	58.3	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	23	82.1	16	28
<b>TOTAL VILNIUS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>58.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.1</b>	<b>16</b>	<b>28</b>
<b>TOTAL LITHUANIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>58.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.1</b>	<b>16</b>	<b>28</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	11	20
AMSTERDAM	KLM	S	156	0	4	0.6	39.4	41.3	6.3	5.0	1.3	2.5	0.6	0.6	0.0	2.5	17	75.4	13	133
<b>TOTAL AMSTERDAM</b>			<b>156</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>39.4</b>	<b>41.3</b>	<b>6.3</b>	<b>5.0</b>	<b>1.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>2.5</b>	<b>17</b>	<b>74.7</b>	<b>13</b>	<b>153</b>
<b>TOTAL NETHERLANDS</b>			<b>156</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>39.4</b>	<b>41.3</b>	<b>6.3</b>	<b>5.0</b>	<b>1.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>2.5</b>	<b>17</b>	<b>74.7</b>	<b>13</b>	<b>153</b>
<b>NORWAY</b>																				
BERGEN	TITAN AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BERGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>POLAND</b>																					
GDANSK	RYANAIR	S	26	0	0	11.5	42.3	11.5	7.7	7.7	15.4	3.8	0.0	0.0	0.0	23	91.7	6	24		
GDANSK	WIZZ AIR	S	18	0	0	16.7	33.3	16.7	11.1	16.7	5.6	0.0	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL GDANSK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>38.6</b>	<b>13.6</b>	<b>9.1</b>	<b>11.4</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>91.7</b>	<b>6</b>	<b>24</b>		
KATOWICE	WIZZ AIR	S	20	0	0	25.0	10.0	45.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL KATOWICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>10.0</b>	<b>45.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
KRAKOW	JET2.COM LTD	S	20	0	0	10.0	60.0	15.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	9	83.3	7	12		
KRAKOW	RYANAIR	S	41	0	2	2.3	25.6	37.2	4.7	11.6	14.0	0.0	0.0	0.0	4.7	20	85.7	15	41		
KRAKOW	WIZZ AIR	S	16	0	2	0.0	5.6	27.8	33.3	11.1	11.1	0.0	0.0	0.0	11.1	30	0.0	0	0		
<b>TOTAL KRAKOW</b>			<b>77</b>	<b>0</b>	<b>4</b>	<b>3.7</b>	<b>29.6</b>	<b>29.6</b>	<b>11.1</b>	<b>9.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>19</b>	<b>85.2</b>	<b>13</b>	<b>53</b>		
POZNAN	RYANAIR	S	18	0	0	27.8	38.9	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	15	100.0	0	18		
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>18</b>		
WARSAW (CHOPIN)	WIZZ AIR	S	16	0	0	0.0	12.5	31.3	12.5	18.8	0.0	18.8	6.3	0.0	0.0	58	0.0	0	0		
<b>TOTAL WARSAW (CHOPIN)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
WARSAW (MODLIN MASOVIA)	RYANAIR	S	20	0	0	0.0	10.0	65.0	10.0	5.0	0.0	10.0	0.0	0.0	0.0	41	81.5	17	27		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>65.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>81.5</b>	<b>17</b>	<b>27</b>		
WROCLAW	RYANAIR	S	15	0	1	0.0	56.3	25.0	0.0	0.0	0.0	12.5	0.0	0.0	6.3	17	83.3	6	18		
WROCLAW	WIZZ AIR	S	14	0	2	0.0	37.5	43.8	6.3	0.0	0.0	0.0	0.0	0.0	12.5	3	0.0	0	0		
<b>TOTAL WROCLAW</b>			<b>29</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>46.9</b>	<b>34.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>10</b>	<b>83.3</b>	<b>6</b>	<b>18</b>		
<b>TOTAL POLAND</b>			<b>224</b>	<b>0</b>	<b>7</b>	<b>8.2</b>	<b>29.9</b>	<b>30.3</b>	<b>9.5</b>	<b>8.2</b>	<b>6.9</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>22</b>	<b>87.2</b>	<b>10</b>	<b>140</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	47	0	1	12.5	45.8	16.7	6.3	6.3	4.2	0.0	6.3	0.0	0.0	23	81.8	14	44		
FARO	RYANAIR	S	18	0	0	0.0	5.6	77.8	5.6	0.0	0.0	0.0	0.0	11.1	0.0	47	100.0	2	19		
<b>TOTAL FARO</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>34.8</b>	<b>33.3</b>	<b>6.1</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>30</b>	<b>87.3</b>	<b>10</b>	<b>63</b>		
OPORTO (PORTUGAL)	RYANAIR	S	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	59	0.0	0	0		
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL PORTUGAL</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>32.9</b>	<b>34.3</b>	<b>5.7</b>	<b>4.3</b>	<b>5.7</b>	<b>0.0</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>31</b>	<b>87.3</b>	<b>10</b>	<b>63</b>		
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	8		
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>4</b>	<b>8</b>		
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>4</b>	<b>8</b>		
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	28	0	1	13.8	13.8	27.6	24.1	13.8	3.4	0.0	0.0	0.0	0.0	3.4	15	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>13.8</b>	<b>13.8</b>	<b>27.6</b>	<b>24.1</b>	<b>13.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	16.7	22.2	16.7	16.7	11.1	5.6	11.1	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA SLOVAK REPUBLIC</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>14.9</b>	<b>17.0</b>	<b>23.4</b>	<b>21.3</b>	<b>12.8</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRATISLAVA	RYANAIR	S	15	0	1	6.3	12.5	56.3	6.3	6.3	0.0	0.0	0.0	6.3	0.0	6.3	32	88.9	18	18	
<b>TOTAL BRATISLAVA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>32</b>	<b>88.9</b>	<b>18</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>32</b>	<b>88.9</b>	<b>18</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	65	0	1	9.1	43.9	27.3	4.5	7.6	3.0	0.0	1.5	1.5	0.0	1.5	19	78.6	12	70	
ALICANTE	RYANAIR	S	48	0	6	1.9	18.5	24.1	11.1	24.1	9.3	0.0	0.0	0.0	0.0	11.1	25	57.1	47	13	
<b>TOTAL ALICANTE</b>			<b>113</b>	<b>0</b>	<b>7</b>	<b>5.8</b>	<b>32.5</b>	<b>25.8</b>	<b>7.5</b>	<b>15.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>5.8</b>	<b>22</b>	<b>75.0</b>	<b>18</b>	<b>83</b>	
BARCELONA	JET2.COM LTD	S	20	0	0	5.0	40.0	30.0	10.0	0.0	5.0	10.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL BARCELONA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GIRONA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	40	4	
<b>TOTAL GIRONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>40</b>	<b>4</b>	
IBIZA	RYANAIR	S	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	33	50.0	74	4	
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>50.0</b>	<b>74</b>	<b>4</b>	
MALAGA	JET2.COM LTD	S	50	0	0	4.0	36.0	26.0	6.0	14.0	10.0	0.0	4.0	0.0	0.0	0.0	29	96.2	7	52	
MALAGA	RYANAIR	S	34	0	1	0.0	22.9	40.0	20.0	8.6	2.9	2.9	0.0	0.0	0.0	2.9	19	81.3	30	32	
<b>TOTAL MALAGA</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>30.6</b>	<b>31.8</b>	<b>11.8</b>	<b>11.8</b>	<b>7.1</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>25</b>	<b>90.5</b>	<b>16</b>	<b>84</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	34	0	0	11.8	41.2	41.2	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	20	77.3	17	22	
PALMA DE MALLORCA	RYANAIR	S	14	0	2	0.0	6.3	25.0	18.8	25.0	12.5	0.0	0.0	0.0	0.0	12.5	35	0.0	58	10	
<b>TOTAL PALMA DE MALLORCA</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>30.0</b>	<b>36.0</b>	<b>6.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>24</b>	<b>53.1</b>	<b>30</b>	<b>32</b>	
REUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4	
<b>TOTAL REUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>4</b>	
<b>TOTAL SPAIN</b>			<b>267</b>	<b>0</b>	<b>10</b>	<b>5.1</b>	<b>32.1</b>	<b>29.6</b>	<b>8.7</b>	<b>11.6</b>	<b>6.1</b>	<b>1.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>3.6</b>	<b>24</b>	<b>77.5</b>	<b>20</b>	<b>211</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	52	0	1	9.4	26.4	30.2	9.4	13.2	3.8	5.7	0.0	0.0	0.0	1.9	21	93.1	5	58	
ARRECIFE	RYANAIR	S	25	0	1	3.8	11.5	50.0	7.7	11.5	0.0	3.8	0.0	7.7	0.0	3.8	52	84.6	5	26	
<b>TOTAL ARRECIFE</b>			<b>77</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>21.5</b>	<b>36.7</b>	<b>8.9</b>	<b>12.7</b>	<b>2.5</b>	<b>5.1</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>31</b>	<b>90.5</b>	<b>5</b>	<b>84</b>	
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	11.5	30.8	30.8	11.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	85.7	18	28	
FUERTEVENTURA	RYANAIR	S	20	0	0	0.0	10.0	40.0	20.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	32	50.0	12	2	
<b>TOTAL FUERTEVENTURA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>21.7</b>	<b>34.8</b>	<b>15.2</b>	<b>10.9</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.3</b>	<b>18</b>	<b>30</b>	
LAS PALMAS	JET2.COM LTD	S	33	0	1	8.8	32.4	23.5	8.8	14.7	8.8	0.0	0.0	0.0	0.0	2.9	17	88.6	6	35	
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>32.4</b>	<b>23.5</b>	<b>8.8</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>17</b>	<b>88.6</b>	<b>6</b>	<b>35</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	81	0	1	15.9	36.6	26.8	11.0	1.2	0.0	2.4	4.9	0.0	0.0	1.2	19	96.5	4	86	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	7.7	30.8	15.4	7.7	19.2	7.7	0.0	11.5	0.0	0.0	0.0	52	92.3	3	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>13.9</b>	<b>35.2</b>	<b>24.1</b>	<b>10.2</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>95.5</b>	<b>3</b>	<b>112</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>263</b>	<b>0</b>	<b>4</b>	<b>10.1</b>	<b>28.5</b>	<b>29.6</b>	<b>10.5</b>	<b>9.7</b>	<b>4.1</b>	<b>2.6</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>1.5</b>	<b>26</b>	<b>91.6</b>	<b>6</b>	<b>261</b>	
GENEVA	JET2.COM LTD	S	68	0	0	0.0	35.3	29.4	19.1	11.8	1.5	0.0	2.9	0.0	0.0	0.0	21	81.0	10	58	
<b>TOTAL GENEVA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>29.4</b>	<b>19.1</b>	<b>11.8</b>	<b>1.5</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>81.0</b>	<b>10</b>	<b>58</b>	
<b>TOTAL SWITZERLAND</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>29.4</b>	<b>19.1</b>	<b>11.8</b>	<b>1.5</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>81.0</b>	<b>10</b>	<b>58</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	20	0	2	0.0	22.7	31.8	18.2	9.1	4.5	0.0	0.0	4.5	0.0	9.1	69	73.7	8	19	
<b>TOTAL ANTALYA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.7</b>	<b>31.8</b>	<b>18.2</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>9.1</b>	<b>69</b>	<b>73.7</b>	<b>8</b>	<b>19</b>	
DALAMAN	JET2.COM LTD	S	7	0	0	0.0	42.9	14.3	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	4	
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
<b>TOTAL TURKEY</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.6</b>	<b>27.6</b>	<b>24.1</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>6.9</b>	<b>53</b>	<b>78.3</b>	<b>7</b>	<b>23</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	170	0	8	7.9	47.2	21.9	4.5	7.3	3.9	2.2	0.6	0.0	0.0	4.5	14	80.0	7	10	
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.2	7	52	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	0	0	50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>170</b>	<b>0</b>	<b>58</b>	<b>6.1</b>	<b>36.8</b>	<b>17.1</b>	<b>3.5</b>	<b>5.7</b>	<b>3.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>25.4</b>	<b>14</b>	<b>91.9</b>	<b>7</b>	<b>62</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	30	0	2	15.6	25.0	18.8	12.5	6.3	15.6	0.0	0.0	0.0	0.0	6.3	21	96.4	2	28	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>15.6</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>21</b>	<b>96.4</b>	<b>2</b>	<b>28</b>	
NEWQUAY	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.7	1	7	
<b>TOTAL NEWQUAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>46.7</b>	<b>1</b>	<b>7</b>	
SOUTHAMPTON	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	6	10	
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>6</b>	<b>10</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>200</b>	<b>0</b>	<b>60</b>	<b>7.3</b>	<b>35.4</b>	<b>17.3</b>	<b>4.6</b>	<b>5.8</b>	<b>4.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>15</b>	<b>76.3</b>	<b>5</b>	<b>107</b>	
<b>TOTAL LEEDS BRADFORD</b>			<b>1749</b>	<b>0</b>	<b>98</b>	<b>6.1</b>	<b>33.8</b>	<b>29.6</b>	<b>9.0</b>	<b>7.9</b>	<b>4.3</b>	<b>1.9</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>5.3</b>	<b>22</b>	<b>82.5</b>	<b>12</b>	<b>1304</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m early														
<b>ALBANIA</b>																					
TIRANA	TITAN AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
TIRANA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	16	
<b>TOTAL TIRANA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>TOTAL ALBANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>AUSTRIA</b>																					
SALZBURG	EASYJET UK LTD	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	50	8	
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>50</b>	<b>8</b>	
VIENNA	RYANAIR	S	14	0	0	7.1	21.4	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	18	
<b>TOTAL VIENNA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>71.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.8</b>	<b>54.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.3</b>	<b>17</b>	<b>26</b>	
<b>BELGIUM</b>																					
CHARLEROI	RYANAIR	S	18	0	0	0.0	44.4	22.2	5.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	6	4	
<b>TOTAL CHARLEROI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>6</b>	<b>4</b>	
LIEGE	JETNETHERLANDS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL LIEGE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
<b>TOTAL BELGIUM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>5</b>	<b>6</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	18	0	0	16.7	33.3	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	8	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>8</b>	<b>18</b>	
VARNA	WIZZ AIR	S	16	0	0	6.3	25.0	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2	
<b>TOTAL VARNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL BULGARIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>29.4</b>	<b>41.2</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>7</b>	<b>20</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	18	0	0	5.6	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	14	0	0	14.3	21.4	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	4	14	
<b>TOTAL COPENHAGEN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>42.9</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>4</b>	<b>14</b>	
<b>TOTAL DENMARK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>42.9</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>4</b>	<b>14</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
<b>TOTAL TALLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL ESTONIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>FRANCE</b>																					
BEAUVAIS	RYANAIR	S	18	0	2	5.0	20.0	55.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	9	100.0	1	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BEAUVAIS</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>20.0</b>	<b>55.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>9</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
BERGERAC	RYANAIR	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	2	
<b>TOTAL BERGERAC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
CHAMBERY	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0	
<b>TOTAL CHAMBERY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	EASYJET UK LTD	S	6	0	0	16.7	50.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	49	100.0	0	2	
<b>TOTAL GRENOBLE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
NICE	EASYJET UK LTD	S	6	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	4	4	
<b>TOTAL NICE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	20	0	0	5.0	50.0	25.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	30	0	0	0.0	16.7	36.7	36.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>30.0</b>	<b>32.0</b>	<b>28.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN	AIR NOSTRUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
TOULOUSE (BLAGNAC)	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>26.1</b>	<b>37.5</b>	<b>18.2</b>	<b>9.1</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>16</b>	<b>93.3</b>	<b>2</b>	<b>30</b>	
<b>GERMANY</b>																					
FRANKFURT MAIN	LUFTHANSA	S	22	0	2	0.0	25.0	29.2	25.0	12.5	0.0	0.0	0.0	0.0	0.0	8.3	15	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>29.2</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>29.2</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	18	0	0	16.7	22.2	33.3	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	50.0	16	12	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>16</b>	<b>12</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>16</b>	<b>12</b>	
<b>ICELAND</b>																					
KEFLAVIK	FLY PLAY HF	S	18	0	0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	38	0	0	10.5	55.3	23.7	2.6	7.9	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	15	42	
<b>TOTAL CORK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>55.3</b>	<b>23.7</b>	<b>2.6</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>15</b>	<b>42</b>	
DUBLIN	RYANAIR	S	234	0	0	0.4	46.6	27.4	12.8	6.8	3.4	2.1	0.4	0.0	0.0	0.0	14	90.3	5	144	
<b>TOTAL DUBLIN</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>46.6</b>	<b>27.4</b>	<b>12.8</b>	<b>6.8</b>	<b>3.4</b>	<b>2.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.3</b>	<b>5</b>	<b>144</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	0.0	45.5	27.3	18.2	4.5	2.3	0.0	2.3	0.0	0.0	0.0	17	93.2	7	44	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>27.3</b>	<b>18.2</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>93.2</b>	<b>7</b>	<b>44</b>	
SHANNON	RYANAIR	S	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>48.1</b>	<b>26.6</b>	<b>12.2</b>	<b>6.6</b>	<b>2.8</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>89.6</b>	<b>7</b>	<b>230</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	16	0	0	0.0	18.8	68.8	0.0	0.0	0.0	6.3	6.3	0.0	0.0	0.0	27	100.0	1	15	
<b>TOTAL BERGAMO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>68.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>15</b>	
MILAN (MALPENSA)	AIR HORIZONT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2	
MILAN (MALPENSA)	NEOS SPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2	
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>20</b>	<b>4</b>	
ROME (CIAMPINO)	RYANAIR	S	24	0	0	0.0	29.2	45.8	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ROME (CIAMPINO)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>45.8</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	12	33	
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.8</b>	<b>12</b>	<b>33</b>	
TURIN	COPENHAGEN AIRTAXI	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2	
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>23</b>	<b>2</b>	
<b>TOTAL ITALY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>55.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.2</b>	<b>10</b>	<b>54</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	18	0	0	0.0	44.4	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	6	18	
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
VILNIUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	7	24	
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.7</b>	<b>7</b>	<b>24</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.1</b>	<b>7</b>	<b>42</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	5.6	5.6	27.8	22.2	27.8	11.1	0.0	0.0	0.0	0.0	0.0	28	100.0	0	14	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>27.8</b>	<b>22.2</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>0</b>	<b>14</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>27.8</b>	<b>22.2</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>0</b>	<b>14</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	46	0	0	0.0	47.8	26.1	10.9	8.7	2.2	0.0	2.2	2.2	0.0	0.0	25	81.8	6	66	
<b>TOTAL AMSTERDAM</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.8</b>	<b>26.1</b>	<b>10.9</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>81.8</b>	<b>6</b>	<b>66</b>	
<b>TOTAL NETHERLANDS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.8</b>	<b>26.1</b>	<b>10.9</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>81.8</b>	<b>6</b>	<b>66</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	ENTER AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	2	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
STAVANGER	BRAATHENS REGIONAL AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
STAVANGER	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
STAVANGER	MALMO AVIATION	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>9</b>	<b>4</b>	
<b>TOTAL NORWAY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>7</b>	<b>6</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	15	0	0	26.7	60.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	10	
<b>TOTAL GDANSK</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>60.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>15</b>	<b>10</b>	
KATOWICE	WIZZ AIR	S	16	0	0	18.8	43.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2	
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
KRAKOW	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	16	
KRAKOW	RYANAIR	S	28	0	0	0.0	35.7	46.4	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	97.0	2	33	
<b>TOTAL KRAKOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>46.4</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.9</b>	<b>4</b>	<b>49</b>	
POZNAN	RYANAIR	S	20	0	0	10.0	65.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.0	2	20	
<b>TOTAL POZNAN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>65.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>95.0</b>	<b>2</b>	<b>20</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	20	0	0	0.0	45.0	45.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	14	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>45.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>14</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	0.0	11.1	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	19	88.9	3	18	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.9</b>	<b>3</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.3</b>	<b>2</b>	<b>26</b>	
WROCLAW	RYANAIR	S	19	0	0	5.3	36.8	47.4	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.0	6	20	
<b>TOTAL WROCLAW</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>36.8</b>	<b>47.4</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.0</b>	<b>6</b>	<b>20</b>	
<b>TOTAL POLAND</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>42.9</b>	<b>36.4</b>	<b>9.7</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.8</b>	<b>4</b>	<b>159</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	22	0	0	0.0	22.7	18.2	9.1	22.7	22.7	4.5	0.0	0.0	0.0	0.0	37	80.8	7	26	
FARO	RYANAIR	S	20	0	0	0.0	30.0	30.0	10.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	34	80.0	19	20	
<b>TOTAL FARO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>23.8</b>	<b>9.5</b>	<b>16.7</b>	<b>16.7</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>80.4</b>	<b>12</b>	<b>46</b>	
OPORTO (PORTUGAL)	RYANAIR	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	7	2	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>23.9</b>	<b>10.9</b>	<b>17.4</b>	<b>15.2</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>81.3</b>	<b>12</b>	<b>48</b>	
<b>ROMANIA</b>																					
BACAU	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	14	
<b>TOTAL BACAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>78.6</b>	<b>10</b>	<b>14</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	15.4	26.9	34.6	11.5	3.8	3.8	3.8	0.0	0.0	0.0	0.0	17	77.8	10	18
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>26.9</b>	<b>34.6</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.8</b>	<b>10</b>	<b>18</b>
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	16.7	16.7	44.4	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IASI	WIZZ AIR	S	18	0	0	11.1	27.8	27.8	16.7	5.6	0.0	11.1	0.0	0.0	0.0	0.0	23	75.0	9	16
<b>TOTAL IASI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>9</b>	<b>16</b>
SIBIU	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.7	24	19
<b>TOTAL SIBIU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.7</b>	<b>24</b>	<b>19</b>
<b>TOTAL ROMANIA SLOVAK REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>24.2</b>	<b>35.5</b>	<b>12.9</b>	<b>3.2</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.1</b>	<b>14</b>	<b>67</b>
BRATISLAVA	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL BRATISLAVA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KOSICE	RYANAIR	S	18	0	0	5.6	27.8	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	18
<b>TOTAL KOSICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>61.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>26.3</b>	<b>63.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	51	0	0	2.0	39.2	31.4	9.8	3.9	9.8	3.9	0.0	0.0	0.0	0.0	19	91.4	4	35
ALICANTE	RYANAIR	S	66	0	0	7.6	21.2	36.4	16.7	9.1	6.1	0.0	3.0	0.0	0.0	0.0	22	91.8	3	61
<b>TOTAL ALICANTE</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>29.1</b>	<b>34.2</b>	<b>13.7</b>	<b>6.8</b>	<b>7.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>91.7</b>	<b>4</b>	<b>96</b>
BARCELONA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8
BARCELONA	RYANAIR	S	24	0	0	0.0	16.7	33.3	20.8	20.8	8.3	0.0	0.0	0.0	0.0	0.0	22	90.0	4	20
<b>TOTAL BARCELONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>20.8</b>	<b>20.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>85.7</b>	<b>5</b>	<b>28</b>
GIRONA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL GIRONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
IBIZA	RYANAIR	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	AIR HORIZONT	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
MADRID	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
MADRID	RYANAIR	S	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
MADRID	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL MADRID</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
MALAGA	EASYJET EUROPE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
MALAGA	EASYJET UK LTD	S	39	0	0	2.6	35.9	28.2	5.1	15.4	5.1	2.6	5.1	0.0	0.0	0.0	29	96.2	2	26
MALAGA	RYANAIR	S	41	0	0	2.4	36.6	34.1	4.9	17.1	0.0	2.4	2.4	0.0	0.0	0.0	19	97.4	2	38
<b>TOTAL MALAGA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>35.8</b>	<b>30.9</b>	<b>4.9</b>	<b>17.3</b>	<b>2.5</b>	<b>2.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>96.9</b>	<b>2</b>	<b>64</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

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PALMA DE MALLORCA	EASYJET UK LTD	S	28	0	0	7.1	39.3	17.9	14.3	10.7	10.7	0.0	0.0	0.0	0.0	0.0	17	100.0	3	20	
PALMA DE MALLORCA	RYANAIR	S	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	6	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>4</b>	<b>28</b>	
REUS	RYANAIR	S	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4	
<b>TOTAL REUS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>TOTAL SPAIN</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>29.9</b>	<b>32.1</b>	<b>12.4</b>	<b>12.8</b>	<b>5.8</b>	<b>1.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>92.8</b>	<b>3</b>	<b>223</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	30	0	0	3.3	46.7	30.0	10.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	93.8	2	16	
ARRECIFE	RYANAIR	S	23	0	0	0.0	39.1	26.1	8.7	13.0	4.3	4.3	4.3	0.0	0.0	0.0	29	95.8	2	24	
<b>TOTAL ARRECIFE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>43.4</b>	<b>28.3</b>	<b>9.4</b>	<b>9.4</b>	<b>3.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>95.0</b>	<b>2</b>	<b>40</b>	
FUERTEVENTURA	RYANAIR	S	16	0	0	6.3	68.8	6.3	0.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	12	83.3	9	18	
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>68.8</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	32	0	1	30.3	30.3	18.2	9.1	6.1	0.0	0.0	3.0	0.0	0.0	3.0	11	100.0	1	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	28	0	0	0.0	35.7	35.7	10.7	3.6	0.0	14.3	0.0	0.0	0.0	0.0	28	100.0	0	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>16.4</b>	<b>32.8</b>	<b>26.2</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>6.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>100.0</b>	<b>0</b>	<b>42</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>41.5</b>	<b>24.6</b>	<b>8.5</b>	<b>6.9</b>	<b>3.1</b>	<b>3.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>18</b>	<b>95.0</b>	<b>2</b>	<b>100</b>	
STOCKHOLM (ARLANDA)	RYANAIR	S	18	0	0	5.6	16.7	61.1	0.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	16	94.4	3	18	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>61.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SWEDEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>61.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET UK LTD	S	122	0	0	0.8	48.4	20.5	9.0	10.7	5.7	4.1	0.8	0.0	0.0	0.0	21	80.0	9	100	
<b>TOTAL GENEVA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>48.4</b>	<b>20.5</b>	<b>9.0</b>	<b>10.7</b>	<b>5.7</b>	<b>4.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.0</b>	<b>9</b>	<b>100</b>	
<b>TOTAL SWITZERLAND</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>48.4</b>	<b>20.5</b>	<b>9.0</b>	<b>10.7</b>	<b>5.7</b>	<b>4.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.0</b>	<b>9</b>	<b>100</b>	
<b>TURKEY</b>																					
ANTALYA	EASYJET UK LTD	S	12	0	0	0.0	50.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	2	
<b>TOTAL ANTALYA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
<b>TOTAL BODRUM (MILAS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
DALAMAN	EASYJET UK LTD	S	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	100.0	0	2	
<b>TOTAL DALAMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL TURKEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>18.8</b>	<b>6.3</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>3</b>	<b>6</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	113	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>113</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	64	0	3	7.5	41.8	14.9	11.9	13.4	6.0	0.0	0.0	0.0	0.0	4.5	14	0.0	0	0
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>65</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>41.2</b>	<b>14.7</b>	<b>13.2</b>	<b>13.2</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	230	0	0	2.6	48.3	26.1	9.6	7.8	2.6	0.9	2.2	0.0	0.0	0.0	17	90.1	5	352
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>48.3</b>	<b>26.1</b>	<b>9.6</b>	<b>7.8</b>	<b>2.6</b>	<b>0.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>90.1</b>	<b>5</b>	<b>352</b>
BIGGIN HILL	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2
BIGGIN HILL	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>9</b>	<b>3</b>
BOURNEMOUTH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	43	0	1	11.4	52.3	27.3	2.3	0.0	4.5	0.0	0.0	0.0	0.0	2.3	5	88.7	11	62
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>52.3</b>	<b>27.3</b>	<b>2.3</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>5</b>	<b>88.7</b>	<b>11</b>	<b>62</b>
EAST MIDLANDS INTERNATIONAL	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	3
GATWICK	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>20.0</b>	<b>29</b>	<b>5</b>
GLASGOW	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>2</b>
HEATHROW	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	EASYJET UK LTD	S	77	0	10	3.4	31.0	19.5	12.6	12.6	4.6	0.0	4.6	0.0	0.0	11.5	30	87.8	6	98
ISLE OF MAN	LOGANAIR LTD	S	97	0	15	0.0	23.2	37.5	12.5	6.3	7.1	0.0	0.0	0.0	0.0	13.4	17	83.6	7	114
<b>TOTAL ISLE OF MAN</b>			<b>174</b>	<b>0</b>	<b>25</b>	<b>1.5</b>	<b>26.6</b>	<b>29.6</b>	<b>12.6</b>	<b>9.0</b>	<b>6.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.6</b>	<b>23</b>	<b>85.5</b>	<b>6</b>	<b>212</b>
JERSEY	EASYJET UK LTD	S	70	0	1	9.9	53.5	25.4	1.4	4.2	1.4	2.8	0.0	0.0	0.0	1.4	9	92.5	3	52
<b>TOTAL JERSEY</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>53.5</b>	<b>25.4</b>	<b>1.4</b>	<b>4.2</b>	<b>1.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9</b>	<b>92.5</b>	<b>3</b>	<b>52</b>
LEEDS BRADFORD	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	22	4
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>22</b>	<b>4</b>
LONDON CITY	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LUTON	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
LUTON	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
LUTON	LOGANAIR LTD	C	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
<b>TOTAL LUTON</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>37</b>	<b>1</b>
MANCHESTER	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4
MANCHESTER	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>75.0</b>	<b>9</b>	<b>4</b>
NEWCASTLE	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
NEWCASTLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	2
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>20</b>	<b>4</b>
NORWICH	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>30</b>	<b>2</b>
PRESTWICK	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>1</b>
STANSTED	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	2
STANSTED	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	4
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>12.5</b>	<b>32</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>592</b>	<b>0</b>	<b>30</b>	<b>4.2</b>	<b>40.8</b>	<b>25.7</b>	<b>9.8</b>	<b>8.2</b>	<b>4.3</b>	<b>0.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>17</b>	<b>86.1</b>	<b>7</b>	<b>715</b>
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>2129</b>	<b>0</b>	<b>35</b>	<b>4.4</b>	<b>38.3</b>	<b>30.0</b>	<b>10.9</b>	<b>8.4</b>	<b>3.7</b>	<b>1.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>87.5</b>	<b>6</b>	<b>2008</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	BA CITYFLYER LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	6	12	
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>71.4</b>	<b>6</b>	<b>12</b>	
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>71.4</b>	<b>6</b>	<b>12</b>	
<b>BELGIUM</b>																					
ANTWERP	LUXAIR	S	38	0	0	15.8	34.2	42.1	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>34.2</b>	<b>42.1</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>34.2</b>	<b>42.1</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	20	0	0	0.0	60.0	15.0	10.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>15.0</b>	<b>10.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>15.0</b>	<b>10.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
BILLUND	SUN AIR OF SCANDINAVIA	S	50	0	0	2.0	42.0	42.0	4.0	4.0	2.0	4.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL BILLUND</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>42.0</b>	<b>42.0</b>	<b>4.0</b>	<b>4.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>42.0</b>	<b>42.0</b>	<b>4.0</b>	<b>4.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
CHAMBERY	BA CITYFLYER LTD	S	15	0	0	0.0	20.0	13.3	13.3	13.3	33.3	6.7	0.0	0.0	0.0	0.0	45	56.3	19	16	
<b>TOTAL CHAMBERY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>13.3</b>	<b>13.3</b>	<b>13.3</b>	<b>33.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>56.3</b>	<b>19</b>	<b>16</b>	
NICE	BA CITYFLYER LTD	S	71	0	2	0.0	16.4	28.8	16.4	24.7	11.0	0.0	0.0	0.0	0.0	2.7	27	90.3	5	62	
<b>TOTAL NICE</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.4</b>	<b>28.8</b>	<b>16.4</b>	<b>24.7</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>27</b>	<b>90.3</b>	<b>5</b>	<b>62</b>	
<b>TOTAL FRANCE</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.0</b>	<b>26.1</b>	<b>15.9</b>	<b>22.7</b>	<b>14.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>30</b>	<b>83.3</b>	<b>8</b>	<b>78</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	BA CITYFLYER LTD	S	163	0	1	6.7	17.7	37.8	14.0	14.0	5.5	2.4	0.6	0.6	0.0	0.6	23	83.3	8	109	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>17.7</b>	<b>37.8</b>	<b>14.0</b>	<b>14.0</b>	<b>5.5</b>	<b>2.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>23</b>	<b>83.3</b>	<b>8</b>	<b>109</b>	
DUSSELDORF	BA CITYFLYER LTD	S	166	0	7	2.9	48.0	26.0	7.5	8.1	1.7	1.7	0.0	0.0	0.0	4.0	11	81.0	5	139	
<b>TOTAL DUSSELDORF</b>			<b>166</b>	<b>0</b>	<b>7</b>	<b>2.9</b>	<b>48.0</b>	<b>26.0</b>	<b>7.5</b>	<b>8.1</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>11</b>	<b>81.0</b>	<b>5</b>	<b>139</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	166	0	6	8.7	23.3	37.8	14.5	8.1	4.1	0.0	0.0	0.0	0.0	3.5	12	84.8	4	174	
FRANKFURT MAIN	LUFTHANSA	S	136	0	14	0.0	26.7	36.0	10.7	10.0	4.0	2.7	0.7	0.0	0.0	9.3	19	85.1	6	72	
<b>TOTAL FRANKFURT MAIN</b>			<b>302</b>	<b>0</b>	<b>20</b>	<b>4.7</b>	<b>24.8</b>	<b>37.0</b>	<b>12.7</b>	<b>9.0</b>	<b>4.0</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.2</b>	<b>15</b>	<b>84.9</b>	<b>5</b>	<b>246</b>	
<b>TOTAL GERMANY</b>			<b>631</b>	<b>0</b>	<b>28</b>	<b>4.7</b>	<b>29.1</b>	<b>34.3</b>	<b>11.7</b>	<b>10.0</b>	<b>3.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>4.2</b>	<b>16</b>	<b>83.4</b>	<b>6</b>	<b>494</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	BA CITYFLYER LTD	S	319	0	11	21.2	30.6	29.4	5.8	6.1	3.0	0.3	0.3	0.0	0.0	3.3	10	90.4	4	286	
<b>TOTAL DUBLIN</b>			<b>319</b>	<b>0</b>	<b>11</b>	<b>21.2</b>	<b>30.6</b>	<b>29.4</b>	<b>5.8</b>	<b>6.1</b>	<b>3.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>10</b>	<b>90.4</b>	<b>4</b>	<b>286</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>319</b>	<b>0</b>	<b>11</b>	<b>21.2</b>	<b>30.6</b>	<b>29.4</b>	<b>5.8</b>	<b>6.1</b>	<b>3.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>10</b>	<b>90.4</b>	<b>4</b>	<b>286</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	S	103	0	5	4.6	19.4	44.4	13.0	9.3	3.7	0.0	0.0	0.9	0.0	4.6	18	87.5	10	71	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL FLORENCE</b>			<b>103</b>	<b>0</b>	<b>5</b>	<b>4.6</b>	<b>19.4</b>	<b>44.4</b>	<b>13.0</b>	<b>9.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>4.6</b>	<b>18</b>	<b>87.5</b>	<b>10</b>	<b>71</b>
MILAN (LINATE)	(ITA) ITALIA TRASPOTO AEREO	S	148	0	15	4.3	25.8	25.8	10.4	14.7	7.4	2.5	0.0	0.0	0.0	9.2	23	87.5	7	24
<b>TOTAL MILAN (LINATE)</b>			<b>148</b>	<b>0</b>	<b>15</b>	<b>4.3</b>	<b>25.8</b>	<b>25.8</b>	<b>10.4</b>	<b>14.7</b>	<b>7.4</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.2</b>	<b>23</b>	<b>87.5</b>	<b>7</b>	<b>24</b>
MILAN (MALPENSA)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
<b>TOTAL ITALY</b>			<b>251</b>	<b>0</b>	<b>20</b>	<b>4.4</b>	<b>23.2</b>	<b>33.2</b>	<b>11.4</b>	<b>12.5</b>	<b>5.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>7.4</b>	<b>21</b>	<b>87.7</b>	<b>8</b>	<b>105</b>
<b>LITHUANIA</b>																				
VILNIUS	LOT-POLISH AIRLINES	S	54	0	0	13.0	31.5	40.7	5.6	9.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	54
<b>TOTAL VILNIUS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>31.5</b>	<b>40.7</b>	<b>5.6</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>54</b>
<b>TOTAL LITHUANIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>31.5</b>	<b>40.7</b>	<b>5.6</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>54</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.5	13	27
LUXEMBOURG	LUXAIR	S	258	0	13	0.4	32.5	40.6	9.6	8.5	3.7	0.0	0.0	0.0	0.0	4.8	11	90.9	4	249
<b>TOTAL LUXEMBOURG</b>			<b>258</b>	<b>0</b>	<b>13</b>	<b>0.4</b>	<b>32.5</b>	<b>40.6</b>	<b>9.6</b>	<b>8.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>11</b>	<b>90.0</b>	<b>5</b>	<b>276</b>
<b>TOTAL LUXEMBOURG</b>			<b>258</b>	<b>0</b>	<b>13</b>	<b>0.4</b>	<b>32.5</b>	<b>40.6</b>	<b>9.6</b>	<b>8.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>11</b>	<b>90.0</b>	<b>5</b>	<b>276</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	BA CITYFLYER LTD	S	243	0	8	5.6	32.3	29.9	10.4	10.4	5.6	2.0	0.8	0.0	0.0	3.2	18	85.9	7	201
AMSTERDAM	KLM	S	320	0	26	2.9	35.5	30.9	8.4	10.1	3.5	0.9	0.3	0.0	0.0	7.5	14	84.4	8	210
<b>TOTAL AMSTERDAM</b>			<b>563</b>	<b>0</b>	<b>34</b>	<b>4.0</b>	<b>34.2</b>	<b>30.5</b>	<b>9.2</b>	<b>10.2</b>	<b>4.4</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>16</b>	<b>85.1</b>	<b>8</b>	<b>411</b>
ROTTERDAM	BA CITYFLYER LTD	S	223	0	6	2.2	39.3	31.4	13.1	9.2	1.3	0.9	0.0	0.0	0.0	2.6	11	91.2	7	33
<b>TOTAL ROTTERDAM</b>			<b>223</b>	<b>0</b>	<b>6</b>	<b>2.2</b>	<b>39.3</b>	<b>31.4</b>	<b>13.1</b>	<b>9.2</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>11</b>	<b>91.2</b>	<b>7</b>	<b>33</b>
<b>TOTAL NETHERLANDS</b>			<b>786</b>	<b>0</b>	<b>40</b>	<b>3.5</b>	<b>35.6</b>	<b>30.8</b>	<b>10.3</b>	<b>9.9</b>	<b>3.5</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>14</b>	<b>85.6</b>	<b>8</b>	<b>444</b>
<b>SPAIN</b>																				
BARCELONA	BA CITYFLYER LTD	S	42	0	2	0.0	18.2	34.1	18.2	15.9	6.8	2.3	0.0	0.0	0.0	4.5	23	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.2</b>	<b>34.1</b>	<b>18.2</b>	<b>15.9</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	BA CITYFLYER LTD	S	63	0	3	3.0	18.2	31.8	15.2	21.2	4.5	1.5	0.0	0.0	0.0	4.5	21	93.8	7	64
<b>TOTAL IBIZA</b>			<b>63</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>18.2</b>	<b>31.8</b>	<b>15.2</b>	<b>21.2</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>21</b>	<b>93.8</b>	<b>7</b>	<b>64</b>
MALAGA	BA CITYFLYER LTD	S	34	0	0	0.0	14.7	20.6	20.6	20.6	20.6	2.9	0.0	0.0	0.0	35	78.1	7	31	
<b>TOTAL MALAGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>20.6</b>	<b>20.6</b>	<b>20.6</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>78.1</b>	<b>7</b>	<b>31</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	28	0	0	0.0	17.9	21.4	21.4	21.4	14.3	3.6	0.0	0.0	0.0	33	80.8	8	25	
<b>TOTAL PALMA DE MALLORCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>21.4</b>	<b>21.4</b>	<b>21.4</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>80.8</b>	<b>8</b>	<b>25</b>	
<b>TOTAL SPAIN</b>			<b>167</b>	<b>0</b>	<b>5</b>	<b>1.2</b>	<b>17.4</b>	<b>28.5</b>	<b>18.0</b>	<b>19.8</b>	<b>9.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>26</b>	<b>86.9</b>	<b>7</b>	<b>120</b>
<b>SWITZERLAND</b>																				
GENEVA	BA CITYFLYER LTD	S	38	0	2	2.5	22.5	47.5	12.5	7.5	2.5	0.0	0.0	0.0	0.0	5.0	13	92.1	6	38
GENEVA	SWISS AIRLINES	S	109	0	5	4.4	20.2	29.8	17.5	14.9	8.8	0.0	0.0	0.0	0.0	4.4	20	34.2	40	36
<b>TOTAL GENEVA</b>			<b>147</b>	<b>0</b>	<b>7</b>	<b>3.9</b>	<b>20.8</b>	<b>34.4</b>	<b>16.2</b>	<b>13.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>18</b>	<b>63.2</b>	<b>23</b>	<b>74</b>



Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ZURICH	BA CITYFLYER LTD	S	148	0	4	4.6	24.3	31.6	22.4	9.2	3.9	1.3	0.0	0.0	0.0	2.6	16	87.0	6	154
ZURICH	SWISS AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
ZURICH	SWISS AIRLINES	S	228	0	13	1.2	13.3	32.8	26.6	15.8	3.7	1.2	0.0	0.0	0.0	5.4	21	70.7	10	134
<b>TOTAL ZURICH</b>			<b>376</b>	<b>0</b>	<b>17</b>	<b>2.5</b>	<b>17.6</b>	<b>32.3</b>	<b>24.9</b>	<b>13.2</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>19</b>	<b>79.0</b>	<b>8</b>	<b>289</b>
<b>TOTAL SWITZERLAND</b>			<b>523</b>	<b>0</b>	<b>24</b>	<b>2.9</b>	<b>18.5</b>	<b>32.9</b>	<b>22.5</b>	<b>13.2</b>	<b>4.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>19</b>	<b>75.7</b>	<b>11</b>	<b>363</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	167	0	5	27.3	36.6	22.1	5.2	3.5	2.3	0.0	0.0	0.0	0.0	2.9	6	92.0	4	158
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>167</b>	<b>0</b>	<b>5</b>	<b>27.3</b>	<b>36.6</b>	<b>22.1</b>	<b>5.2</b>	<b>3.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>6</b>	<b>92.0</b>	<b>4</b>	<b>158</b>
DUNDEE	LOGANAIR LTD	S	71	0	7	7.7	21.8	35.9	12.8	7.7	3.8	1.3	0.0	0.0	0.0	9.0	14	54.1	19	82
<b>TOTAL DUNDEE</b>			<b>71</b>	<b>0</b>	<b>7</b>	<b>7.7</b>	<b>21.8</b>	<b>35.9</b>	<b>12.8</b>	<b>7.7</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>14</b>	<b>54.1</b>	<b>19</b>	<b>82</b>
EDINBURGH	BA CITYFLYER LTD	S	440	0	19	13.1	38.3	23.5	7.6	6.5	4.8	0.7	1.3	0.0	0.0	4.1	14	90.5	5	346
EDINBURGH	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>441</b>	<b>0</b>	<b>19</b>	<b>13.0</b>	<b>38.3</b>	<b>23.5</b>	<b>7.8</b>	<b>6.5</b>	<b>4.8</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>90.5</b>	<b>5</b>	<b>346</b>
GLASGOW	BA CITYFLYER LTD	S	249	0	8	12.5	38.5	26.8	7.4	7.0	3.5	1.2	0.0	0.0	0.0	3.1	11	91.8	4	204
<b>TOTAL GLASGOW</b>			<b>249</b>	<b>0</b>	<b>8</b>	<b>12.5</b>	<b>38.5</b>	<b>26.8</b>	<b>7.4</b>	<b>7.0</b>	<b>3.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>11</b>	<b>91.8</b>	<b>4</b>	<b>204</b>
ISLE OF MAN	LOGANAIR LTD	S	56	0	15	7.0	25.4	22.5	8.5	7.0	8.5	0.0	0.0	0.0	0.0	21.1	17	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>56</b>	<b>0</b>	<b>15</b>	<b>7.0</b>	<b>25.4</b>	<b>22.5</b>	<b>8.5</b>	<b>7.0</b>	<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.1</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>984</b>	<b>0</b>	<b>54</b>	<b>14.5</b>	<b>35.9</b>	<b>25.0</b>	<b>7.7</b>	<b>6.3</b>	<b>4.2</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>12</b>	<b>87.2</b>	<b>6</b>	<b>798</b>
<b>TOTAL LONDON CITY</b>			<b>4175</b>	<b>0</b>	<b>197</b>	<b>7.4</b>	<b>30.3</b>	<b>31.0</b>	<b>11.3</b>	<b>9.7</b>	<b>4.4</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>85.6</b>	<b>7</b>	<b>3030</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>ALBANIA</b>																				
TIRANA	WIZZ AIR UK LTD	S	129	0	2	9.2	15.3	28.2	10.7	13.7	9.9	1.5	3.1	6.9	0.0	1.5	71	69.4	20	124
<b>TOTAL TIRANA</b>			<b>129</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>15.3</b>	<b>28.2</b>	<b>10.7</b>	<b>13.7</b>	<b>9.9</b>	<b>1.5</b>	<b>3.1</b>	<b>6.9</b>	<b>0.0</b>	<b>1.5</b>	<b>71</b>	<b>69.4</b>	<b>20</b>	<b>124</b>
<b>TOTAL ALBANIA</b>			<b>129</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>15.3</b>	<b>28.2</b>	<b>10.7</b>	<b>13.7</b>	<b>9.9</b>	<b>1.5</b>	<b>3.1</b>	<b>6.9</b>	<b>0.0</b>	<b>1.5</b>	<b>71</b>	<b>69.4</b>	<b>20</b>	<b>124</b>
<b>AUSTRIA</b>																				
INNSBRUCK	EASYJET UK LTD	S	6	0	0	0.0	16.7	33.3	0.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	30	100.0	5	6
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	34	50.0	26	8
<b>TOTAL INNSBRUCK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>42.9</b>	<b>7.1</b>	<b>21.4</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>71.4</b>	<b>17</b>	<b>14</b>
SALZBURG	EASYJET UK LTD	S	14	0	0	0.0	14.3	28.6	14.3	35.7	7.1	0.0	0.0	0.0	0.0	0.0	23	92.9	5	14
<b>TOTAL SALZBURG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>35.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>92.9</b>	<b>5</b>	<b>14</b>
VIENNA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2
VIENNA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	22
<b>TOTAL VIENNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>54.2</b>	<b>20</b>	<b>24</b>
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>35.7</b>	<b>10.7</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>69.2</b>	<b>15</b>	<b>52</b>
<b>BOSNIA-HERZEGOVINA</b>																				
SARAJEVO	WIZZ AIR UK LTD	S	14	0	0	7.1	35.7	28.6	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	0.0	39	2
<b>TOTAL SARAJEVO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>28.6</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>39</b>	<b>2</b>
<b>TOTAL BOSNIA-BULGARIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>28.6</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>39</b>	<b>2</b>
<b>BULGARIA</b>																				
BURGAS	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
BURGAS	WIZZ AIR UK LTD	S	20	0	0	5.0	10.0	15.0	10.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	48	91.7	5	12
<b>TOTAL BURGAS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>9.1</b>	<b>18.2</b>	<b>13.6</b>	<b>27.3</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>91.7</b>	<b>5</b>	<b>12</b>
PLOVDIV	WIZZ AIR UK LTD	S	18	0	0	0.0	0.0	50.0	16.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	61.1	13	18
<b>TOTAL PLOVDIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>61.1</b>	<b>13</b>	<b>18</b>
SOFIA	WIZZ AIR	S	130	0	0	12.3	27.7	26.2	16.2	10.0	4.6	3.1	0.0	0.0	0.0	0.0	18	71.4	16	119
<b>TOTAL SOFIA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>27.7</b>	<b>26.2</b>	<b>16.2</b>	<b>10.0</b>	<b>4.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.4</b>	<b>16</b>	<b>119</b>
VARNA	WIZZ AIR	S	54	0	0	1.9	22.2	33.3	27.8	14.8	0.0	0.0	0.0	0.0	0.0	0.0	16	79.5	10	44
<b>TOTAL VARNA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.5</b>	<b>10</b>	<b>44</b>
<b>TOTAL BULGARIA</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>22.3</b>	<b>29.0</b>	<b>18.8</b>	<b>12.9</b>	<b>6.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.6</b>	<b>14</b>	<b>193</b>
<b>CROATIA</b>																				
SPLIT	EASYJET UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZAGREB	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	137	1
<b>TOTAL ZAGREB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>137</b>	<b>1</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>137</b>	<b>1</b>
<b>CYPRUS</b>																				
LARNACA	EASYJET UK LTD	S	16	0	0	0.0	12.5	31.3	31.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	83.3	7	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LARNACA	WIZZ AIR	S	56	0	0	1.8	12.5	32.1	26.8	10.7	12.5	3.6	0.0	0.0	0.0	0.0	28	25.0	44	4	
LARNACA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	10	28	
<b>TOTAL LARNACA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>12.5</b>	<b>31.9</b>	<b>27.8</b>	<b>13.9</b>	<b>9.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>68.0</b>	<b>12</b>	<b>50</b>	
PAPHOS	EASYJET UK LTD	S	20	0	0	0.0	10.0	35.0	25.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	35	78.6	10	14	
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>35.0</b>	<b>25.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>78.6</b>	<b>10</b>	<b>14</b>	
<b>TOTAL CYPRUS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>12.0</b>	<b>32.6</b>	<b>27.2</b>	<b>15.2</b>	<b>7.6</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>70.3</b>	<b>11</b>	<b>64</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	8	0	0	0.0	25.0	25.0	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	37	62.5	20	8	
PRAGUE	WIZZ AIR UK LTD	S	65	0	0	1.5	26.2	49.2	3.1	7.7	6.2	3.1	1.5	1.5	0.0	0.0	28	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>26.0</b>	<b>46.6</b>	<b>2.7</b>	<b>8.2</b>	<b>9.6</b>	<b>2.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>62.5</b>	<b>20</b>	<b>8</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>26.0</b>	<b>46.6</b>	<b>2.7</b>	<b>8.2</b>	<b>9.6</b>	<b>2.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>62.5</b>	<b>20</b>	<b>8</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	23	0	1	4.2	16.7	45.8	16.7	4.2	8.3	0.0	0.0	0.0	0.0	4.2	14	55.6	13	18	
HURGHADA	WIZZ AIR UK LTD	S	20	0	0	0.0	5.0	35.0	20.0	15.0	20.0	0.0	0.0	5.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>11.4</b>	<b>40.9</b>	<b>18.2</b>	<b>9.1</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>31</b>	<b>55.6</b>	<b>13</b>	<b>18</b>	
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	32	0	0	0.0	21.9	31.3	28.1	6.3	9.4	3.1	0.0	0.0	0.0	0.0	24	77.8	10	18	
SHARM EL SHEIKH (OPHIRA)	WIZZ AIR UK LTD	S	17	0	0	0.0	11.8	5.9	41.2	17.6	17.6	5.9	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.4</b>	<b>22.4</b>	<b>32.7</b>	<b>10.2</b>	<b>12.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>TOTAL EGYPT</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>15.1</b>	<b>31.2</b>	<b>25.8</b>	<b>9.7</b>	<b>12.9</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>30</b>	<b>66.7</b>	<b>12</b>	<b>36</b>	
<b>ESTONIA</b>																					
TALLIN	WIZZ AIR UK LTD	S	26	0	0	3.8	30.8	23.1	19.2	11.5	11.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL TALLIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>23.1</b>	<b>19.2</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ESTONIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>23.1</b>	<b>19.2</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BEZIERS	RYANAIR	S	15	0	0	0.0	26.7	20.0	26.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	29	93.8	4	16	
<b>TOTAL BEZIERS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>20.0</b>	<b>26.7</b>	<b>13.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
BORDEAUX	EASYJET UK LTD	S	6	0	0	0.0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	37	81.8	8	22	
<b>TOTAL BORDEAUX</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>81.8</b>	<b>8</b>	<b>22</b>	
GRENOBLE	EASYJET UK LTD	S	14	0	0	7.1	0.0	28.6	14.3	35.7	14.3	0.0	0.0	0.0	0.0	0.0	36	50.0	13	8	
GRENOBLE	RYANAIR	S	8	0	0	0.0	25.0	0.0	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	57	83.3	3	6	
GRENOBLE	WIZZ AIR UK LTD	S	16	0	0	0.0	6.3	18.8	6.3	12.5	43.8	0.0	12.5	0.0	0.0	0.0	70	20.0	70	10	
<b>TOTAL GRENOBLE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>7.9</b>	<b>18.4</b>	<b>10.5</b>	<b>21.1</b>	<b>31.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>45.8</b>	<b>34</b>	<b>24</b>	
LYON	EASYJET UK LTD	S	62	0	0	3.2	16.1	24.2	11.3	17.7	17.7	9.7	0.0	0.0	0.0	0.0	40	68.8	16	32	
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>16.1</b>	<b>24.2</b>	<b>11.3</b>	<b>17.7</b>	<b>17.7</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>68.8</b>	<b>16</b>	<b>32</b>	
NICE	EASYJET UK LTD	S	85	0	1	3.5	17.4	34.9	14.0	16.3	8.1	3.5	1.2	0.0	0.0	1.2	26	76.0	12	25	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late							
<b>TOTAL NICE</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>17.4</b>	<b>34.9</b>	<b>14.0</b>	<b>16.3</b>	<b>8.1</b>	<b>3.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>26</b>	<b>76.0</b>	<b>12</b>	<b>25</b>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	7	0	0	0.0	14.3	28.6	28.6	14.3	0.0	0.0	14.3	0.0	0.0	0.0	43	33.3	28	6	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	177	0	4	0.6	26.5	35.4	11.6	10.5	7.2	2.2	3.3	0.6	0.0	2.2	30	84.0	9	156	
PARIS (CHARLES DE GAULLE)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	2	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>184</b>	<b>0</b>	<b>4</b>	<b>0.5</b>	<b>26.1</b>	<b>35.1</b>	<b>12.2</b>	<b>10.6</b>	<b>6.9</b>	<b>2.1</b>	<b>3.7</b>	<b>0.5</b>	<b>0.0</b>	<b>2.1</b>	<b>31</b>	<b>81.1</b>	<b>10</b>	<b>164</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
TOULOUSE (BLAGNAC)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>391</b>	<b>0</b>	<b>5</b>	<b>1.8</b>	<b>20.5</b>	<b>30.8</b>	<b>13.4</b>	<b>14.4</b>	<b>11.4</b>	<b>3.8</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>1.3</b>	<b>34</b>	<b>76.8</b>	<b>12</b>	<b>285</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET EUROPE	S	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BERLIN BRANDENBURG	EASYJET UK LTD	S	52	0	1	0.0	32.1	30.2	9.4	13.2	11.3	1.9	0.0	0.0	0.0	1.9	22	73.5	16	34	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>32.8</b>	<b>29.5</b>	<b>9.8</b>	<b>13.1</b>	<b>9.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>73.5</b>	<b>16</b>	<b>34</b>	
COLOGNE BONN	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	226	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>226</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HAMBURG (FIRKENWERDER)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	139	2	
<b>TOTAL HAMBURG (FIRKENWERDER)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>139</b>	<b>2</b>	
<b>TOTAL GERMANY</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>32.3</b>	<b>29.0</b>	<b>9.7</b>	<b>12.9</b>	<b>9.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>69.4</b>	<b>23</b>	<b>36</b>	
<b>GREECE</b>																					
ATHENS	RYANAIR	S	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	83.3	10	6	
ATHENS	WIZZ AIR UK LTD	S	38	0	0	0.0	13.2	42.1	21.1	13.2	7.9	2.6	0.0	0.0	0.0	0.0	24	81.8	9	22	
<b>TOTAL ATHENS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.9</b>	<b>45.7</b>	<b>21.7</b>	<b>13.0</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.1</b>	<b>9</b>	<b>28</b>	
HERAKLION	EASYJET UK LTD	S	6	0	0	0.0	16.7	16.7	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	EASYJET UK LTD	S	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALONIKA	WIZZ AIR UK LTD	S	18	0	2	0.0	10.0	40.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	10.0	16	70.0	15	20	
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>25.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>16</b>	<b>70.0</b>	<b>15</b>	<b>20</b>	
<b>TOTAL GREECE</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.0</b>	<b>41.3</b>	<b>20.0</b>	<b>15.0</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>20</b>	<b>77.1</b>	<b>12</b>	<b>48</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	164	0	0	0.0	17.1	28.7	21.3	22.0	7.9	3.0	0.0	0.0	0.0	0.0	28	75.2	13	145	
BUDAPEST	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
<b>TOTAL BUDAPEST</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.1</b>	<b>28.7</b>	<b>21.3</b>	<b>22.0</b>	<b>7.9</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>75.3</b>	<b>13</b>	<b>146</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DEBRECEN	WIZZ AIR	S	44	0	1	20.0	35.6	31.1	4.4	2.2	4.4	0.0	0.0	0.0	0.0	2.2	7	80.0	10	30
<b>TOTAL DEBRECEN</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>35.6</b>	<b>31.1</b>	<b>4.4</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>7</b>	<b>80.0</b>	<b>10</b>	<b>30</b>
<b>TOTAL HUNGARY</b>			<b>208</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>21.1</b>	<b>29.2</b>	<b>17.7</b>	<b>17.7</b>	<b>7.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>23</b>	<b>76.1</b>	<b>13</b>	<b>176</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	74	0	0	5.4	39.2	29.7	10.8	5.4	9.5	0.0	0.0	0.0	0.0	0.0	15	86.7	12	60
KEFLAVIK	WIZZ AIR UK LTD	S	28	0	0	7.1	39.3	35.7	3.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	24	63.2	20	19
<b>TOTAL KEFLAVIK</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>39.2</b>	<b>31.4</b>	<b>8.8</b>	<b>5.9</b>	<b>6.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.0</b>	<b>14</b>	<b>79</b>
<b>TOTAL ICELAND</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>39.2</b>	<b>31.4</b>	<b>8.8</b>	<b>5.9</b>	<b>6.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.0</b>	<b>14</b>	<b>79</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	52	0	0	3.8	32.7	30.8	11.5	21.2	0.0	0.0	0.0	0.0	0.0	0.0	14	90.5	14	42
<b>TOTAL CORK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.7</b>	<b>30.8</b>	<b>11.5</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.5</b>	<b>14</b>	<b>42</b>
DUBLIN	RYANAIR	S	190	0	0	2.1	44.2	26.8	12.6	6.3	5.8	1.6	0.5	0.0	0.0	0.0	15	91.1	3	180
<b>TOTAL DUBLIN</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>44.2</b>	<b>26.8</b>	<b>12.6</b>	<b>6.3</b>	<b>5.8</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.1</b>	<b>3</b>	<b>180</b>
IRELAND WEST(KNOCK)	RYANAIR	S	54	0	0	3.7	37.0	29.6	16.7	5.6	7.4	0.0	0.0	0.0	0.0	0.0	14	93.1	3	58
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>29.6</b>	<b>16.7</b>	<b>5.6</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.1</b>	<b>3</b>	<b>58</b>
KERRY COUNTY	RYANAIR	S	62	0	0	3.2	32.3	25.8	17.7	16.1	1.6	3.2	0.0	0.0	0.0	0.0	18	89.6	4	48
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>32.3</b>	<b>25.8</b>	<b>17.7</b>	<b>16.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>89.6</b>	<b>4</b>	<b>48</b>
SHANNON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	4	28
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.3</b>	<b>4</b>	<b>28</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>39.4</b>	<b>27.7</b>	<b>14.0</b>	<b>10.1</b>	<b>4.5</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.0</b>	<b>4</b>	<b>356</b>
<b>ISRAEL</b>																				
TEL AVIV	EASYJET UK LTD	S	100	0	2	2.0	5.9	29.4	26.5	21.6	7.8	2.0	2.9	0.0	0.0	2.0	35	42.2	26	64
TEL AVIV	EL AL	S	58	0	0	3.4	15.5	31.0	15.5	25.9	5.2	0.0	3.4	0.0	0.0	0.0	29	47.6	15	18
TEL AVIV	WIZZ AIR UK LTD	S	55	0	3	0.0	10.3	34.5	24.1	15.5	10.3	0.0	0.0	0.0	0.0	5.2	24	32.1	35	28
<b>TOTAL TEL AVIV</b>			<b>213</b>	<b>0</b>	<b>5</b>	<b>1.8</b>	<b>9.6</b>	<b>31.2</b>	<b>22.9</b>	<b>21.1</b>	<b>7.8</b>	<b>0.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>31</b>	<b>40.7</b>	<b>26</b>	<b>110</b>
<b>TOTAL ISRAEL</b>			<b>213</b>	<b>0</b>	<b>5</b>	<b>1.8</b>	<b>9.6</b>	<b>31.2</b>	<b>22.9</b>	<b>21.1</b>	<b>7.8</b>	<b>0.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>31</b>	<b>40.7</b>	<b>26</b>	<b>110</b>
<b>ITALY</b>																				
BARI (PALESE)	AIR ONE	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BOLOGNA	RYANAIR	S	28	0	0	0.0	25.0	39.3	17.9	7.1	3.6	7.1	0.0	0.0	0.0	0.0	23	82.4	5	34
<b>TOTAL BOLOGNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>39.3</b>	<b>17.9</b>	<b>7.1</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.4</b>	<b>5</b>	<b>34</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	22	0	0	4.5	18.2	36.4	22.7	13.6	0.0	4.5	0.0	0.0	0.0	0.0	20	62.5	20	8
CATANIA (FONTANAROSSA)	RYANAIR	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	19	2
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>38.5</b>	<b>19.2</b>	<b>19.2</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>60.0</b>	<b>20</b>	<b>10</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	37	0	1	0.0	21.1	36.8	13.2	18.4	5.3	2.6	0.0	0.0	0.0	2.6	22	85.3	7	34



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
PALANGA	WIZZ AIR UK LTD	S	16	0	0	0.0	31.3	50.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	16	66.7	17	12	
<b>TOTAL PALANGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>17</b>	<b>12</b>	
VILNIUS	RYANAIR	S	48	0	0	2.1	41.7	22.9	4.2	16.7	10.4	2.1	0.0	0.0	0.0	21	96.8	2	62	
VILNIUS	WIZZ AIR	S	50	0	0	6.0	40.0	30.0	10.0	6.0	4.0	2.0	0.0	0.0	0.0	16	57.1	28	14	
VILNIUS	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.9	1	48	
<b>TOTAL VILNIUS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>40.8</b>	<b>26.5</b>	<b>7.1</b>	<b>11.2</b>	<b>7.1</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>92.7</b>	<b>5</b>	<b>124</b>	
<b>TOTAL LITHUANIA</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>33.3</b>	<b>8.3</b>	<b>8.3</b>	<b>6.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.1</b>	<b>6</b>	<b>230</b>	
<b>LUXEMBOURG</b>																				
LUXEMBOURG	LUXAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>2</b>	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>2</b>	
<b>MACEDONIA</b>																				
OHRID	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	45	4	
<b>TOTAL OHRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>45</b>	<b>4</b>	
SKOPJE	WIZZ AIR UK LTD	S	26	0	0	0.0	15.4	53.8	3.8	3.8	3.8	7.7	7.7	3.8	0.0	0.0	55	75.0	10	20
<b>TOTAL SKOPJE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>53.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>75.0</b>	<b>10</b>	<b>20</b>
<b>TOTAL MACEDONIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>53.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>66.7</b>	<b>16</b>	<b>24</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	36	0	0	2.8	13.9	50.0	8.3	11.1	11.1	2.8	0.0	0.0	0.0	22	77.8	10	36	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>50.0</b>	<b>8.3</b>	<b>11.1</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.8</b>	<b>10</b>	<b>36</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>50.0</b>	<b>8.3</b>	<b>11.1</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.8</b>	<b>10</b>	<b>36</b>	
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	16	0	0	12.5	37.5	25.0	12.5	0.0	0.0	6.3	6.3	0.0	0.0	27	75.0	8	4	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
MARRAKESH	EASYJET UK LTD	S	25	0	0	4.0	12.0	44.0	20.0	8.0	12.0	0.0	0.0	0.0	0.0	19	50.0	11	2	
<b>TOTAL MARRAKESH</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>12.0</b>	<b>44.0</b>	<b>20.0</b>	<b>8.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>11</b>	<b>2</b>	
<b>TOTAL MOROCCO</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>22.0</b>	<b>36.6</b>	<b>17.1</b>	<b>4.9</b>	<b>7.3</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.7</b>	<b>9</b>	<b>6</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET EUROPE	S	51	0	3	3.7	37.0	31.5	5.6	11.1	5.6	0.0	0.0	0.0	5.6	13	75.6	14	44	
AMSTERDAM	EASYJET UK LTD	S	293	0	0	1.7	35.8	25.9	13.3	13.3	6.1	2.0	1.7	0.0	0.0	22	79.1	9	262	
<b>TOTAL AMSTERDAM</b>			<b>344</b>	<b>0</b>	<b>3</b>	<b>2.0</b>	<b>36.0</b>	<b>26.8</b>	<b>12.1</b>	<b>13.0</b>	<b>6.1</b>	<b>1.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>78.6</b>	<b>10</b>	<b>306</b>	
<b>TOTAL NETHERLANDS</b>			<b>344</b>	<b>0</b>	<b>3</b>	<b>2.0</b>	<b>36.0</b>	<b>26.8</b>	<b>12.1</b>	<b>13.0</b>	<b>6.1</b>	<b>1.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>78.6</b>	<b>10</b>	<b>306</b>	
<b>NORWAY</b>																				
TROMSOE	WIZZ AIR UK LTD	S	14	0	0	0.0	21.4	35.7	14.3	14.3	14.3	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL TROMSOE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>35.7</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>35.7</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2022				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	18	0	0	5.6	55.6	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	6	28	
BYDGOSZCZ	WIZZ AIR UK LTD	S	18	0	0	11.1	22.2	33.3	0.0	16.7	11.1	5.6	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL BYDGOSZCZ</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.7</b>	<b>6</b>	<b>28</b>	
GDANSK	WIZZ AIR	S	110	0	0	10.0	30.0	29.1	11.8	12.7	5.5	0.9	0.0	0.0	0.0	0.0	16	78.8	12	80	
GDANSK	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2	
<b>TOTAL GDANSK</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>29.1</b>	<b>11.8</b>	<b>12.7</b>	<b>5.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.3</b>	<b>12</b>	<b>82</b>	
KATOWICE	WIZZ AIR	S	108	0	2	10.9	24.5	31.8	14.5	11.8	3.6	0.9	0.0	0.0	0.0	1.8	15	81.9	12	72	
<b>TOTAL KATOWICE</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>24.5</b>	<b>31.8</b>	<b>14.5</b>	<b>11.8</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>81.9</b>	<b>12</b>	<b>72</b>	
KRAKOW	EASYJET UK LTD	S	52	0	0	7.7	30.8	32.7	9.6	9.6	5.8	3.8	0.0	0.0	0.0	0.0	19	89.7	4	68	
KRAKOW	RYANAIR	S	48	0	0	4.2	45.8	35.4	10.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	93.7	5	63	
KRAKOW	WIZZ AIR	S	68	0	0	2.9	29.4	32.4	11.8	19.1	1.5	2.9	0.0	0.0	0.0	0.0	20	87.1	10	70	
<b>TOTAL KRAKOW</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>34.5</b>	<b>33.3</b>	<b>10.7</b>	<b>11.9</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.0</b>	<b>7</b>	<b>201</b>	
LODZ LUBLINEK	WIZZ AIR UK LTD	S	18	0	0	0.0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>72.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUBLIN (PORT LOTNICZY)	RYANAIR	S	44	0	0	4.5	45.5	31.8	4.5	6.8	6.8	0.0	0.0	0.0	0.0	0.0	11	100.0	4	8	
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	46	0	0	23.9	17.4	26.1	13.0	4.3	13.0	0.0	0.0	2.2	0.0	0.0	30	91.8	6	49	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>31.1</b>	<b>28.9</b>	<b>8.9</b>	<b>5.6</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>93.0</b>	<b>6</b>	<b>57</b>	
POZNAN	WIZZ AIR UK LTD	S	56	0	0	3.6	48.2	26.8	3.6	7.1	8.9	0.0	1.8	0.0	0.0	0.0	18	64.7	17	34	
<b>TOTAL POZNAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>48.2</b>	<b>26.8</b>	<b>3.6</b>	<b>7.1</b>	<b>8.9</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.7</b>	<b>17</b>	<b>34</b>	
RZESZOW	RYANAIR	S	18	0	0	5.6	33.3	11.1	11.1	22.2	5.6	0.0	11.1	0.0	0.0	0.0	39	75.0	12	28	
RZESZOW	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>76.7</b>	<b>11</b>	<b>30</b>	
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>34</b>	<b>2</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	163	0	2	5.5	26.1	27.9	19.4	12.1	4.8	2.4	0.6	0.0	0.0	1.2	21	79.3	11	116	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>163</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>26.1</b>	<b>27.9</b>	<b>19.4</b>	<b>12.1</b>	<b>4.8</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>79.3</b>	<b>11</b>	<b>116</b>	
WROCLAW	WIZZ AIR	S	76	0	0	7.9	42.1	30.3	6.6	1.3	11.8	0.0	0.0	0.0	0.0	0.0	13	100.0	0	2	
WROCLAW	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	11	42	
<b>TOTAL WROCLAW</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>42.1</b>	<b>30.3</b>	<b>6.6</b>	<b>1.3</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.3</b>	<b>10</b>	<b>44</b>	
<b>TOTAL POLAND</b>			<b>845</b>	<b>0</b>	<b>4</b>	<b>7.8</b>	<b>32.0</b>	<b>30.5</b>	<b>11.7</b>	<b>10.0</b>	<b>5.7</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>83.2</b>	<b>10</b>	<b>666</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	76	0	0	5.3	10.5	32.9	17.1	19.7	11.8	2.6	0.0	0.0	0.0	0.0	28	91.7	5	48	
FARO	RYANAIR	S	44	0	0	0.0	31.8	34.1	15.9	15.9	2.3	0.0	0.0	0.0	0.0	0.0	15	87.5	4	8	
<b>TOTAL FARO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>18.3</b>	<b>33.3</b>	<b>16.7</b>	<b>18.3</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>91.1</b>	<b>5</b>	<b>56</b>	
LISBON	EASYJET UK LTD	S	134	0	0	1.5	12.7	32.8	14.9	17.9	12.7	5.2	2.2	0.0	0.0	0.0	37	77.4	8	62	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2022		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LISBON	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
LISBON	WIZZ AIR UK LTD	S	54	0	0	0.0	22.2	27.8	14.8	13.0	11.1	3.7	7.4	0.0	0.0	0.0	45	55.0	29	20
<b>TOTAL LISBON</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>15.3</b>	<b>31.7</b>	<b>14.8</b>	<b>16.4</b>	<b>12.2</b>	<b>4.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>72.0</b>	<b>13</b>	<b>82</b>
OPORTO (PORTUGAL)	EASYJET EUROPE	S	6	0	2	12.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25.0	12	0.0	0	0
OPORTO (PORTUGAL)	EASYJET UK LTD	S	30	0	0	0.0	13.3	13.3	26.7	20.0	20.0	6.7	0.0	0.0	0.0	0.0	40	90.0	4	30
OPORTO (PORTUGAL)	WIZZ AIR UK LTD	S	22	0	0	13.6	4.5	40.9	13.6	13.6	4.5	0.0	9.1	0.0	0.0	0.0	36	0.0	59	4
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>11.7</b>	<b>23.3</b>	<b>20.0</b>	<b>16.7</b>	<b>11.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>36</b>	<b>79.4</b>	<b>11</b>	<b>34</b>
<b>TOTAL PORTUGAL</b>			<b>367</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>15.7</b>	<b>30.9</b>	<b>16.3</b>	<b>17.1</b>	<b>10.8</b>	<b>3.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>33</b>	<b>79.7</b>	<b>10</b>	<b>172</b>
PORTUGAL(MADEIRA)																				
FUNCHAL	WIZZ AIR UK LTD	S	14	0	0	0.0	21.4	28.6	14.3	7.1	21.4	7.1	0.0	0.0	0.0	0.0	34	33.3	59	18
<b>TOTAL FUNCHAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>28.6</b>	<b>14.3</b>	<b>7.1</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>33.3</b>	<b>59</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>28.6</b>	<b>14.3</b>	<b>7.1</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>33.3</b>	<b>59</b>	<b>18</b>
REPUBLIC OF MOLDOVA																				
CHISINAU (KISHINEV)	WIZZ AIR UK LTD	S	26	0	0	0.0	7.7	42.3	19.2	3.8	19.2	0.0	0.0	7.7	0.0	0.0	60	0.0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>42.3</b>	<b>19.2</b>	<b>3.8</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>42.3</b>	<b>19.2</b>	<b>3.8</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
REPUBLIC OF SERBIA																				
BELGRADE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
BELGRADE	WIZZ AIR UK LTD	S	46	0	0	0.0	23.9	30.4	21.7	17.4	4.3	0.0	0.0	2.2	0.0	0.0	29	84.6	29	26
<b>TOTAL BELGRADE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.9</b>	<b>30.4</b>	<b>21.7</b>	<b>17.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.5</b>	<b>29</b>	<b>27</b>
<b>TOTAL REPUBLIC OF</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.9</b>	<b>30.4</b>	<b>21.7</b>	<b>17.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.5</b>	<b>29</b>	<b>27</b>
ROMANIA																				
BACAU	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	24
BACAU	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	21	36
BACAU	WIZZ AIR UK LTD	S	54	0	0	20.4	38.9	22.2	1.9	7.4	5.6	3.7	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL BACAU</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>38.9</b>	<b>22.2</b>	<b>1.9</b>	<b>7.4</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.7</b>	<b>15</b>	<b>60</b>
BUCHAREST (OTOPENI)	WIZZ AIR	S	238	0	0	10.5	24.4	30.3	16.0	11.3	6.3	1.3	0.0	0.0	0.0	0.0	18	73.4	11	158
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>24.4</b>	<b>30.3</b>	<b>16.0</b>	<b>11.3</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.4</b>	<b>11</b>	<b>158</b>
CLUJ NAPOCA	WIZZ AIR	S	122	0	0	14.8	34.4	29.5	7.4	7.4	5.7	0.8	0.0	0.0	0.0	0.0	12	84.3	6	108
<b>TOTAL CLUJ NAPOCA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>34.4</b>	<b>29.5</b>	<b>7.4</b>	<b>7.4</b>	<b>5.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.3</b>	<b>6</b>	<b>108</b>
CONSTANTA	WIZZ AIR UK LTD	S	18	0	0	5.6	27.8	38.9	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	100.0	11	2
<b>TOTAL CONSTANTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>11</b>	<b>2</b>
CRAIOVA	WIZZ AIR	S	74	0	0	25.7	16.2	29.7	12.2	6.8	6.8	0.0	2.7	0.0	0.0	0.0	22	85.2	8	54
<b>TOTAL CRAIOVA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>16.2</b>	<b>29.7</b>	<b>12.2</b>	<b>6.8</b>	<b>6.8</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>85.2</b>	<b>8</b>	<b>54</b>
IASI	WIZZ AIR	S	96	0	0	13.5	27.1	28.1	19.8	8.3	2.1	0.0	1.0	0.0	0.0	0.0	13	77.5	9	120

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
IASI	WIZZ AIR UK LTD	S	12	0	0	0.0	25.0	33.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	21	4	
<b>TOTAL IASI</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>26.9</b>	<b>28.7</b>	<b>21.3</b>	<b>8.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.6</b>	<b>10</b>	<b>124</b>	
SATU MARE	WIZZ AIR UK LTD	S	16	0	0	0.0	18.8	68.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	8	14	
<b>TOTAL SATU MARE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>68.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.7</b>	<b>8</b>	<b>14</b>	
SIBIU	WIZZ AIR	S	54	0	0	11.1	38.9	29.6	13.0	5.6	1.9	0.0	0.0	0.0	0.0	0.0	9	68.4	14	38	
<b>TOTAL SIBIU</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>29.6</b>	<b>13.0</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.4</b>	<b>14</b>	<b>38</b>	
SUCEAVA	WIZZ AIR	S	96	0	0	17.7	41.7	20.8	6.3	8.3	4.2	1.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
SUCEAVA	WIZZ AIR UK LTD	S	8	0	0	12.5	0.0	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	71.2	12	66	
<b>TOTAL SUCEAVA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>38.5</b>	<b>21.2</b>	<b>9.6</b>	<b>8.7</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>71.2</b>	<b>12</b>	<b>66</b>	
TIMISOARA	WIZZ AIR	S	74	0	0	6.8	44.6	29.7	10.8	1.4	2.7	1.4	2.7	0.0	0.0	0.0	15	74.1	11	54	
<b>TOTAL TIMISOARA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>44.6</b>	<b>29.7</b>	<b>10.8</b>	<b>1.4</b>	<b>2.7</b>	<b>1.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.1</b>	<b>11</b>	<b>54</b>	
TIRGU MURES	WIZZ AIR UK LTD	S	18	0	0	5.6	22.2	27.8	11.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	100.0	3	14	
<b>TOTAL TIRGU MURES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>11.1</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>3</b>	<b>14</b>	
<b>TOTAL ROMANIA</b>			<b>880</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>30.5</b>	<b>29.1</b>	<b>12.5</b>	<b>8.3</b>	<b>4.9</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.7</b>	<b>10</b>	<b>692</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	WIZZ AIR UK LTD	S	30	0	0	10.0	36.7	43.3	3.3	3.3	0.0	0.0	0.0	3.3	0.0	0.0	17	100.0	5	6	
<b>TOTAL BRATISLAVA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>36.7</b>	<b>43.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>5</b>	<b>6</b>	
KOSICE	WIZZ AIR UK LTD	S	46	0	0	6.5	34.8	34.8	4.3	2.2	10.9	0.0	4.3	2.2	0.0	0.0	30	50.0	21	30	
<b>TOTAL KOSICE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>34.8</b>	<b>34.8</b>	<b>4.3</b>	<b>2.2</b>	<b>10.9</b>	<b>0.0</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>50.0</b>	<b>21</b>	<b>30</b>	
TATRY-POPRAD	WIZZ AIR UK LTD	S	18	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	11	16	
<b>TOTAL TATRY-POPRAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>11</b>	<b>16</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>33.0</b>	<b>40.4</b>	<b>6.4</b>	<b>4.3</b>	<b>5.3</b>	<b>0.0</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>59.6</b>	<b>16</b>	<b>52</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	WIZZ AIR UK LTD	S	18	0	0	11.1	27.8	22.2	16.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	75.0	7	4	
<b>TOTAL LJUBLJANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>7</b>	<b>4</b>	
<b>TOTAL SLOVENIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>7</b>	<b>4</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	79	0	0	5.1	16.5	34.2	11.4	15.2	11.4	3.8	2.5	0.0	0.0	0.0	33	83.0	8	53	
ALICANTE	RYANAIR	S	34	0	0	5.9	23.5	20.6	14.7	29.4	2.9	0.0	2.9	0.0	0.0	0.0	26	82.4	8	34	
<b>TOTAL ALICANTE</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>18.6</b>	<b>30.1</b>	<b>12.4</b>	<b>19.5</b>	<b>8.8</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>82.8</b>	<b>8</b>	<b>87</b>	
BARCELONA	EASYJET UK LTD	S	90	0	1	7.7	18.7	23.1	17.6	15.4	13.2	1.1	0.0	2.2	0.0	1.1	35	78.3	9	46	
BARCELONA	RYANAIR	S	30	0	1	6.5	9.7	25.8	22.6	22.6	9.7	0.0	0.0	0.0	0.0	3.2	26	83.3	8	36	
<b>TOTAL BARCELONA</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>16.4</b>	<b>23.8</b>	<b>18.9</b>	<b>17.2</b>	<b>12.3</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>80.5</b>	<b>9</b>	<b>82</b>	
IBIZA	EASYJET UK LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	EASYJET UK LTD	S	26	0	0	11.5	34.6	19.2	3.8	19.2	11.5	0.0	0.0	0.0	0.0	0.0	21	50.0	47	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MARCH 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL MADRID</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>19.2</b>	<b>3.8</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>47</b>	<b>2</b>	
MALAGA	EASYJET UK LTD	S	88	0	0	1.1	9.1	30.7	13.6	25.0	14.8	5.7	0.0	0.0	0.0	0.0	36	81.1	8	74	
MALAGA	RYANAIR	S	38	0	0	2.6	26.3	36.8	13.2	13.2	7.9	0.0	0.0	0.0	0.0	0.0	17	85.7	3	42	
MALAGA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MALAGA	WIZZ AIR UK LTD	S	38	0	0	0.0	7.9	31.6	18.4	23.7	15.8	2.6	0.0	0.0	0.0	0.0	32	72.2	15	36	
<b>TOTAL MALAGA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>12.8</b>	<b>32.3</b>	<b>14.6</b>	<b>22.0</b>	<b>13.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>80.4</b>	<b>8</b>	<b>153</b>	
MURCIA INTERNATIONAL	RYANAIR	S	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	3	8	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	6	0	0	16.7	0.0	16.7	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	60	75.0	17	8	
PALMA DE MALLORCA	EASYJET UK LTD	S	41	0	0	2.4	17.1	24.4	17.1	22.0	14.6	0.0	2.4	0.0	0.0	0.0	30	87.5	5	40	
PALMA DE MALLORCA	WIZZ AIR UK LTD	S	12	0	0	0.0	8.3	33.3	16.7	25.0	0.0	0.0	16.7	0.0	0.0	0.0	54	16.7	84	6	
<b>TOTAL PALMA DE MALLORCA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>13.6</b>	<b>25.4</b>	<b>15.3</b>	<b>23.7</b>	<b>10.2</b>	<b>3.4</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>77.8</b>	<b>16</b>	<b>54</b>	
SEVILLE	RYANAIR	S	16	0	0	6.3	56.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	18	
<b>TOTAL SEVILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>514</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>17.8</b>	<b>28.5</b>	<b>14.5</b>	<b>19.6</b>	<b>10.9</b>	<b>2.3</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>30</b>	<b>81.7</b>	<b>9</b>	<b>404</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	34	0	0	5.9	11.8	38.2	23.5	8.8	8.8	2.9	0.0	0.0	0.0	0.0	22	90.6	7	32	
ARRECIFE	RYANAIR	S	26	0	0	11.5	19.2	23.1	11.5	19.2	15.4	0.0	0.0	0.0	0.0	0.0	23	70.0	7	20	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	50.0	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	23	77.8	9	18	
<b>TOTAL ARRECIFE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>12.8</b>	<b>35.9</b>	<b>17.9</b>	<b>15.4</b>	<b>10.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>81.4</b>	<b>8</b>	<b>70</b>	
FUERTEVENTURA	EASYJET UK LTD	S	23	0	1	0.0	8.3	41.7	16.7	8.3	12.5	8.3	0.0	0.0	0.0	4.2	34	90.0	5	20	
FUERTEVENTURA	RYANAIR	S	12	0	0	0.0	25.0	33.3	8.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	88.9	5	18	
FUERTEVENTURA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
<b>TOTAL FUERTEVENTURA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.9</b>	<b>38.9</b>	<b>13.9</b>	<b>11.1</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>30</b>	<b>91.7</b>	<b>4</b>	<b>48</b>	
LAS PALMAS	EASYJET UK LTD	S	18	0	0	0.0	11.1	44.4	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	35	83.3	9	12	
LAS PALMAS	RYANAIR	S	18	0	0	11.1	33.3	27.8	5.6	5.6	5.6	11.1	0.0	0.0	0.0	0.0	29	100.0	1	16	
LAS PALMAS	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	31	10	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>36.1</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>86.8</b>	<b>11</b>	<b>38</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	62	0	1	9.5	11.1	28.6	14.3	20.6	7.9	4.8	1.6	0.0	0.0	1.6	31	90.3	5	62	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	11	0	0	27.3	18.2	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	33.3	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	25	77.8	7	9	
TENERIFE (SURREINA SOFIA)	WIZZ AIR UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	89.7	3	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>91</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>10.8</b>	<b>31.2</b>	<b>16.1</b>	<b>18.3</b>	<b>7.5</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>27</b>	<b>90.7</b>	<b>4</b>	<b>117</b>	

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MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 90 m late	91 m to 120 m late	121 m to 150 m late	151 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL SPAIN(CANARY</b>			<b>240</b>	<b>0</b>	<b>3</b>	<b>6.6</b>	<b>13.6</b>	<b>34.6</b>	<b>15.2</b>	<b>14.8</b>	<b>9.5</b>	<b>4.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>27</b>	<b>88.0</b>	<b>6</b>	<b>273</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET SWITZERLAND	S	22	0	0	0.0	22.7	31.8	9.1	13.6	22.7	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
GENEVA	EASYJET UK LTD	S	357	0	1	0.3	12.6	33.5	17.0	17.0	12.3	3.9	2.5	0.6	0.0	0.3	38	70.7	15	304
<b>TOTAL GENEVA</b>			<b>379</b>	<b>0</b>	<b>1</b>	<b>0.3</b>	<b>13.2</b>	<b>33.4</b>	<b>16.6</b>	<b>16.8</b>	<b>12.9</b>	<b>3.7</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>38</b>	<b>70.7</b>	<b>15</b>	<b>304</b>
ZURICH	EASYJET UK LTD	S	44	0	0	4.5	18.2	34.1	20.5	15.9	6.8	0.0	0.0	0.0	0.0	0.0	17	90.9	5	32
<b>TOTAL ZURICH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>18.2</b>	<b>34.1</b>	<b>20.5</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>90.9</b>	<b>5</b>	<b>32</b>
<b>TOTAL SWITZERLAND</b>			<b>423</b>	<b>0</b>	<b>1</b>	<b>0.7</b>	<b>13.7</b>	<b>33.5</b>	<b>17.0</b>	<b>16.7</b>	<b>12.3</b>	<b>3.3</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>36</b>	<b>72.7</b>	<b>14</b>	<b>336</b>
<b>TURKEY</b>																				
ANTALYA	EASYJET UK LTD	S	34	0	0	0.0	5.9	20.6	32.4	32.4	8.8	0.0	0.0	0.0	0.0	0.0	29	68.8	16	16
ANTALYA	SUNEXPRESS	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
ANTALYA	WIZZ AIR UK LTD	S	20	0	0	0.0	10.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	21	33.3	24	3
<b>TOTAL ANTALYA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.3</b>	<b>23.6</b>	<b>30.9</b>	<b>32.7</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>63.2</b>	<b>17</b>	<b>19</b>
BODRUM (MILAS)	EASYJET UK LTD	S	6	0	0	0.0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	33.3	23	6
<b>TOTAL BODRUM (MILAS)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>33.3</b>	<b>23</b>	<b>6</b>
DALAMAN	EASYJET UK LTD	S	19	0	0	0.0	15.8	57.9	5.3	0.0	10.5	0.0	10.5	0.0	0.0	0.0	50	0.0	27	4
DALAMAN	WIZZ AIR UK LTD	S	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	37	2
<b>TOTAL DALAMAN</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>56.5</b>	<b>4.3</b>	<b>0.0</b>	<b>17.4</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>30</b>	<b>6</b>
ISTANBUL	WIZZ AIR UK LTD	S	8	0	0	0.0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL ISTANBUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISTANBUL ATATURK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	137	1
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>137</b>	<b>1</b>
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	11	2
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>11</b>	<b>2</b>
<b>TOTAL TURKEY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>34.0</b>	<b>23.0</b>	<b>22.0</b>	<b>9.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>44.1</b>	<b>24</b>	<b>34</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASYJET UK LTD	S	53	0	1	3.7	29.6	37.0	13.0	3.7	7.4	3.7	0.0	0.0	0.0	1.9	18	79.6	6	52
<b>TOTAL ABERDEEN</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>29.6</b>	<b>37.0</b>	<b>13.0</b>	<b>3.7</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>79.6</b>	<b>6</b>	<b>52</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	246	0	1	4.9	37.2	27.5	11.3	7.7	8.1	0.8	2.0	0.0	0.0	0.4	20	81.7	14	191
BELFAST INTERNATIONAL	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>246</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>37.2</b>	<b>27.5</b>	<b>11.3</b>	<b>7.7</b>	<b>8.1</b>	<b>0.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>81.9</b>	<b>14</b>	<b>193</b>
CARDIFF WALES	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>9</b>	<b>8</b>
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late							
EAST MIDLANDS INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
EDINBURGH	EASYJET UK LTD	S	190	0	1	8.9	36.1	27.7	9.9	11.5	3.7	1.6	0.0	0.0	0.0	0.5	15	80.8	10	146
<b>TOTAL EDINBURGH</b>			<b>190</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>36.1</b>	<b>27.7</b>	<b>9.9</b>	<b>11.5</b>	<b>3.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>80.8</b>	<b>10</b>	<b>146</b>
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5
GATWICK	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
GATWICK	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	34	3
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>16</b>	<b>9</b>
GLASGOW	EASYJET UK LTD	S	158	0	2	3.8	45.0	26.3	13.1	5.6	4.4	0.6	0.0	0.0	0.0	1.3	12	85.7	8	140
<b>TOTAL GLASGOW</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>45.0</b>	<b>26.3</b>	<b>13.1</b>	<b>5.6</b>	<b>4.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>85.7</b>	<b>8</b>	<b>140</b>
INVERNESS	EASYJET UK LTD	S	96	0	2	2.0	27.6	23.5	14.3	19.4	8.2	2.0	1.0	0.0	0.0	2.0	24	84.8	8	66
<b>TOTAL INVERNESS</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>27.6</b>	<b>23.5</b>	<b>14.3</b>	<b>19.4</b>	<b>8.2</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>24</b>	<b>84.8</b>	<b>8</b>	<b>66</b>
JERSEY	EASYJET UK LTD	S	92	0	0	9.8	35.9	18.5	8.7	13.0	9.8	3.3	1.1	0.0	0.0	0.0	23	84.4	9	45
<b>TOTAL JERSEY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>35.9</b>	<b>18.5</b>	<b>8.7</b>	<b>13.0</b>	<b>9.8</b>	<b>3.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>84.4</b>	<b>9</b>	<b>45</b>
LASHAM	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	3
<b>TOTAL LASHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>3</b>
LEEDS BRADFORD	WIZZ AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
PRESTWICK	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>1</b>
STANSTED	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
STANSTED	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	111	6
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>77</b>	<b>9</b>
<b>TOTAL UNITED KINGDOM</b>			<b>836</b>	<b>0</b>	<b>7</b>	<b>5.7</b>	<b>36.7</b>	<b>26.5</b>	<b>11.5</b>	<b>9.8</b>	<b>6.6</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>18</b>	<b>82.3</b>	<b>11</b>	<b>676</b>
<b>TOTAL LUTON</b>			<b>7541</b>	<b>0</b>	<b>43</b>	<b>5.2</b>	<b>25.8</b>	<b>30.5</b>	<b>14.1</b>	<b>12.6</b>	<b>7.8</b>	<b>2.0</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>24</b>	<b>78.9</b>	<b>11</b>	<b>5927</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

## Reporting Airport: MANCHESTER (Full Analysis)

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ANTIGUA AND BARBUDA</b>																					
<b>ANTIGUA</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ANTIGUA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ANTIGUA AND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>AUSTRIA</b>																					
<b>INNSBRUCK</b>	EASYJET UK LTD	S	14	0	0	0.0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	6	
<b>INNSBRUCK</b>	JET2.COM LTD	S	24	0	0	0.0	16.7	33.3	20.8	16.7	8.3	4.2	0.0	0.0	0.0	0.0	26	87.5	6	24	
<b>INNSBRUCK</b>	TUI AIRWAYS LTD	C	15	0	0	13.3	0.0	33.3	0.0	33.3	13.3	6.7	0.0	0.0	0.0	0.0	40	13.3	80	15	
<b>TOTAL INNSBRUCK</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>20.8</b>	<b>32.1</b>	<b>13.2</b>	<b>18.9</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>64.4</b>	<b>30</b>	<b>45</b>		
<b>KLAGENFURT</b>	RYANAIR	S	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KLAGENFURT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>SALZBURG</b>	JET2.COM LTD	S	10	0	0	0.0	30.0	30.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	25	70.0	11	10	
<b>SALZBURG</b>	RYANAIR	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	11	8	
<b>SALZBURG</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	20.0	20.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	66	20.0	102	5	
<b>TOTAL SALZBURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>25.0</b>	<b>10.7</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>60.9</b>	<b>31</b>	<b>23</b>		
<b>VIENNA</b>	AUSTRIAN AIRLINES	S	28	0	0	10.7	32.1	53.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	24	
<b>VIENNA</b>	RYANAIR	S	26	0	0	3.8	50.0	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>40.7</b>	<b>42.6</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>24</b>		
<b>TOTAL AUSTRIA</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>31.5</b>	<b>35.0</b>	<b>10.5</b>	<b>9.8</b>	<b>5.6</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.8</b>	<b>23</b>	<b>92</b>		
<b>BAHRAIN</b>																					
<b>BAHRAIN</b>	GULF AIR	S	18	0	0	16.7	11.1	44.4	11.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL BAHRAIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL BAHRAIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>BANGLADESH</b>																					
<b>DHAKHA</b>	BIMAN BANGLADESH AIRLINES	S	26	0	0	7.7	26.9	23.1	15.4	7.7	15.4	0.0	3.8	0.0	0.0	0.0	29	27.8	44	17	
<b>TOTAL DHAKHA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>23.1</b>	<b>15.4</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>27.8</b>	<b>44</b>	<b>17</b>		
<b>TOTAL BANGLADESH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>23.1</b>	<b>15.4</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>27.8</b>	<b>44</b>	<b>17</b>		
<b>BARBADOS</b>																					
<b>BRIDGETOWN</b>	AER LINGUS (UK) LTD	S	25	0	0	20.0	28.0	32.0	8.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	16	80.8	8	26	
<b>BRIDGETOWN</b>	TUI AIRWAYS LTD	C	49	0	0	6.1	4.1	24.5	22.4	34.7	6.1	2.0	0.0	0.0	0.0	0.0	29	18.2	58	33	
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	38.9	30.6	16.7	2.8	2.8	2.8	0.0	5.6	0.0	0.0	0.0	18	88.4	6	43	
<b>TOTAL BRIDGETOWN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>19.3</b>	<b>19.3</b>	<b>22.8</b>	<b>13.2</b>	<b>17.5</b>	<b>4.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.7</b>	<b>23</b>	<b>102</b>	
<b>TOTAL BARBADOS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>19.3</b>	<b>19.3</b>	<b>22.8</b>	<b>13.2</b>	<b>17.5</b>	<b>4.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.7</b>	<b>23</b>	<b>102</b>	
<b>BELGIUM</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	113	0	1	0.9	22.8	45.6	14.9	11.4	0.9	2.6	0.0	0.0	0.0	16	72.0	12	75	
<b>TOTAL BRUSSELS</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>22.8</b>	<b>45.6</b>	<b>14.9</b>	<b>11.4</b>	<b>0.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>72.0</b>	<b>12</b>	<b>75</b>	
<b>CHARLEROI</b>	RYANAIR	S	116	0	1	1.7	28.2	33.3	12.8	10.3	9.4	1.7	0.9	0.0	0.9	28	85.5	7	76	
<b>CHARLEROI</b>	RYANAIR UK LTD	S	10	0	0	10.0	40.0	30.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10	66.7	17	24	
<b>TOTAL CHARLEROI</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>29.1</b>	<b>33.1</b>	<b>11.8</b>	<b>11.0</b>	<b>8.7</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>27</b>	<b>81.0</b>	<b>9</b>	<b>100</b>	
<b>TOTAL BELGIUM</b>			<b>239</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>26.1</b>	<b>39.0</b>	<b>13.3</b>	<b>11.2</b>	<b>5.0</b>	<b>2.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.8</b>	<b>22</b>	<b>77.1</b>	<b>10</b>	<b>175</b>	
<b>BULGARIA</b>																				
<b>SOFIA</b>	EASYJET UK LTD	S	52	0	0	13.5	61.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	6	48	
<b>SOFIA</b>	JET2.COM LTD	C	6	0	0	16.7	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	29	83.3	8	6	
<b>SOFIA</b>	JET2.COM LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>SOFIA</b>	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	20.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	89	33.3	22	3	
<b>TOTAL SOFIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>50.0</b>	<b>26.6</b>	<b>0.0</b>	<b>3.1</b>	<b>3.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.7</b>	<b>7</b>	<b>57</b>	
<b>TOTAL BULGARIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>50.0</b>	<b>26.6</b>	<b>0.0</b>	<b>3.1</b>	<b>3.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.7</b>	<b>7</b>	<b>57</b>	
<b>CANADA</b>																				
<b>TORONTO</b>	AIR TRANSAT	S	18	0	0	0.0	16.7	22.2	5.6	22.2	11.1	0.0	22.2	0.0	0.0	79	83.3	6	18	
<b>TOTAL TORONTO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>22.2</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>79</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>22.2</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>79</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>CAPE VERDE ISLANDS</b>																				
<b>BOA VISTA (RABIL)</b>	TUI AIRWAYS LTD	S	28	0	0	10.7	10.7	50.0	17.9	3.6	3.6	3.6	0.0	0.0	0.0	16	34.6	35	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>10.7</b>	<b>50.0</b>	<b>17.9</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>34.6</b>	<b>35</b>	<b>26</b>	
<b>ILHA DO SAL C.VERDE</b>	TUI AIRWAYS LTD	S	26	0	0	0.0	19.2	53.8	15.4	3.8	7.7	0.0	0.0	0.0	0.0	19	19.2	39	26	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>53.8</b>	<b>15.4</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>19.2</b>	<b>39</b>	<b>26</b>	
<b>TOTAL CAPE VERDE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>14.8</b>	<b>51.9</b>	<b>16.7</b>	<b>3.7</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>26.9</b>	<b>37</b>	<b>52</b>	
<b>CHINA</b>																				
<b>BEIJING</b>	HAINAN AIRLINES	S	8	0	2	20.0	30.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	20.0	10	0.0	0	0	
<b>TOTAL BEIJING</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CROATIA</b>																				
<b>DUBROVNIK</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
<b>DUBROVNIK</b>	FREEBIRD AIRLINES	C	3	0	0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	53	0.0	0	0	
<b>DUBROVNIK</b>	FREEBIRD AIRLINES EUROPE LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	94	3	
<b>DUBROVNIK</b>	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	22	2	
<b>TOTAL DUBROVNIK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>42.9</b>	<b>47</b>	<b>7</b>	
<b>SPLIT</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4	
<b>TOTAL SPLIT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>4</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	15 m early														
ZAGREB	RYANAIR	S	16	0	0	0.0	18.8	43.8	18.8	12.5	6.3	0.0	0.0	0.0	0.0	18	83.3	23	18		
<b>TOTAL ZAGREB</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>23</b>	<b>18</b>		
<b>TOTAL CROATIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>38.1</b>	<b>19.0</b>	<b>19.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>69.0</b>	<b>28</b>	<b>29</b>		
<b>CUBA</b>																					
VARADERO	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	47	27.8	79	18		
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>27.8</b>	<b>79</b>	<b>18</b>		
<b>TOTAL CUBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>27.8</b>	<b>79</b>	<b>18</b>		
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	172	0.0	104	1		
<b>TOTAL LARNACA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>0.0</b>	<b>104</b>	<b>1</b>		
PAPHOS	EASYJET UK LTD	S	23	0	0	21.7	17.4	30.4	8.7	21.7	0.0	0.0	0.0	0.0	0.0	14	76.2	13	21		
PAPHOS	JET2.COM LTD	S	33	0	0	3.0	30.3	51.5	6.1	3.0	6.1	0.0	0.0	0.0	0.0	9	73.3	10	30		
PAPHOS	RYANAIR	S	28	0	0	3.6	21.4	50.0	14.3	3.6	0.0	7.1	0.0	0.0	0.0	18	83.3	9	24		
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	52.9	23.5	5.9	0.0	11.8	0.0	0.0	0.0	28	38.1	49	21		
<b>TOTAL PAPHOS</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>20.8</b>	<b>46.5</b>	<b>11.9</b>	<b>7.9</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.8</b>	<b>19</b>	<b>96</b>		
<b>TOTAL CYPRUS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.2</b>	<b>46.2</b>	<b>12.5</b>	<b>7.7</b>	<b>1.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.0</b>	<b>20</b>	<b>97</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	50	0	0	4.0	38.0	20.0	20.0	14.0	4.0	0.0	0.0	0.0	0.0	14	91.7	4	36		
PRAGUE	JET2.COM LTD	S	37	0	1	2.6	28.9	39.5	7.9	7.9	10.5	0.0	0.0	0.0	2.6	13	93.8	3	16		
PRAGUE	RYANAIR	S	40	0	0	0.0	15.0	60.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	64.3	16	28		
PRAGUE	RYANAIR UK LTD	S	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	11	16		
<b>TOTAL PRAGUE</b>			<b>135</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>27.9</b>	<b>39.0</b>	<b>18.4</b>	<b>7.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>79.2</b>	<b>8</b>	<b>96</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>135</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>27.9</b>	<b>39.0</b>	<b>18.4</b>	<b>7.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>79.2</b>	<b>8</b>	<b>96</b>		
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	46	0	0	0.0	26.1	63.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
BILLUND	RYANAIR	S	24	0	0	8.3	37.5	33.3	4.2	16.7	0.0	0.0	0.0	0.0	0.0	10	71.4	16	28		
<b>TOTAL BILLUND</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>30.0</b>	<b>52.9</b>	<b>8.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.4</b>	<b>16</b>	<b>28</b>		
COPENHAGEN	EASYJET UK LTD	S	82	0	0	7.3	43.9	29.3	9.8	3.7	2.4	3.7	0.0	0.0	0.0	13	83.8	7	80		
COPENHAGEN	RYANAIR	S	64	0	0	3.1	42.2	29.7	6.3	9.4	6.3	3.1	0.0	0.0	0.0	19	50.0	21	44		
COPENHAGEN	RYANAIR UK LTD	S	12	0	0	8.3	33.3	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	9	50.0	15	14		
COPENHAGEN	SAS	S	54	0	0	0.0	29.6	37.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	13	80.0	12	59		
<b>TOTAL COPENHAGEN</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>39.2</b>	<b>31.6</b>	<b>10.8</b>	<b>9.0</b>	<b>2.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.7</b>	<b>12</b>	<b>197</b>		
<b>TOTAL DENMARK</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>36.9</b>	<b>36.9</b>	<b>10.3</b>	<b>8.2</b>	<b>2.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.6</b>	<b>13</b>	<b>225</b>		
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	23.5	41.2	11.8	11.8	0.0	0.0	0.0	0.0	25	34.6	58	26		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL PUNTA CANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>23.5</b>	<b>41.2</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>34.6</b>	<b>58</b>	<b>26</b>
<b>TOTAL DOMINICAN EGYPT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>23.5</b>	<b>41.2</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>34.6</b>	<b>58</b>	<b>26</b>
HURGHADA	EASYJET UK LTD	S	32	0	1	3.0	15.2	45.5	12.1	15.2	3.0	3.0	0.0	0.0	0.0	3.0	20	83.3	9	18
HURGHADA	TUI AIRWAYS LTD	S	26	0	0	0.0	23.1	42.3	26.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	13	16.0	30	25
<b>TOTAL HURGHADA</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>18.6</b>	<b>44.1</b>	<b>18.6</b>	<b>10.2</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>44.2</b>	<b>21</b>	<b>43</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	37	0	1	2.6	31.6	31.6	7.9	10.5	13.2	0.0	0.0	0.0	0.0	2.6	19	81.0	8	20
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	28	0	0	3.6	25.0	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	30	27
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>28.8</b>	<b>36.4</b>	<b>13.6</b>	<b>9.1</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>54.2</b>	<b>20</b>	<b>47</b>
<b>TOTAL EGYPT</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>24.0</b>	<b>40.0</b>	<b>16.0</b>	<b>9.6</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>49.5</b>	<b>21</b>	<b>90</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	34	0	0	5.9	26.5	26.5	14.7	20.6	5.9	0.0	0.0	0.0	0.0	0.0	18	67.9	17	28
<b>TOTAL ADDIS ABABA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>26.5</b>	<b>14.7</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.9</b>	<b>17</b>	<b>28</b>
<b>TOTAL ETHIOPIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>26.5</b>	<b>14.7</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.9</b>	<b>17</b>	<b>28</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	70	0	0	4.3	37.1	42.9	8.6	2.9	4.3	0.0	0.0	0.0	0.0	0.0	10	85.5	12	62
<b>TOTAL HELSINKI</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>37.1</b>	<b>42.9</b>	<b>8.6</b>	<b>2.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.5</b>	<b>12</b>	<b>62</b>
<b>TOTAL FINLAND</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>37.1</b>	<b>42.9</b>	<b>8.6</b>	<b>2.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.5</b>	<b>12</b>	<b>62</b>
<b>FRANCE</b>																				
BEAUVAIS	RYANAIR	S	26	0	0	0.0	11.5	34.6	11.5	19.2	23.1	0.0	0.0	0.0	0.0	0.0	29	79.4	8	34
BEAUVAIS	RYANAIR UK LTD	S	14	0	0	0.0	7.1	57.1	0.0	28.6	0.0	0.0	7.1	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL BEAUVAIS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>42.5</b>	<b>7.5</b>	<b>22.5</b>	<b>15.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>79.4</b>	<b>8</b>	<b>34</b>
BEZIERS	RYANAIR	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	50.0	9	2
BEZIERS	RYANAIR UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2
<b>TOTAL BEZIERS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>25.0</b>	<b>29</b>	<b>4</b>
BORDEAUX	EASYJET UK LTD	S	16	0	2	22.2	50.0	11.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	11.1	6	0.0	35	2
BORDEAUX	RYANAIR	S	18	0	2	0.0	30.0	15.0	15.0	20.0	10.0	0.0	0.0	0.0	0.0	10.0	22	72.2	14	18
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>4</b>	<b>10.5</b>	<b>39.5</b>	<b>13.2</b>	<b>7.9</b>	<b>10.5</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>14</b>	<b>65.0</b>	<b>16</b>	<b>20</b>
CARCASSONNE	RYANAIR	S	20	0	2	0.0	36.4	18.2	9.1	4.5	13.6	9.1	0.0	0.0	0.0	9.1	31	68.8	8	16
CARCASSONNE	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
<b>TOTAL CARCASSONNE</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>36.4</b>	<b>18.2</b>	<b>9.1</b>	<b>4.5</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>31</b>	<b>66.7</b>	<b>9</b>	<b>18</b>
CHAMBERY	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
CHAMBERY	JET2.COM LTD	S	24	0	0	0.0	0.0	25.0	16.7	20.8	29.2	0.0	8.3	0.0	0.0	0.0	60	43.8	35	16
CHAMBERY	TUI AIRWAYS LTD	C	24	0	0	0.0	0.0	16.7	16.7	33.3	16.7	8.3	8.3	0.0	0.0	0.0	70	8.3	89	24
<b>TOTAL CHAMBERY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.8</b>	<b>16.7</b>	<b>27.1</b>	<b>22.9</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>33.3</b>	<b>57</b>	<b>48</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GRENOBLE	JET2.COM LTD	S	16	0	0	12.5	12.5	31.3	12.5	18.8	6.3	6.3	0.0	0.0	0.0	0.0	27	62.5	20	16	
GRENOBLE	RYANAIR UK LTD	S	8	0	0	0.0	12.5	12.5	25.0	0.0	25.0	12.5	12.5	0.0	0.0	0.0	72	25.0	62	8	
<b>TOTAL GRENOBLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>12.5</b>	<b>25.0</b>	<b>16.7</b>	<b>12.5</b>	<b>12.5</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>50.0</b>	<b>34</b>	<b>24</b>	
LIMOGES	RYANAIR	S	18	0	0	0.0	27.8	27.8	27.8	5.6	0.0	0.0	0.0	11.1	0.0	0.0	55	58.3	12	12	
LIMOGES	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
LYON	EASYJET UK LTD	S	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	8	
LYON	JET2.COM LTD	S	8	0	0	0.0	0.0	25.0	12.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	68	75.0	14	8	
<b>TOTAL LYON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>43.8</b>	<b>6.3</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
MARSEILLE	RYANAIR	S	12	0	0	0.0	8.3	33.3	25.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	39	72.2	9	18	
MARSEILLE	RYANAIR UK LTD	S	8	0	0	0.0	50.0	12.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
NANTES	RYANAIR	S	16	0	0	0.0	31.3	43.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	72.2	10	18	
NANTES	RYANAIR UK LTD	S	6	0	0	0.0	50.0	16.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL NANTES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>36.4</b>	<b>9.1</b>	<b>0.0</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.2</b>	<b>10</b>	<b>18</b>	
NICE	EASYJET UK LTD	S	26	0	0	7.7	26.9	26.9	3.8	23.1	11.5	0.0	0.0	0.0	0.0	0.0	22	100.0	3	6	
NICE	JET2.COM LTD	S	16	0	0	0.0	6.3	50.0	12.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	22	80.0	12	10	
<b>TOTAL NICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.0</b>	<b>35.7</b>	<b>7.1</b>	<b>23.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>87.5</b>	<b>9</b>	<b>16</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	184	0	3	0.5	17.6	41.2	15.0	11.8	7.0	4.3	1.1	0.0	0.0	1.6	25	79.5	10	166	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	16	0	0	12.5	18.8	25.0	12.5	6.3	25.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	192	0	4	1.0	34.7	26.5	12.2	15.8	5.6	0.5	1.5	0.0	0.0	2.0	19	86.2	7	174	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>392</b>	<b>0</b>	<b>7</b>	<b>1.3</b>	<b>26.1</b>	<b>33.3</b>	<b>13.5</b>	<b>13.5</b>	<b>7.0</b>	<b>2.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>22</b>	<b>82.9</b>	<b>8</b>	<b>340</b>	
PARIS (ORLY)	EASYJET EUROPE	S	8	0	2	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	13	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	29	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>25.0</b>	<b>29</b>	<b>8</b>	
<b>TOTAL FRANCE</b>			<b>696</b>	<b>0</b>	<b>15</b>	<b>1.8</b>	<b>23.3</b>	<b>31.5</b>	<b>12.8</b>	<b>14.6</b>	<b>9.4</b>	<b>2.5</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>2.1</b>	<b>27</b>	<b>74.2</b>	<b>14</b>	<b>582</b>	
<b>GAMBIA</b>																					
BANJUL	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	22.2	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	33	11.1	58	18	
<b>TOTAL BANJUL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>11.1</b>	<b>58</b>	<b>18</b>	
<b>TOTAL GAMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>11.1</b>	<b>58</b>	<b>18</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET EUROPE	S	8	0	0	12.5	50.0	0.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
BERLIN BRANDENBURG	EASYJET UK LTD	S	44	0	2	0.0	41.3	37.0	8.7	4.3	2.2	2.2	0.0	0.0	0.0	4.3	11	71.4	11	41	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BERLIN BRANDENBURG	RYANAIR	S	60	0	3	0.0	34.9	30.2	11.1	15.9	3.2	0.0	0.0	0.0	0.0	4.8	14	88.7	4	62	
BERLIN BRANDENBURG	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>114</b>	<b>0</b>	<b>5</b>	<b>0.8</b>	<b>37.8</b>	<b>30.3</b>	<b>9.2</b>	<b>12.6</b>	<b>4.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>14</b>	<b>81.7</b>	<b>7</b>	<b>103</b>	
COLOGNE BONN	RYANAIR	S	49	0	1	2.0	30.0	44.0	6.0	8.0	8.0	0.0	0.0	0.0	0.0	2.0	14	80.4	7	45	
<b>TOTAL COLOGNE BONN</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>30.0</b>	<b>44.0</b>	<b>6.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>14</b>	<b>80.4</b>	<b>7</b>	<b>45</b>	
DORTMUND	NYXAIR OU	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
<b>TOTAL DORTMUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	92	0	8	3.0	35.0	34.0	14.0	4.0	2.0	0.0	0.0	0.0	0.0	8.0	9	92.0	1	93	
<b>TOTAL DUSSELDORF</b>			<b>92</b>	<b>0</b>	<b>8</b>	<b>3.0</b>	<b>35.0</b>	<b>34.0</b>	<b>14.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>9</b>	<b>92.0</b>	<b>1</b>	<b>93</b>	
FRANKFURT MAIN	LUFTHANSA	S	228	0	6	0.9	26.1	36.3	14.1	16.2	3.4	0.0	0.4	0.0	0.0	2.6	16	85.7	8	154	
<b>TOTAL FRANKFURT MAIN</b>			<b>228</b>	<b>0</b>	<b>6</b>	<b>0.9</b>	<b>26.1</b>	<b>36.3</b>	<b>14.1</b>	<b>16.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>16</b>	<b>85.7</b>	<b>8</b>	<b>154</b>	
HAMBURG	EASYJET UK LTD	S	42	0	2	2.3	36.4	40.9	9.1	6.8	0.0	0.0	0.0	0.0	0.0	4.5	7	73.3	11	30	
HAMBURG	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
HAMBURG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	9	28	
<b>TOTAL HAMBURG</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>34.8</b>	<b>39.1</b>	<b>10.9</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>9</b>	<b>77.6</b>	<b>10</b>	<b>58</b>	
LEIPZIG	ENTER AIR	C	6	0	0	0.0	0.0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
LEIPZIG	KLASJET UAB	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
LEIPZIG	TUIFLY (GERMANY)	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL LEIPZIG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	EASYJET UK LTD	S	26	0	3	13.8	55.2	6.9	3.4	3.4	6.9	0.0	0.0	0.0	0.0	10.3	11	83.3	5	24	
MUNICH	LUFTHANSA	S	135	0	10	2.1	29.7	42.8	10.3	5.5	2.1	0.7	0.0	0.0	0.0	6.9	10	93.3	2	90	
<b>TOTAL MUNICH</b>			<b>161</b>	<b>0</b>	<b>13</b>	<b>4.0</b>	<b>33.9</b>	<b>36.8</b>	<b>9.2</b>	<b>5.2</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>10</b>	<b>91.2</b>	<b>3</b>	<b>114</b>	
<b>TOTAL GERMANY</b>			<b>698</b>	<b>0</b>	<b>35</b>	<b>2.0</b>	<b>31.5</b>	<b>35.6</b>	<b>11.5</b>	<b>10.8</b>	<b>3.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>86.0</b>	<b>6</b>	<b>568</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	42	0	0	19.0	35.7	23.8	11.9	4.8	2.4	0.0	2.4	0.0	0.0	0.0	14	92.0	15	24	
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>35.7</b>	<b>23.8</b>	<b>11.9</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.0</b>	<b>15</b>	<b>24</b>	
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>35.7</b>	<b>23.8</b>	<b>11.9</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.0</b>	<b>15</b>	<b>24</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	16	0	0	0.0	12.5	25.0	18.8	37.5	6.3	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
ATHENS	EASYJET UK LTD	S	34	0	0	0.0	20.6	50.0	11.8	5.9	8.8	2.9	0.0	0.0	0.0	0.0	21	85.3	7	34	
ATHENS	JET2.COM LTD	S	18	0	2	0.0	15.0	45.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	10.0	14	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.1</b>	<b>42.9</b>	<b>14.3</b>	<b>15.7</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>21</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
CHANIA	RYANAIR	S	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	55	4	
<b>TOTAL CHANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>55</b>	<b>4</b>	
CORFU	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	4	
CORFU	RYANAIR	S	4	0	0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	38	0.0	76	4	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>30.0</b>	<b>42</b>	<b>8</b>	
HERAKLION	EASYJET UK LTD	S	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	4		
HERAKLION	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	49	1		
<b>TOTAL HERAKLION</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>12</b>	<b>5</b>		
KOS	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
<b>TOTAL KOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>		
PREVEZA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL PREVEZA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
RHODES	EASYJET UK LTD	S	6	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
RHODES	RYANAIR	S	6	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	32	16.7	28	6		
RHODES	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0		
<b>TOTAL RHODES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>16.7</b>	<b>28</b>	<b>6</b>		
SALONIKA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
SALONIKA	KLASJET UAB	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
SALONIKA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14		
<b>TOTAL SALONIKA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>		
THIRA (SANTORINI)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2		
<b>TOTAL THIRA (SANTORINI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
<b>TOTAL GREECE</b>			<b>97</b>	<b>0</b>	<b>3</b>	<b>2.0</b>	<b>18.0</b>	<b>37.0</b>	<b>14.0</b>	<b>18.0</b>	<b>7.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>21</b>	<b>73.5</b>	<b>13</b>	<b>81</b>		
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	36	0	0	11.1	36.1	30.6	8.3	11.1	0.0	0.0	2.8	0.0	0.0	13	0.0	164	1		
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>36.1</b>	<b>30.6</b>	<b>8.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>164</b>	<b>1</b>		
<b>TOTAL HONG KONG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>36.1</b>	<b>30.6</b>	<b>8.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>164</b>	<b>1</b>		
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
BUDAPEST	JET2.COM LTD	S	37	0	1	10.5	28.9	31.6	5.3	13.2	7.9	0.0	0.0	0.0	2.6	14	88.2	5	34		
BUDAPEST	RYANAIR	S	30	0	0	10.0	33.3	36.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	8	78.6	8	42		
BUDAPEST	RYANAIR UK LTD	S	14	0	0	0.0	7.1	50.0	0.0	14.3	21.4	7.1	0.0	0.0	0.0	38	0.0	0	0		
<b>TOTAL BUDAPEST</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>26.8</b>	<b>36.6</b>	<b>6.1</b>	<b>12.2</b>	<b>7.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>83.8</b>	<b>6</b>	<b>80</b>		
<b>TOTAL HUNGARY</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>26.8</b>	<b>36.6</b>	<b>6.1</b>	<b>12.2</b>	<b>7.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>83.8</b>	<b>6</b>	<b>80</b>		
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	82	0	0	20.7	53.7	18.3	1.2	3.7	2.4	0.0	0.0	0.0	0.0	5	90.3	11	72		
KEFLAVIK	ICELANDAIR	S	48	0	0	4.2	54.2	35.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	85.3	18	34		
KEFLAVIK	JET2.COM LTD	S	18	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	7	50.0	67	18		
KEFLAVIK	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	162	1		
<b>TOTAL KEFLAVIK</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>53.0</b>	<b>25.5</b>	<b>4.0</b>	<b>3.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.4</b>	<b>22</b>	<b>125</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late							
<b>TOTAL ICELAND</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>53.0</b>	<b>25.5</b>	<b>4.0</b>	<b>3.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.4</b>	<b>22</b>	<b>125</b>
<b>INDIA</b>																				
GOA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	12.5	0.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
<b>TOTAL GOA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	96	0	0	5.2	39.6	27.1	5.2	13.5	6.3	2.1	1.0	0.0	0.0	0.0	20	82.1	12	56
CORK	RYANAIR UK LTD	S	26	0	0	0.0	26.9	11.5	3.8	38.5	11.5	7.7	0.0	0.0	0.0	0.0	39	69.7	20	66
<b>TOTAL CORK</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>36.9</b>	<b>23.8</b>	<b>4.9</b>	<b>18.9</b>	<b>7.4</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>75.4</b>	<b>17</b>	<b>122</b>
DUBLIN	AER LINGUS	S	318	0	4	3.4	30.7	33.9	17.7	7.5	5.0	0.3	0.0	0.3	0.0	1.2	15	81.8	10	185
DUBLIN	RYANAIR	S	289	0	1	5.9	41.7	25.2	13.4	4.1	5.9	1.7	1.7	0.0	0.0	0.3	18	82.8	10	343
DUBLIN	RYANAIR UK LTD	S	38	0	0	2.6	44.7	31.6	2.6	13.2	0.0	5.3	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL DUBLIN</b>			<b>645</b>	<b>0</b>	<b>5</b>	<b>4.5</b>	<b>36.5</b>	<b>29.8</b>	<b>14.9</b>	<b>6.3</b>	<b>5.1</b>	<b>1.2</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>82.5</b>	<b>10</b>	<b>528</b>
IRELAND WEST(KNOCK)	RYANAIR	S	20	0	0	0.0	30.0	45.0	15.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	17	87.5	5	16
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>45.0</b>	<b>15.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
KERRY COUNTY	RYANAIR	S	20	0	0	5.0	70.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	14
KERRY COUNTY	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	4
<b>TOTAL KERRY COUNTY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>70.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>15</b>	<b>18</b>
SHANNON	RYANAIR	S	30	0	0	3.3	36.7	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	82.8	9	29
SHANNON	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	50.0	19	12
<b>TOTAL SHANNON</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>34.4</b>	<b>28.1</b>	<b>21.9</b>	<b>3.1</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.2</b>	<b>12</b>	<b>41</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>839</b>	<b>0</b>	<b>5</b>	<b>4.3</b>	<b>37.1</b>	<b>29.1</b>	<b>13.4</b>	<b>7.7</b>	<b>5.6</b>	<b>1.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>80.7</b>	<b>11</b>	<b>725</b>
<b>ISRAEL</b>																				
TEL AVIV	EASYJET UK LTD	S	26	0	0	0.0	3.8	38.5	19.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	29	50.0	22	22
<b>TOTAL TEL AVIV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>38.5</b>	<b>19.2</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>22</b>	<b>22</b>
<b>TOTAL ISRAEL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>38.5</b>	<b>19.2</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>22</b>	<b>22</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	76	0	0	0.0	30.3	43.4	7.9	11.8	2.6	2.6	0.0	1.3	0.0	0.0	22	68.4	16	76
BERGAMO	RYANAIR UK LTD	S	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	46	10
<b>TOTAL BERGAMO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>40.5</b>	<b>7.1</b>	<b>10.7</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.8</b>	<b>19</b>	<b>86</b>
BOLOGNA	RYANAIR	S	16	0	0	0.0	18.8	31.3	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	25	18
BOLOGNA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.4</b>	<b>19</b>	<b>26</b>
BRINDISI	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	34	2
BRINDISI	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
<b>TOTAL BRINDISI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>34</b>	<b>2</b>

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GENOA	RYANAIR	S	12	0	0	0.0	8.3	58.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
GENOA	RYANAIR UK LTD	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	42	4
<b>TOTAL GENOA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>42</b>	<b>4</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	96	0	1	6.2	30.9	30.9	10.3	10.3	8.2	1.0	1.0	0.0	0.0	1.0	20	91.7	3	48
MILAN (MALPENSA)	EASYJET UK LTD	S	6	0	0	0.0	50.0	0.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
MILAN (MALPENSA)	RYANAIR	S	46	0	0	0.0	28.3	45.7	17.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	13	82.3	13	62
MILAN (MALPENSA)	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	100.0	8	2
<b>TOTAL MILAN (MALPENSA)</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>30.5</b>	<b>33.8</b>	<b>13.2</b>	<b>9.3</b>	<b>7.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>86.6</b>	<b>9</b>	<b>112</b>
NAPLES	EASYJET UK LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4
NAPLES	RYANAIR	S	14	0	0	0.0	14.3	21.4	21.4	7.1	35.7	0.0	0.0	0.0	0.0	0.0	37	85.0	11	20
NAPLES	RYANAIR UK LTD	S	10	0	0	0.0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
NAPLES	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NAPLES</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.7</b>	<b>27.6</b>	<b>20.7</b>	<b>10.3</b>	<b>20.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>9</b>	<b>24</b>
OLBIA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4
<b>TOTAL OLBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>4</b>
PALERMO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	2
<b>TOTAL PALERMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>65</b>	<b>2</b>
PESCARA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	131	2
PESCARA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2
<b>TOTAL PESCARA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>67</b>	<b>4</b>
PISA	EASYJET UK LTD	S	22	0	0	4.5	36.4	45.5	4.5	4.5	0.0	4.5	0.0	0.0	0.0	0.0	13	87.5	4	8
PISA	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	1
PISA	RYANAIR	S	20	0	0	0.0	20.0	40.0	15.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	68.2	15	22
PISA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0
<b>TOTAL PISA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>27.1</b>	<b>43.8</b>	<b>8.3</b>	<b>14.6</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.2</b>	<b>12</b>	<b>31</b>
ROME (CIAMPINO)	RYANAIR	S	64	0	0	6.3	29.7	45.3	9.4	3.1	3.1	3.1	0.0	0.0	0.0	0.0	12	79.7	11	64
ROME (CIAMPINO)	RYANAIR UK LTD	S	20	0	0	5.0	40.0	35.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	11	33.3	43	2
<b>TOTAL ROME (CIAMPINO)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>32.1</b>	<b>42.9</b>	<b>8.3</b>	<b>4.8</b>	<b>3.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.6</b>	<b>12</b>	<b>66</b>
ROME (FIUMICINO)	EASYJET UK LTD	S	20	0	0	20.0	35.0	40.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	50	6
ROME (FIUMICINO)	JET2.COM LTD	S	40	0	0	10.0	37.5	30.0	5.0	15.0	2.5	0.0	0.0	0.0	0.0	0.0	10	97.1	3	34
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>36.7</b>	<b>33.3</b>	<b>3.3</b>	<b>11.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.5</b>	<b>10</b>	<b>40</b>
TRAPANI	RYANAIR	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL TRAPANI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TREVISO	RYANAIR	S	28	0	0	0.0	39.3	39.3	10.7	7.1	3.6	0.0	0.0	0.0	0.0	0.0	10	43.3	22	30	
<b>TOTAL TREVISO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>39.3</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>43.3</b>	<b>22</b>	<b>30</b>	
TURIN	EASYJET UK LTD	S	6	0	0	0.0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18	100.0	5	6	
TURIN	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	8	
TURIN	RYANAIR	S	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
TURIN	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	50.0	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	16.7	69	12	
<b>TOTAL TURIN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>44.7</b>	<b>23.7</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.5</b>	<b>34</b>	<b>26</b>	
VENICE	EASYJET EUROPE	S	14	0	0	7.1	57.1	21.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	18	
VENICE	EASYJET UK LTD	S	40	0	0	2.5	25.0	50.0	12.5	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	26	12	
VENICE	JET2.COM LTD	S	20	0	0	5.0	20.0	60.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	17	18	
VENICE	RYANAIR	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL VENICE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.2</b>	<b>48.7</b>	<b>9.0</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.2</b>	<b>13</b>	<b>48</b>	
VERONA VILLAFRANCA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	16	
VERONA VILLAFRANCA	RYANAIR UK LTD	S	4	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	110	50.0	15	2	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	90	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>0.0</b>	<b>41.7</b>	<b>8.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>57.7</b>	<b>36</b>	<b>26</b>	
<b>TOTAL ITALY</b>			<b>656</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>29.7</b>	<b>39.6</b>	<b>11.6</b>	<b>9.7</b>	<b>4.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>72.7</b>	<b>17</b>	<b>531</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	20	0	0	10.0	10.0	40.0	5.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	19	18.9	63	37	
<b>TOTAL MONTEGO BAY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>5.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>18.9</b>	<b>63</b>	<b>37</b>	
<b>TOTAL JAMAICA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>5.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>18.9</b>	<b>63</b>	<b>37</b>	
<b>JORDAN</b>																					
AQABA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14	
<b>TOTAL AQABA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>14</b>	
<b>TOTAL JORDAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>14</b>	
<b>KUWAIT</b>																					
KUWAIT	KUWAIT AIRWAYS	S	26	0	1	11.1	7.4	14.8	14.8	29.6	14.8	3.7	0.0	0.0	0.0	3.7	38	0.0	0	0	
<b>TOTAL KUWAIT</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>7.4</b>	<b>14.8</b>	<b>14.8</b>	<b>29.6</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL KUWAIT</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>7.4</b>	<b>14.8</b>	<b>14.8</b>	<b>29.6</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																					
RIGA	AIR BALTIC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
RIGA	RYANAIR	S	24	0	0	12.5	41.7	20.8	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	71.9	13	32	
RIGA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</b>	<b>26.9</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.5</b>	<b>11</b>	<b>40</b>	
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</b>	<b>26.9</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.5</b>	<b>11</b>	<b>40</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	17	14	
<b>TOTAL KAUNAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>17</b>	<b>14</b>	
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>17</b>	<b>14</b>	
<b>MALTA</b>																					
MALTA	EASYJET UK LTD	S	34	0	0	5.9	47.1	11.8	8.8	14.7	11.8	0.0	0.0	0.0	0.0	0.0	20	76.5	10	34	
MALTA	JET2.COM LTD	S	18	0	0	0.0	38.9	16.7	16.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	23	80.0	6	10	
MALTA	RYANAIR	S	30	0	0	0.0	20.0	30.0	30.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	20	61.1	14	18	
MALTA	RYANAIR UK LTD	S	8	0	0	0.0	25.0	12.5	0.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	39	71.4	8	14	
MALTA	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	33.3	0.0	16.7	16.7	33.3	0.0	0.0	0.0	0.0	73	0.0	51	4	
<b>TOTAL MALTA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>32.3</b>	<b>19.8</b>	<b>15.6</b>	<b>15.6</b>	<b>12.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>68.8</b>	<b>12</b>	<b>80</b>	
<b>TOTAL MALTA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>32.3</b>	<b>19.8</b>	<b>15.6</b>	<b>15.6</b>	<b>12.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>68.8</b>	<b>12</b>	<b>80</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	26	0	0	0.0	0.0	23.1	34.6	26.9	15.4	0.0	0.0	0.0	0.0	0.0	34	16.7	61	36	
<b>TOTAL CANCUN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>34.6</b>	<b>26.9</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>16.7</b>	<b>61</b>	<b>36</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	10.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	44	50.0	21	10	
<b>TOTAL PUERTO VALLARTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>50.0</b>	<b>21</b>	<b>10</b>	
<b>TOTAL MEXICO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.4</b>	<b>30.6</b>	<b>30.6</b>	<b>19.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>23.9</b>	<b>53</b>	<b>46</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	20	0	0	20.0	20.0	30.0	25.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
AGADIR (AL MASSIRA)	RYANAIR UK LTD	S	24	0	0	0.0	8.3	41.7	29.2	16.7	0.0	0.0	4.2	0.0	0.0	0.0	26	60.7	16	27	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	5.6	27.8	27.8	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	47.1	30	17	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>17.7</b>	<b>33.9</b>	<b>24.2</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>55.6</b>	<b>22</b>	<b>44</b>	
MARRAKESH	EASYJET UK LTD	S	36	0	0	16.7	36.1	27.8	8.3	8.3	2.8	0.0	0.0	0.0	0.0	0.0	8	100.0	6	6	
MARRAKESH	RYANAIR UK LTD	S	36	0	0	2.8	16.7	38.9	16.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	24	66.7	23	36	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	11.1	55.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	18	18	
<b>TOTAL MARRAKESH</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>23.3</b>	<b>37.8</b>	<b>12.2</b>	<b>10.0</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.0</b>	<b>20</b>	<b>60</b>	
<b>TOTAL MOROCCO</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>21.1</b>	<b>36.2</b>	<b>17.1</b>	<b>11.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.8</b>	<b>21</b>	<b>104</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	22	0	0	18.2	63.6	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	9	8	
AMSTERDAM	EASYJET UK LTD	S	180	0	0	3.3	48.3	26.1	9.4	5.6	5.0	2.2	0.0	0.0	0.0	0.0	13	82.0	8	170	
AMSTERDAM	KLM	S	291	0	3	0.7	24.1	45.2	16.7	8.8	3.4	0.0	0.0	0.0	0.0	1.0	13	78.1	11	222	
<b>TOTAL AMSTERDAM</b>			<b>493</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>34.7</b>	<b>36.7</b>	<b>13.5</b>	<b>7.5</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>80.0</b>	<b>10</b>	<b>400</b>	
EINDHOVEN	RYANAIR	S	26	0	0	0.0	26.9	26.9	19.2	15.4	11.5	0.0	0.0	0.0	0.0	0.0	22	75.0	12	32	
<b>TOTAL EINDHOVEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>26.9</b>	<b>19.2</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>12</b>	<b>32</b>	
<b>TOTAL NETHERLANDS</b>			<b>519</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>34.3</b>	<b>36.2</b>	<b>13.8</b>	<b>7.9</b>	<b>4.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>79.6</b>	<b>10</b>	<b>432</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>NORWAY</b>																					
BERGEN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
BERGEN	NORWEGIAN AIR SHUTTLE	S	18	0	0	5.6	27.8	38.9	5.6	11.1	5.6	0.0	5.6	0.0	0.0	0.0	31	0.0	0	0	
BERGEN	TITAN AIRWAYS LTD	C	4	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>22.7</b>	<b>40.9</b>	<b>4.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
KRISTIANSUND (KUERNBERGET)	THOMAS COOK SCANDANAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL KRISTIANSUND (KUERNBERGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	28	0	1	0.0	20.7	48.3	13.8	6.9	3.4	3.4	0.0	0.0	0.0	3.4	17	77.8	4	18	
OSLO (GARDERMOEN)	SAS	S	62	0	0	0.0	40.3	35.5	11.3	9.7	0.0	3.2	0.0	0.0	0.0	0.0	13	84.0	8	48	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>90</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>34.1</b>	<b>39.6</b>	<b>12.1</b>	<b>8.8</b>	<b>1.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>82.4</b>	<b>7</b>	<b>66</b>	
SANDEFJORD(TORP)	RYANAIR UK LTD	S	36	0	0	5.6	55.6	22.2	2.8	5.6	5.6	0.0	2.8	0.0	0.0	0.0	18	78.1	11	32	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>22.2</b>	<b>2.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.1</b>	<b>11</b>	<b>32</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	18	0	0	11.1	27.8	38.9	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	33.3	33.3	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>36.2</b>	<b>35.7</b>	<b>8.6</b>	<b>8.1</b>	<b>3.8</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>82.1</b>	<b>8</b>	<b>104</b>	
<b>PAKISTAN</b>																					
ISLAMABAD INTERNATIONAL AIRPORT	JORDAN AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	35.7	34	14	
ISLAMABAD INTERNATIONAL AIRPORT	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	17.1	60	33	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>22.4</b>	<b>52</b>	<b>47</b>	
<b>TOTAL PAKISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>22.4</b>	<b>52</b>	<b>47</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	24	0	0	12.5	41.7	37.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	9	34	
<b>TOTAL GDANSK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.7</b>	<b>37.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>9</b>	<b>34</b>	
KATOWICE	RYANAIR	S	18	0	0	5.6	38.9	27.8	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	84.6	5	26	
KATOWICE	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4	
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>6</b>	<b>30</b>	
KRAKOW	EASYJET UK LTD	S	22	0	0	9.1	40.9	45.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	4	26	
KRAKOW	JET2.COM LTD	S	37	0	0	5.4	40.5	37.8	0.0	13.5	0.0	0.0	2.7	0.0	0.0	0.0	13	87.5	5	24	
KRAKOW	RYANAIR	S	32	0	0	0.0	50.0	40.6	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	11	48	
KRAKOW	RYANAIR UK LTD	S	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	74	2	
KRAKOW	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL KRAKOW</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>42.7</b>	<b>42.7</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.0</b>	<b>9</b>	<b>100</b>	
POZNAN	RYANAIR	S	18	0	0	5.6	22.2	38.9	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	12	77.8	8	18	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
RZESZOW	RYANAIR	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	60	92.9	5	14	
RZESZOW	RYANAIR UK LTD	S	14	0	0	0.0	64.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>92.9</b>	<b>5</b>	<b>14</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	11.1	16.7	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	18	
WARSAW (MODLIN MASOVIA)	RYANAIR UK LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>20.0</b>	<b>45.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.0</b>	<b>8</b>	<b>20</b>	
WROCLAW	RYANAIR	S	16	0	0	12.5	31.3	31.3	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	92.9	6	14	
WROCLAW	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>38.6</b>	<b>38.1</b>	<b>9.3</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.1</b>	<b>8</b>	<b>232</b>	
<b>PORTUGAL(EXCLUDING</b>																					
BEJA	INTERSKY LUFTFAHRT GMBH	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BEJA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FARO	EASYJET EUROPE	S	8	0	0	12.5	25.0	0.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	80.0	5	10	
FARO	EASYJET UK LTD	S	22	0	0	0.0	22.7	50.0	9.1	4.5	13.6	0.0	0.0	0.0	0.0	0.0	19	87.5	5	24	
FARO	JET2.COM LTD	S	48	0	0	6.3	12.5	54.2	10.4	10.4	6.3	0.0	0.0	0.0	0.0	0.0	15	69.6	13	46	
FARO	RYANAIR	S	52	0	0	0.0	19.2	34.6	17.3	15.4	11.5	0.0	0.0	1.9	0.0	0.0	34	69.0	14	42	
FARO	RYANAIR UK LTD	S	16	0	0	6.3	43.8	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	7	3	
<b>TOTAL FARO</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>20.5</b>	<b>40.4</b>	<b>11.6</b>	<b>15.1</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>73.6</b>	<b>11</b>	<b>125</b>	
LISBON	AIR PORTUGAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2	
LISBON	AIR PORTUGAL	S	91	0	0	1.1	13.2	25.3	30.8	24.2	5.5	0.0	0.0	0.0	0.0	0.0	23	70.3	20	74	
LISBON	EASYJET EUROPE	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
LISBON	EASYJET UK LTD	S	30	0	0	6.7	36.7	26.7	10.0	10.0	6.7	3.3	0.0	0.0	0.0	0.0	17	80.0	7	20	
LISBON	JET2.COM LTD	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
LISBON	RYANAIR	S	43	0	0	2.3	16.3	23.3	11.6	25.6	18.6	2.3	0.0	0.0	0.0	0.0	34	64.8	13	54	
LISBON	RYANAIR UK LTD	S	16	0	0	0.0	18.8	37.5	6.3	31.3	0.0	6.3	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL LISBON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>18.8</b>	<b>26.3</b>	<b>21.0</b>	<b>22.0</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>69.3</b>	<b>16</b>	<b>150</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	20	0	0	5.0	20.0	25.0	15.0	15.0	15.0	5.0	0.0	0.0	0.0	0.0	31	25.0	21	4	
OPORTO (PORTUGAL)	RYANAIR	S	30	0	0	3.3	10.0	60.0	10.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	18	66.7	17	30	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>14.0</b>	<b>46.0</b>	<b>12.0</b>	<b>12.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>61.8</b>	<b>17</b>	<b>34</b>	
<b>TOTAL PORTUGAL</b>			<b>383</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>18.8</b>	<b>34.2</b>	<b>16.4</b>	<b>18.0</b>	<b>8.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>70.2</b>	<b>14</b>	<b>309</b>	
<b>PORTUGAL(MADEIRA)</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
FUNCHAL	EASYJET UK LTD	S	17	0	0	17.6	11.8	35.3	23.5	11.8	0.0	0.0	0.0	0.0	0.0	14	100.0	7	2		
FUNCHAL	JET2.COM LTD	S	26	0	0	11.5	34.6	23.1	23.1	3.8	3.8	0.0	0.0	0.0	0.0	11	65.5	8	24		
FUNCHAL	RYANAIR	S	24	0	0	12.5	45.8	25.0	12.5	4.2	0.0	0.0	0.0	0.0	0.0	7	50.0	75	2		
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	56.3	18	16		
<b>TOTAL FUNCHAL</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>29.3</b>	<b>32.0</b>	<b>18.7</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.3</b>	<b>15</b>	<b>44</b>		
<b>TOTAL PORTUGAL</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>29.3</b>	<b>32.0</b>	<b>18.7</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.3</b>	<b>15</b>	<b>44</b>		
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	160	0	0	10.6	31.9	24.4	16.3	11.9	5.0	0.0	0.0	0.0	0.0	14	41.4	30	157		
<b>TOTAL DOHA HAMAD</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>31.9</b>	<b>24.4</b>	<b>16.3</b>	<b>11.9</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>41.4</b>	<b>30</b>	<b>157</b>		
<b>TOTAL QATAR</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>31.9</b>	<b>24.4</b>	<b>16.3</b>	<b>11.9</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>41.4</b>	<b>30</b>	<b>157</b>		
<b>REPUBLIC OF</b>																					
PODGORICA	RYANAIR UK LTD	S	18	0	0	5.6	38.9	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
<b>TOTAL PODGORICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
TIVAT	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	4		
<b>TOTAL TIVAT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>26</b>	<b>4</b>		
<b>TOTAL REPUBLIC OF</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>26</b>	<b>4</b>		
<b>REPUBLIC OF SOUTH</b>																					
CAPE TOWN	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL CAPE TOWN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL REPUBLIC OF</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	16	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	14	45.0	22	20		
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>45.0</b>	<b>22</b>	<b>20</b>		
SUCEAVA	RYANAIR	S	14	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	9	71.4	16	14		
SUCEAVA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
<b>TOTAL SUCEAVA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>15</b>	<b>16</b>		
<b>TOTAL ROMANIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>60.0</b>	<b>13.3</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>58.3</b>	<b>18</b>	<b>36</b>		
<b>SAUDI ARABIA</b>																					
JEDDAH	SAUDI ARABIAN AIRLINES	S	44	0	0	2.3	34.1	43.2	6.8	9.1	2.3	0.0	0.0	2.3	0.0	42	0.0	148	4		
<b>TOTAL JEDDAH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>34.1</b>	<b>43.2</b>	<b>6.8</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>148</b>	<b>4</b>		
<b>TOTAL SAUDI ARABIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>34.1</b>	<b>43.2</b>	<b>6.8</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>148</b>	<b>4</b>		
<b>SINGAPORE</b>																					
SINGAPORE	SINGAPORE AIRLINES	S	38	0	0	10.5	28.9	36.8	5.3	15.8	2.6	0.0	0.0	0.0	0.0	13	26.9	48	26		
<b>TOTAL SINGAPORE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>28.9</b>	<b>36.8</b>	<b>5.3</b>	<b>15.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>26.9</b>	<b>48</b>	<b>26</b>		
<b>TOTAL SINGAPORE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>28.9</b>	<b>36.8</b>	<b>5.3</b>	<b>15.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>26.9</b>	<b>48</b>	<b>26</b>		
<b>SLOVAK REPUBLIC</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BRATISLAVA	RYANAIR	S	20	0	0	0.0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	95.8	3	24
BRATISLAVA	RYANAIR UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BRATISLAVA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.9</b>	<b>40.9</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.9</b>	<b>40.9</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	105	0	0	13.3	40.0	26.7	8.6	9.5	1.9	0.0	0.0	0.0	0.0	0.0	9	86.7	5	98
ALICANTE	JET2.COM LTD	S	64	0	0	3.1	15.6	54.7	20.3	4.7	1.6	0.0	0.0	0.0	0.0	0.0	10	74.2	10	62
ALICANTE	RYANAIR	S	121	0	1	0.8	31.1	27.0	13.1	10.7	9.8	5.7	0.8	0.0	0.0	0.8	28	76.5	13	132
ALICANTE	RYANAIR UK LTD	S	24	0	0	0.0	29.2	45.8	8.3	12.5	0.0	0.0	4.2	0.0	0.0	0.0	20	0.0	0	0
ALICANTE	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	50.0	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	21	61.1	23	18
<b>TOTAL ALICANTE</b>			<b>330</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>29.9</b>	<b>34.7</b>	<b>12.7</b>	<b>9.7</b>	<b>4.8</b>	<b>2.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>78.4</b>	<b>10</b>	<b>310</b>
ALMERIA	RYANAIR	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	22	2
ALMERIA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	2
<b>TOTAL ALMERIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>28</b>	<b>4</b>
BARCELONA	EASYJET UK LTD	S	24	0	0	8.3	37.5	16.7	8.3	20.8	8.3	0.0	0.0	0.0	0.0	0.0	18	77.3	20	22
BARCELONA	JET2.COM LTD	S	36	0	0	2.8	36.1	38.9	8.3	8.3	5.6	0.0	0.0	0.0	0.0	0.0	11	82.4	6	34
BARCELONA	RYANAIR	S	71	0	0	12.7	26.8	23.9	9.9	9.9	12.7	2.8	1.4	0.0	0.0	0.0	26	85.9	8	64
BARCELONA	RYANAIR UK LTD	S	14	0	0	14.3	21.4	28.6	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	20	66.7	31	18
BARCELONA	VUELING AIRLINES	S	60	0	0	3.3	31.7	28.3	8.3	18.3	6.7	0.0	3.3	0.0	0.0	0.0	24	82.4	9	34
<b>TOTAL BARCELONA</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>30.7</b>	<b>27.3</b>	<b>9.3</b>	<b>13.2</b>	<b>9.3</b>	<b>1.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>81.4</b>	<b>12</b>	<b>172</b>
BILBAO	EASYJET UK LTD	S	24	0	0	16.7	45.8	25.0	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	5	24
<b>TOTAL BILBAO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>45.8</b>	<b>25.0</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>5</b>	<b>24</b>
IBIZA	EASYJET UK LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	0	2
IBIZA	RYANAIR	S	18	0	0	0.0	22.2	33.3	0.0	16.7	5.6	11.1	11.1	0.0	0.0	0.0	50	75.0	10	4
IBIZA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6
<b>TOTAL IBIZA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>35.0</b>	<b>0.0</b>	<b>15.0</b>	<b>5.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>78.6</b>	<b>4</b>	<b>12</b>
MADRID	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2
MADRID	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
MADRID	IBERIA EXPRESS	S	28	0	0	3.6	46.4	32.1	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	65.0	16	20
MADRID	RYANAIR	S	72	0	0	2.8	27.8	31.9	12.5	8.3	12.5	2.8	1.4	0.0	0.0	0.0	26	62.5	19	56
MADRID	RYANAIR UK LTD	S	6	0	0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MADRID</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>34.0</b>	<b>31.1</b>	<b>13.2</b>	<b>7.5</b>	<b>8.5</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>63.8</b>	<b>18</b>	<b>80</b>
MAHON	EASYJET UK LTD	S	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	61	50.0	17	2
<b>TOTAL MAHON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>50.0</b>	<b>17</b>	<b>2</b>
MALAGA	EASYJET EUROPE	S	10	0	0	0.0	20.0	30.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	31	100.0	1	10
MALAGA	EASYJET UK LTD	S	56	0	0	10.7	28.6	37.5	10.7	1.8	10.7	0.0	0.0	0.0	0.0	0.0	15	89.3	6	56

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
MALAGA	JET2.COM LTD	S	56	0	0	3.6	23.2	42.9	14.3	8.9	3.6	1.8	1.8	0.0	0.0	0.0	18	91.3	5	46
MALAGA	RYANAIR	S	62	0	0	1.6	19.4	37.1	9.7	16.1	16.1	0.0	0.0	0.0	0.0	0.0	25	79.7	15	64
MALAGA	RYANAIR UK LTD	S	20	0	0	0.0	25.0	40.0	5.0	10.0	15.0	0.0	5.0	0.0	0.0	0.0	31	75.0	19	16
MALAGA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	10.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	38	61.1	13	18
<b>TOTAL MALAGA</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>22.4</b>	<b>39.7</b>	<b>10.7</b>	<b>9.8</b>	<b>11.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.8</b>	<b>10</b>	<b>210</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
MURCIA INTERNATIONAL	RYANAIR	S	28	0	0	0.0	17.9	53.6	14.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	12	57.1	17	28
MURCIA INTERNATIONAL	RYANAIR UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	2
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.9</b>	<b>50.0</b>	<b>15.6</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>18</b>	<b>30</b>
PALMA DE MALLORCA	EASYJET EUROPE	S	6	0	0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
PALMA DE MALLORCA	EASYJET UK LTD	S	35	0	0	11.4	37.1	34.3	11.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	8	90.0	5	38
PALMA DE MALLORCA	JET2.COM LTD	S	30	0	0	6.7	20.0	36.7	16.7	10.0	3.3	0.0	6.7	0.0	0.0	0.0	29	76.9	11	26
PALMA DE MALLORCA	RYANAIR	S	44	0	0	0.0	25.0	25.0	15.9	15.9	18.2	0.0	0.0	0.0	0.0	0.0	28	63.9	12	36
PALMA DE MALLORCA	RYANAIR UK LTD	S	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	36.4	36	11
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	14	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	11	9
<b>TOTAL PALMA DE MALLORCA</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>27.0</b>	<b>33.6</b>	<b>16.1</b>	<b>9.5</b>	<b>8.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.8</b>	<b>12</b>	<b>120</b>
REUS	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	56	4
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>50.0</b>	<b>56</b>	<b>4</b>
SANTANDER	RYANAIR	S	18	0	0	0.0	22.2	16.7	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	21	85.7	8	14
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.7</b>	<b>8</b>	<b>14</b>
SEVILLE	AIR HORIZONT	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
SEVILLE	INTERSKY LUFTFAHRT GMBH	C	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0
SEVILLE	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
SEVILLE	RYANAIR	S	28	0	0	3.6	10.7	35.7	7.1	21.4	14.3	3.6	3.6	0.0	0.0	0.0	35	66.7	17	18
SEVILLE	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	8
<b>TOTAL SEVILLE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.4</b>	<b>40.0</b>	<b>5.7</b>	<b>20.0</b>	<b>14.3</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>69.2</b>	<b>17</b>	<b>26</b>
VALENCIA	RYANAIR	S	24	0	0	0.0	25.0	33.3	20.8	12.5	8.3	0.0	0.0	0.0	0.0	0.0	20	81.3	11	16
VALENCIA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
<b>TOTAL VALENCIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>20.8</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.0</b>	<b>9</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>1157</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>27.7</b>	<b>34.1</b>	<b>12.3</b>	<b>10.5</b>	<b>7.9</b>	<b>1.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>20</b>	<b>77.3</b>	<b>12</b>	<b>1028</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	30	0	0	6.7	26.7	33.3	10.0	16.7	6.7	0.0	0.0	0.0	0.0	0.0	17	100.0	3	28
ARRECIFE	JET2.COM LTD	S	96	0	0	8.3	17.7	37.5	19.8	9.4	7.3	0.0	0.0	0.0	0.0	0.0	16	83.9	9	87
ARRECIFE	RYANAIR	S	54	0	0	3.7	31.5	25.9	18.5	9.3	7.4	0.0	3.7	0.0	0.0	0.0	27	68.6	11	70
ARRECIFE	RYANAIR UK LTD	S	28	0	0	3.6	32.1	32.1	10.7	10.7	7.1	3.6	0.0	0.0	0.0	0.0	20	75.0	45	16

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
ARRECIFE	TUI AIRWAYS LTD	C	27	0	0	7.4	3.7	48.1	22.2	14.8	3.7	0.0	0.0	0.0	0.0	0.0	19	34.3	34	35
<b>TOTAL ARRECIFE</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>22.1</b>	<b>34.9</b>	<b>17.4</b>	<b>11.1</b>	<b>6.8</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.3</b>	<b>15</b>	<b>236</b>
FUERTEVENTURA	EASYJET UK LTD	S	14	0	0	0.0	14.3	50.0	7.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	29	0.0	0	0
FUERTEVENTURA	JET2.COM LTD	S	44	0	0	4.5	20.5	50.0	6.8	11.4	4.5	2.3	0.0	0.0	0.0	0.0	15	81.4	11	43
FUERTEVENTURA	RYANAIR	S	26	0	0	3.8	26.9	34.6	11.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	91.5	5	47
FUERTEVENTURA	RYANAIR UK LTD	S	24	0	0	8.3	16.7	25.0	33.3	4.2	8.3	4.2	0.0	0.0	0.0	0.0	24	0.0	0	0
FUERTEVENTURA	TUI AIRWAYS LTD	C	26	0	0	0.0	23.1	42.3	11.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	27	69.0	27	29
<b>TOTAL FUERTEVENTURA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>20.9</b>	<b>41.0</b>	<b>13.4</b>	<b>10.4</b>	<b>6.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.4</b>	<b>12</b>	<b>119</b>
LAS PALMAS	EASYJET UK LTD	S	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	10	18
LAS PALMAS	JET2.COM LTD	S	44	0	0	2.3	18.2	47.7	15.9	13.6	2.3	0.0	0.0	0.0	0.0	0.0	14	79.5	8	44
LAS PALMAS	RYANAIR	S	30	0	0	3.3	10.0	36.7	16.7	16.7	10.0	0.0	6.7	0.0	0.0	0.0	37	76.5	9	34
LAS PALMAS	RYANAIR UK LTD	S	14	0	0	14.3	28.6	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	12	10
LAS PALMAS	TUI AIRWAYS LTD	C	26	0	0	3.8	7.7	23.1	26.9	0.0	34.6	3.8	0.0	0.0	0.0	0.0	47	26.9	59	26
<b>TOTAL LAS PALMAS</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>16.2</b>	<b>38.5</b>	<b>17.9</b>	<b>9.4</b>	<b>11.1</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>68.2</b>	<b>19</b>	<b>132</b>
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	30.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	36	75.0	16	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>75.0</b>	<b>16</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	107	0	3	13.6	30.9	27.3	13.6	7.3	2.7	0.9	0.0	0.9	0.0	2.7	15	92.5	4	93
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	C	12	0	0	0.0	16.7	41.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	140	0	0	12.1	17.9	40.0	12.1	14.3	2.9	0.7	0.0	0.0	0.0	0.0	15	79.7	10	158
TENERIFE (SURREINA SOFIA)	RYANAIR	S	88	0	1	2.2	34.8	33.7	5.6	16.9	4.5	1.1	0.0	0.0	0.0	1.1	16	72.1	11	68
TENERIFE (SURREINA SOFIA)	RYANAIR UK LTD	S	22	0	0	4.5	31.8	27.3	4.5	18.2	13.6	0.0	0.0	0.0	0.0	0.0	22	95.8	3	24
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	45	0	0	0.0	13.3	37.8	20.0	15.6	8.9	4.4	0.0	0.0	0.0	0.0	27	47.2	25	53
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>414</b>	<b>0</b>	<b>4</b>	<b>8.4</b>	<b>25.1</b>	<b>34.4</b>	<b>11.7</b>	<b>13.4</b>	<b>4.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>78.0</b>	<b>11</b>	<b>396</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>910</b>	<b>0</b>	<b>4</b>	<b>6.6</b>	<b>22.6</b>	<b>36.0</b>	<b>14.3</b>	<b>11.7</b>	<b>6.1</b>	<b>1.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>75.9</b>	<b>13</b>	<b>891</b>
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	14	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	20	2
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	0.0	25.0	43.8	6.3	6.3	6.3	12.5	0.0	0.0	0.0	0.0	31	58.3	12	12
GOTEBORG (LANDVETTER)	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	215	66.7	11	6
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.4</b>	<b>43.8</b>	<b>3.1</b>	<b>3.1</b>	<b>3.1</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>60.0</b>	<b>13</b>	<b>20</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	22.2	38.9	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	50.0	8	2

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STOCKHOLM (ARLANDA)	SAS	S	47	0	3	0.0	12.0	56.0	12.0	10.0	4.0	0.0	0.0	0.0	0.0	6.0	14	85.7	10	42
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>65</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>14.7</b>	<b>51.5</b>	<b>10.3</b>	<b>13.2</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>17</b>	<b>84.1</b>	<b>10</b>	<b>44</b>
<b>TOTAL SWEDEN</b>			<b>97</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>21.0</b>	<b>49.0</b>	<b>8.0</b>	<b>10.0</b>	<b>5.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>21</b>	<b>76.6</b>	<b>11</b>	<b>64</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET UK LTD	S	52	0	0	5.8	15.4	26.9	26.9	15.4	5.8	3.8	0.0	0.0	0.0	0.0	26	81.6	5	38
<b>TOTAL BALE MULHOUSE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>15.4</b>	<b>26.9</b>	<b>26.9</b>	<b>15.4</b>	<b>5.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>81.6</b>	<b>5</b>	<b>38</b>
GENEVA	EASYJET SWITZERLAND	S	28	0	3	3.2	29.0	32.3	16.1	3.2	6.5	0.0	0.0	0.0	0.0	9.7	14	50.0	21	8
GENEVA	EASYJET UK LTD	S	182	0	0	1.1	34.1	25.3	10.4	18.1	9.3	1.6	0.0	0.0	0.0	0.0	22	81.3	8	192
GENEVA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
GENEVA	JET2.COM LTD	S	58	0	0	0.0	19.0	46.6	15.5	6.9	5.2	5.2	1.7	0.0	0.0	0.0	25	68.8	17	32
GENEVA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	37.5	12.5	12.5	12.5	12.5	0.0	0.0	0.0	79	0.0	87	8
<b>TOTAL GENEVA</b>			<b>276</b>	<b>0</b>	<b>3</b>	<b>1.1</b>	<b>29.4</b>	<b>30.1</b>	<b>12.9</b>	<b>14.0</b>	<b>8.2</b>	<b>2.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>23</b>	<b>75.7</b>	<b>13</b>	<b>242</b>
ZURICH	SWISS AIRLINES	S	124	0	0	0.0	13.7	31.5	32.3	16.9	5.6	0.0	0.0	0.0	0.0	0.0	21	84.8	9	66
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.7</b>	<b>31.5</b>	<b>32.3</b>	<b>16.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>84.8</b>	<b>9</b>	<b>66</b>
<b>TOTAL SWITZERLAND</b>			<b>452</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>23.5</b>	<b>30.1</b>	<b>19.8</b>	<b>14.9</b>	<b>7.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>23</b>	<b>78.1</b>	<b>11</b>	<b>346</b>
<b>THAILAND</b>																				
PHUKET	TUI AIRWAYS LTD	C	9	0	0	11.1	11.1	22.2	0.0	33.3	11.1	11.1	0.0	0.0	0.0	0.0	41	0.0	0	0
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	24	0	0	16.7	25.0	33.3	4.2	8.3	12.5	0.0	0.0	0.0	0.0	0.0	17	0.0	31	2
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	30.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	16	0.0	44	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>20.6</b>	<b>32.4</b>	<b>14.7</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>41</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>20.6</b>	<b>32.4</b>	<b>14.7</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>41</b>	<b>10</b>
<b>TURKEY</b>																				
ANTALYA	CORENDON AIRLINES	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
ANTALYA	EASYJET UK LTD	S	43	0	0	0.0	11.6	32.6	30.2	23.3	0.0	2.3	0.0	0.0	0.0	0.0	21	53.1	19	32
ANTALYA	FREEBIRD AIRLINES	C	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	38	33.3	30	3
ANTALYA	JET2.COM LTD	S	49	0	1	0.0	8.0	42.0	20.0	26.0	2.0	0.0	0.0	0.0	0.0	2.0	20	40.5	25	42
ANTALYA	PEGASUS AIRLINES	S	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	75	8
ANTALYA	SUNEXPRESS	S	35	0	1	2.8	22.2	33.3	19.4	19.4	0.0	0.0	0.0	0.0	0.0	2.8	16	77.8	12	18
ANTALYA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>12.1</b>	<b>35.7</b>	<b>25.0</b>	<b>23.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>48.6</b>	<b>25</b>	<b>103</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DALAMAN	EASYJET UK LTD	S	28	0	0	3.6	28.6	35.7	14.3	17.9	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	20	12
DALAMAN	JET2.COM LTD	S	12	0	0	8.3	50.0	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
DALAMAN	SUNEXPRESS	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	50.0	33	2
DALAMAN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>32.6</b>	<b>34.9</b>	<b>11.6</b>	<b>16.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>35.7</b>	<b>22</b>	<b>14</b>
ISTANBUL	THY TURKISH AIRLINES	S	164	0	0	4.3	17.1	34.1	17.7	21.3	2.4	1.2	1.8	0.0	0.0	0.0	23	51.6	22	117
<b>TOTAL ISTANBUL</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>17.1</b>	<b>34.1</b>	<b>17.7</b>	<b>21.3</b>	<b>2.4</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>51.6</b>	<b>22</b>	<b>117</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	62	0	0	0.0	9.7	33.9	30.6	22.6	3.2	0.0	0.0	0.0	0.0	0.0	22	45.8	27	57
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.7</b>	<b>33.9</b>	<b>30.6</b>	<b>22.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>45.8</b>	<b>27</b>	<b>57</b>
<b>TOTAL TURKEY</b>			<b>407</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>15.9</b>	<b>34.7</b>	<b>21.5</b>	<b>21.8</b>	<b>1.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>21</b>	<b>48.7</b>	<b>24</b>	<b>291</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	0	17.7	37.1	30.6	6.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	9	45.5	26	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>37.1</b>	<b>30.6</b>	<b>6.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>45.5</b>	<b>26</b>	<b>62</b>
DUBAI	EMIRATES	S	186	0	1	2.7	16.6	33.2	21.9	18.7	5.3	1.1	0.0	0.0	0.0	0.5	22	62.1	17	124
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>16.6</b>	<b>33.2</b>	<b>21.9</b>	<b>18.7</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>62.1</b>	<b>17</b>	<b>124</b>
<b>TOTAL UNITED ARAB</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>21.7</b>	<b>32.5</b>	<b>18.1</b>	<b>15.3</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>56.3</b>	<b>20</b>	<b>186</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6
ABERDEEN	LOGANAIR LTD	S	154	0	2	5.8	35.9	32.1	6.4	8.3	1.9	7.1	1.3	0.0	0.0	1.3	22	81.8	15	154
<b>TOTAL ABERDEEN</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>35.9</b>	<b>32.1</b>	<b>6.4</b>	<b>8.3</b>	<b>1.9</b>	<b>7.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>22</b>	<b>82.5</b>	<b>15</b>	<b>160</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	246	0	6	8.3	51.6	23.4	4.0	4.0	3.2	2.4	0.8	0.0	0.0	2.4	11	95.6	3	114
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>246</b>	<b>0</b>	<b>6</b>	<b>8.3</b>	<b>51.6</b>	<b>23.4</b>	<b>4.0</b>	<b>4.0</b>	<b>3.2</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>11</b>	<b>95.6</b>	<b>3</b>	<b>114</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	233	0	2	10.6	48.5	16.6	10.6	6.0	4.3	2.1	0.4	0.0	0.0	0.9	14	83.5	10	210
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	22	0	0	18.2	40.9	22.7	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>255</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>47.9</b>	<b>17.1</b>	<b>9.7</b>	<b>6.2</b>	<b>4.7</b>	<b>1.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>83.5</b>	<b>10</b>	<b>210</b>
BIRMINGHAM	AER LINGUS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
BIRMINGHAM	LOGANAIR LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CAMBRIDGE	BRITISH AIRWAYS PLC	S	13	0	1	35.7	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2	100.0	0	2
<b>TOTAL CAMBRIDGE</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>35.7</b>	<b>50.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
CITY OF DERRY (EGLINTON)	RYANAIR UK LTD	S	28	0	0	17.9	60.7	14.3	0.0	0.0	3.6	3.6	0.0	0.0	0.0	0.0	9	71.4	17	26
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>60.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.4</b>	<b>17</b>	<b>26</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	191	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>191</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	249	40.0	16	8	
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>249</b>	<b>40.0</b>	<b>16</b>	<b>8</b>	
GLASGOW	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	100	0	6	8.5	48.1	17.9	12.3	4.7	2.8	0.0	0.0	0.0	0.0	5.7	9	92.0	7	100	
<b>TOTAL GUERNSEY</b>			<b>100</b>	<b>0</b>	<b>6</b>	<b>8.5</b>	<b>48.1</b>	<b>17.9</b>	<b>12.3</b>	<b>4.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>9</b>	<b>92.0</b>	<b>7</b>	<b>100</b>	
HEATHROW	AMERICAN AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	S	376	0	15	0.3	13.8	28.9	19.4	22.3	9.0	1.3	1.3	0.0	0.0	3.8	29	45.8	22	299	
<b>TOTAL HEATHROW</b>			<b>377</b>	<b>0</b>	<b>15</b>	<b>0.3</b>	<b>14.0</b>	<b>28.8</b>	<b>19.4</b>	<b>22.2</b>	<b>8.9</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>29</b>	<b>45.8</b>	<b>22</b>	<b>299</b>	
INVERNESS	LOGANAIR LTD	S	82	0	0	11.0	41.5	36.6	3.7	4.9	2.4	0.0	0.0	0.0	0.0	0.0	6	96.8	5	62	
<b>TOTAL INVERNESS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>41.5</b>	<b>36.6</b>	<b>3.7</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.8</b>	<b>5</b>	<b>62</b>	
ISLE OF MAN	EASYJET UK LTD	S	61	0	9	12.9	34.3	18.6	5.7	2.9	7.1	1.4	1.4	2.9	0.0	12.9	37	95.2	2	62	
ISLE OF MAN	LOGANAIR LTD	S	114	0	11	3.2	29.6	31.2	8.8	10.4	4.8	1.6	1.6	0.0	0.0	8.8	18	83.9	9	112	
<b>TOTAL ISLE OF MAN</b>			<b>175</b>	<b>0</b>	<b>20</b>	<b>6.7</b>	<b>31.3</b>	<b>26.7</b>	<b>7.7</b>	<b>7.7</b>	<b>5.6</b>	<b>1.5</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>10.3</b>	<b>25</b>	<b>87.9</b>	<b>6</b>	<b>174</b>	
JERSEY	EASYJET UK LTD	S	60	0	0	25.0	38.3	30.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	79.5	7	43	
<b>TOTAL JERSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>38.3</b>	<b>30.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.5</b>	<b>7</b>	<b>43</b>	
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8	
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
NEWQUAY	EASYJET UK LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2	
NEWQUAY	LOGANAIR LTD	S	62	0	0	14.5	30.6	27.4	11.3	6.5	4.8	4.8	0.0	0.0	0.0	0.0	18	72.0	17	48	
<b>TOTAL NEWQUAY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>32.9</b>	<b>28.6</b>	<b>10.0</b>	<b>5.7</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.1</b>	<b>16</b>	<b>50</b>	
SOUTHAMPTON	EASTERN AIRWAYS	S	52	0	1	5.7	37.7	30.2	9.4	1.9	9.4	0.0	3.8	0.0	0.0	1.9	21	91.3	5	69	
<b>TOTAL SOUTHAMPTON</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>37.7</b>	<b>30.2</b>	<b>9.4</b>	<b>1.9</b>	<b>9.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>21</b>	<b>91.3</b>	<b>5</b>	<b>69</b>	
STANSTED	KLASJET UAB	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SUMBURGH	LOGANAIR LTD	S	18	0	0	0.0	22.2	33.3	16.7	16.7	5.6	0.0	5.6	0.0	0.0	0.0	31	0.0	72	4	
<b>TOTAL SUMBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>72</b>	<b>4</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1636</b>	<b>0</b>	<b>56</b>	<b>7.6</b>	<b>35.8</b>	<b>25.6</b>	<b>10.0</b>	<b>9.5</b>	<b>5.0</b>	<b>2.0</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>3.3</b>	<b>18</b>	<b>76.7</b>	<b>12</b>	<b>1329</b>	
<b>USA</b>																					
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	32	0	0	9.4	56.3	25.0	6.3	0.0	3.1	0.0	0.0	0.0	0.0	0.0	5	77.4	12	31	

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ATLANTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>56.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.4</b>	<b>12</b>	<b>31</b>
HOUSTON	SINGAPORE AIRLINES	S	34	0	0	0.0	20.6	47.1	14.7	11.8	5.9	0.0	0.0	0.0	0.0	0.0	18	50.0	23	26
<b>TOTAL HOUSTON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>47.1</b>	<b>14.7</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>23</b>	<b>26</b>
MELBOURNE FLATS	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	79	6
<b>TOTAL MELBOURNE FLATS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>79</b>	<b>6</b>
NEW YORK (JF KENNEDY)	AER LINGUS (UK) LTD	S	60	0	0	6.7	25.0	43.3	11.7	11.7	0.0	0.0	1.7	0.0	0.0	0.0	14	87.1	4	59
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	44	0	0	4.5	36.4	22.7	20.5	9.1	2.3	2.3	2.3	0.0	0.0	0.0	22	83.9	7	56
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>29.5</b>	<b>35.2</b>	<b>15.2</b>	<b>10.5</b>	<b>1.0</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.6</b>	<b>6</b>	<b>115</b>
ORLANDO	AER LINGUS (UK) LTD	S	33	0	0	18.2	18.2	27.3	24.2	0.0	9.1	3.0	0.0	0.0	0.0	0.0	19	63.9	20	34
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	72	0	0	11.1	50.0	30.6	6.9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	4	64.3	17	67
<b>TOTAL ORLANDO</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>29.5</b>	<b>12.4</b>	<b>0.0</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.2</b>	<b>18</b>	<b>101</b>
<b>TOTAL USA</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>35.3</b>	<b>33.1</b>	<b>12.9</b>	<b>6.1</b>	<b>2.9</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.8</b>	<b>14</b>	<b>279</b>
<b>TOTAL MANCHESTER</b>			<b>12100</b>	<b>0</b>	<b>142</b>	<b>5.0</b>	<b>29.1</b>	<b>33.0</b>	<b>13.0</b>	<b>11.1</b>	<b>5.4</b>	<b>1.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>73.2</b>	<b>14</b>	<b>10119</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>AUSTRIA</b>																					
INNSBRUCK	TUI AIRWAYS LTD	S	7	0	0	0.0	57.1	28.6	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24	0.0	112	5	
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>112</b>	<b>5</b>	
SALZBURG	JET2.COM LTD	S	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	6	
SALZBURG	TUI AIRWAYS LTD	S	3	0	0	0.0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	105	100.0	0	1	
<b>TOTAL SALZBURG</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>27.3</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
<b>TOTAL AUSTRIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>58.3</b>	<b>48</b>	<b>12</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	S	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	51	0.0	71	2	
<b>TOTAL BRIDGETOWN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>71</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>71</b>	<b>2</b>	
<b>BELGIUM</b>																					
BRUSSELS	JET2.COM LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	S	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	33.3	72	3	
<b>TOTAL SOFIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>33.3</b>	<b>72</b>	<b>3</b>	
<b>TOTAL BULGARIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>33.3</b>	<b>72</b>	<b>3</b>	
<b>CAPE VERDE ISLANDS</b>																					
PRAIA	CORENDON DUTCH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
<b>TOTAL PRAIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
<b>TOTAL CAPE VERDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
<b>CROATIA</b>																					
ZADAR	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2	
<b>TOTAL ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>2</b>	
<b>TOTAL CROATIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>2</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	9	2	
<b>TOTAL LARNACA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
PAPHOS	JET2.COM LTD	S	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	8	10	
PAPHOS	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	30	2	
PAPHOS	TUI AIRWAYS LTD	S	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>66.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>12</b>	<b>12</b>	
<b>TOTAL CYPRUS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.4</b>	<b>65.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.6</b>	<b>11</b>	<b>14</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	22.2	33.3	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	93.8	3	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
<b>TOTAL CZECH REPUBLIC DENMARK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>93.8</b>	<b>3</b>	<b>16</b>		
<b>COPENHAGEN</b>	CORENDON DUTCH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
<b>TOTAL COPENHAGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>		
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>		
<b>EGYPT</b>																					
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	13	0	0	7.7	38.5	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	14	100.0	2	8		
<b>TOTAL HURGHADA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>30.8</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>2</b>	<b>8</b>		
<b>TOTAL EGYPT</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>30.8</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>2</b>	<b>8</b>		
<b>FINLAND</b>																					
<b>ENONTEKIO</b>	ENTER AIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
<b>GRENOBLE</b>	JET2.COM LTD	S	8	0	0	0.0	12.5	12.5	12.5	12.5	25.0	25.0	0.0	0.0	0.0	64	37.5	20	8		
<b>TOTAL GRENOBLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>37.5</b>	<b>20</b>	<b>8</b>		
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	98	0	0	0.0	28.6	36.7	12.2	16.3	6.1	0.0	0.0	0.0	0.0	17	87.1	5	85		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>36.7</b>	<b>12.2</b>	<b>16.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.1</b>	<b>5</b>	<b>85</b>		
<b>PARIS (ORLY)</b>	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16		
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>		
<b>TOTAL FRANCE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>34.9</b>	<b>12.3</b>	<b>16.0</b>	<b>7.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.3</b>	<b>6</b>	<b>109</b>		
<b>GERMANY</b>																					
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	16	0	2	0.0	27.8	33.3	16.7	11.1	0.0	0.0	0.0	0.0	11.1	10	75.0	10	14		
<b>TOTAL DUSSELDORF</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>10</b>	<b>75.0</b>	<b>10</b>	<b>14</b>		
<b>FRANKFURT MAIN</b>	LUFTHANSA	S	40	0	0	0.0	30.0	32.5	22.5	0.0	15.0	0.0	0.0	0.0	0.0	20	100.0	2	36		
<b>TOTAL FRANKFURT MAIN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>32.5</b>	<b>22.5</b>	<b>0.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>2</b>	<b>36</b>		
<b>HAMBURG</b>	VOLOTEA	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL HAMBURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GERMANY</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.0</b>	<b>33.3</b>	<b>20.0</b>	<b>3.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>17</b>	<b>92.3</b>	<b>4</b>	<b>50</b>		
<b>GREECE</b>																					
<b>CHANIA</b>	RYANAIR	S	3	0	1	0.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	53	0.0	0	0		
<b>TOTAL CHANIA</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GREECE</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	JET2.COM LTD	S	6	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	251	2		

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						More than 15 m early	15 m to 1 m early														
<b>TOTAL KEFLAVIK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>251</b>	<b>2</b>	
<b>TOTAL ICELAND IRISH REPUBLIC</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>251</b>	<b>2</b>	
<b>CORK</b>	RYANAIR	S	14	0	0	7.1	21.4	35.7	7.1	7.1	7.1	14.3	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL CORK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>35.7</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DUBLIN</b>	AER LINGUS	S	46	0	2	0.0	43.8	37.5	6.3	0.0	6.3	2.1	0.0	0.0	0.0	4.2	14	0.0	0	0	
<b>DUBLIN</b>	RYANAIR	S	112	0	0	3.6	32.1	28.6	10.7	15.2	5.4	0.9	3.6	0.0	0.0	0.0	27	87.3	7	71	
<b>TOTAL DUBLIN</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>35.6</b>	<b>31.3</b>	<b>9.4</b>	<b>10.6</b>	<b>5.6</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>87.3</b>	<b>7</b>	<b>71</b>	
<b>SHANNON</b>	RYANAIR	S	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>35.0</b>	<b>31.7</b>	<b>8.9</b>	<b>10.0</b>	<b>5.6</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>23</b>	<b>87.3</b>	<b>7</b>	<b>71</b>	
<b>ITALY</b>																					
<b>BERGAMO</b>	RYANAIR	S	16	0	0	0.0	12.5	31.3	31.3	12.5	0.0	12.5	0.0	0.0	0.0	0.0	33	0.0	60	2	
<b>TOTAL BERGAMO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>60</b>	<b>2</b>	
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	18	0	0	27.8	11.1	22.2	11.1	5.6	5.6	5.6	11.1	0.0	0.0	0.0	45	100.0	1	16	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
<b>TURIN</b>	TUI AIRWAYS LTD	S	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	15	5	
<b>TOTAL TURIN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.0</b>	<b>15</b>	<b>5</b>	
<b>TOTAL ITALY</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>14.6</b>	<b>31.7</b>	<b>19.5</b>	<b>7.3</b>	<b>2.4</b>	<b>7.3</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>87.0</b>	<b>9</b>	<b>23</b>	
<b>JAMAICA</b>																					
<b>MONTEGO BAY</b>	TUI AIRWAYS LTD	S	3	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0	
<b>TOTAL MONTEGO BAY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL JAMAICA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																					
<b>RIGA</b>	RYANAIR	S	18	0	0	0.0	27.8	16.7	11.1	22.2	11.1	0.0	11.1	0.0	0.0	0.0	49	0.0	0	0	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
<b>MALTA</b>	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	42	0.0	171	2	
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>171</b>	<b>2</b>	
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>171</b>	<b>2</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	KLM	S	215	0	5	0.0	25.0	45.0	13.2	8.2	4.1	0.9	1.4	0.0	0.0	2.3	17	88.1	5	228	
<b>TOTAL AMSTERDAM</b>			<b>215</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>25.0</b>	<b>45.0</b>	<b>13.2</b>	<b>8.2</b>	<b>4.1</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>17</b>	<b>88.1</b>	<b>5</b>	<b>228</b>	
<b>TOTAL NETHERLANDS</b>			<b>215</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>25.0</b>	<b>45.0</b>	<b>13.2</b>	<b>8.2</b>	<b>4.1</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>17</b>	<b>88.1</b>	<b>5</b>	<b>228</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	LOGANAIR LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BERGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STAVANGER	LOGANAIR LTD	S	36	0	2	13.2	23.7	34.2	10.5	2.6	10.5	0.0	0.0	0.0	0.0	5.3	14	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>13.2</b>	<b>23.7</b>	<b>34.2</b>	<b>10.5</b>	<b>2.6</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>15.0</b>	<b>25.0</b>	<b>32.5</b>	<b>10.0</b>	<b>2.5</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	16	0	0	25.0	31.3	12.5	0.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	15	88.9	8	18
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.9</b>	<b>8</b>	<b>18</b>
KRAKOW	JET2.COM LTD	S	18	0	0	0.0	44.4	33.3	0.0	5.6	5.6	5.6	5.6	0.0	0.0	0.0	30	83.3	5	12
KRAKOW	RYANAIR	S	20	0	0	0.0	20.0	50.0	10.0	15.0	0.0	0.0	5.0	0.0	0.0	0.0	23	92.3	6	26
<b>TOTAL KRAKOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>42.1</b>	<b>5.3</b>	<b>10.5</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>89.5</b>	<b>6</b>	<b>38</b>
WROCLAW	RYANAIR	S	20	0	0	5.0	30.0	25.0	15.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	23	94.4	3	18
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>25.0</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>31.1</b>	<b>31.1</b>	<b>6.8</b>	<b>14.9</b>	<b>4.1</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>90.5</b>	<b>5</b>	<b>74</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	38	0	0	5.3	15.8	44.7	15.8	13.2	5.3	0.0	0.0	0.0	0.0	0.0	15	90.0	10	20
FARO	RYANAIR	S	16	0	0	0.0	37.5	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	8	22
<b>TOTAL FARO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>44.4</b>	<b>14.8</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.7</b>	<b>9</b>	<b>42</b>
<b>TOTAL PORTUGAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>44.4</b>	<b>14.8</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.7</b>	<b>9</b>	<b>42</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	111	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>111</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>111</b>	<b>8</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	48	0	0	10.4	18.8	35.4	25.0	4.2	2.1	4.2	0.0	0.0	0.0	0.0	17	86.4	11	44
ALICANTE	RYANAIR	S	30	0	0	0.0	6.7	20.0	23.3	36.7	13.3	0.0	0.0	0.0	0.0	0.0	34	90.6	5	32
ALICANTE	TUI AIRWAYS LTD	S	10	0	0	0.0	20.0	60.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	28	57.1	30	14
<b>TOTAL ALICANTE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>14.8</b>	<b>33.0</b>	<b>21.6</b>	<b>15.9</b>	<b>5.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>83.3</b>	<b>12</b>	<b>90</b>
BARCELONA	RYANAIR	S	18	0	0	0.0	5.6	22.2	5.6	16.7	44.4	5.6	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	RYANAIR	S	5	0	0	20.0	20.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	99	100.0	7	2
<b>TOTAL IBIZA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
MAHON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	4
<b>TOTAL MAHON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>39</b>	<b>4</b>
MALAGA	JET2.COM LTD	S	36	0	0	5.6	25.0	36.1	11.1	13.9	8.3	0.0	0.0	0.0	0.0	0.0	16	91.7	10	24
MALAGA	RYANAIR	S	18	0	0	11.1	16.7	11.1	22.2	16.7	11.1	11.1	0.0	0.0	0.0	0.0	39	63.6	12	22
MALAGA	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	55	1
<b>TOTAL MALAGA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>21.8</b>	<b>29.1</b>	<b>14.5</b>	<b>14.5</b>	<b>9.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.6</b>	<b>12</b>	<b>47</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PALMA DE MALLORCA	JET2.COM LTD	S	22	0	0	4.5	31.8	40.9	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	12	75.0	22	20
PALMA DE MALLORCA	RYANAIR	S	6	0	0	0.0	33.3	33.3	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	19	87.5	7	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>39.3</b>	<b>10.7</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.6</b>	<b>18</b>	<b>28</b>
<b>TOTAL SPAIN</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>18.6</b>	<b>30.9</b>	<b>16.0</b>	<b>13.9</b>	<b>10.3</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>80.1</b>	<b>14</b>	<b>171</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	51	0	0	11.8	27.5	39.2	3.9	5.9	9.8	2.0	0.0	0.0	0.0	0.0	17	94.1	8	51
ARRECIFE	RYANAIR	S	18	0	0	0.0	11.1	22.2	16.7	16.7	5.6	16.7	11.1	0.0	0.0	0.0	66	0.0	0	0
ARRECIFE	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	55.6	11.1	5.6	11.1	5.6	0.0	0.0	0.0	0.0	25	90.0	5	10
<b>TOTAL ARRECIFE</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>20.7</b>	<b>39.1</b>	<b>8.0</b>	<b>8.0</b>	<b>9.2</b>	<b>5.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>93.4</b>	<b>7</b>	<b>61</b>
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	11.5	19.2	23.1	26.9	7.7	3.8	3.8	3.8	0.0	0.0	0.0	26	76.9	13	26
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	25.0	43.8	6.3	6.3	18.8	0.0	0.0	0.0	0.0	0.0	24	100.0	6	2
<b>TOTAL FUERTEVENTURA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>31.0</b>	<b>19.0</b>	<b>7.1</b>	<b>9.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>78.6</b>	<b>12</b>	<b>28</b>
LAS PALMAS	JET2.COM LTD	S	26	0	0	7.7	34.6	30.8	15.4	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	88.9	5	27
LAS PALMAS	RYANAIR	S	18	0	0	0.0	11.1	38.9	11.1	22.2	5.6	11.1	0.0	0.0	0.0	0.0	39	0.0	64	2
LAS PALMAS	TUI AIRWAYS LTD	S	18	0	0	0.0	27.8	38.9	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	15	87.5	8	8
<b>TOTAL LAS PALMAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.8</b>	<b>35.5</b>	<b>12.9</b>	<b>12.9</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.8</b>	<b>9</b>	<b>37</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	84	0	0	14.3	23.8	31.0	15.5	6.0	4.8	3.6	1.2	0.0	0.0	0.0	19	89.7	7	78
TENERIFE (SURREINA SOFIA)	RYANAIR	S	20	0	0	0.0	15.0	45.0	10.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	25	100.0	3	2
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	28	0	0	7.1	14.3	25.0	25.0	3.6	10.7	14.3	0.0	0.0	0.0	0.0	39	60.7	20	28
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>20.5</b>	<b>31.8</b>	<b>16.7</b>	<b>7.6</b>	<b>6.1</b>	<b>6.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>82.4</b>	<b>10</b>	<b>108</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>323</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>21.7</b>	<b>34.4</b>	<b>13.9</b>	<b>8.7</b>	<b>7.4</b>	<b>5.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>85.0</b>	<b>9</b>	<b>234</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET SWITZERLAND	S	16	0	0	18.8	25.0	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
GENEVA	JET2.COM LTD	S	8	0	0	0.0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	50.0	27	8
GENEVA	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	25.0	25.0	0.0	0.0	12.5	0.0	25.0	0.0	0.0	138	25.0	40	8
<b>TOTAL GENEVA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>18.8</b>	<b>34.4</b>	<b>18.8</b>	<b>3.1</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>37.5</b>	<b>34</b>	<b>16</b>
<b>TOTAL SWITZERLAND</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>18.8</b>	<b>34.4</b>	<b>18.8</b>	<b>3.1</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>37.5</b>	<b>34</b>	<b>16</b>
<b>TURKEY</b>																				
ANTALYA	CORENDON AIRLINES	S	8	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
ANTALYA	JET2.COM LTD	S	21	0	0	0.0	4.8	42.9	14.3	23.8	14.3	0.0	0.0	0.0	0.0	0.0	29	66.7	22	24
ANTALYA	SUNEXPRESS	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>12.9</b>	<b>29.0</b>	<b>16.1</b>	<b>22.6</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>66.7</b>	<b>22</b>	<b>24</b>
<b>TOTAL TURKEY</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>12.9</b>	<b>29.0</b>	<b>16.1</b>	<b>22.6</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>66.7</b>	<b>22</b>	<b>24</b>
<b>UNITED ARAB EMIRATES</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DUBAI	EMIRATES	S	62	0	0	4.8	21.0	37.1	25.8	11.3	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	22	34	
DUBAI	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>37.1</b>	<b>25.8</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>48.6</b>	<b>23</b>	<b>35</b>	
DUBAI (WORLD CENTRAL)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>	
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>37.1</b>	<b>25.8</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>22</b>	<b>36</b>	
ABERDEEN	EASTERN AIRWAYS	S	44	0	17	1.6	37.7	19.7	8.2	1.6	0.0	0.0	3.3	0.0	0.0	27.9	17	85.2	13	53	
ABERDEEN	LOGANAIR LTD	S	20	0	0	0.0	50.0	30.0	5.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>64</b>	<b>0</b>	<b>17</b>	<b>1.2</b>	<b>40.7</b>	<b>22.2</b>	<b>7.4</b>	<b>1.2</b>	<b>2.5</b>	<b>1.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>21.0</b>	<b>18</b>	<b>85.2</b>	<b>13</b>	<b>53</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	110	0	2	2.7	42.9	28.6	8.0	4.5	9.8	1.8	0.0	0.0	0.0	1.8	16	87.0	10	138	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>42.9</b>	<b>28.6</b>	<b>8.0</b>	<b>4.5</b>	<b>9.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>87.0</b>	<b>10</b>	<b>138</b>	
BIRMINGHAM	ENTER AIR	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET UK LTD	S	100	0	2	3.9	42.2	16.7	12.7	8.8	4.9	6.9	0.0	2.0	0.0	2.0	35	88.1	7	84	
<b>TOTAL BRISTOL</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>42.2</b>	<b>16.7</b>	<b>12.7</b>	<b>8.8</b>	<b>4.9</b>	<b>6.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>35</b>	<b>88.1</b>	<b>7</b>	<b>84</b>	
EXETER	LOGANAIR LTD	S	32	0	0	18.8	37.5	25.0	9.4	0.0	9.4	0.0	0.0	0.0	0.0	0.0	11	97.9	2	48	
<b>TOTAL EXETER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>25.0</b>	<b>9.4</b>	<b>0.0</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>97.9</b>	<b>2</b>	<b>48</b>	
GATWICK	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	280	0	10	0.3	21.4	29.3	16.2	16.2	9.3	2.1	1.7	0.0	0.0	3.4	28	70.8	14	196	
<b>TOTAL HEATHROW</b>			<b>280</b>	<b>0</b>	<b>10</b>	<b>0.3</b>	<b>21.4</b>	<b>29.3</b>	<b>16.2</b>	<b>16.2</b>	<b>9.3</b>	<b>2.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>28</b>	<b>70.8</b>	<b>14</b>	<b>196</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6	
<b>TOTAL HUMBERSIDE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	JET2.COM LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	LOGANAIR LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	17	
<b>TOTAL NEWQUAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.2</b>	<b>6</b>	<b>17</b>	
SOUTHAMPTON	LOGANAIR LTD	S	113	0	3	6.0	36.2	35.3	5.2	5.2	8.6	0.9	0.0	0.0	0.0	2.6	13	91.2	5	102	
<b>TOTAL SOUTHAMPTON</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>6.0</b>	<b>36.2</b>	<b>35.3</b>	<b>5.2</b>	<b>5.2</b>	<b>8.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>13</b>	<b>91.2</b>	<b>5</b>	<b>102</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>704</b>	<b>0</b>	<b>36</b>	<b>3.1</b>	<b>32.7</b>	<b>27.3</b>	<b>11.5</b>	<b>9.2</b>	<b>7.8</b>	<b>2.3</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>4.9</b>	<b>23</b>	<b>83.6</b>	<b>10</b>	<b>646</b>	
<b>TOTAL NEWCASTLE</b>			<b>2233</b>	<b>0</b>	<b>49</b>	<b>4.3</b>	<b>27.3</b>	<b>32.7</b>	<b>12.8</b>	<b>9.9</b>	<b>7.0</b>	<b>2.6</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>2.1</b>	<b>23</b>	<b>83.1</b>	<b>11</b>	<b>1795</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	BA CITYFLYER LTD	S	8	0	0	0.0	12.5	25.0	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	44	100.0	0	8	
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>FRANCE</b>																					
CHAMBERY	BA CITYFLYER LTD	S	14	0	0	0.0	7.1	28.6	14.3	28.6	21.4	0.0	0.0	0.0	0.0	0.0	30	68.8	10	16	
CHAMBERY	BRITISH AIRWAYS PLC	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL CHAMBERY</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>30</b>	<b>68.8</b>	<b>10</b>	<b>16</b>	
PARIS (ORLY)	EASTERN AIRWAYS	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>30</b>	<b>68.8</b>	<b>10</b>	<b>16</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	72	0	2	2.7	17.6	40.5	17.6	14.9	4.1	0.0	0.0	0.0	0.0	2.7	18	0.0	0	0	
DUBLIN	EASTERN AIRWAYS	S	38	0	12	4.0	10.0	38.0	12.0	2.0	6.0	0.0	4.0	0.0	0.0	24.0	23	79.4	11	34	
<b>TOTAL DUBLIN</b>			<b>110</b>	<b>0</b>	<b>14</b>	<b>3.2</b>	<b>14.5</b>	<b>39.5</b>	<b>15.3</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>20</b>	<b>79.4</b>	<b>11</b>	<b>34</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>110</b>	<b>0</b>	<b>14</b>	<b>3.2</b>	<b>14.5</b>	<b>39.5</b>	<b>15.3</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>20</b>	<b>79.4</b>	<b>11</b>	<b>34</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
AMSTERDAM	KLM CITYHOPPER	S	121	0	0	0.0	37.2	48.8	6.6	5.8	1.7	0.0	0.0	0.0	0.0	0.0	7	84.6	7	39	
<b>TOTAL AMSTERDAM</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>36.6</b>	<b>48.0</b>	<b>6.5</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>84.6</b>	<b>7</b>	<b>39</b>	
<b>TOTAL NETHERLANDS</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>36.6</b>	<b>48.0</b>	<b>6.5</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>84.6</b>	<b>7</b>	<b>39</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET EUROPE	S	44	0	0	2.3	25.0	43.2	13.6	9.1	6.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
GENEVA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	14	30	
<b>TOTAL GENEVA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>43.2</b>	<b>13.6</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.3</b>	<b>14</b>	<b>30</b>	
<b>TOTAL SWITZERLAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>43.2</b>	<b>13.6</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.3</b>	<b>14</b>	<b>30</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ALDERNEY	AURIGNY AIR SERVICES	S	109	0	17	0.8	53.2	19.8	4.0	4.0	1.6	2.4	0.8	0.0	0.0	13.5	12	75.6	13	115	
<b>TOTAL ALDERNEY</b>			<b>109</b>	<b>0</b>	<b>17</b>	<b>0.8</b>	<b>53.2</b>	<b>19.8</b>	<b>4.0</b>	<b>4.0</b>	<b>1.6</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13.5</b>	<b>12</b>	<b>75.6</b>	<b>13</b>	<b>115</b>	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	108	0	6	14.0	55.3	16.7	6.1	0.9	0.9	0.9	0.0	0.0	0.0	5.3	5	0.0	0	0	
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	54	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>108</b>	<b>0</b>	<b>6</b>	<b>14.0</b>	<b>55.3</b>	<b>16.7</b>	<b>6.1</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>5</b>	<b>94.4</b>	<b>4</b>	<b>54</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BIRMINGHAM	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
DUNDEE	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL DUNDEE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
EDINBURGH	BA CITYFLYER LTD	S	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	7
EDINBURGH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2
EDINBURGH	LOGANAIR LTD	S	208	0	0	5.8	48.1	26.0	5.8	9.6	3.4	0.5	1.0	0.0	0.0	0.0	13	70.1	14	160
<b>TOTAL EDINBURGH</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>47.5</b>	<b>26.3</b>	<b>5.5</b>	<b>9.7</b>	<b>3.2</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.6</b>	<b>14</b>	<b>169</b>
GLASGOW	LOGANAIR LTD	S	199	0	1	8.5	55.0	23.5	5.0	5.5	2.0	0.0	0.0	0.0	0.0	0.5	7	85.8	7	160
<b>TOTAL GLASGOW</b>			<b>199</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>55.0</b>	<b>23.5</b>	<b>5.0</b>	<b>5.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>85.8</b>	<b>7</b>	<b>160</b>
GUERNSEY	AURIGNY AIR SERVICES	S	64	0	3	16.4	70.1	4.5	0.0	1.5	3.0	0.0	0.0	0.0	0.0	4.5	3	90.6	10	63
GUERNSEY	BLUE ISLANDS LIMITED	S	92	0	1	8.6	47.3	22.6	12.9	7.5	0.0	0.0	0.0	0.0	0.0	1.1	7	90.3	5	122
<b>TOTAL GUERNSEY</b>			<b>156</b>	<b>0</b>	<b>4</b>	<b>11.9</b>	<b>56.9</b>	<b>15.0</b>	<b>7.5</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>5</b>	<b>90.4</b>	<b>7</b>	<b>185</b>
JERSEY	BLUE ISLANDS LIMITED	S	192	0	5	3.0	56.9	26.4	0.5	4.1	3.0	0.5	3.0	0.0	0.0	2.5	13	87.4	8	171
<b>TOTAL JERSEY</b>			<b>192</b>	<b>0</b>	<b>5</b>	<b>3.0</b>	<b>56.9</b>	<b>26.4</b>	<b>0.5</b>	<b>4.1</b>	<b>3.0</b>	<b>0.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>13</b>	<b>87.4</b>	<b>8</b>	<b>171</b>
LEEDS BRADFORD	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	6	10
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>6</b>	<b>10</b>
MANCHESTER	BLUE ISLANDS LIMITED	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
MANCHESTER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
MANCHESTER	EASTERN AIRWAYS	S	52	0	2	0.0	42.6	29.6	9.3	1.9	9.3	1.9	1.9	0.0	0.0	3.7	20	88.6	6	70
<b>TOTAL MANCHESTER</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>42.9</b>	<b>30.4</b>	<b>8.9</b>	<b>1.8</b>	<b>8.9</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>88.9</b>	<b>6</b>	<b>72</b>
NEWCASTLE	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	1
NEWCASTLE	LOGANAIR LTD	S	112	0	3	3.5	43.5	32.2	4.3	4.3	8.7	0.9	0.0	0.0	0.0	2.6	13	86.3	6	102
<b>TOTAL NEWCASTLE</b>			<b>112</b>	<b>0</b>	<b>3</b>	<b>3.5</b>	<b>43.5</b>	<b>32.2</b>	<b>4.3</b>	<b>4.3</b>	<b>8.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>13</b>	<b>85.4</b>	<b>7</b>	<b>103</b>
STORNOWAY	LOGANAIR LTD	S	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL STORNOWAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1156</b>	<b>0</b>	<b>38</b>	<b>6.6</b>	<b>52.2</b>	<b>23.5</b>	<b>4.9</b>	<b>5.1</b>	<b>3.1</b>	<b>0.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>10</b>	<b>84.0</b>	<b>9</b>	<b>1041</b>
<b>TOTAL SOUTHAMPTON</b>			<b>1453</b>	<b>0</b>	<b>58</b>	<b>5.6</b>	<b>46.3</b>	<b>27.3</b>	<b>6.3</b>	<b>5.9</b>	<b>3.4</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>11</b>	<b>83.5</b>	<b>9</b>	<b>1168</b>

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>SPAIN</b>																					
MALAGA	EASYJET EUROPE	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>TOTAL MALAGA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>ALBANIA</b>																					
TIRANA	AIR ALBANIA SHPK	S	14	0	4	0.0	22.2	27.8	11.1	5.6	11.1	0.0	0.0	0.0	0.0	22.2	23	100.0	6	2	
TIRANA	EUROATLANTIC AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
TIRANA	PRIVILEGE STYLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1		
<b>TOTAL TIRANA</b>			<b>15</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>21.1</b>	<b>31.6</b>	<b>10.5</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.1</b>	<b>22</b>	<b>75.0</b>	<b>4</b>	<b>3</b>	
<b>TOTAL ALBANIA</b>			<b>15</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>21.1</b>	<b>31.6</b>	<b>10.5</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.1</b>	<b>22</b>	<b>75.0</b>	<b>4</b>	<b>3</b>	
<b>ASCENSION ISLAND</b>																					
SAINT HELENA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
<b>TOTAL SAINT HELENA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>		
<b>TOTAL ASCENSION ISLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>		
<b>AUSTRIA</b>																					
INNSBRUCK	JET2.COM LTD	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	10	75.0	7	8		
INNSBRUCK	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	16.7	33.3	16.7	0.0	16.7	0.0	0.0	0.0	37	50.0	16	4		
<b>TOTAL INNSBRUCK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>21.4</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.7</b>	<b>10</b>	<b>12</b>		
KLAGENFURT	RYANAIR	S	18	0	0	16.7	44.4	11.1	5.6	5.6	5.6	5.6	0.0	0.0	0.0	26	0.0	0	0		
<b>TOTAL KLAGENFURT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
SALZBURG	JET2.COM LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	8		
SALZBURG	RYANAIR	S	52	0	0	0.0	17.3	25.0	21.2	13.5	17.3	5.8	0.0	0.0	0.0	35	86.0	7	50		
SALZBURG	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	1		
<b>TOTAL SALZBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>27.4</b>	<b>21.0</b>	<b>11.3</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>84.7</b>	<b>7</b>	<b>59</b>		
VIENNA	RYANAIR	S	132	0	0	5.3	25.8	32.6	15.9	11.4	8.3	0.8	0.0	0.0	0.0	18	81.5	9	124		
<b>TOTAL VIENNA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>25.8</b>	<b>32.6</b>	<b>15.9</b>	<b>11.4</b>	<b>8.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.5</b>	<b>9</b>	<b>124</b>		
<b>TOTAL AUSTRIA</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>26.5</b>	<b>28.8</b>	<b>16.8</b>	<b>11.1</b>	<b>9.3</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.5</b>	<b>8</b>	<b>195</b>		
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL BRIDGETOWN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL BARBADOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>BULGARIA</b>																					
PLOVDIV	RYANAIR	S	34	0	0	2.9	35.3	47.1	8.8	5.9	0.0	0.0	0.0	0.0	0.0	8	77.8	12	36		
<b>TOTAL PLOVDIV</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.3</b>	<b>47.1</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>12</b>	<b>36</b>		
SOFIA	RYANAIR	S	158	0	0	1.9	31.0	36.7	12.0	9.5	7.6	0.0	1.3	0.0	0.0	19	83.5	10	126		
SOFIA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	59	2		
<b>TOTAL SOFIA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>30.6</b>	<b>37.5</b>	<b>11.9</b>	<b>9.4</b>	<b>7.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>82.2</b>	<b>11</b>	<b>128</b>		
<b>TOTAL BULGARIA</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>31.4</b>	<b>39.2</b>	<b>11.3</b>	<b>8.8</b>	<b>6.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.2</b>	<b>11</b>	<b>164</b>		
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	34	2		
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>33.3</b>	<b>34</b>	<b>2</b>		











## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LEIPZIG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>26.9</b>	<b>7.7</b>	<b>23.1</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MEMMINGEN ALLGAU	RYANAIR	S	36	0	0	0.0	16.7	50.0	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	92.5	5	40
MEMMINGEN ALLGAU	RYANAIR UK LTD	S	10	0	0	0.0	70.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>43.5</b>	<b>13.0</b>	<b>8.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.5</b>	<b>5</b>	<b>40</b>
NIEDERRHEIN	RYANAIR	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	51	100.0	0	1
<b>TOTAL NIEDERRHEIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
NUREMBERG	RYANAIR	S	79	0	3	0.0	24.4	31.7	13.4	12.2	11.0	3.7	0.0	0.0	3.7	27	78.4	11	37	
<b>TOTAL NUREMBERG</b>			<b>79</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>24.4</b>	<b>31.7</b>	<b>13.4</b>	<b>12.2</b>	<b>11.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>27</b>	<b>78.4</b>	<b>11</b>	<b>37</b>	
<b>TOTAL GERMANY</b>			<b>805</b>	<b>0</b>	<b>13</b>	<b>2.4</b>	<b>30.1</b>	<b>29.8</b>	<b>13.2</b>	<b>12.2</b>	<b>7.3</b>	<b>2.2</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>89.5</b>	<b>6</b>	<b>724</b>
<b>GREECE</b>																				
ATHENS	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
ATHENS	RYANAIR	S	54	0	2	0.0	30.4	37.5	14.3	1.8	5.4	3.6	3.6	0.0	0.0	3.6	23	82.9	8	76
<b>TOTAL ATHENS</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>29.3</b>	<b>37.9</b>	<b>15.5</b>	<b>1.7</b>	<b>5.2</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>23</b>	<b>82.9</b>	<b>8</b>	<b>76</b>
CHANIA	RYANAIR	S	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8
<b>TOTAL CHANIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>5</b>	<b>8</b>
CORFU	RYANAIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	22	6
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>22</b>	<b>6</b>
KEFALLINIA	RYANAIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	66.7	13	3	
<b>TOTAL KEFALLINIA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>3</b>	
KOS	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PREVEZA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	4
<b>TOTAL PREVEZA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>4</b>
RHODES	RYANAIR	S	12	0	0	0.0	8.3	66.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	13	10
<b>TOTAL RHODES</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>66.7</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>13</b>	<b>10</b>
SALONIKA	RYANAIR	S	52	0	2	3.7	27.8	25.9	20.4	14.8	3.7	0.0	0.0	0.0	0.0	3.7	15	90.7	5	54
<b>TOTAL SALONIKA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>27.8</b>	<b>25.9</b>	<b>20.4</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>15</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
THIRA (SANTORINI)	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	34	4
<b>TOTAL THIRA (SANTORINI)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>25.0</b>	<b>34</b>	<b>4</b>
<b>TOTAL GREECE</b>			<b>136</b>	<b>0</b>	<b>5</b>	<b>1.4</b>	<b>29.1</b>	<b>35.5</b>	<b>16.3</b>	<b>7.8</b>	<b>3.5</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>17</b>	<b>80.0</b>	<b>8</b>	<b>165</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	236	0	0	2.1	34.7	40.3	10.6	6.8	5.1	0.4	0.0	0.0	0.0	0.0	13	88.7	6	230
BUDAPEST	RYANAIR UK LTD	S	6	0	0	0.0	50.0	16.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>35.1</b>	<b>39.7</b>	<b>10.3</b>	<b>7.0</b>	<b>5.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.7</b>	<b>6</b>	<b>230</b>
<b>TOTAL HUNGARY</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>35.1</b>	<b>39.7</b>	<b>10.3</b>	<b>7.0</b>	<b>5.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.7</b>	<b>6</b>	<b>230</b>
<b>ICELAND</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KEFLAVIK	FLY PLAY HF	S	62	0	0	17.7	43.5	29.0	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	91.2	7	34	
KEFLAVIK	JET2.COM LTD	S	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	7	6	
<b>TOTAL KEFLAVIK</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>43.3</b>	<b>31.3</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>7</b>	<b>40</b>	
<b>TOTAL ICELAND</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>43.3</b>	<b>31.3</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>7</b>	<b>40</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	156	0	0	6.4	35.9	32.1	9.0	8.3	6.4	0.6	0.6	0.6	0.0	0.0	21	91.4	6	152	
<b>TOTAL CORK</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>35.9</b>	<b>32.1</b>	<b>9.0</b>	<b>8.3</b>	<b>6.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>91.4</b>	<b>6</b>	<b>152</b>	
DUBLIN	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
DUBLIN	RYANAIR	S	472	0	0	1.9	29.7	30.5	16.1	11.7	7.6	1.9	0.6	0.0	0.0	0.0	21	82.5	8	429	
DUBLIN	RYANAIR UK LTD	S	14	0	0	0.0	42.9	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>487</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>30.0</b>	<b>30.6</b>	<b>16.2</b>	<b>11.5</b>	<b>7.4</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.5</b>	<b>8</b>	<b>429</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	78	0	0	0.0	21.8	33.3	17.9	7.7	11.5	5.1	2.6	0.0	0.0	0.0	32	93.9	3	82	
IRELAND WEST(KNOCK)	RYANAIR UK LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>34.5</b>	<b>17.9</b>	<b>7.1</b>	<b>10.7</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>93.9</b>	<b>3</b>	<b>82</b>	
KERRY COUNTY	RYANAIR	S	44	0	0	0.0	50.0	36.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	86.1	6	36	
KERRY COUNTY	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	100.0	1	8	
<b>TOTAL KERRY COUNTY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.8</b>	<b>34.8</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
SHANNON	RYANAIR	S	130	0	0	10.0	36.9	18.5	13.8	7.7	11.5	1.5	0.0	0.0	0.0	0.0	20	87.5	6	80	
<b>TOTAL SHANNON</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>36.9</b>	<b>18.5</b>	<b>13.8</b>	<b>7.7</b>	<b>11.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.5</b>	<b>6</b>	<b>80</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>903</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>32.2</b>	<b>29.7</b>	<b>14.4</b>	<b>9.9</b>	<b>7.8</b>	<b>1.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>86.3</b>	<b>7</b>	<b>787</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	RYANAIR	S	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	45	100.0	7	2	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
ANCONA	RYANAIR	S	46	0	0	0.0	37.0	28.3	17.4	17.4	0.0	0.0	0.0	0.0	0.0	0.0	12	86.4	8	44	
<b>TOTAL ANCONA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.0</b>	<b>28.3</b>	<b>17.4</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.4</b>	<b>8</b>	<b>44</b>	
BARI (PALESE)	RYANAIR	S	60	0	1	4.9	26.2	31.1	19.7	8.2	4.9	3.3	0.0	0.0	0.0	1.6	19	96.8	3	62	
BARI (PALESE)	RYANAIR UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>27.0</b>	<b>31.7</b>	<b>19.0</b>	<b>7.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>96.8</b>	<b>3</b>	<b>62</b>	
BERGAMO	RYANAIR	S	278	0	0	5.0	31.3	34.5	11.5	9.4	7.6	0.7	0.0	0.0	0.0	0.0	15	90.8	6	248	
BERGAMO	RYANAIR UK LTD	S	6	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>30.6</b>	<b>34.5</b>	<b>12.0</b>	<b>9.2</b>	<b>8.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.8</b>	<b>6</b>	<b>248</b>	
BOLOGNA	RYANAIR	S	92	0	0	12.0	33.7	30.4	14.1	6.5	3.3	0.0	0.0	0.0	0.0	0.0	11	83.7	7	92	
<b>TOTAL BOLOGNA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>33.7</b>	<b>30.4</b>	<b>14.1</b>	<b>6.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.7</b>	<b>7</b>	<b>92</b>	
BRINDISI	RYANAIR	S	24	0	0	0.0	41.7	29.2	8.3	20.8	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	7	12	
BRINDISI	RYANAIR UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	48	6	
<b>TOTAL BRINDISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>30.8</b>	<b>11.5</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>21</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CAGLIARI (ELMAS)	RYANAIR	S	22	0	0	0.0	22.7	27.3	9.1	22.7	13.6	4.5	0.0	0.0	0.0	0.0	29	81.8	9	22
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>27.3</b>	<b>9.1</b>	<b>22.7</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.8</b>	<b>9</b>	<b>22</b>
CATANIA (FONTANAROSSA)	RYANAIR	S	18	0	0	5.6	5.6	22.2	27.8	22.2	11.1	5.6	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GENOA	RYANAIR	S	30	0	0	3.3	26.7	30.0	13.3	16.7	6.7	3.3	0.0	0.0	0.0	0.0	22	66.7	13	24
GENOA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL GENOA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>25.0</b>	<b>28.1</b>	<b>15.6</b>	<b>18.8</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>66.7</b>	<b>13</b>	<b>24</b>
LAMETIA-TERME	RYANAIR	S	18	0	0	0.0	22.2	33.3	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	85.0	9	20
<b>TOTAL LAMETIA-TERME</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.0</b>	<b>9</b>	<b>20</b>
MILAN (MALPENSA)	RYANAIR	S	179	0	2	2.8	28.7	30.9	17.7	9.4	7.7	1.1	0.6	0.0	0.0	1.1	18	84.8	7	178
MILAN (MALPENSA)	RYANAIR UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	67	87.5	6	8
<b>TOTAL MILAN (MALPENSA)</b>			<b>181</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>28.4</b>	<b>31.1</b>	<b>17.5</b>	<b>9.3</b>	<b>7.7</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>84.9</b>	<b>7</b>	<b>186</b>
NAPLES	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
NAPLES	RYANAIR	S	90	0	0	0.0	25.6	41.1	14.4	10.0	5.6	3.3	0.0	0.0	0.0	0.0	19	84.1	6	88
<b>TOTAL NAPLES</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.2</b>	<b>40.2</b>	<b>14.1</b>	<b>9.8</b>	<b>5.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>84.1</b>	<b>6</b>	<b>88</b>
PALERMO	RYANAIR	S	54	0	0	5.6	20.4	37.0	11.1	16.7	9.3	0.0	0.0	0.0	0.0	0.0	21	90.7	5	54
<b>TOTAL PALERMO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>20.4</b>	<b>37.0</b>	<b>11.1</b>	<b>16.7</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
PERUGIA	RYANAIR	S	42	0	0	0.0	23.8	28.6	16.7	19.0	11.9	0.0	0.0	0.0	0.0	0.0	24	86.1	8	36
<b>TOTAL PERUGIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>28.6</b>	<b>16.7</b>	<b>19.0</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>86.1</b>	<b>8</b>	<b>36</b>
PESCARA	RYANAIR	S	40	0	0	7.5	32.5	27.5	15.0	15.0	2.5	0.0	0.0	0.0	0.0	0.0	13	97.7	3	44
PESCARA	RYANAIR UK LTD	S	8	0	0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL PESCARA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>35.4</b>	<b>25.0</b>	<b>12.5</b>	<b>16.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>97.7</b>	<b>3</b>	<b>44</b>
PISA	RYANAIR	S	100	0	0	1.0	19.0	25.0	17.0	24.0	9.0	5.0	0.0	0.0	0.0	0.0	31	86.5	7	96
<b>TOTAL PISA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>19.0</b>	<b>25.0</b>	<b>17.0</b>	<b>24.0</b>	<b>9.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>86.5</b>	<b>7</b>	<b>96</b>
ROME (CIAMPINO)	RYANAIR	S	296	0	0	6.8	34.5	33.1	10.5	8.8	5.7	0.3	0.3	0.0	0.0	0.0	14	88.8	5	178
ROME (CIAMPINO)	RYANAIR UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	9	2
<b>TOTAL ROME (CIAMPINO)</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.6</b>	<b>33.2</b>	<b>10.4</b>	<b>8.7</b>	<b>5.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>5</b>	<b>180</b>
ROME (FIUMICINO)	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
ROME (FIUMICINO)	JET2.COM LTD	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TRAPANI	RYANAIR	S	4	0	0	0.0	0.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	56	100.0	2	18
<b>TOTAL TRAPANI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
TREVISO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	126
TREVISO	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6
<b>TOTAL TREVISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.2</b>	<b>3</b>	<b>132</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2022		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	27	0	1	0.0	28.6	25.0	21.4	10.7	7.1	3.6	0.0	0.0	0.0	3.6	23	100.0	2	16
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>28.6</b>	<b>25.0</b>	<b>21.4</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>23</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
TURIN	RYANAIR	S	76	0	0	6.6	36.8	28.9	6.6	17.1	1.3	2.6	0.0	0.0	0.0	0.0	14	90.7	5	86
TURIN	RYANAIR UK LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	5	8
<b>TOTAL TURIN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>37.0</b>	<b>33.7</b>	<b>6.5</b>	<b>14.1</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>90.4</b>	<b>5</b>	<b>94</b>
VENICE	RYANAIR	S	177	0	2	1.1	21.8	35.8	15.6	14.0	8.4	2.2	0.0	0.0	0.0	1.1	22	60.7	20	28
VENICE	RYANAIR UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	8	2
VENICE	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	2
<b>TOTAL VENICE</b>			<b>179</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>22.1</b>	<b>35.9</b>	<b>15.5</b>	<b>13.8</b>	<b>8.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>59.4</b>	<b>20</b>	<b>32</b>
VERONA VILLAFRANCA	RYANAIR	S	44	0	0	0.0	20.5	38.6	22.7	6.8	9.1	0.0	2.3	0.0	0.0	0.0	23	93.3	4	30
VERONA VILLAFRANCA	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.6</b>	<b>37.0</b>	<b>21.7</b>	<b>10.9</b>	<b>8.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>93.3</b>	<b>4</b>	<b>30</b>
<b>TOTAL ITALY</b>			<b>1772</b>	<b>0</b>	<b>6</b>	<b>3.9</b>	<b>28.6</b>	<b>32.5</b>	<b>14.0</b>	<b>12.3</b>	<b>6.7</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>18</b>	<b>88.1</b>	<b>6</b>	<b>1546</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	128	0	0	10.9	47.7	25.8	7.8	6.3	0.0	0.8	0.0	0.8	0.0	0.0	14	87.9	6	99
<b>TOTAL RIGA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>47.7</b>	<b>25.8</b>	<b>7.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.9</b>	<b>6</b>	<b>99</b>
<b>TOTAL LATVIA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>47.7</b>	<b>25.8</b>	<b>7.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.9</b>	<b>6</b>	<b>99</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	44	0	0	2.3	47.7	18.2	18.2	11.4	2.3	0.0	0.0	0.0	0.0	0.0	12	81.8	9	44
<b>TOTAL KAUNAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>47.7</b>	<b>18.2</b>	<b>18.2</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.8</b>	<b>9</b>	<b>44</b>
PALANGA	RYANAIR	S	28	0	0	0.0	42.9	25.0	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	100.0	3	20
<b>TOTAL PALANGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>25.0</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>3</b>	<b>20</b>
VILNIUS	RYANAIR	S	80	0	0	1.3	41.3	28.8	7.5	15.0	3.8	0.0	2.5	0.0	0.0	0.0	19	95.2	2	62
<b>TOTAL VILNIUS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>41.3</b>	<b>28.8</b>	<b>7.5</b>	<b>15.0</b>	<b>3.8</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>95.2</b>	<b>2</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>43.4</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>3.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>91.3</b>	<b>5</b>	<b>126</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	LUXAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
LUXEMBOURG	RYANAIR	S	60	0	0	3.3	35.0	31.7	15.0	5.0	6.7	3.3	0.0	0.0	0.0	0.0	18	79.6	11	54
LUXEMBOURG	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>33.3</b>	<b>34.9</b>	<b>14.3</b>	<b>4.8</b>	<b>6.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.6</b>	<b>11</b>	<b>54</b>
<b>TOTAL LUXEMBOURG</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>33.3</b>	<b>34.9</b>	<b>14.3</b>	<b>4.8</b>	<b>6.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.6</b>	<b>11</b>	<b>54</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	10	0	0	0.0	30.0	30.0	10.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	28	100.0	3	2

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			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
MALTA	RYANAIR	S	38	0	0	0.0	5.3	26.3	21.1	34.2	7.9	5.3	0.0	0.0	0.0	0.0	36	72.7	11	32		
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.4</b>	<b>27.1</b>	<b>18.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>74.3</b>	<b>10</b>	<b>34</b>		
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.4</b>	<b>27.1</b>	<b>18.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>74.3</b>	<b>10</b>	<b>34</b>		
<b>MOROCCO</b>																						
AGADIR (AL MASSIRA)	RYANAIR UK LTD	S	28	0	0	3.6	42.9	28.6	0.0	10.7	14.3	0.0	0.0	0.0	0.0	0.0	17	89.7	6	29		
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>10.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>89.7</b>	<b>6</b>	<b>29</b>		
ESSAOUIRA	RYANAIR UK LTD	S	18	0	0	0.0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	6		
<b>TOTAL ESSAOUIRA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>0</b>	<b>6</b>		
FEZ	RYANAIR UK LTD	S	18	0	0	0.0	0.0	33.3	27.8	16.7	22.2	0.0	0.0	0.0	0.0	0.0	35	60.0	15	20		
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>60.0</b>	<b>15</b>	<b>20</b>		
MARRAKESH	RYANAIR UK LTD	S	84	0	1	0.0	24.7	43.5	10.6	12.9	7.1	0.0	0.0	0.0	0.0	1.2	17	81.1	16	90		
<b>TOTAL MARRAKESH</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>24.7</b>	<b>43.5</b>	<b>10.6</b>	<b>12.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>81.1</b>	<b>16</b>	<b>90</b>		
OUARZAZATE	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL OUARZAZATE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
RABAT	RYANAIR UK LTD	S	18	0	0	16.7	11.1	27.8	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	42.9	18	14		
<b>TOTAL RABAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>42.9</b>	<b>18</b>	<b>14</b>		
TANGIERS (IBN BATUTA)	RYANAIR UK LTD	S	18	0	0	0.0	16.7	38.9	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	35	2		
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>35</b>	<b>2</b>		
<b>TOTAL MOROCCO</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>23.0</b>	<b>39.0</b>	<b>13.9</b>	<b>12.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>76.4</b>	<b>14</b>	<b>161</b>		
<b>NETHERLANDS</b>																						
AMSTERDAM	EASYJET EUROPE	S	115	0	1	6.9	41.4	31.0	8.6	4.3	6.0	0.9	0.0	0.0	0.9	13	76.7	13	90			
AMSTERDAM	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	44	1			
<b>TOTAL AMSTERDAM</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>41.0</b>	<b>30.8</b>	<b>9.4</b>	<b>4.3</b>	<b>6.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>75.0</b>	<b>14</b>	<b>91</b>			
EINDHOVEN	RYANAIR	S	172	0	0	0.0	37.8	36.6	7.6	8.1	7.0	2.3	0.6	0.0	0.0	18	88.4	6	172			
<b>TOTAL EINDHOVEN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.8</b>	<b>36.6</b>	<b>7.6</b>	<b>8.1</b>	<b>7.0</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.4</b>	<b>6</b>	<b>172</b>			
MAASTRICHT	RYANAIR	S	16	0	0	0.0	37.5	31.3	6.3	0.0	25.0	0.0	0.0	0.0	0.0	24	100.0	1	2			
<b>TOTAL MAASTRICHT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>1</b>	<b>2</b>			
ROTTERDAM	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
<b>TOTAL ROTTERDAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL NETHERLANDS</b>			<b>305</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>38.9</b>	<b>34.3</b>	<b>8.2</b>	<b>6.2</b>	<b>7.5</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>83.8</b>	<b>9</b>	<b>265</b>		
<b>NORWAY</b>																						
BARDUFOSS	CORENDON DUTCH AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
<b>TOTAL BARDUFOSS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
BERGEN	WIDEROE FLYVESELSKAP A/S	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
<b>TOTAL BERGEN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LONGYEARBYEN (SVALBARD)	ICELANDAIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
<b>TOTAL LONGYEARBYEN (SVALBARD)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	RYANAIR UK LTD	S	82	0	0	3.7	41.5	25.6	14.6	8.5	3.7	2.4	0.0	0.0	0.0	0.0	15	91.5	5	118
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>41.5</b>	<b>25.6</b>	<b>14.6</b>	<b>8.5</b>	<b>3.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.5</b>	<b>5</b>	<b>118</b>
SANDEFJORD(TORP)	RYANAIR UK LTD	S	36	0	0	11.1	47.2	19.4	8.3	13.9	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	20
<b>TOTAL SANDEFJORD(TORP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>47.2</b>	<b>19.4</b>	<b>8.3</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>20</b>
<b>TOTAL NORWAY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>41.1</b>	<b>24.2</b>	<b>13.7</b>	<b>11.3</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.8</b>	<b>4</b>	<b>138</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	38	0	0	2.6	31.6	34.2	21.1	7.9	2.6	0.0	0.0	0.0	0.0	0.0	11	82.4	5	34
<b>TOTAL BYDGOSZCZ</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>31.6</b>	<b>34.2</b>	<b>21.1</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.4</b>	<b>5</b>	<b>34</b>
GDANSK	RYANAIR	S	122	0	0	8.2	36.1	27.0	13.9	10.7	4.1	0.0	0.0	0.0	0.0	0.0	13	94.9	4	98
<b>TOTAL GDANSK</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>36.1</b>	<b>27.0</b>	<b>13.9</b>	<b>10.7</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.9</b>	<b>4</b>	<b>98</b>
KATOWICE	RYANAIR	S	116	0	0	6.9	38.8	31.0	11.2	10.3	0.0	1.7	0.0	0.0	0.0	0.0	11	87.0	7	77
<b>TOTAL KATOWICE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>38.8</b>	<b>31.0</b>	<b>11.2</b>	<b>10.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.0</b>	<b>7</b>	<b>77</b>
KRAKOW	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
KRAKOW	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
KRAKOW	RYANAIR	S	170	0	0	6.5	35.3	34.7	10.0	11.8	1.2	0.6	0.0	0.0	0.0	0.0	11	90.0	5	170
KRAKOW	RYANAIR UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>36.0</b>	<b>34.3</b>	<b>9.7</b>	<b>12.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.0</b>	<b>5</b>	<b>170</b>
LODZ LUBLINEK	RYANAIR	S	46	0	0	2.2	39.1	32.6	6.5	8.7	8.7	0.0	2.2	0.0	0.0	0.0	20	83.3	10	36
LODZ LUBLINEK	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6
<b>TOTAL LODZ LUBLINEK</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>39.1</b>	<b>32.6</b>	<b>6.5</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.7</b>	<b>8</b>	<b>42</b>
LUBLIN (PORT LOTNICZY)	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
POZNAN	RYANAIR	S	78	0	0	5.1	25.6	25.6	17.9	12.8	12.8	0.0	0.0	0.0	0.0	0.0	22	96.3	2	80
<b>TOTAL POZNAN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>25.6</b>	<b>25.6</b>	<b>17.9</b>	<b>12.8</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>96.3</b>	<b>2</b>	<b>80</b>
RZESZOW	RYANAIR	S	60	0	0	1.7	46.7	31.7	1.7	10.0	8.3	0.0	0.0	0.0	0.0	0.0	13	90.0	4	50
RZESZOW	RYANAIR SUN	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
RZESZOW	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL RZESZOW</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.8</b>	<b>32.8</b>	<b>3.1</b>	<b>9.4</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>4</b>	<b>50</b>
SZCZECIN (GOLENOW)	RYANAIR	S	30	0	0	0.0	33.3	13.3	30.0	20.0	3.3	0.0	0.0	0.0	0.0	0.0	19	84.8	3	44
SZCZECIN (GOLENOW)	RYANAIR UK LTD	S	16	0	0	0.0	56.3	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0

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Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.3</b>	<b>21.7</b>	<b>19.6</b>	<b>15.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.8</b>	<b>3</b>	<b>44</b>	
SZYMANY (MAZURY)	RYANAIR	S	16	0	0	6.3	50.0	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	2	16	
SZYMANY (MAZURY)	RYANAIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	87	0.0	0	0	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	200	0	0	4.0	39.0	31.5	9.0	9.5	4.5	2.0	0.5	0.0	0.0	0.0	15	90.5	5	200	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>39.0</b>	<b>31.5</b>	<b>9.0</b>	<b>9.5</b>	<b>4.5</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.5</b>	<b>5</b>	<b>200</b>	
WROCLAW	RYANAIR	S	104	0	0	6.7	38.5	36.5	8.7	6.7	2.9	0.0	0.0	0.0	0.0	0.0	10	94.2	3	104	
<b>TOTAL WROCLAW</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>38.5</b>	<b>36.5</b>	<b>8.7</b>	<b>6.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.2</b>	<b>3</b>	<b>104</b>	
<b>TOTAL POLAND</b>			<b>1008</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>37.2</b>	<b>31.3</b>	<b>11.0</b>	<b>10.2</b>	<b>4.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.7</b>	<b>4</b>	<b>915</b>	
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																					
AZORES PONTA DELGADA	RYANAIR	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	41	8	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>41</b>	<b>8</b>	
FARO	JET2.COM LTD	S	22	0	0	4.5	9.1	50.0	13.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	13	88.5	6	26	
FARO	RYANAIR	S	113	0	0	4.4	24.8	25.7	15.9	15.0	12.4	0.9	0.9	0.0	0.0	0.0	26	85.4	8	96	
<b>TOTAL FARO</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>22.2</b>	<b>29.6</b>	<b>15.6</b>	<b>16.3</b>	<b>10.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>86.1</b>	<b>7</b>	<b>122</b>	
LISBON	RYANAIR	S	211	0	1	0.9	19.8	36.3	13.2	17.9	11.3	0.0	0.0	0.0	0.0	0.5	22	90.0	7	229	
LISBON	RYANAIR UK LTD	S	6	0	0	0.0	33.3	50.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL LISBON</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>20.2</b>	<b>36.7</b>	<b>12.8</b>	<b>17.4</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>90.0</b>	<b>7</b>	<b>229</b>	
OPORTO (PORTUGAL)	RYANAIR	S	176	0	0	6.3	30.7	33.5	7.4	11.9	8.0	1.7	0.6	0.0	0.0	0.0	19	94.6	3	186	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>30.7</b>	<b>33.5</b>	<b>7.4</b>	<b>11.9</b>	<b>8.0</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>94.6</b>	<b>3</b>	<b>186</b>	
<b>TOTAL PORTUGAL</b>			<b>530</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>24.1</b>	<b>33.7</b>	<b>12.1</b>	<b>15.3</b>	<b>10.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>90.5</b>	<b>6</b>	<b>545</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	18	0	0	5.6	16.7	50.0	0.0	16.7	5.6	0.0	5.6	0.0	0.0	0.0	28	82.4	5	16	
FUNCHAL	RYANAIR	S	56	0	0	7.1	23.2	32.1	8.9	17.9	8.9	1.8	0.0	0.0	0.0	0.0	22	33.3	105	6	
<b>TOTAL FUNCHAL</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>21.6</b>	<b>36.5</b>	<b>6.8</b>	<b>17.6</b>	<b>8.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.6</b>	<b>32</b>	<b>22</b>	
<b>TOTAL PORTUGAL</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>21.6</b>	<b>36.5</b>	<b>6.8</b>	<b>17.6</b>	<b>8.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.6</b>	<b>32</b>	<b>22</b>	
<b>REPUBLIC OF MOLDOVA</b>																					
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	32	0	8	0.0	17.5	40.0	2.5	2.5	12.5	0.0	0.0	5.0	0.0	20.0	45	50.0	35	4	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>32</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>17.5</b>	<b>40.0</b>	<b>2.5</b>	<b>2.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>20.0</b>	<b>45</b>	<b>50.0</b>	<b>35</b>	<b>4</b>	
<b>TOTAL REPUBLIC OF</b>			<b>32</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>17.5</b>	<b>40.0</b>	<b>2.5</b>	<b>2.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>20.0</b>	<b>45</b>	<b>50.0</b>	<b>35</b>	<b>4</b>	
<b>REPUBLIC OF</b>																					
PODGORICA	RYANAIR UK LTD	S	32	0	0	0.0	43.8	21.9	9.4	18.8	3.1	0.0	3.1	0.0	0.0	0.0	22	81.8	8	22	
<b>TOTAL PODGORICA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>21.9</b>	<b>9.4</b>	<b>18.8</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.8</b>	<b>8</b>	<b>22</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>21.9</b>	<b>9.4</b>	<b>18.8</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.8</b>	<b>8</b>	<b>22</b>
BUCHAREST (OTOPENI)	RYANAIR	S	205	0	0	2.0	31.7	33.2	14.1	10.7	7.3	0.5	0.0	0.5	0.0	0.0	20	82.1	8	134
BUCHAREST (OTOPENI)	RYANAIR UK LTD	S	8	0	0	0.0	12.5	37.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	53	100.0	0	2
BUCHAREST (OTOPENI)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>31.0</b>	<b>33.3</b>	<b>13.6</b>	<b>10.3</b>	<b>8.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.5</b>	<b>8</b>	<b>137</b>
CLUJ NAPOCA	RYANAIR	S	28	0	0	0.0	32.1	46.4	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	8	86.7	6	30
<b>TOTAL CLUJ NAPOCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>46.4</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.7</b>	<b>6</b>	<b>30</b>
ORADEA	RYANAIR	S	14	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	18
<b>TOTAL ORADEA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
<b>TOTAL ROMANIA</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>31.0</b>	<b>35.3</b>	<b>14.9</b>	<b>9.0</b>	<b>7.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>84.9</b>	<b>7</b>	<b>185</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	60	0	0	1.7	51.7	30.0	5.0	10.0	1.7	0.0	0.0	0.0	0.0	0.0	8	95.0	3	60
<b>TOTAL BRATISLAVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>51.7</b>	<b>30.0</b>	<b>5.0</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.0</b>	<b>3</b>	<b>60</b>
KOSICE	RYANAIR	S	40	0	0	0.0	35.0	47.5	15.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	9	28
KOSICE	RYANAIR UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	6	2
<b>TOTAL KOSICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>47.6</b>	<b>14.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.7</b>	<b>9</b>	<b>30</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>45.1</b>	<b>37.3</b>	<b>8.8</b>	<b>6.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>5</b>	<b>90</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	32	0	0	0.0	15.6	43.8	28.1	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	86.7	7	30
ALICANTE	RYANAIR	S	141	0	0	2.8	30.5	27.7	9.9	16.3	11.3	0.7	0.7	0.0	0.0	0.0	23	87.4	6	111
ALICANTE	RYANAIR UK LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>28.0</b>	<b>30.3</b>	<b>13.1</b>	<b>16.0</b>	<b>9.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>87.2</b>	<b>6</b>	<b>141</b>
ALMERIA	RYANAIR	S	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	100.0	0	2
<b>TOTAL ALMERIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
ASTURIAS	RYANAIR	S	26	0	0	0.0	38.5	30.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>30.8</b>	<b>7.7</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARCELONA	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
BARCELONA	RYANAIR	S	228	0	0	5.3	21.9	28.9	12.7	17.1	9.6	3.5	0.9	0.0	0.0	0.0	27	90.7	4	194
BARCELONA	RYANAIR UK LTD	S	12	0	0	0.0	58.3	25.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	16	100.0	1	8
<b>TOTAL BARCELONA</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>23.7</b>	<b>29.0</b>	<b>12.0</b>	<b>16.6</b>	<b>9.1</b>	<b>3.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>91.1</b>	<b>4</b>	<b>202</b>
CASTELLON COSTA AZAHAR	RYANAIR	S	22	0	0	0.0	36.4	31.8	18.2	4.5	4.5	4.5	0.0	0.0	0.0	0.0	16	77.8	6	18
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>31.8</b>	<b>18.2</b>	<b>4.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.8</b>	<b>6</b>	<b>18</b>
GIRONA	RYANAIR	S	32	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	81.8	7	22
<b>TOTAL GIRONA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>7</b>	<b>22</b>
IBIZA	RYANAIR	S	23	0	0	0.0	21.7	30.4	8.7	17.4	21.7	0.0	0.0	0.0	0.0	0.0	24	45.0	56	18



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
<b>TOTAL IBIZA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>30.4</b>	<b>8.7</b>	<b>17.4</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>45.0</b>	<b>56</b>	<b>18</b>		
JEREZ	RYANAIR	S	6	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	18	100.0	0	4			
<b>TOTAL JEREZ</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>0</b>	<b>4</b>			
MADRID	RYANAIR	S	224	0	1	4.0	30.2	29.3	15.1	13.3	4.0	2.7	0.4	0.4	21	88.0	7	208			
MADRID	RYANAIR UK LTD	S	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
<b>TOTAL MADRID</b>			<b>234</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>30.6</b>	<b>29.4</b>	<b>15.3</b>	<b>13.2</b>	<b>3.8</b>	<b>2.6</b>	<b>0.4</b>	<b>0.4</b>	<b>20</b>	<b>88.0</b>	<b>7</b>	<b>208</b>			
MAHON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	22	4			
<b>TOTAL MAHON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>22</b>	<b>4</b>			
MALAGA	JET2.COM LTD	S	24	0	0	0.0	12.5	37.5	20.8	12.5	0.0	16.7	0.0	0.0	35	96.2	3	26			
MALAGA	RYANAIR	S	144	0	0	2.8	24.3	35.4	14.6	10.4	9.0	2.8	0.7	0.0	23	85.7	7	104			
MALAGA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8			
<b>TOTAL MALAGA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>22.6</b>	<b>35.7</b>	<b>15.5</b>	<b>10.7</b>	<b>7.7</b>	<b>4.8</b>	<b>0.6</b>	<b>0.0</b>	<b>24</b>	<b>88.5</b>	<b>6</b>	<b>138</b>			
MURCIA INTERNATIONAL	RYANAIR	S	16	0	1	0.0	23.5	47.1	0.0	17.6	5.9	0.0	0.0	0.0	17	85.7	4	14			
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>23.5</b>	<b>47.1</b>	<b>0.0</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.7</b>	<b>4</b>	<b>14</b>			
PALMA DE MALLORCA	JET2.COM LTD	S	20	0	0	5.0	5.0	50.0	25.0	15.0	0.0	0.0	0.0	0.0	15	100.0	1	18			
PALMA DE MALLORCA	RYANAIR	S	84	0	0	2.4	11.9	34.5	19.0	21.4	8.3	1.2	1.2	0.0	27	77.8	11	62			
<b>TOTAL PALMA DE MALLORCA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>10.6</b>	<b>37.5</b>	<b>20.2</b>	<b>20.2</b>	<b>6.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>25</b>	<b>82.7</b>	<b>9</b>	<b>80</b>			
REUS	RYANAIR	S	8	0	0	12.5	37.5	12.5	0.0	25.0	12.5	0.0	0.0	0.0	22	100.0	6	4			
REUS	RYANAIR UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>6</b>	<b>4</b>			
SANTANDER	RYANAIR	S	48	0	0	4.2	33.3	27.1	10.4	22.9	2.1	0.0	0.0	0.0	16	87.0	9	46			
<b>TOTAL SANTANDER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>27.1</b>	<b>10.4</b>	<b>22.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.0</b>	<b>9</b>	<b>46</b>			
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	46	0	0	2.2	26.1	34.8	17.4	10.9	6.5	2.2	0.0	0.0	18	90.9	7	44			
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>26.1</b>	<b>34.8</b>	<b>17.4</b>	<b>10.9</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>90.9</b>	<b>7</b>	<b>44</b>			
SEVILLE	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
SEVILLE	RYANAIR	S	71	0	1	0.0	15.3	30.6	16.7	25.0	8.3	2.8	0.0	0.0	28	92.4	3	66			
SEVILLE	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8			
<b>TOTAL SEVILLE</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.3</b>	<b>30.6</b>	<b>16.7</b>	<b>25.0</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>93.4</b>	<b>3</b>	<b>76</b>			
VALENCIA	RYANAIR	S	96	0	0	3.1	18.8	27.1	24.0	18.8	8.3	0.0	0.0	0.0	23	91.9	5	86			
VALENCIA	RYANAIR UK LTD	S	8	0	0	0.0	25.0	25.0	25.0	0.0	0.0	12.5	12.5	0.0	54	0.0	0	0			
<b>TOTAL VALENCIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>19.2</b>	<b>26.9</b>	<b>24.0</b>	<b>17.3</b>	<b>7.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>25</b>	<b>91.9</b>	<b>5</b>	<b>86</b>			
VIGO	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
<b>TOTAL VIGO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
ZARAGOZA	RYANAIR	S	40	0	0	2.5	25.0	37.5	17.5	12.5	5.0	0.0	0.0	0.0	15	91.3	3	46			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early													
<b>TOTAL ZARAGOZA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>25.0</b>	<b>37.5</b>	<b>17.5</b>	<b>12.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.3</b>	<b>3</b>	<b>46</b>
<b>TOTAL SPAIN</b>			<b>1374</b>	<b>0</b>	<b>3</b>	<b>2.9</b>	<b>24.5</b>	<b>31.8</b>	<b>15.0</b>	<b>15.5</b>	<b>7.3</b>	<b>2.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>87.8</b>	<b>7</b>	<b>1153</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	62	0	0	4.8	21.0	46.8	9.7	12.9	4.8	0.0	0.0	0.0	0.0	0.0	14	95.2	5	62
ARRECIFE	RYANAIR	S	62	0	4	7.6	34.8	27.3	6.1	13.6	4.5	0.0	0.0	0.0	0.0	6.1	12	92.5	3	80
<b>TOTAL ARRECIFE</b>			<b>124</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>28.1</b>	<b>36.7</b>	<b>7.8</b>	<b>13.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>13</b>	<b>93.7</b>	<b>4</b>	<b>142</b>
FUERTEVENTURA	JET2.COM LTD	S	36	0	0	11.1	22.2	38.9	0.0	22.2	2.8	2.8	0.0	0.0	0.0	0.0	19	100.0	1	34
FUERTEVENTURA	RYANAIR	S	60	0	0	6.7	31.7	23.3	10.0	21.7	6.7	0.0	0.0	0.0	0.0	0.0	18	93.2	3	44
FUERTEVENTURA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2
<b>TOTAL FUERTEVENTURA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>28.1</b>	<b>29.2</b>	<b>6.3</b>	<b>21.9</b>	<b>5.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>95.0</b>	<b>3</b>	<b>80</b>
LAS PALMAS	JET2.COM LTD	S	35	0	1	2.8	19.4	33.3	8.3	22.2	8.3	0.0	2.8	0.0	0.0	2.8	28	97.2	2	36
LAS PALMAS	RYANAIR	S	52	0	1	5.7	20.8	32.1	20.8	17.0	0.0	0.0	1.9	0.0	0.0	1.9	19	95.7	2	46
LAS PALMAS	RYANAIR UK LTD	S	8	0	0	0.0	37.5	12.5	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	11.1	16.7	55.6	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	15	75.0	9	16
<b>TOTAL LAS PALMAS</b>			<b>113</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>20.9</b>	<b>34.8</b>	<b>12.2</b>	<b>17.4</b>	<b>6.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>22</b>	<b>92.9</b>	<b>3</b>	<b>98</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	100	0	0	8.0	26.0	40.0	13.0	8.0	4.0	1.0	0.0	0.0	0.0	0.0	13	91.2	5	102
TENERIFE (SURREINA SOFIA)	RYANAIR	S	134	0	1	5.2	32.6	27.4	15.6	10.4	7.4	0.7	0.0	0.0	0.7	17	97.4	3	116	
TENERIFE (SURREINA SOFIA)	RYANAIR UK LTD	S	0	0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	33.3	11.1	16.7	0.0	5.6	0.0	0.0	0.0	0.0	19	72.2	23	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>252</b>	<b>0</b>	<b>9</b>	<b>5.7</b>	<b>29.1</b>	<b>31.8</b>	<b>13.8</b>	<b>9.6</b>	<b>5.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>15</b>	<b>92.8</b>	<b>5</b>	<b>236</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>585</b>	<b>0</b>	<b>15</b>	<b>6.2</b>	<b>27.2</b>	<b>33.0</b>	<b>11.0</b>	<b>13.8</b>	<b>5.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>17</b>	<b>93.3</b>	<b>4</b>	<b>556</b>
GOTEBORG (LANDVETTER)	RYANAIR	S	64	0	0	3.1	31.3	35.9	12.5	10.9	4.7	1.6	0.0	0.0	0.0	0.0	15	79.2	9	48
GOTEBORG (LANDVETTER)	RYANAIR UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>30.3</b>	<b>37.9</b>	<b>12.1</b>	<b>10.6</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.2</b>	<b>9</b>	<b>48</b>
OREBRO	RYANAIR	S	18	0	0	11.1	50.0	11.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2
<b>TOTAL OREBRO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
STOCKHOLM (ARLANDA)	RYANAIR	S	116	0	0	2.6	22.4	29.3	18.1	16.4	7.8	2.6	0.9	0.0	0.0	0.0	26	66.1	12	62
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>22.4</b>	<b>29.3</b>	<b>18.1</b>	<b>16.4</b>	<b>7.8</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.1</b>	<b>12</b>	<b>62</b>
VASTERAS	RYANAIR	S	24	0	0	0.0	37.5	20.8	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	18	87.5	6	32
<b>TOTAL VASTERAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>20.8</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>6</b>	<b>32</b>
VAXJO	RYANAIR	S	18	0	0	27.8	44.4	11.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	60.0	6	4
<b>TOTAL VAXJO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.0</b>	<b>6</b>	<b>4</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL SWEDEN</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>29.8</b>	<b>28.1</b>	<b>16.1</b>	<b>12.4</b>	<b>6.6</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.2</b>	<b>9</b>	<b>148</b>	
<b>SWITZERLAND</b>																					
GENEVA	JET2.COM LTD	S	60	0	0	3.3	28.3	41.7	13.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	14	78.6	13	42	
<b>TOTAL GENEVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>28.3</b>	<b>41.7</b>	<b>13.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.6</b>	<b>13</b>	<b>42</b>	
ZURICH	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	1	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL SWITZERLAND</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>27.9</b>	<b>41.0</b>	<b>14.8</b>	<b>9.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.1</b>	<b>13</b>	<b>43</b>	
<b>TUNISIA</b>																					
TUNIS	TUNISAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	2	
<b>TOTAL TUNIS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>2</b>	
<b>TOTAL TUNISIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>2</b>	
<b>TURKEY</b>																					
ANKARA (ESENBOGA)	PEGASUS AIRLINES	S	25	0	0	0.0	36.0	48.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	56.3	14	16	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.0</b>	<b>48.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>56.3</b>	<b>14</b>	<b>16</b>	
ANTALYA	JET2.COM LTD	S	40	0	0	0.0	5.0	55.0	22.5	15.0	0.0	0.0	2.5	0.0	0.0	0.0	22	76.3	11	38	
ANTALYA	PEGASUS AIRLINES	S	34	0	0	14.7	44.1	38.2	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	9	18	
ANTALYA	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	10	
<b>TOTAL ANTALYA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>23.0</b>	<b>47.3</b>	<b>12.2</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.8</b>	<b>10</b>	<b>66</b>	
DALAMAN	JET2.COM LTD	S	12	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	4	
DALAMAN	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1	
<b>TOTAL DALAMAN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>42.9</b>	<b>21</b>	<b>7</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	229	0	0	2.6	24.0	50.7	17.5	4.8	0.4	0.0	0.0	0.0	0.0	0.0	9	78.6	11	208	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	130	0	0	3.8	32.3	39.2	10.8	9.2	4.6	0.0	0.0	0.0	0.0	0.0	13	73.0	13	120	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>359</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>27.0</b>	<b>46.5</b>	<b>15.0</b>	<b>6.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.6</b>	<b>12</b>	<b>328</b>	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	62	0	0	11.3	38.7	32.3	8.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	91.3	5	46	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>38.7</b>	<b>32.3</b>	<b>8.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.3</b>	<b>5</b>	<b>46</b>	
<b>TOTAL TURKEY</b>			<b>532</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>28.0</b>	<b>45.5</b>	<b>13.9</b>	<b>6.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.5</b>	<b>11</b>	<b>463</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL ASHKHABAD</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKMENISTAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	11.3	9.7	37.1	29.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>9.7</b>	<b>37.1</b>	<b>29.0</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>9.7</b>	<b>37.1</b>	<b>29.0</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ABERDEEN</b>	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	196	0	0	8.2	44.4	26.0	7.1	6.6	4.1	2.6	1.0	0.0	0.0	0.0	15	88.4	6	196
<b>BELFAST INTERNATIONAL</b>	RYANAIR UK LTD	S	18	0	0	0.0	33.3	33.3	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>43.5</b>	<b>26.6</b>	<b>7.9</b>	<b>7.0</b>	<b>4.2</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.4</b>	<b>6</b>	<b>196</b>
<b>CITY OF DERRY (EGLINTON)</b>	LOGANAIR LTD	S	118	0	0	9.3	62.7	17.8	4.2	4.2	0.0	1.7	0.0	0.0	0.0	0.0	6	87.1	9	116
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>62.7</b>	<b>17.8</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>9</b>	<b>116</b>
<b>EDINBURGH</b>	EASYJET UK LTD	S	206	0	0	15.5	42.7	14.6	11.7	8.3	6.3	0.0	1.0	0.0	0.0	0.0	14	88.7	6	124
<b>EDINBURGH</b>	RYANAIR UK LTD	S	129	0	1	0.0	29.2	33.1	14.6	13.1	6.2	3.1	0.0	0.0	0.0	0.8	20	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>335</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>37.5</b>	<b>21.7</b>	<b>12.8</b>	<b>10.1</b>	<b>6.3</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>87.3</b>	<b>6</b>	<b>124</b>
<b>GLASGOW</b>	EASYJET UK LTD	S	118	0	0	10.2	39.0	26.3	10.2	7.6	4.2	1.7	0.8	0.0	0.0	0.0	14	92.1	5	126
<b>GLASGOW</b>	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>38.7</b>	<b>26.1</b>	<b>10.1</b>	<b>8.4</b>	<b>4.2</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.1</b>	<b>5</b>	<b>126</b>
<b>NEWQUAY</b>	RYANAIR UK LTD	S	6	0	0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>793</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>43.2</b>	<b>23.0</b>	<b>9.8</b>	<b>8.2</b>	<b>4.4</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>14</b>	<b>88.7</b>	<b>6</b>	<b>562</b>
<b>TOTAL STANSTED</b>			<b>12493</b>	<b>0</b>	<b>83</b>	<b>4.0</b>	<b>30.7</b>	<b>32.1</b>	<b>13.2</b>	<b>11.3</b>	<b>6.1</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>87.0</b>	<b>7</b>	<b>10758</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2023

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2022				
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	116	0	0	0.9	39.7	42.2	8.6	3.4	1.7	3.4	0.0	0.0	0.0	0.0	12	83.3	7	24	
<b>TOTAL AMSTERDAM</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>39.7</b>	<b>42.2</b>	<b>8.6</b>	<b>3.4</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>24</b>	
<b>TOTAL NETHERLANDS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>39.7</b>	<b>42.2</b>	<b>8.6</b>	<b>3.4</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>24</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	50.0	10	2	
<b>TOTAL FARO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>50.0</b>	<b>10</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>50.0</b>	<b>10</b>	<b>2</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	16	0	0	6.3	12.5	25.0	12.5	6.3	37.5	0.0	0.0	0.0	0.0	0.0	40	100.0	1	16	
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
PALMA DE MALLORCA	RYANAIR	S	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	2	
<b>TOTAL PALMA DE MALLORCA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL SPAIN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>30.0</b>	<b>15.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	81	0	1	6.1	62.2	19.5	1.2	3.7	2.4	3.7	0.0	0.0	0.0	1.2	10	76.6	18	94	
<b>TOTAL ABERDEEN</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>62.2</b>	<b>19.5</b>	<b>1.2</b>	<b>3.7</b>	<b>2.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>76.6</b>	<b>18</b>	<b>94</b>	
BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	27	0	1	17.9	50.0	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	3.6	4	93.8	4	32	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>17.9</b>	<b>50.0</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>4</b>	<b>93.8</b>	<b>4</b>	<b>32</b>	
BIGGIN HILL	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
BIGGIN HILL	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>2</b>	
BIRMINGHAM	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>	
CARDIFF WALES	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DONCASTER SHEFFIELD	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
FARNBOROUGH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1	
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>102</b>	<b>1</b>	
GATWICK	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
HEATHROW	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.1	10	56	

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2022			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.1</b>	<b>10</b>	<b>56</b>
NEWQUAY	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL NEWQUAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
STANSTED	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	2
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>58.9</b>	<b>20.5</b>	<b>0.9</b>	<b>4.5</b>	<b>1.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>8</b>	<b>83.9</b>	<b>14</b>	<b>192</b>
<b>TOTAL TEESSIDE</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>45.6</b>	<b>31.2</b>	<b>6.0</b>	<b>4.8</b>	<b>4.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>84.7</b>	<b>12</b>	<b>236</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: A																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								than 15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late							
A CORUNA																							
	GATWICK	VUELING AIRLINES	S	A	18	0	0	16.7	16.7	27.8	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	GATWICK	VUELING AIRLINES	S	D	18	0	0	0.0	27.8	44.4	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL A CORUNA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>22.2</b>	<b>36.1</b>	<b>8.3</b>	<b>19.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AALBORG																							
	STANSTED	RYANAIR	S	A	10	0	0	0.0	30.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	18	88.9	5	9	
	STANSTED	RYANAIR	S	D	10	0	0	0.0	40.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	13	88.9	4	9	
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
<b>TOTAL AALBORG</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>35.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.3</b>	<b>3</b>	<b>26</b>	
AARHUS (TIRSTRUP)																							
	STANSTED	RYANAIR	S	A	26	0	0	7.7	42.3	19.2	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	13	75.0	20	20	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	30.8	26.9	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	14	85.0	7	20	
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>36.5</b>	<b>23.1</b>	<b>25.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.6</b>	<b>12</b>	<b>46</b>	
ABERDEEN																							
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	22	0	1	4.3	34.8	30.4	13.0	4.3	0.0	8.7	0.0	0.0	0.0	4.3	19	78.3	12	23	
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	23	0	0	0.0	30.4	39.1	8.7	8.7	0.0	8.7	4.3	0.0	0.0	0.0	29	78.3	11	23	
	BIRMINGHAM	LOGANAIR LTD	S	A	75	0	6	7.4	28.4	21.0	8.6	8.6	9.9	4.9	3.7	0.0	0.0	7.4	34	85.5	6	61	
	BIRMINGHAM	LOGANAIR LTD	S	D	76	0	5	0.0	16.0	32.1	11.1	9.9	9.9	9.9	4.9	0.0	0.0	6.2	47	75.8	17	61	
	BRISTOL	LOGANAIR LTD	S	A	26	0	1	22.2	29.6	14.8	7.4	14.8	3.7	3.7	0.0	0.0	0.0	3.7	17	69.6	18	22	
	BRISTOL	LOGANAIR LTD	S	D	26	0	1	0.0	33.3	22.2	18.5	7.4	7.4	7.4	0.0	0.0	0.0	3.7	24	69.6	17	22	
	GLASGOW	LOGANAIR LTD	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	113	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	61	0	1	16.1	48.4	21.0	1.6	8.1	1.6	1.6	0.0	0.0	0.0	1.6	9	94.3	7	35	
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	45.2	19.4	14.5	14.5	4.8	1.6	0.0	0.0	0.0	0.0	17	83.3	8	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	16	9.2	30.6	17.3	13.8	13.3	6.1	0.5	1.0	0.0	0.0	8.2	20	82.3	10	159	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	179	0	15	0.0	11.9	32.5	18.6	23.2	5.2	1.0	0.0	0.0	0.0	7.7	24	70.7	15	159	
	LUTON	EASYJET UK LTD	S	A	26	0	1	7.4	18.5	40.7	11.1	7.4	7.4	3.7	0.0	0.0	0.0	3.7	20	81.5	6	26	
	LUTON	EASYJET UK LTD	S	D	27	0	0	0.0	40.7	33.3	14.8	0.0	7.4	3.7	0.0	0.0	0.0	0.0	17	77.8	6	26	
	STANSTED	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	30 m to 45 m early	45 m to 60 m early	60 m to 75 m early	75 m to 90 m early	90 m to 105 m early	105 m to 120 m early	120 m to 135 m early	135 m to 150 m early	150 m to 165 m early	165 m to 180 m early	180 m to 200 m early	200 m to 220 m early	220 m to 240 m early	240 m to 260 m early
		MANCHESTER	LOGANAIR LTD	S	A	77	0	1	11.5	46.2	17.9	7.7	6.4	1.3	6.4	1.3	0.0	0.0	1.3	20	87.2	9	78								
		MANCHESTER	LOGANAIR LTD	S	D	77	0	1	0.0	25.6	46.2	5.1	10.3	2.6	7.7	1.3	0.0	0.0	1.3	24	76.3	21	76								
		NEWCASTLE	EASTERN AIRWAYS	S	A	22	0	7	3.4	31.0	27.6	6.9	3.4	0.0	0.0	3.4	0.0	0.0	24.1	17	85.2	16	26								
		NEWCASTLE	EASTERN AIRWAYS	S	D	22	0	10	0.0	43.8	12.5	9.4	0.0	0.0	0.0	3.1	0.0	0.0	31.3	16	85.2	10	27								
		NEWCASTLE	LOGANAIR LTD	S	A	10	0	0	0.0	50.0	20.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	30	0.0	0	0								
		NEWCASTLE	LOGANAIR LTD	S	D	10	0	0	0.0	50.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0								
		SOUTHAMPTON	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0								
		TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	A	40	0	1	12.2	61.0	7.3	2.4	4.9	4.9	4.9	0.0	0.0	0.0	2.4	15	68.1	26	47								
		TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	D	41	0	0	0.0	63.4	31.7	0.0	2.4	0.0	2.4	0.0	0.0	0.0	0.0	5	85.1	11	47								
<b>TOTAL ABERDEEN</b>						<b>1085</b>	<b>0</b>	<b>69</b>	<b>5.0</b>	<b>31.6</b>	<b>25.6</b>	<b>10.8</b>	<b>11.2</b>	<b>4.9</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>22</b>	<b>79.3</b>	<b>13</b>	<b>960</b>								
ABU DHABI - BATEEN																															
		GATWICK	FAI FLIGHT-AMBULANCE SERVICE	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0								
<b>TOTAL ABU DHABI - BATEEN</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>0.0</b>	<b>0</b>	<b>0</b>								
ABU DHABI INTERNATIONAL																															
		HEATHROW	ETIHAD AIRWAYS	S	A	124	0	0	27.4	24.2	34.7	7.3	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	78.9	9	93								
		HEATHROW	ETIHAD AIRWAYS	S	D	124	0	0	0.0	40.3	45.2	10.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	7	40.4	30	92								
		MANCHESTER	ETIHAD AIRWAYS	S	A	31	0	0	35.5	41.9	16.1	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	78.8	7	31								
		MANCHESTER	ETIHAD AIRWAYS	S	D	31	0	0	0.0	32.3	45.2	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	12.1	44	31								
<b>TOTAL ABU DHABI INTERNATIONAL</b>						<b>310</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>33.2</b>	<b>38.1</b>	<b>8.4</b>	<b>4.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>56.1</b>	<b>21</b>	<b>247</b>								
ABUJA																															
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	19.4	35.5	12.9	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	80.6	10	31								
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	54.8	16.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	16	29.0	36	31								
<b>TOTAL ABUJA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>16.1</b>	<b>45.2</b>	<b>14.5</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>54.8</b>	<b>23</b>	<b>62</b>								
ACCRA																															
		GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0								
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	38.7	38.7	6.5	0.0	3.2	3.2	0.0	0.0	0.0	0.0	10	19.4	51	31								
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	3.2	35.5	29.0	29.0	3.2	0.0	0.0	0.0	0.0	45	3.2	57	31								
<b>TOTAL ACCRA</b>						<b>62</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>19.0</b>	<b>20.6</b>	<b>20.6</b>	<b>14.3</b>	<b>15.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>27</b>	<b>11.3</b>	<b>54</b>	<b>62</b>							
ADDIS ABABA																															
		HEATHROW	ETHIOPIAN AIRLINES	S	A	31	0	0	3.2	35.5	35.5	9.7	16.1	0.0	0.0	0.0	0.0	0.0	0.0	13	93.5	6	31								



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: A																			MAR 2022		
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	31	0	0	0.0	19.4	61.3	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	96.8	4	31	
	MANCHESTER	ETHIOPIAN AIRLINES	S	A	17	0	0	0.0	0.0	23.5	23.5	41.2	11.8	0.0	0.0	0.0	0.0	0.0	35	64.3	18	14	
	MANCHESTER	ETHIOPIAN AIRLINES	S	D	17	0	0	11.8	52.9	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	15	14	
<b>TOTAL ADDIS ABABA</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>27.1</b>	<b>40.6</b>	<b>13.5</b>	<b>13.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.7</b>	<b>9</b>	<b>90</b>	
AGADIR (AL MASSIRA)																							
	BELFAST CITY (GEORGE BEST)	AIR X CHARTER	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	AIR X CHARTER	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	100	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	74	0.0	34	2	
	GLASGOW	EASYJET UK LTD	S	A	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	28	0	1	24.1	20.7	24.1	17.2	3.4	3.4	3.4	0.0	0.0	0.0	3.4	17	66.7	7	3	
	GATWICK	EASYJET UK LTD	S	D	28	0	0	0.0	21.4	50.0	21.4	0.0	0.0	3.6	0.0	3.6	0.0	0.0	39	66.7	19	3	
	GATWICK	TUI AIRWAYS LTD	S	A	8	0	0	12.5	12.5	12.5	12.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	58	100.0	4	8	
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	44	66.7	15	9	
	GATWICK	WIZZ AIR UK LTD	S	A	11	0	0	0.0	9.1	9.1	18.2	45.5	18.2	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	GATWICK	WIZZ AIR UK LTD	S	D	11	0	0	0.0	0.0	36.4	27.3	27.3	9.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	8	0	0	25.0	37.5	25.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	29	100.0	0	2	
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	26	50.0	15	2	
	STANSTED	RYANAIR UK LTD	S	A	14	0	0	7.1	35.7	21.4	0.0	14.3	21.4	0.0	0.0	0.0	0.0	0.0	25	86.7	6	15	
	STANSTED	RYANAIR UK LTD	S	D	14	0	0	0.0	50.0	35.7	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	9	92.9	5	14	
	MANCHESTER	EASYJET UK LTD	S	A	10	0	0	40.0	20.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	MANCHESTER	RYANAIR UK LTD	S	A	12	0	0	0.0	0.0	25.0	41.7	25.0	0.0	0.0	8.3	0.0	0.0	0.0	43	50.0	20	13	
	MANCHESTER	RYANAIR UK LTD	S	D	12	0	0	0.0	16.7	58.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	13	14	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	20	8	
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	33.3	38	9	
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>226</b>	<b>0</b>	<b>1</b>	<b>7.0</b>	<b>21.1</b>	<b>32.6</b>	<b>17.6</b>	<b>10.6</b>	<b>4.8</b>	<b>3.5</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>27</b>	<b>69.9</b>	<b>14</b>	<b>102</b>	
AHMEDABAD																							
	GATWICK	AIR INDIA	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	114	0.0	0	0	
	GATWICK	AIR INDIA	S	D	3	0	0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	103	0.0	0	0	
	HEATHROW	AIR INDIA	S	A	14	0	0	50.0	35.7	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	66.7	23	9	
	HEATHROW	AIR INDIA	S	D	14	0	0	0.0	35.7	50.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	33.3	33	9	
<b>TOTAL AHMEDABAD</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>30.3</b>	<b>27.3</b>	<b>3.0</b>	<b>3.0</b>	<b>9.1</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>28</b>	<b>18</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S		Origin/Destinations: A			NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAR 2022		
			A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
ALDERNEY																										
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	53	0	9	1.6	59.7	16.1	1.6	3.2	1.6	1.6	0.0	0.0	0.0	14.5	8	75.4	13	57				
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	56	0	8	0.0	46.9	23.4	6.3	4.7	1.6	3.1	1.6	0.0	0.0	12.5	16	75.8	13	58				
<b>TOTAL ALDERNEY</b>					<b>109</b>	<b>0</b>	<b>17</b>	<b>0.8</b>	<b>53.2</b>	<b>19.8</b>	<b>4.0</b>	<b>4.0</b>	<b>1.6</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13.5</b>	<b>12</b>	<b>75.6</b>	<b>13</b>	<b>115</b>				
ALGHERO (FERTILIA)																										
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	70	100.0	13	1				
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	1				
<b>TOTAL ALGHERO (FERTILIA)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>100.0</b>	<b>7</b>	<b>2</b>				
ALGIERS																										
	HEATHROW	AIR ALGERIE	S	A	21	0	0	0.0	9.5	28.6	9.5	28.6	23.8	0.0	0.0	0.0	0.0	0.0	38	77.8	7	9				
	HEATHROW	AIR ALGERIE	S	D	21	0	0	4.8	9.5	19.0	14.3	33.3	14.3	4.8	0.0	0.0	0.0	0.0	40	22.2	42	9				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	0.0	4.3	8.7	8.7	21.7	34.8	17.4	4.3	0.0	0.0	0.0	82	10.0	79	9				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	0.0	17.4	26.1	21.7	21.7	13.0	0.0	0.0	0.0	0.0	52	11.1	46	9				
<b>TOTAL ALGIERS</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>5.7</b>	<b>18.2</b>	<b>14.8</b>	<b>26.1</b>	<b>23.9</b>	<b>9.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>29.7</b>	<b>44</b>	<b>36</b>				
ALICANTE																										
	ABERDEEN	RYANAIR	S	A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9				
	ABERDEEN	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	21	9				
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	19	0	0	10.5	15.8	21.1	5.3	21.1	15.8	0.0	10.5	0.0	0.0	0.0	49	95.2	2	21				
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	19	0	0	0.0	21.1	47.4	5.3	5.3	10.5	0.0	5.3	5.3	0.0	0.0	54	100.0	2	21				
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	30.0	30.0	0.0	20.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	27	100.0	0	9				
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	30.0	20.0	20.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	41	100.0	2	9				
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0				
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0				
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				
	BIRMINGHAM	JET2.COM LTD	S	A	31	0	0	22.6	25.8	35.5	6.5	3.2	0.0	3.2	3.2	0.0	0.0	0.0	18	93.5	4	31				
	BIRMINGHAM	JET2.COM LTD	S	D	31	0	0	0.0	25.8	54.8	3.2	9.7	0.0	3.2	3.2	0.0	0.0	0.0	21	87.1	7	31				
	BIRMINGHAM	RYANAIR	S	A	39	0	0	15.4	25.6	12.8	17.9	12.8	10.3	2.6	2.6	0.0	0.0	0.0	27	85.3	9	34				
	BIRMINGHAM	RYANAIR	S	D	39	0	0	0.0	35.9	28.2	7.7	7.7	17.9	0.0	2.6	0.0	0.0	0.0	28	76.5	13	34				
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	40.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	26	80.0	23	5				
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	7	0	0	0.0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	42.9	26	7				
	BOURNEMOUTH	RYANAIR	S	A	13	0	0	7.7	30.8	38.5	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	100.0	1	15				
	BOURNEMOUTH	RYANAIR	S	D	12	0	0	0.0	25.0	33.3	8.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	24	100.0	1	15				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET UK LTD	S A	55	0	3	1.7	20.7	29.3	13.8	17.2	8.6	1.7	1.7	0.0	0.0	5.2	28	89.7	10	39			
BRISTOL	EASYJET UK LTD	S D	58	0	2	0.0	20.0	40.0	6.7	18.3	10.0	1.7	0.0	0.0	0.0	3.3	23	82.5	15	40			
BRISTOL	JET2.COM LTD	S A	9	0	0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
BRISTOL	JET2.COM LTD	S D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
BRISTOL	RYANAIR	S A	32	0	0	3.1	25.0	6.3	18.8	21.9	15.6	6.3	3.1	0.0	0.0	0.0	42	88.0	5	25			
BRISTOL	RYANAIR	S D	32	0	0	0.0	34.4	9.4	9.4	18.8	15.6	9.4	3.1	0.0	0.0	0.0	44	92.0	6	25			
CARDIFF WALES	EASYJET UK LTD	S A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS LTD	C A	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	9			
CARDIFF WALES	TUI AIRWAYS LTD	C D	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	29	9			
CARDIFF WALES	VUELING AIRLINES	S A	12	0	0	0.0	41.7	41.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	5	10			
CARDIFF WALES	VUELING AIRLINES	S D	11	0	0	0.0	0.0	36.4	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	26	90.0	6	10			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9			
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	176	1			
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	191	1			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	26	0	0	30.8	42.3	7.7	3.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	26	100.0	1	25			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	26	0	0	0.0	26.9	61.5	7.7	0.0	0.0	0.0	3.8	0.0	0.0	0.0	16	100.0	1	25			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	37	0	0	5.4	16.2	29.7	21.6	21.6	2.7	2.7	0.0	0.0	0.0	0.0	23	88.6	6	35			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	37	0	0	0.0	37.8	32.4	10.8	13.5	2.7	2.7	0.0	0.0	0.0	0.0	16	88.6	8	35			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	6	0	0	16.7	0.0	50.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	26	100.0	0	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	7	0	0	0.0	28.6	28.6	0.0	0.0	28.6	14.3	0.0	0.0	0.0	0.0	44	100.0	2	6			
EDINBURGH	EASYJET UK LTD	S A	16	0	0	25.0	12.5	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1			
EDINBURGH	EASYJET UK LTD	S D	16	0	0	0.0	43.8	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1			
EDINBURGH	JET2.COM LTD	S A	11	0	0	27.3	18.2	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	6	10			
EDINBURGH	JET2.COM LTD	S D	11	0	0	0.0	9.1	45.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	90.0	12	10			
EDINBURGH	RYANAIR	S A	27	0	0	11.1	18.5	29.6	22.2	14.8	3.7	0.0	0.0	0.0	0.0	0.0	15	84.2	13	19			
EDINBURGH	RYANAIR	S D	27	0	0	0.0	40.7	33.3	11.1	11.1	3.7	0.0	0.0	0.0	0.0	0.0	12	94.7	3	19			
EXETER	RYANAIR	S A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	5	5			
EXETER	RYANAIR	S D	5	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	39	100.0	5	5			
GLASGOW	EASYJET UK LTD	S A	30	0	0	6.7	23.3	13.3	16.7	20.0	13.3	6.7	0.0	0.0	0.0	0.0	31	95.5	3	22			
GLASGOW	EASYJET UK LTD	S D	30	0	0	0.0	20.0	46.7	10.0	20.0	3.3	0.0	0.0	0.0	0.0	0.0	16	86.4	5	22			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	JET2.COM LTD	S A	22	0	0	0	27.3	36.4	22.7	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	10	100.0	0	21		
GLASGOW	JET2.COM LTD	S D	22	0	0	0	0.0	40.9	50.0	0.0	0.0	4.5	4.5	0.0	0.0	0.0	0.0	11	95.2	2	21		
GLASGOW	RYANAIR	S A	9	0	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	21	2		
GLASGOW	RYANAIR	S D	9	0	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	50.0	36	2		
GLASGOW	TUI AIRWAYS LTD	C A	2	0	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	66.7	7	6		
GLASGOW	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	21	8		
LEEDS BRADFORD	JET2.COM LTD	S A	32	0	1	18.2	42.4	18.2	3.0	9.1	3.0	0.0	3.0	0.0	0.0	3.0	20	77.1	12	35			
LEEDS BRADFORD	JET2.COM LTD	S D	33	0	0	0.0	45.5	36.4	6.1	6.1	3.0	0.0	0.0	3.0	0.0	0.0	19	80.0	13	35			
LEEDS BRADFORD	RYANAIR	S A	24	0	3	3.7	22.2	14.8	11.1	25.9	11.1	0.0	0.0	0.0	0.0	11.1	26	57.1	42	6			
LEEDS BRADFORD	RYANAIR	S D	24	0	3	0.0	14.8	33.3	11.1	22.2	7.4	0.0	0.0	0.0	0.0	11.1	24	57.1	52	7			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	25	0	0	4.0	28.0	36.0	12.0	4.0	12.0	4.0	0.0	0.0	0.0	0.0	23	82.4	6	17			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	26	0	0	0.0	50.0	26.9	7.7	3.8	7.7	3.8	0.0	0.0	0.0	0.0	16	100.0	2	18			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	33	0	0	15.2	15.2	36.4	15.2	9.1	6.1	0.0	3.0	0.0	0.0	0.0	22	83.9	7	31			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	33	0	0	0.0	27.3	36.4	18.2	9.1	6.1	0.0	3.0	0.0	0.0	0.0	21	100.0	0	30			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	14	0	0	14.3	21.4	14.3	14.3	21.4	7.1	0.0	7.1	0.0	0.0	0.0	36	0.0	0	0			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	14	0	0	0.0	7.1	64.3	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	24	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S A	17	0	0	0.0	23.5	5.9	17.6	23.5	17.6	5.9	5.9	0.0	0.0	0.0	48	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S D	17	0	0	0.0	5.9	29.4	5.9	29.4	17.6	5.9	5.9	0.0	0.0	0.0	54	0.0	0	0			
GATWICK	EASYJET UK LTD	S A	99	0	0	9.1	23.2	23.2	13.1	16.2	11.1	0.0	4.0	0.0	0.0	0.0	29	85.7	7	77			
GATWICK	EASYJET UK LTD	S D	99	0	0	0.0	12.1	51.5	15.2	13.1	5.1	1.0	2.0	0.0	0.0	0.0	20	82.1	10	78			
GATWICK	RYANAIR	S A	22	0	0	13.6	22.7	27.3	9.1	22.7	4.5	0.0	0.0	0.0	0.0	0.0	18	100.0	0	24			
GATWICK	RYANAIR	S D	22	0	0	0.0	13.6	27.3	18.2	31.8	9.1	0.0	0.0	0.0	0.0	0.0	28	91.7	8	24			
GATWICK	TUI AIRWAYS LTD	C A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	4			
GATWICK	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	29	83.3	11	6			
GATWICK	VUELING AIRLINES	S A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0			
GATWICK	VUELING AIRLINES	S D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
LUTON	EASYJET UK LTD	S A	39	0	0	10.3	15.4	30.8	7.7	15.4	12.8	2.6	5.1	0.0	0.0	0.0	39	84.6	7	26			
LUTON	EASYJET UK LTD	S D	40	0	0	0.0	17.5	37.5	15.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	27	81.5	8	27			
LUTON	RYANAIR	S A	17	0	0	11.8	17.6	17.6	11.8	35.3	0.0	0.0	5.9	0.0	0.0	0.0	29	82.4	9	17			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LUTON	RYANAIR	S D	17	0	0	0.0	29.4	23.5	17.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	22	82.4	7	17		
STANSTED	JET2.COM LTD	S A	16	0	0	0.0	12.5	31.3	37.5	18.8	0.0	0.0	0.0	0.0	0.0	17	80.0	8	15			
STANSTED	JET2.COM LTD	S D	16	0	0	0.0	18.8	56.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	11	93.3	6	15			
STANSTED	RYANAIR	S A	70	0	0	5.7	32.9	20.0	10.0	18.6	11.4	1.4	0.0	0.0	0.0	23	85.7	6	56			
STANSTED	RYANAIR	S D	71	0	0	0.0	28.2	35.2	9.9	14.1	11.3	0.0	1.4	0.0	0.0	23	89.1	6	55			
STANSTED	RYANAIR UK LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0			
STANSTED	RYANAIR UK LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	52	0	0	26.9	34.6	17.3	5.8	13.5	1.9	0.0	0.0	0.0	0.0	10	87.8	4	49			
MANCHESTER	EASYJET UK LTD	S D	53	0	0	0.0	45.3	35.8	11.3	5.7	1.9	0.0	0.0	0.0	0.0	8	85.7	7	49			
MANCHESTER	JET2.COM LTD	S A	32	0	0	6.3	21.9	40.6	21.9	9.4	0.0	0.0	0.0	0.0	0.0	11	77.4	8	31			
MANCHESTER	JET2.COM LTD	S D	32	0	0	0.0	9.4	68.8	18.8	0.0	3.1	0.0	0.0	0.0	0.0	9	71.0	13	31			
MANCHESTER	RYANAIR	S A	60	0	1	1.6	34.4	24.6	11.5	9.8	11.5	3.3	1.6	0.0	0.0	28	78.8	13	66			
MANCHESTER	RYANAIR	S D	61	0	0	0.0	27.9	29.5	14.8	11.5	8.2	8.2	0.0	0.0	0.0	28	74.2	12	66			
MANCHESTER	RYANAIR UK LTD	S A	12	0	0	0.0	33.3	25.0	8.3	25.0	0.0	0.0	8.3	0.0	0.0	33	0.0	0	0			
MANCHESTER	RYANAIR UK LTD	S D	12	0	0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
MANCHESTER	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	25	55.6	20	9			
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	66.7	25	9			
NEWCASTLE	JET2.COM LTD	S A	24	0	0	20.8	29.2	16.7	20.8	4.2	4.2	4.2	0.0	0.0	0.0	17	81.8	11	22			
NEWCASTLE	JET2.COM LTD	S D	24	0	0	0.0	8.3	54.2	29.2	4.2	0.0	4.2	0.0	0.0	0.0	18	90.9	11	22			
NEWCASTLE	RYANAIR	S A	15	0	0	0.0	13.3	13.3	20.0	46.7	6.7	0.0	0.0	0.0	0.0	31	100.0	1	16			
NEWCASTLE	RYANAIR	S D	15	0	0	0.0	0.0	26.7	26.7	26.7	20.0	0.0	0.0	0.0	0.0	36	81.3	10	16			
NEWCASTLE	TUI AIRWAYS LTD	S A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	50.0	38	6			
NEWCASTLE	TUI AIRWAYS LTD	S D	6	0	0	0.0	16.7	66.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	35	62.5	25	8			
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S A	8	0	0	12.5	12.5	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	30	100.0	0	8			
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S D	8	0	0	0.0	12.5	25.0	12.5	0.0	50.0	0.0	0.0	0.0	0.0	50	100.0	1	8			
<b>TOTAL ALICANTE</b>			<b>2138</b>	<b>1</b>	<b>13</b>	<b>5.3</b>	<b>25.3</b>	<b>32.2</b>	<b>12.1</b>	<b>13.8</b>	<b>7.3</b>	<b>1.8</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>23</b>	<b>85.8</b>	<b>8</b>	<b>1777</b>		
ALMATY																						
HEATHROW	AIR ASTANA	S A	13	0	0	7.7	30.8	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
HEATHROW	AIR ASTANA	S D	13	0	0	0.0	30.8	23.1	30.8	0.0	15.4	0.0	0.0	0.0	0.0	20	0.0	0	0			
<b>TOTAL ALMATY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>38.5</b>	<b>15.4</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
ALMERIA																						
GATWICK	EASYJET UK LTD	S A	20	0	1	4.8	33.3	9.5	14.3	19.0	9.5	4.8	0.0	0.0	0.0	4.8	28	100.0	1	16		
GATWICK	EASYJET UK LTD	S D	21	0	0	0.0	23.8	52.4	9.5	4.8	9.5	0.0	0.0	0.0	0.0	13	100.0	3	16			
STANSTED	RYANAIR	S A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	43	100.0	0	1			
STANSTED	RYANAIR	S D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: A										MAR 2022				
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
ALMERIA		MANCHESTER		RYANAIR		S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	17	0.0	25	1	
ALMERIA		MANCHESTER		RYANAIR		S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	19	1	
ALMERIA		MANCHESTER		RYANAIR UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
ALMERIA		MANCHESTER		RYANAIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
<b>TOTAL ALMERIA</b>								<b>49</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>24.0</b>	<b>36.0</b>	<b>14.0</b>	<b>10.0</b>	<b>10.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>89.5</b>	<b>5</b>	<b>38</b>	
AMMAN		HEATHROW		BRITISH AIRWAYS PLC		S	A	27	0	0	3.7	7.4	55.6	25.9	0.0	3.7	0.0	0.0	0.0	22	80.8	6	26	
AMMAN		HEATHROW		BRITISH AIRWAYS PLC		S	D	28	0	0	0.0	0.0	21.4	39.3	21.4	17.9	0.0	0.0	0.0	35	46.2	28	26	
AMMAN		HEATHROW		ROYAL JORDANIAN		S	A	35	0	0	48.6	14.3	34.3	0.0	2.9	0.0	0.0	0.0	0.0	4	96.8	2	31	
AMMAN		HEATHROW		ROYAL JORDANIAN		S	D	35	0	0	0.0	25.7	57.1	8.6	8.6	0.0	0.0	0.0	0.0	9	90.3	5	31	
AMMAN		LUTON		WIZZ AIR UK LTD		S	A	14	0	0	0.0	28.6	28.6	7.1	14.3	21.4	0.0	0.0	0.0	28	0.0	0	0	
AMMAN		LUTON		WIZZ AIR UK LTD		S	D	13	0	0	0.0	15.4	38.5	30.8	0.0	15.4	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL AMMAN</b>								<b>152</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>14.5</b>	<b>40.8</b>	<b>17.1</b>	<b>7.9</b>	<b>7.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.8</b>	<b>10</b>	<b>114</b>
AMRITSAR		BIRMINGHAM		AIR INDIA		S	A	13	0	0	69.2	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	4	75.0	7	4	
AMRITSAR		BIRMINGHAM		AIR INDIA		S	D	14	0	0	7.1	14.3	42.9	7.1	28.6	0.0	0.0	0.0	0.0	17	25.0	57	4	
AMRITSAR		GATWICK		AIR INDIA		S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
AMRITSAR		GATWICK		AIR INDIA		S	D	3	0	0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	46	0.0	0	0	
AMRITSAR		HEATHROW		AIR INDIA		S	A	10	0	0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	20	7	
AMRITSAR		HEATHROW		AIR INDIA		S	D	11	0	0	0.0	36.4	18.2	36.4	9.1	0.0	0.0	0.0	0.0	14	20.0	66	5	
<b>TOTAL AMRITSAR</b>								<b>53</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>20.8</b>	<b>24.5</b>	<b>9.4</b>	<b>15.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.0</b>	<b>36</b>	<b>20</b>
AMSTERDAM		ABERDEEN		KLM		S	A	18	0	3	0.0	14.3	52.4	9.5	9.5	0.0	0.0	0.0	0.0	14.3	9	54.5	7	7
AMSTERDAM		ABERDEEN		KLM		S	D	18	0	2	0.0	25.0	50.0	15.0	0.0	0.0	0.0	0.0	10.0	7	50.0	9	7	
AMSTERDAM		ABERDEEN		KLM CITYHOPPER		S	A	97	0	0	0.0	38.1	41.2	15.5	3.1	1.0	0.0	1.0	0.0	10	85.9	7	99	
AMSTERDAM		ABERDEEN		KLM CITYHOPPER		S	D	98	0	0	1.0	23.5	51.0	15.3	6.1	2.0	1.0	0.0	0.0	12	84.7	8	98	
AMSTERDAM		BELFAST CITY (GEORGE BEST)		KLM		S	A	27	0	0	0.0	29.6	48.1	22.2	0.0	0.0	0.0	0.0	0.0	8	94.7	1	19	
AMSTERDAM		BELFAST CITY (GEORGE BEST)		KLM		S	D	27	0	0	0.0	29.6	51.9	11.1	3.7	3.7	0.0	0.0	0.0	12	94.7	3	19	
AMSTERDAM		BELFAST INTERNATIONAL		EASYJET EUROPE		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5	
AMSTERDAM		BELFAST INTERNATIONAL		EASYJET EUROPE		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5	
AMSTERDAM		BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	21	0	1	4.5	31.8	27.3	9.1	13.6	4.5	0.0	4.5	0.0	4.5	29	86.7	6	15
AMSTERDAM		BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	21	0	1	0.0	27.3	45.5	4.5	9.1	4.5	0.0	4.5	0.0	4.5	25	81.3	12	16
AMSTERDAM		BIRMINGHAM		EASYJET EUROPE		S	A	32	0	1	63.6	18.2	9.1	0.0	3.0	3.0	0.0	0.0	3.0	4	84.0	7	25	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: A																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BIRMINGHAM	EASYJET EUROPE	S	D	32	0	1	0.0	45.5	36.4	9.1	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	12	52.0	21	25
BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
BIRMINGHAM	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
BIRMINGHAM	KLM	S	A	119	0	1	0.8	35.8	35.8	15.8	8.3	1.7	0.0	0.8	0.0	0.0	0.8	13	87.9	7	91	
BIRMINGHAM	KLM	S	D	120	0	1	0.0	23.1	34.7	22.3	13.2	4.1	0.8	0.8	0.0	0.0	0.8	21	72.5	14	90	
BRISTOL	EASYJET EUROPE	S	A	16	0	0	0.0	31.3	25.0	0.0	31.3	6.3	0.0	6.3	0.0	0.0	0.0	34	92.9	7	14	
BRISTOL	EASYJET EUROPE	S	D	15	0	0	0.0	6.7	33.3	26.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	23	92.9	6	14	
BRISTOL	EASYJET UK LTD	S	A	56	0	1	3.5	36.8	24.6	19.3	8.8	3.5	0.0	0.0	1.8	0.0	1.8	21	93.0	5	57	
BRISTOL	EASYJET UK LTD	S	D	57	0	1	0.0	44.8	27.6	17.2	1.7	5.2	0.0	0.0	1.7	0.0	1.7	18	98.2	3	57	
BRISTOL	KLM	S	A	80	0	1	1.2	45.7	34.6	6.2	7.4	1.2	1.2	1.2	0.0	0.0	1.2	12	86.1	7	75	
BRISTOL	KLM	S	D	81	0	2	0.0	24.1	38.6	21.7	4.8	2.4	2.4	2.4	1.2	0.0	2.4	24	82.3	8	75	
CARDIFF WALES	KLM	S	A	59	3	0	3.2	29.0	46.8	8.1	3.2	3.2	0.0	1.6	0.0	4.8	0.0	15	87.5	4	24	
CARDIFF WALES	KLM	S	D	59	1	0	0.0	43.3	33.3	6.7	5.0	3.3	1.7	5.0	0.0	1.7	0.0	23	87.5	4	24	
EDINBURGH	EASYJET EUROPE	S	A	29	0	1	20.0	46.7	20.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	3.3	5	86.7	5	15	
EDINBURGH	EASYJET EUROPE	S	D	29	0	1	3.3	30.0	50.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	8	73.3	10	15	
EDINBURGH	EASYJET UK LTD	S	A	26	0	0	0.0	34.6	30.8	19.2	11.5	0.0	3.8	0.0	0.0	0.0	0.0	16	78.1	8	31	
EDINBURGH	EASYJET UK LTD	S	D	26	0	0	0.0	46.2	23.1	19.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	13	81.3	9	31	
EDINBURGH	KLM	S	A	110	0	1	0.9	36.9	37.8	15.3	4.5	2.7	0.9	0.0	0.0	0.0	0.9	11	89.9	6	107	
EDINBURGH	KLM	S	D	110	0	1	0.0	21.6	45.9	20.7	7.2	1.8	1.8	0.0	0.0	0.0	0.9	15	83.3	12	106	
GLASGOW	EASYJET UK LTD	S	A	24	0	0	12.5	29.2	16.7	16.7	12.5	4.2	4.2	4.2	0.0	0.0	0.0	27	61.9	11	20	
GLASGOW	EASYJET UK LTD	S	D	24	0	0	0.0	37.5	16.7	16.7	8.3	16.7	0.0	4.2	0.0	0.0	0.0	28	66.7	13	20	
GLASGOW	KLM	S	A	58	0	1	1.7	55.9	27.1	0.0	3.4	8.5	1.7	0.0	0.0	0.0	1.7	12	93.5	3	62	
GLASGOW	KLM	S	D	58	0	1	0.0	44.1	35.6	10.2	5.1	3.4	0.0	0.0	0.0	0.0	1.7	9	91.9	5	62	
GLASGOW	KLM CITYHOPPER	S	A	50	0	0	0.0	32.0	48.0	14.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	9	95.2	2	21	
GLASGOW	KLM CITYHOPPER	S	D	50	0	0	2.0	36.0	42.0	10.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	10	90.5	4	21	
LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	12	10	
LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	10	10	
LEEDS BRADFORD	KLM	S	A	78	0	2	1.3	52.5	33.8	3.8	3.8	0.0	2.5	0.0	0.0	0.0	2.5	9	88.1	8	67	
LEEDS BRADFORD	KLM	S	D	78	0	2	0.0	26.3	48.8	8.8	6.3	2.5	2.5	1.3	1.3	0.0	2.5	24	62.7	19	66	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	23	0	0	0.0	43.5	30.4	4.3	13.0	4.3	0.0	0.0	4.3	0.0	0.0	31	78.8	8	33	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	23	0	0	0.0	52.2	21.7	17.4	4.3	0.0	0.0	4.3	0.0	0.0	0.0	18	84.8	5	33	
GATWICK	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	19	1	
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	37	0	0	13.5	27.0	18.9	8.1	16.2	13.5	2.7	0.0	0.0	0.0	0.0	24	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: A																		MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								15 m early	15 m early	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	37	0	0	0.0	16.2	37.8	16.2	18.9	10.8	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	4	6.5	22.6	30.6	14.5	3.2	8.1	6.5	1.6	0.0	0.0	6.5	29	100.0	4	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	4	0.0	14.5	48.4	14.5	1.6	8.1	6.5	0.0	0.0	0.0	6.5	27	100.0	1	2	
	GATWICK	EASYJET EUROPE	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	144	0	0	10.4	39.6	18.8	9.7	11.8	6.9	2.8	0.0	0.0	0.0	0.0	18	81.5	9	132	
	GATWICK	EASYJET UK LTD	S	D	143	0	0	0.0	32.9	37.8	9.8	11.2	7.0	1.4	0.0	0.0	0.0	0.0	17	84.4	7	133	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	32	2.9	17.2	23.0	14.6	18.4	8.8	1.3	0.4	0.0	0.0	13.4	26	72.3	11	152	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	207	0	30	0.0	6.8	34.2	16.0	21.5	7.6	0.4	0.8	0.0	0.0	12.7	28	54.7	18	153	
	HEATHROW	KLM	S	A	232	0	1	11.2	36.5	27.5	12.9	7.3	3.9	0.0	0.4	0.0	0.0	0.4	12	90.3	5	185	
	HEATHROW	KLM	S	D	232	0	1	0.0	33.9	38.6	12.4	9.4	5.2	0.0	0.0	0.0	0.0	0.4	14	75.7	11	185	
	LONDON CITY	BA CITYFLYER LTD	S	A	121	0	4	11.2	41.6	19.2	10.4	7.2	4.0	2.4	0.8	0.0	0.0	3.2	16	84.5	8	100	
	LONDON CITY	BA CITYFLYER LTD	S	D	122	0	4	0.0	23.0	40.5	10.3	13.5	7.1	1.6	0.8	0.0	0.0	3.2	21	87.4	7	101	
	LONDON CITY	KLM	S	A	160	0	12	5.2	50.0	19.2	7.6	7.6	2.9	0.6	0.0	0.0	0.0	7.0	10	92.5	4	105	
	LONDON CITY	KLM	S	D	160	0	14	0.6	21.3	42.5	9.2	12.6	4.0	1.1	0.6	0.0	0.0	8.0	18	76.8	13	105	
	LUTON	EASYJET EUROPE	S	A	25	0	2	7.4	44.4	22.2	3.7	11.1	3.7	0.0	0.0	0.0	0.0	7.4	10	77.3	11	22	
	LUTON	EASYJET EUROPE	S	D	26	0	1	0.0	29.6	40.7	7.4	11.1	7.4	0.0	0.0	0.0	0.0	3.7	15	73.9	16	22	
	LUTON	EASYJET UK LTD	S	A	147	0	0	3.4	36.1	21.1	13.6	14.3	6.1	2.7	2.7	0.0	0.0	0.0	26	73.5	12	131	
	LUTON	EASYJET UK LTD	S	D	146	0	0	0.0	35.6	30.8	13.0	12.3	6.2	1.4	0.7	0.0	0.0	0.0	19	84.7	6	131	
	STANSTED	EASYJET EUROPE	S	A	58	0	0	13.8	46.6	25.9	5.2	1.7	6.9	0.0	0.0	0.0	0.0	0.0	10	82.2	10	45	
	STANSTED	EASYJET EUROPE	S	D	57	0	1	0.0	36.2	36.2	12.1	6.9	5.2	1.7	0.0	0.0	0.0	1.7	16	71.1	17	45	
	STANSTED	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
	STANSTED	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	MANCHESTER	EASYJET EUROPE	S	A	11	0	0	36.4	45.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4	
	MANCHESTER	EASYJET EUROPE	S	D	11	0	0	0.0	81.8	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	17	4	
	MANCHESTER	EASYJET UK LTD	S	A	90	0	0	5.6	42.2	25.6	10.0	7.8	5.6	3.3	0.0	0.0	0.0	0.0	17	77.9	10	85	
	MANCHESTER	EASYJET UK LTD	S	D	90	0	0	1.1	54.4	26.7	8.9	3.3	4.4	1.1	0.0	0.0	0.0	0.0	9	86.0	5	85	
	MANCHESTER	KLM	S	A	146	0	1	1.4	32.7	42.2	12.2	8.2	2.7	0.0	0.0	0.0	0.0	0.7	11	84.8	9	111	
	MANCHESTER	KLM	S	D	145	0	2	0.0	15.6	48.3	21.1	9.5	4.1	0.0	0.0	0.0	0.0	1.4	16	71.4	13	111	
	NEWCASTLE	KLM	S	A	108	0	2	0.0	20.0	47.3	17.3	8.2	3.6	0.9	0.9	0.0	0.0	1.8	16	87.3	6	114	
	NEWCASTLE	KLM	S	D	107	0	3	0.0	30.0	42.7	9.1	8.2	4.5	0.9	1.8	0.0	0.0	2.7	19	89.0	4	114	
	SOUTHAMPTON	KLM	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	SOUTHAMPTON	KLM	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE										MAR 2022		
										NUMBER OF FLIGHTS														
												More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SOUTHAMPTON		KLM CITYHOPPER		S	A	61	0	0	0.0	34.4	50.8	8.2	4.9	1.6	0.0	0.0	0.0	0.0	0.0	7	85.0	6	20	
SOUTHAMPTON		KLM CITYHOPPER		S	D	60	0	0	0.0	40.0	46.7	5.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	8	84.2	9	19	
TEESSIDE INTERNATIONAL AIRPORT		KLM		S	A	58	0	0	1.7	46.6	36.2	8.6	3.4	0.0	3.4	0.0	0.0	0.0	0.0	11	83.3	8	12	
TEESSIDE INTERNATIONAL AIRPORT		KLM		S	D	58	0	0	0.0	32.8	48.3	8.6	3.4	3.4	3.4	0.0	0.0	0.0	0.0	13	83.3	6	12	
<b>TOTAL AMSTERDAM</b>						<b>5173</b>	<b>4</b>	<b>150</b>	<b>2.9</b>	<b>32.0</b>	<b>34.5</b>	<b>12.3</b>	<b>9.1</b>	<b>4.4</b>	<b>1.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.1</b>	<b>2.8</b>	<b>16</b>	<b>81.4</b>	<b>9</b>	<b>4037</b>	
ANCONA																								
STANSTED		RYANAIR		S	A	23	0	0	0.0	17.4	34.8	21.7	26.1	0.0	0.0	0.0	0.0	0.0	0.0	17	81.8	10	22	
STANSTED		RYANAIR		S	D	23	0	0	0.0	56.5	21.7	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	6	22	
<b>TOTAL ANCONA</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.0</b>	<b>28.3</b>	<b>17.4</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.4</b>	<b>8</b>	<b>44</b>	
ANKARA (ESENBOGA)																								
STANSTED		PEGASUS AIRLINES		S	A	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	15	8	
STANSTED		PEGASUS AIRLINES		S	D	12	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	13	8	
<b>TOTAL ANKARA (ESENBOGA)</b>						<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.0</b>	<b>48.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>56.3</b>	<b>14</b>	<b>16</b>	
ANTALYA																								
BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
BELFAST INTERNATIONAL		JET2.COM LTD		S	A	6	0	0	0.0	16.7	50.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	64	100.0	0	5	
BELFAST INTERNATIONAL		JET2.COM LTD		S	D	7	0	0	0.0	28.6	28.6	14.3	14.3	0.0	0.0	14.3	0.0	0.0	0.0	58	100.0	2	5	
BIRMINGHAM		CORENDON AIRLINES		S	A	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
BIRMINGHAM		CORENDON AIRLINES		S	D	5	0	0	0.0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	
BIRMINGHAM		JET2.COM LTD		S	A	23	0	0	0.0	17.4	47.8	17.4	4.3	4.3	8.7	0.0	0.0	0.0	0.0	27	83.3	7	18	
BIRMINGHAM		JET2.COM LTD		S	D	24	0	0	0.0	4.2	58.3	20.8	0.0	12.5	0.0	4.2	0.0	0.0	0.0	27	72.2	11	18	
BIRMINGHAM		SUNEXPRESS		S	A	11	0	0	0.0	0.0	90.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BIRMINGHAM		SUNEXPRESS		S	D	10	0	1	0.0	0.0	54.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	9.1	19	0.0	0	0	
BIRMINGHAM		TUI AIRWAYS LTD		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
BRISTOL		EASYJET UK LTD		S	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	21	2	
BRISTOL		EASYJET UK LTD		S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	32	2	
BRISTOL		JET2.COM LTD		S	A	9	0	0	0.0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	25.0	24	8	
BRISTOL		JET2.COM LTD		S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	8	
BRISTOL		SUNEXPRESS		S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
BRISTOL		SUNEXPRESS		S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	11	0	0	0.0	9.1	45.5	27.3	9.1	0.0	0.0	9.1	0.0	0.0	0.0	37	62.5	16	8
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	50.0	40.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	28	88.9	7	9
	EDINBURGH	JET2.COM LTD	S	A	11	0	0	9.1	45.5	9.1	27.3	0.0	0.0	0.0	9.1	0.0	0.0	0.0	29	58.3	15	12
	EDINBURGH	JET2.COM LTD	S	D	12	0	0	0.0	41.7	50.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	26	83.3	11	12
	EDINBURGH	SUNEXPRESS	S	A	8	0	0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EDINBURGH	SUNEXPRESS	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GLASGOW	CORENDON AIRLINES	S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GLASGOW	CORENDON AIRLINES	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GLASGOW	JET2.COM LTD	S	A	17	0	0	0.0	17.6	35.3	17.6	11.8	17.6	0.0	0.0	0.0	0.0	0.0	29	93.8	5	16
	GLASGOW	JET2.COM LTD	S	D	17	0	0	0.0	35.3	41.2	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	94.1	4	17
	GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	2	0.0	9.1	27.3	18.2	9.1	9.1	0.0	0.0	9.1	0.0	18.2	140	44.4	13	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	11	0	0	0.0	36.4	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	10
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	6	0	0	0.0	50.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	1
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	6	0	0	0.0	50.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	1
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	CORENDON AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	GATWICK	CORENDON AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	CORENDON AIRLINES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	GATWICK	CORENDON AIRLINES	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	26	0	0	0.0	3.8	7.7	26.9	30.8	26.9	0.0	3.8	0.0	0.0	0.0	53	65.0	16	20
	GATWICK	EASYJET UK LTD	S	D	28	0	0	0.0	7.1	32.1	28.6	10.7	17.9	3.6	0.0	0.0	0.0	0.0	32	71.4	12	21
	GATWICK	FREEBIRD AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	32	2
	GATWICK	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	47	3
	GATWICK	SUNEXPRESS	S	A	17	0	0	11.8	47.1	35.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	6	10
	GATWICK	SUNEXPRESS	S	D	17	0	0	0.0	11.8	58.8	5.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	30.0	23	10
	GATWICK	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		
GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
GATWICK	WIZZ AIR UK LTD	S	A	5	0	0	0.0	0.0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	69	0.0	0	0		
GATWICK	WIZZ AIR UK LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	58	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	17	0	0	0.0	5.9	17.6	23.5	41.2	11.8	0.0	0.0	0.0	0.0	0.0	33	62.5	19	8		
LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	5.9	23.5	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	25	75.0	14	8		
LUTON	SUNEXPRESS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
LUTON	WIZZ AIR UK LTD	S	A	10	0	0	0.0	0.0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	28	1		
LUTON	WIZZ AIR UK LTD	S	D	10	0	0	0.0	20.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	22	2		
STANSTED	JET2.COM LTD	S	A	20	0	0	0.0	0.0	35.0	40.0	20.0	0.0	0.0	5.0	0.0	0.0	0.0	34	68.4	12	19		
STANSTED	JET2.COM LTD	S	D	20	0	0	0.0	10.0	75.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	84.2	9	19		
STANSTED	PEGASUS AIRLINES	S	A	17	0	0	29.4	35.3	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	7	9		
STANSTED	PEGASUS AIRLINES	S	D	17	0	0	0.0	52.9	41.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	11	9		
STANSTED	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	5		
STANSTED	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	5		
MANCHESTER	CORENDON AIRLINES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
MANCHESTER	CORENDON AIRLINES	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	A	22	0	0	0.0	0.0	22.7	40.9	31.8	0.0	4.5	0.0	0.0	0.0	0.0	31	37.5	21	16		
MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	23.8	42.9	19.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	68.8	17	16		
MANCHESTER	FREEBIRD AIRLINES	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	100.0	0	1		
MANCHESTER	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	45	2		
MANCHESTER	JET2.COM LTD	S	A	24	0	1	0.0	16.0	12.0	32.0	32.0	4.0	0.0	0.0	0.0	0.0	4.0	26	23.8	31	21		
MANCHESTER	JET2.COM LTD	S	D	25	0	0	0.0	0.0	72.0	8.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	57.1	18	21		
MANCHESTER	PEGASUS AIRLINES	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	17	3		
MANCHESTER	PEGASUS AIRLINES	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	110	5		
MANCHESTER	SUNEXPRESS	S	A	18	0	1	5.3	31.6	31.6	10.5	15.8	0.0	0.0	0.0	0.0	0.0	5.3	12	100.0	1	9		
MANCHESTER	SUNEXPRESS	S	D	17	0	0	0.0	11.8	35.3	29.4	23.5	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	23	9		
MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
NEWCASTLE	CORENDON AIRLINES	S	A	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
NEWCASTLE	CORENDON AIRLINES	S	D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0		
NEWCASTLE	JET2.COM LTD	S	A	10	0	0	0.0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	66.7	18	12		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		Origin/Destinations: A						PERCENTAGE OF FLIGHTS LATE											MAR 2022			
		NUMBER OF FLIGHTS																				
		C/ S	A/ D	MAT	UNMAT	CAN		More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	NEWCASTLE	JET2.COM LTD	S	D	11	0	0	0.0	9.1	54.5	0.0	27.3	9.1	0.0	0.0	0.0	0.0	0.0	27	66.7	26	12
	NEWCASTLE	SUNEXPRESS	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	NEWCASTLE	SUNEXPRESS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ANTALYA</b>					<b>668</b>	<b>0</b>	<b>5</b>	<b>1.9</b>	<b>16.8</b>	<b>36.8</b>	<b>19.8</b>	<b>16.2</b>	<b>5.3</b>	<b>0.9</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>25</b>	<b>67.5</b>	<b>15</b>	<b>441</b>
ANTIGUA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	20.0	0.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	25	100.0	0	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	23	100.0	3	5	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	55	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	19	0	0	47.4	36.8	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	2	10	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	0.0	16.7	55.6	11.1	5.6	11.1	0.0	0.0	0.0	0.0	17	70.0	10	10	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ANTIGUA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>26.4</b>	<b>30.2</b>	<b>7.5</b>	<b>3.8</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>91.5</b>	<b>4</b>	<b>47</b>	
ANTWERP																						
	LONDON CITY	LUXAIR	S	A	19	0	0	31.6	52.6	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	LONDON CITY	LUXAIR	S	D	19	0	0	0.0	15.8	68.4	15.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ANTWERP</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>34.2</b>	<b>42.1</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AQABA																						
	GATWICK	EASYJET UK LTD	S	A	7	0	0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8	
	GATWICK	EASYJET UK LTD	S	D	7	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	8	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7	
<b>TOTAL AQABA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>30</b>	
ARRECIFE																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	7	0	0	14.3	0.0	28.6	14.3	14.3	28.6	0.0	0.0	0.0	0.0	35	75.0	15	8	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	7	0	0	0.0	14.3	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	39	62.5	34	8	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	16	0	0	25.0	25.0	25.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	13	82.4	8	17	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	16	0	0	0.0	37.5	50.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	10	82.4	11	17	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	JET2.COM LTD	S A	39	0	0	0	35.9	12.8	20.5	12.8	5.1	5.1	2.6	2.6	2.6	0.0	0.0	58	94.9	2	39		
BIRMINGHAM	JET2.COM LTD	S D	39	0	0	0	0.0	20.5	56.4	10.3	7.7	0.0	0.0	5.1	0.0	0.0	0.0	19	87.2	7	39		
BIRMINGHAM	RYANAIR	S A	13	0	0	0	0.0	46.2	7.7	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	24	83.3	12	12		
BIRMINGHAM	RYANAIR	S D	13	0	0	0	0.0	23.1	38.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	24	100.0	1	12		
BIRMINGHAM	TUI AIRWAYS LTD	C A	9	0	0	0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	42	14		
BIRMINGHAM	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	46.2	41	13		
BOURNEMOUTH	RYANAIR	S A	3	0	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
BOURNEMOUTH	RYANAIR	S D	3	0	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
BOURNEMOUTH	TUI AIRWAYS LTD	C A	9	0	0	0	11.1	22.2	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	31	88.9	11	9		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	9		
BRISTOL	EASYJET UK LTD	S A	19	0	0	0	21.1	15.8	36.8	10.5	15.8	0.0	0.0	0.0	0.0	0.0	0.0	11	76.9	10	13		
BRISTOL	EASYJET UK LTD	S D	19	0	0	0	0.0	26.3	52.6	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	2	13		
BRISTOL	JET2.COM LTD	S A	13	0	0	0	7.7	23.1	15.4	15.4	15.4	15.4	0.0	7.7	0.0	0.0	0.0	40	92.9	11	14		
BRISTOL	JET2.COM LTD	S D	13	0	0	0	0.0	30.8	61.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	17	85.7	11	14		
BRISTOL	RYANAIR	S A	17	0	1	11.1	27.8	27.8	5.6	11.1	11.1	0.0	0.0	0.0	0.0	5.6	19	87.5	9	16			
BRISTOL	RYANAIR	S D	17	0	0	0	0.0	47.1	41.2	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	81.3	10	16		
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	77.8	9	9		
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	16	9		
BRISTOL	TUI AIRWAYS LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	11.1	11.1	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	39	100.0	3	9		
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13		
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	5		
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	27	0	0	0	11.1	33.3	14.8	3.7	14.8	14.8	7.4	0.0	0.0	0.0	0.0	33	95.5	8	22		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	26	0	0	0	0.0	50.0	34.6	7.7	3.8	0.0	3.8	0.0	0.0	0.0	0.0	11	100.0	0	22		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	22	0	0	0	9.1	27.3	22.7	18.2	9.1	9.1	4.5	0.0	0.0	0.0	0.0	21	82.4	17	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	22	0	0	0	0.0	54.5	36.4	0.0	4.5	0.0	4.5	0.0	0.0	0.0	0.0	10	88.2	14	17		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	0	0.0	25.0	0.0	25.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	65	75.0	8	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	33.3	33.3	0.0	0.0	22.2	0.0	11.1	0.0	0.0	0.0	42	66.7	21	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	73	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											MAR 2022				
						NUMBER OF FLIGHTS																	
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
EDINBURGH	EASYJET UK LTD	S	A	10	0	0	40.0	0.0	30.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	29	80.0	5	10		
EDINBURGH	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	23	80.0	7	10		
EDINBURGH	JET2.COM LTD	S	A	17	0	0	5.9	5.9	29.4	23.5	17.6	17.6	0.0	0.0	0.0	0.0	0.0	29	94.4	3	18		
EDINBURGH	JET2.COM LTD	S	D	18	0	0	0.0	11.1	72.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	94.4	4	18		
EDINBURGH	RYANAIR	S	A	17	0	0	11.8	23.5	11.8	17.6	29.4	5.9	0.0	0.0	0.0	0.0	0.0	20	92.3	6	13		
EDINBURGH	RYANAIR	S	D	17	0	0	0.0	35.3	47.1	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	13		
EXETER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	33.3	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	25	87.5	3	8		
EXETER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9		
GLASGOW	JET2.COM LTD	S	A	21	0	0	19.0	23.8	14.3	23.8	9.5	9.5	0.0	0.0	0.0	0.0	0.0	17	94.1	5	17		
GLASGOW	JET2.COM LTD	S	D	22	0	0	0.0	36.4	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	6	18		
GLASGOW	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	12.5	12.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	52	44.4	18	9		
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	20	9		
LEEDS BRADFORD	JET2.COM LTD	S	A	25	0	1	19.2	26.9	7.7	15.4	15.4	3.8	7.7	0.0	0.0	0.0	3.8	26	89.7	5	29		
LEEDS BRADFORD	JET2.COM LTD	S	D	27	0	0	0.0	25.9	51.9	3.7	11.1	3.7	3.7	0.0	0.0	0.0	0.0	17	96.6	6	29		
LEEDS BRADFORD	RYANAIR	S	A	12	0	1	7.7	7.7	46.2	7.7	7.7	0.0	7.7	0.0	7.7	0.0	7.7	58	92.3	3	13		
LEEDS BRADFORD	RYANAIR	S	D	13	0	0	0.0	15.4	53.8	7.7	15.4	0.0	0.0	0.0	7.7	0.0	0.0	47	76.9	7	13		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	15	0	0	6.7	40.0	20.0	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	15	87.5	3	8		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	15	0	0	0.0	53.3	40.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	0.0	33.3	16.7	8.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	36	91.7	3	12		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	11	0	0	0.0	45.5	36.4	9.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0	22	100.0	0	12		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	22	0	0	13.6	36.4	9.1	4.5	0.0	18.2	13.6	4.5	0.0	0.0	0.0	54	0.0	0	0		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	22	0	0	0.0	13.6	50.0	9.1	4.5	18.2	0.0	0.0	4.5	0.0	0.0	42	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	11.1	0.0	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	36	100.0	0	2		
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	33.3	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	100.0	3	2		
GATWICK	EASYJET UK LTD	S	A	70	0	2	8.3	16.7	15.3	5.6	25.0	16.7	6.9	1.4	1.4	0.0	2.8	49	83.6	7	67		
GATWICK	EASYJET UK LTD	S	D	70	0	0	0.0	15.7	44.3	11.4	12.9	10.0	4.3	1.4	0.0	0.0	0.0	28	83.6	10	67		
GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	38.5	15.4	15.4	15.4	0.0	0.0	7.7	0.0	0.0	133	76.5	15	17		
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	21.4	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	7	18		
GATWICK	VUELING AIRLINES	S	A	4	0	0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAR 2022				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	VUELING AIRLINES	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	25	
	LUTON	EASYJET UK LTD	S	A	17	0	0	11.8	11.8	17.6	35.3	5.9	11.8	5.9	0.0	0.0	0.0	30	81.3	12	16	
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	11.8	58.8	11.8	11.8	5.9	0.0	0.0	0.0	0.0	15	100.0	1	16	
	LUTON	RYANAIR	S	A	13	0	0	23.1	7.7	23.1	7.7	23.1	15.4	0.0	0.0	0.0	0.0	25	80.0	6	10	
	LUTON	RYANAIR	S	D	13	0	0	0.0	30.8	23.1	15.4	15.4	15.4	0.0	0.0	0.0	0.0	22	60.0	8	10	
	LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	32	66.7	9	9	
	LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	88.9	9	9	
	STANSTED	JET2.COM LTD	S	A	31	0	0	9.7	22.6	22.6	12.9	22.6	9.7	0.0	0.0	0.0	0.0	23	90.3	9	31	
	STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	19.4	71.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	5	100.0	2	31	
	STANSTED	RYANAIR	S	A	31	0	4	14.3	31.4	14.3	2.9	17.1	8.6	0.0	0.0	0.0	0.0	11.4	17	90.0	3	40
	STANSTED	RYANAIR	S	D	31	0	0	0.0	38.7	41.9	9.7	9.7	0.0	0.0	0.0	0.0	0.0	8	95.0	3	40	
	MANCHESTER	EASYJET UK LTD	S	A	15	0	0	13.3	13.3	26.7	13.3	20.0	13.3	0.0	0.0	0.0	0.0	26	100.0	3	14	
	MANCHESTER	EASYJET UK LTD	S	D	15	0	0	0.0	40.0	40.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	9	100.0	3	14	
	MANCHESTER	JET2.COM LTD	S	A	48	0	0	16.7	31.3	14.6	12.5	12.5	12.5	0.0	0.0	0.0	0.0	19	93.0	4	43	
	MANCHESTER	JET2.COM LTD	S	D	48	0	0	0.0	4.2	60.4	27.1	6.3	2.1	0.0	0.0	0.0	0.0	14	75.0	14	44	
	MANCHESTER	RYANAIR	S	A	27	0	0	7.4	25.9	22.2	18.5	14.8	7.4	0.0	3.7	0.0	0.0	30	65.7	12	35	
	MANCHESTER	RYANAIR	S	D	27	0	0	0.0	37.0	29.6	18.5	3.7	7.4	0.0	3.7	0.0	0.0	24	71.4	10	35	
	MANCHESTER	RYANAIR UK LTD	S	A	14	0	0	7.1	35.7	21.4	7.1	14.3	14.3	0.0	0.0	0.0	0.0	25	75.0	41	8	
	MANCHESTER	RYANAIR UK LTD	S	D	14	0	0	0.0	28.6	42.9	14.3	7.1	0.0	7.1	0.0	0.0	0.0	16	75.0	49	8	
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	15.4	7.7	30.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	23	52.9	28	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	64.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	16	16.7	39	18	
	NEWCASTLE	JET2.COM LTD	S	A	25	0	0	24.0	32.0	24.0	4.0	0.0	16.0	0.0	0.0	0.0	0.0	17	92.0	12	25	
	NEWCASTLE	JET2.COM LTD	S	D	26	0	0	0.0	23.1	53.8	3.8	11.5	3.8	3.8	0.0	0.0	0.0	16	96.2	3	26	
	NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	11.1	33.3	0.0	22.2	11.1	0.0	0.0	76	0.0	0	0	
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	11.1	33.3	22.2	0.0	11.1	11.1	11.1	0.0	0.0	55	0.0	0	0	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	30	100.0	0	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	20	80.0	9	5	
<b>TOTAL ARRECIFE</b>					<b>1499</b>	<b>0</b>	<b>9</b>	<b>6.6</b>	<b>24.3</b>	<b>33.7</b>	<b>12.0</b>	<b>11.2</b>	<b>8.0</b>	<b>2.2</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>85.1</b>	<b>9</b>	<b>1459</b>
ARUBA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL ARUBA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>





## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW		TITAN AIRWAYS LTD		S	D	2	0	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0					
LUTON		RYANAIR		S	A	4	0	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	16	3					
LUTON		RYANAIR		S	D	4	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	3						
LUTON		WIZZ AIR UK LTD		S	A	19	0	0	0	0.0	10.5	36.8	21.1	15.8	10.5	5.3	0.0	0.0	0.0	0.0	0.0	30	72.7	12	11					
LUTON		WIZZ AIR UK LTD		S	D	19	0	0	0	0.0	15.8	47.4	21.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	18	90.9	6	11					
STANSTED		JET2.COM LTD		S	A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0					
STANSTED		JET2.COM LTD		S	D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
STANSTED		RYANAIR		S	A	27	0	1	0	0.0	17.9	39.3	21.4	3.6	7.1	3.6	3.6	0.0	0.0	3.6	0.0	28	76.3	10	38					
STANSTED		RYANAIR		S	D	27	0	1	0	0.0	42.9	35.7	7.1	0.0	3.6	3.6	3.6	0.0	0.0	3.6	0.0	19	89.5	6	38					
MANCHESTER		AEGEAN AIRLINES		S	A	8	0	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
MANCHESTER		AEGEAN AIRLINES		S	D	8	0	0	0	0.0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0					
MANCHESTER		EASYJET UK LTD		S	A	17	0	0	0	0.0	17.6	47.1	17.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	21	82.4	7	17					
MANCHESTER		EASYJET UK LTD		S	D	17	0	0	0	0.0	23.5	52.9	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	21	88.2	6	17					
MANCHESTER		JET2.COM LTD		S	A	9	0	1	0	0.0	10.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	18	0.0	0	0					
MANCHESTER		JET2.COM LTD		S	D	9	0	1	0	0.0	20.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10	0.0	0	0					
<b>TOTAL ATHENS</b>						<b>792</b>	<b>0</b>	<b>30</b>	<b>4.6</b>	<b>20.0</b>	<b>36.1</b>	<b>15.8</b>	<b>12.0</b>	<b>5.6</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>20</b>	<b>80.6</b>	<b>9</b>	<b>608</b>							
ATLANTA		HEATHROW		BRITISH AIRWAYS PLC		S	A	30	0	1	0.0	9.7	12.9	9.7	29.0	29.0	3.2	3.2	0.0	0.0	3.2	51	67.7	21	31					
ATLANTA		HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	1	0.0	0.0	6.5	9.7	38.7	35.5	6.5	0.0	0.0	0.0	3.2	58	22.6	38	31					
ATLANTA		HEATHROW		DELTA AIRLINES		S	A	62	0	0	14.5	21.0	16.1	14.5	14.5	11.3	3.2	4.8	0.0	0.0	0.0	34	61.3	33	31					
ATLANTA		HEATHROW		DELTA AIRLINES		S	D	62	0	1	0.0	41.3	33.3	11.1	7.9	3.2	1.6	0.0	0.0	1.6	0.0	12	74.2	15	31					
ATLANTA		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	31	0	0	6.5	35.5	32.3	16.1	3.2	6.5	0.0	0.0	0.0	0.0	0.0	12	80.6	11	30					
ATLANTA		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	31	0	0	0.0	35.5	45.2	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	80.6	9	31					
ATLANTA		MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S	A	16	0	0	18.8	37.5	25.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	73.3	10	15					
ATLANTA		MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S	D	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	14	16					
<b>TOTAL ATLANTA</b>						<b>278</b>	<b>0</b>	<b>3</b>	<b>5.0</b>	<b>29.2</b>	<b>24.6</b>	<b>11.7</b>	<b>13.5</b>	<b>11.4</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>25</b>	<b>66.4</b>	<b>20</b>	<b>216</b>							
AUSTIN (BERGSTROM)		HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	0.0	16.1	9.7	12.9	41.9	16.1	0.0	3.2	0.0	0.0	0.0	42	22.7	52	21					
AUSTIN (BERGSTROM)		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	0.0	29.0	38.7	19.4	6.5	3.2	3.2	0.0	0.0	0.0	33	23.8	34	20					
AUSTIN (BERGSTROM)		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	16	0	0	6.3	12.5	43.8	12.5	12.5	0.0	6.3	0.0	6.3	0.0	0.0	100	0.0	0	0					
AUSTIN (BERGSTROM)		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	17	0	0	0.0	23.5	41.2	0.0	29.4	0.0	5.9	0.0	0.0	0.0	0.0	22	0.0	0	0					
<b>TOTAL AUSTIN (BERGSTROM)</b>						<b>95</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>11.6</b>	<b>27.4</b>	<b>18.9</b>	<b>27.4</b>	<b>7.4</b>	<b>3.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>23.3</b>	<b>43</b>	<b>41</b>							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
AZORES LAJES TERCEIRA ISLAND	BELFAST INTERNATIONAL	SUN AIR OF SCANDINAVIA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL AZORES LAJES TERCEIRA ISLAND</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AZORES PONTA DELGADA	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	40	4	
	STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	42	4	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>41</b>	<b>8</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE							MAR 2022									
																NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							MAR 2022		
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
BACAU																																
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7										
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	17	7										
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12										
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	12										
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	20	18										
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	22	18										
	LUTON	WIZZ AIR UK LTD	S	A	27	0	0	40.7	40.7	7.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0										
	LUTON	WIZZ AIR UK LTD	S	D	27	0	0	0.0	37.0	37.0	3.7	14.8	0.0	7.4	0.0	0.0	0.0	0.0	20	0.0	0	0										
<b>TOTAL BACAU</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>38.9</b>	<b>22.2</b>	<b>1.9</b>	<b>7.4</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.1</b>	<b>14</b>	<b>74</b>										
BAHRAIN																																
	HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1										
	HEATHROW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2										
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	46.4	35.7	14.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	7	22										
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	0.0	28.6	25.0	21.4	21.4	3.6	0.0	0.0	0.0	0.0	40	45.5	35	22										
	HEATHROW	GULF AIR	S	A	64	0	0	1.6	53.1	26.6	12.5	3.1	1.6	1.6	0.0	0.0	0.0	0.0	9	85.3	8	66										
	HEATHROW	GULF AIR	S	D	64	0	0	4.7	57.8	29.7	4.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	69.6	13	67										
	MANCHESTER	GULF AIR	S	A	9	0	0	33.3	22.2	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	0.0	0	0										
	MANCHESTER	GULF AIR	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	27	0.0	0	0										
<b>TOTAL BAHRAIN</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>41.1</b>	<b>27.7</b>	<b>9.9</b>	<b>5.4</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>13</b>	<b>180</b>										
BAKU (HEYDER ALIYEV INT'L)																																
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	10	0	0	30.0	40.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	7										
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	10	0	0	0.0	20.0	30.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	71.4	10	7										
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.7</b>	<b>5</b>	<b>14</b>										
BALE MULHOUSE																																
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	15.4	53.8	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	20	100.0	2	6										
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	23.1	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	24	100.0	0	6										
	EDINBURGH	EASYJET SWITZERLAND	S	A	19	0	0	0.0	47.4	21.1	15.8	5.3	5.3	0.0	5.3	0.0	0.0	0.0	20	100.0	0	19										
	EDINBURGH	EASYJET SWITZERLAND	S	D	19	0	0	0.0	5.3	42.1	10.5	31.6	5.3	0.0	5.3	0.0	0.0	0.0	35	94.7	3	19										
	GATWICK	EASYJET SWITZERLAND	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK		EASYJET SWITZERLAND		S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
GATWICK		EASYJET UK LTD		S	A	67	0	1	16.2	41.2	16.2	4.4	10.3	8.8	0.0	1.5	0.0	0.0	1.5	20	90.8	4	65							
GATWICK		EASYJET UK LTD		S	D	67	0	0	0.0	17.9	38.8	19.4	10.4	11.9	1.5	0.0	0.0	0.0	0.0	24	80.0	9	65							
HEATHROW		BRITISH AIRWAYS PLC		S	A	90	0	18	6.5	17.6	26.9	13.0	13.0	5.6	0.0	0.9	0.0	0.0	16.7	21	85.2	6	52							
HEATHROW		BRITISH AIRWAYS PLC		S	D	91	0	17	0.0	3.7	25.9	25.9	16.7	10.2	0.9	0.0	0.9	0.0	15.7	33	72.7	13	53							
MANCHESTER		EASYJET UK LTD		S	A	26	0	0	11.5	7.7	26.9	23.1	23.1	3.8	3.8	0.0	0.0	0.0	0.0	28	89.5	4	19							
MANCHESTER		EASYJET UK LTD		S	D	26	0	0	0.0	23.1	26.9	30.8	7.7	7.7	3.8	0.0	0.0	0.0	0.0	23	73.7	6	19							
<b>TOTAL BALE MULHOUSE</b>						<b>431</b>	<b>0</b>	<b>38</b>	<b>4.5</b>	<b>18.3</b>	<b>27.7</b>	<b>17.7</b>	<b>13.2</b>	<b>8.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>8.1</b>	<b>25</b>	<b>84.7</b>	<b>7</b>	<b>323</b>							
BALTIMORE																														
HEATHROW		BRITISH AIRWAYS PLC		S	A	23	0	0	8.7	17.4	21.7	13.0	17.4	13.0	8.7	0.0	0.0	0.0	0.0	37	0.0	0	0							
HEATHROW		BRITISH AIRWAYS PLC		S	D	23	0	3	0.0	0.0	23.1	19.2	19.2	19.2	7.7	0.0	0.0	0.0	11.5	47	0.0	0	0							
<b>TOTAL BALTIMORE</b>						<b>46</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>8.2</b>	<b>22.4</b>	<b>16.3</b>	<b>18.4</b>	<b>16.3</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
BANDAR SERI BEGAWAN																														
HEATHROW		ROYAL BRUNEI AIRLINES		S	A	14	0	0	0.0	7.1	28.6	21.4	21.4	7.1	7.1	0.0	7.1	0.0	0.0	99	0.0	110	1							
HEATHROW		ROYAL BRUNEI AIRLINES		S	D	14	0	0	0.0	14.3	35.7	21.4	7.1	7.1	0.0	14.3	0.0	0.0	0.0	55	0.0	37	1							
<b>TOTAL BANDAR SERI BEGAWAN</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>32.1</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>74</b>	<b>2</b>							
BANGALORE (BENGALURU)																														
HEATHROW		AIR INDIA		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7							
HEATHROW		AIR INDIA		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7							
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	6.5	9.7	25.8	19.4	9.7	22.6	3.2	3.2	0.0	0.0	0.0	42	52.9	115	17							
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	0.0	16.1	22.6	29.0	29.0	0.0	3.2	0.0	0.0	0.0	51	31.6	126	18							
<b>TOTAL BANGALORE (BENGALURU)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>4.8</b>	<b>21.0</b>	<b>21.0</b>	<b>19.4</b>	<b>25.8</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>58.0</b>	<b>86</b>	<b>49</b>							
BANGKOK SUVARNABHUMI																														
GATWICK		SCOOT TIGERAIR PTE.LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	80	2							
GATWICK		SCOOT TIGERAIR PTE.LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	138	2							
HEATHROW		THAI AIRWAYS INTERNATIONAL		S	A	62	0	0	3.2	19.4	40.3	12.9	16.1	6.5	1.6	0.0	0.0	0.0	0.0	20	73.2	11	41							
HEATHROW		THAI AIRWAYS INTERNATIONAL		S	D	62	0	0	0.0	24.2	48.4	6.5	16.1	4.8	0.0	0.0	0.0	0.0	0.0	15	73.2	14	41							
<b>TOTAL BANGKOK SUVARNABHUMI</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.8</b>	<b>44.4</b>	<b>9.7</b>	<b>16.1</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>69.8</b>	<b>17</b>	<b>86</b>							
BANJUL																														
GATWICK		TITAN AIRWAYS LTD		C	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	6	9							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	TITAN AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	77.8	10	9	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	15	66.7	29	9		
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	21	55.6	16	9		
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	36	0.0	66	9		
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	33.3	44.4	0.0	0.0	11.1	0.0	0.0	0.0	30	22.2	49	9		
<b>TOTAL BANJUL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>33.3</b>	<b>33.3</b>	<b>14.8</b>	<b>1.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>51.9</b>	<b>29</b>	<b>54</b>		
BARCELONA																							
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	44	100.0	1	1		
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	70	100.0	0	1		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	2		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	2		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	22.2	11.1	33.3	22.2	0.0	0.0	11.1	0.0	0.0	41	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	0.0	22.2	0.0	0.0	11.1	0.0	0.0	33	0.0	0	0		
	BIRMINGHAM	RYANAIR	S	A	29	0	0	3.4	10.3	41.4	31.0	6.9	3.4	0.0	3.4	0.0	0.0	24	95.7	4	23		
	BIRMINGHAM	RYANAIR	S	D	28	0	1	0.0	17.2	37.9	20.7	10.3	6.9	0.0	0.0	3.4	0.0	31	65.2	13	23		
	BIRMINGHAM	VUELING AIRLINES	S	A	19	0	0	5.3	31.6	36.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	11	100.0	0	8		
	BIRMINGHAM	VUELING AIRLINES	S	D	19	0	0	0.0	5.3	21.1	36.8	21.1	10.5	5.3	0.0	0.0	0.0	35	62.5	12	8		
	BRISTOL	EASYJET EUROPE	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	BRISTOL	EASYJET EUROPE	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	3		
	BRISTOL	EASYJET UK LTD	S	A	42	0	2	4.5	22.7	18.2	11.4	25.0	13.6	0.0	0.0	0.0	4.5	28	100.0	1	28		
	BRISTOL	EASYJET UK LTD	S	D	42	0	1	0.0	18.6	46.5	9.3	14.0	9.3	0.0	0.0	0.0	2.3	21	96.4	3	28		
	BRISTOL	RYANAIR	S	A	19	0	0	0.0	0.0	42.1	15.8	15.8	26.3	0.0	0.0	0.0	0.0	39	83.3	7	18		
	BRISTOL	RYANAIR	S	D	18	0	2	0.0	20.0	15.0	25.0	10.0	20.0	0.0	0.0	0.0	10.0	35	77.8	8	18		
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	6	0	0	0.0	16.7	16.7	33.3	16.7	0.0	16.7	0.0	0.0	0.0	41	80.0	11	5		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	6	0	0	0.0	0.0	50.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	39	80.0	11	5		
	EDINBURGH	RYANAIR	S	A	32	0	0	3.1	21.9	43.8	12.5	12.5	6.3	0.0	0.0	0.0	0.0	16	89.3	6	28		
	EDINBURGH	RYANAIR	S	D	32	0	0	0.0	34.4	34.4	9.4	9.4	12.5	0.0	0.0	0.0	0.0	19	85.7	6	28		
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	70	0.0	0	0		
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	53	0.0	0	0		
	EDINBURGH	VUELING AIRLINES	S	A	10	0	1	18.2	18.2	36.4	0.0	18.2	0.0	0.0	0.0	0.0	9.1	12	100.0	0	2		
	EDINBURGH	VUELING AIRLINES	S	D	10	0	1	0.0	9.1	36.4	27.3	18.2	0.0	0.0	0.0	0.0	9.1	20	100.0	2	2		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	GLASGOW	EASYJET UK LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	2
	GLASGOW	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	36	100.0	0	2
	LEEDS BRADFORD	JET2.COM LTD	S	A	10	0	0	10.0	40.0	20.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	29	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	D	10	0	0	0.0	40.0	40.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	22	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	0.0	8.3	25.0	33.3	25.0	8.3	0.0	0.0	0.0	0.0	25	100.0	0	10	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	12	0	0	0.0	25.0	41.7	8.3	16.7	8.3	0.0	0.0	0.0	0.0	19	80.0	7	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	122	0	0	13.9	18.0	25.4	13.9	14.8	9.8	2.5	1.6	0.0	0.0	25	94.4	3	89	
	GATWICK	EASYJET UK LTD	S	D	121	0	0	0.0	22.3	28.9	19.8	15.7	7.4	2.5	3.3	0.0	0.0	29	91.0	5	89	
	GATWICK	VUELING AIRLINES	C	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	VUELING AIRLINES	S	A	215	0	0	9.3	28.4	20.9	16.3	11.6	10.7	1.9	0.9	0.0	0.0	24	97.0	1	67	
	GATWICK	VUELING AIRLINES	S	D	215	0	0	0.5	8.8	24.2	19.5	25.1	14.0	5.1	2.8	0.0	0.0	44	86.2	6	65	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	18	3.7	11.0	20.3	13.4	22.8	15.0	4.1	2.4	0.0	0.0	7.3	42	70.3	13	156
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	16	0.0	4.9	30.2	22.9	20.4	11.8	2.9	0.4	0.0	0.0	6.5	33	50.6	23	156
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	168	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	21	0	1	0.0	18.2	27.3	13.6	22.7	9.1	4.5	0.0	0.0	4.5	30	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	21	0	1	0.0	18.2	40.9	22.7	9.1	4.5	0.0	0.0	0.0	4.5	15	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	45	0	0	15.6	15.6	20.0	11.1	20.0	13.3	2.2	0.0	2.2	0.0	38	73.9	8	23	
	LUTON	EASYJET UK LTD	S	D	45	0	1	0.0	21.7	26.1	23.9	10.9	13.0	0.0	0.0	2.2	0.0	2.2	32	82.6	9	23
	LUTON	RYANAIR	S	A	15	0	1	12.5	6.3	25.0	18.8	25.0	6.3	0.0	0.0	0.0	0.0	6.3	24	83.3	10	18
	LUTON	RYANAIR	S	D	15	0	0	0.0	13.3	26.7	26.7	20.0	13.3	0.0	0.0	0.0	0.0	29	83.3	7	18	
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	STANSTED	RYANAIR	S	A	114	0	0	10.5	21.1	21.1	15.8	18.4	8.8	3.5	0.9	0.0	0.0	27	92.8	3	97	
	STANSTED	RYANAIR	S	D	114	0	0	0.0	22.8	36.8	9.6	15.8	10.5	3.5	0.9	0.0	0.0	27	88.7	5	97	
	STANSTED	RYANAIR UK LTD	S	A	6	0	0	0.0	66.7	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	22	100.0	2	4	
	STANSTED	RYANAIR UK LTD	S	D	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
MANCHESTER	EASYJET UK LTD	S A	12	0	0	0	16.7	25.0	16.7	0.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	21	72.7	19	11		
MANCHESTER	EASYJET UK LTD	S D	12	0	0	0	0.0	50.0	16.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	16	81.8	20	11		
MANCHESTER	JET2.COM LTD	S A	18	0	0	0	5.6	33.3	33.3	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	17	82.4	5	17		
MANCHESTER	JET2.COM LTD	S D	18	0	0	0	0.0	38.9	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	7	17		
MANCHESTER	RYANAIR	S A	36	0	0	0	25.0	16.7	16.7	13.9	8.3	13.9	2.8	2.8	0.0	0.0	0.0	30	87.5	7	32		
MANCHESTER	RYANAIR	S D	35	0	0	0	0.0	37.1	31.4	5.7	11.4	11.4	2.9	0.0	0.0	0.0	0.0	21	84.4	9	32		
MANCHESTER	RYANAIR UK LTD	S A	7	0	0	0	28.6	14.3	28.6	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	66.7	29	9		
MANCHESTER	RYANAIR UK LTD	S D	7	0	0	0	0.0	28.6	28.6	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18	66.7	33	9		
MANCHESTER	VUELING AIRLINES	S A	30	0	0	0	6.7	40.0	33.3	3.3	10.0	3.3	0.0	3.3	0.0	0.0	0.0	18	94.1	1	17		
MANCHESTER	VUELING AIRLINES	S D	30	0	0	0	0.0	23.3	23.3	13.3	26.7	10.0	0.0	3.3	0.0	0.0	0.0	30	70.6	16	17		
NEWCASTLE	RYANAIR	S A	9	0	0	0	0.0	0.0	22.2	11.1	22.2	44.4	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
NEWCASTLE	RYANAIR	S D	9	0	0	0	0.0	11.1	22.2	0.0	11.1	44.4	11.1	0.0	0.0	0.0	0.0	54	0.0	0	0		
<b>TOTAL BARCELONA</b>			<b>2149</b>	<b>0</b>	<b>52</b>	<b>4.2</b>	<b>17.9</b>	<b>27.0</b>	<b>16.1</b>	<b>17.3</b>	<b>11.0</b>	<b>2.6</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>30</b>	<b>81.6</b>	<b>9</b>	<b>1346</b>			
BARDUFOSS	STANSTED	CORENDON DUTCH AIRLINES	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL BARDUFOSS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BARI (PALESE)	EDINBURGH	RYANAIR	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	100.0	8	2		
EDINBURGH	RYANAIR	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	3	0	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	3	0	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
GATWICK	EASYJET UK LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
GATWICK	WIZZ AIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2		
GATWICK	WIZZ AIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2		
LUTON	AIR ONE	C A	1	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	RYANAIR	S A	30	0	1	9.7	22.6	25.8	25.8	3.2	6.5	3.2	0.0	0.0	0.0	0.0	3.2	20	93.8	5	31		
STANSTED	RYANAIR	S D	30	0	0	0	0.0	30.0	36.7	13.3	13.3	3.3	3.3	0.0	0.0	0.0	0.0	19	100.0	2	31		
STANSTED	RYANAIR UK LTD	S A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
STANSTED	RYANAIR UK LTD	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL BARI (PALESE)</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>25.0</b>	<b>33.3</b>	<b>18.1</b>	<b>9.7</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>94.7</b>	<b>4</b>	<b>74</b>		
BARRA	GLASGOW	LOGANAIR LTD	S A	47	0	10	10.5	36.8	19.3	3.5	1.8	7.0	3.5	0.0	0.0	0.0	17.5	17	55.2	34	52		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										MAR 2022									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		GLASGOW	LOGANAIR LTD	S	D	49	0	9	0.0	31.0	32.8	5.2	6.9	3.4	5.2	0.0	0.0	0.0	15.5	20	50.0	43	54						
<b>TOTAL BARRA</b>						<b>96</b>	<b>0</b>	<b>19</b>	<b>5.2</b>	<b>33.9</b>	<b>26.1</b>	<b>4.3</b>	<b>4.3</b>	<b>5.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.5</b>	<b>19</b>	<b>52.6</b>	<b>39</b>	<b>106</b>						
BASTIA																													
		GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0	0						
		GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
<b>TOTAL BASTIA</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
BEAUVAIS																													
		BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0						
		BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
		EDINBURGH	RYANAIR	S	A	25	0	1	3.8	26.9	30.8	15.4	7.7	11.5	0.0	0.0	0.0	3.8	18	100.0	0	14							
		EDINBURGH	RYANAIR	S	D	25	0	1	0.0	38.5	26.9	11.5	11.5	7.7	0.0	0.0	0.0	3.8	18	100.0	3	14							
		LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1							
		LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1							
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	1	10.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	10.0	13	100.0	1	9							
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	1	0.0	20.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5	100.0	1	9							
		MANCHESTER	RYANAIR	S	A	13	0	0	0.0	15.4	30.8	7.7	30.8	15.4	0.0	0.0	0.0	0.0	27	88.2	6	17							
		MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	38.5	15.4	7.7	30.8	0.0	0.0	0.0	0.0	31	70.6	11	17							
		MANCHESTER	RYANAIR UK LTD	S	A	7	0	0	0.0	0.0	42.9	0.0	42.9	0.0	0.0	14.3	0.0	0.0	53	0.0	0	0							
		MANCHESTER	RYANAIR UK LTD	S	D	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0							
<b>TOTAL BEAUVAIS</b>						<b>110</b>	<b>0</b>	<b>4</b>	<b>1.8</b>	<b>21.9</b>	<b>37.7</b>	<b>10.5</b>	<b>14.0</b>	<b>9.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>21</b>	<b>89.0</b>	<b>5</b>	<b>82</b>						
BEIJING																													
		GATWICK	AIR CHINA	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
		GATWICK	AIR CHINA	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
		HEATHROW	AIR CHINA	S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0							
		HEATHROW	AIR CHINA	S	D	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	51	0.0	0	0							
		MANCHESTER	HAINAN AIRLINES	S	A	4	0	1	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	3	0.0	0	0							
		MANCHESTER	HAINAN AIRLINES	S	D	4	0	1	0.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	17	0.0	0	0							
<b>TOTAL BEIJING</b>						<b>16</b>	<b>0</b>	<b>8</b>	<b>8.3</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
BEIRUT																													
		HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	17.7	11.3	33.9	19.4	16.1	1.6	0.0	0.0	0.0	0.0	14	81.8	8	22							
		HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	62	0	0	0.0	33.9	40.3	19.4	6.5	0.0	0.0	0.0	0.0	0.0	10	90.9	5	22							
<b>TOTAL BEIRUT</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>22.6</b>	<b>37.1</b>	<b>19.4</b>	<b>11.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.4</b>	<b>6</b>	<b>44</b>							



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BEJA	GATWICK	INTERSKY LUFTFAHRT GMBH	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	MANCHESTER	INTERSKY LUFTFAHRT GMBH	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL BEJA</b>					<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST CITY (GEORGE BEST)	ABERDEEN	LOGANAIR LTD	S	A	23	0	0	4.3	60.9	4.3	13.0	4.3	0.0	8.7	4.3	0.0	0.0	0.0	28	78.3	11	23
	ABERDEEN	LOGANAIR LTD	S	D	22	0	1	0.0	30.4	39.1	13.0	4.3	0.0	8.7	0.0	0.0	0.0	4.3	20	73.9	14	23
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	2	14
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	5	14
	BIRMINGHAM	STOBART AIR	S	A	114	0	2	19.8	47.4	15.5	5.2	3.4	3.4	3.4	0.0	0.0	0.0	1.7	12	75.0	4	8
	BIRMINGHAM	STOBART AIR	S	D	114	0	3	0.0	30.8	36.8	15.4	5.1	6.0	2.6	0.9	0.0	0.0	2.6	20	50.0	15	8
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	CARDIFF WALES	EMERALD AIRLINES UK LTD	S	A	23	1	1	8.0	32.0	12.0	12.0	8.0	12.0	8.0	0.0	0.0	4.0	4.0	30	0.0	0	0
	CARDIFF WALES	EMERALD AIRLINES UK LTD	S	D	23	1	1	0.0	36.0	20.0	8.0	12.0	12.0	4.0	0.0	0.0	4.0	4.0	29	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	AER LINGUS	S	A	6	0	0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	AER LINGUS	S	D	6	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	EDINBURGH	AER LINGUS	S	A	92	0	4	12.5	55.2	17.7	2.1	5.2	0.0	2.1	1.0	0.0	0.0	4.2	9	97.8	1	46
	EDINBURGH	AER LINGUS	S	D	92	0	4	5.2	54.2	25.0	1.0	6.3	1.0	2.1	1.0	0.0	0.0	4.2	11	95.7	2	46
	EXETER	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	4	6
	EXETER	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	6
	EXETER	EMERALD AIRLINES (IRELAND) LIMITED	S	A	16	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EXETER	EMERALD AIRLINES (IRELAND) LIMITED	S	D	15	1	0	6.3	37.5	43.8	0.0	0.0	6.3	0.0	0.0	0.0	6.3	0.0	9	0.0	0	0
	EXETER	EMERALD AIRLINES UK LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	EXETER	EMERALD AIRLINES UK LTD	S	D	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GLASGOW	AER LINGUS	S	A	61	0	3	6.3	46.9	18.8	10.9	4.7	3.1	3.1	1.6	0.0	0.0	4.7	18	0.0	0	0
	GLASGOW	AER LINGUS	S	D	61	0	3	1.6	50.0	23.4	6.3	6.3	3.1	3.1	1.6	0.0	0.0	4.7	18	0.0	0	0
	GLASGOW	EASYJET UK LTD	S	A	13	0	0	0.0	53.8	15.4	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	EASYJET UK LTD	S	D	13	0	0	0.0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	22	3		
	JERSEY	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3		
	LEEDS BRADFORD	AER LINGUS	S	A	85	0	4	12.4	53.9	12.4	5.6	5.6	3.4	2.2	0.0	0.0	0.0	4.5	11	100.0	1	5	
	LEEDS BRADFORD	AER LINGUS	S	D	85	0	4	3.4	40.4	31.5	3.4	9.0	4.5	2.2	1.1	0.0	0.0	4.5	16	60.0	13	5	
	LEEDS BRADFORD	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	2	26		
	LEEDS BRADFORD	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	11	26		
	LEEDS BRADFORD	FLYBE LTD	S	A	0	0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LEEDS BRADFORD	FLYBE LTD	S	D	0	0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	32	0	1	15.2	39.4	12.1	9.1	15.2	6.1	0.0	0.0	0.0	0.0	3.0	14	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	32	0	2	0.0	44.1	17.6	14.7	11.8	5.9	0.0	0.0	0.0	0.0	5.9	15	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	62	0	1	44.4	23.8	14.3	4.8	9.5	1.6	0.0	0.0	0.0	0.0	1.6	8	96.8	1	62	
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	40.3	35.5	11.3	4.8	8.1	0.0	0.0	0.0	0.0	0.0	13	87.1	6	62	
	HEATHROW	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.7	2	93		
	HEATHROW	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.6	3	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	10	10.4	33.5	22.0	12.1	7.7	7.1	0.5	0.5	0.5	0.0	5.5	19	81.8	12	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	8	0.0	6.7	40.0	21.7	19.4	7.2	0.6	0.0	0.0	0.0	4.4	24	63.6	16	118	
	LONDON CITY	BA CITYFLYER LTD	S	A	83	0	3	54.7	34.9	1.2	0.0	3.5	2.3	0.0	0.0	0.0	0.0	3.5	3	93.9	3	80	
	LONDON CITY	BA CITYFLYER LTD	S	D	84	0	2	0.0	38.4	43.0	10.5	3.5	2.3	0.0	0.0	0.0	0.0	2.3	9	90.0	6	78	
	MANCHESTER	AER LINGUS	S	A	123	0	3	14.3	53.2	17.5	3.2	4.0	2.4	2.4	0.8	0.0	0.0	2.4	11	98.2	1	57	
	MANCHESTER	AER LINGUS	S	D	123	0	3	2.4	50.0	29.4	4.8	4.0	4.0	2.4	0.8	0.0	0.0	2.4	12	93.0	6	57	
	SOUTHAMPTON	AER LINGUS	S	A	54	0	3	28.1	50.9	8.8	5.3	0.0	0.0	1.8	0.0	0.0	0.0	5.3	4	0.0	0	0	
	SOUTHAMPTON	AER LINGUS	S	D	54	0	3	0.0	59.6	24.6	7.0	1.8	1.8	0.0	0.0	0.0	0.0	5.3	6	0.0	0	0	
	SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	2	27		
	SOUTHAMPTON	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	5	27		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													MAR 2022			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
TEESSIDE INTERNATIONAL AIRPORT		LOGANAIR LTD		S	A	14	0	0	35.7	50.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	3	16	
TEESSIDE INTERNATIONAL AIRPORT		LOGANAIR LTD		S	D	13	0	1	0.0	50.0	35.7	0.0	7.1	0.0	0.0	0.0	0.0	7.1	5	93.8	5	16		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>						<b>1973</b>	<b>3</b>	<b>120</b>	<b>10.1</b>	<b>39.9</b>	<b>23.2</b>	<b>8.3</b>	<b>6.6</b>	<b>3.9</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>5.7</b>	<b>14</b>	<b>87.9</b>	<b>6</b>	<b>1166</b>	
BELFAST INTERNATIONAL		SMARTWINGS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM		EASYJET UK LTD		S	A	109	0	2	12.6	55.0	12.6	3.6	6.3	5.4	1.8	0.0	0.9	0.0	1.8	15	97.5	3	122	
BIRMINGHAM		EASYJET UK LTD		S	D	109	0	3	0.0	21.4	48.2	8.0	6.3	8.0	2.7	1.8	0.9	0.0	2.7	27	80.3	10	122	
BRISTOL		EASYJET UK LTD		S	A	89	0	3	2.2	41.3	19.6	12.0	8.7	8.7	2.2	2.2	0.0	0.0	3.3	24	87.3	5	71	
BRISTOL		EASYJET UK LTD		S	D	89	0	2	0.0	42.9	30.8	7.7	8.8	6.6	0.0	1.1	0.0	0.0	2.2	17	90.3	3	72	
CARDIFF WALES		RYANAIR UK LTD		S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
CARDIFF WALES		RYANAIR UK LTD		S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0		
CARDIFF WALES		WIZZ AIR UK LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1		
CARDIFF WALES		WIZZ AIR UK LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EAST MIDLANDS INTERNATIONAL		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14		
EAST MIDLANDS INTERNATIONAL		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	7	14		
EAST MIDLANDS INTERNATIONAL		RYANAIR UK LTD		S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL		RYANAIR UK LTD		S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EDINBURGH		EASYJET UK LTD		S	A	103	0	1	3.8	38.5	25.0	13.5	8.7	7.7	1.0	1.0	0.0	0.0	1.0	18	86.2	7	87	
EDINBURGH		EASYJET UK LTD		S	D	103	0	1	0.0	41.3	24.0	14.4	6.7	10.6	1.9	0.0	0.0	0.0	1.0	20	79.1	8	86	
EDINBURGH		RYANAIR UK LTD		S	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
EDINBURGH		RYANAIR UK LTD		S	D	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GLASGOW		EASYJET UK LTD		S	A	90	0	2	7.6	51.1	19.6	3.3	6.5	5.4	2.2	2.2	0.0	0.0	2.2	19	89.5	5	86	
GLASGOW		EASYJET UK LTD		S	D	90	0	2	0.0	54.3	26.1	3.3	5.4	5.4	2.2	1.1	0.0	0.0	2.2	15	89.5	5	86	
ISLE OF MAN		EASYJET UK LTD		S	A	13	0	1	14.3	42.9	7.1	7.1	7.1	7.1	0.0	0.0	7.1	0.0	7.1	120	100.0	4	8	
ISLE OF MAN		EASYJET UK LTD		S	D	13	0	1	0.0	57.1	0.0	0.0	21.4	7.1	0.0	0.0	7.1	0.0	7.1	128	100.0	4	8	
JERSEY		EASYJET UK LTD		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1		
JERSEY		EASYJET UK LTD		S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
LEEDS BRADFORD		EASYJET UK LTD		S	A	15	0	1	25.0	25.0	18.8	6.3	12.5	6.3	0.0	0.0	0.0	6.3	15	100.0	0	14		
LEEDS BRADFORD		EASYJET UK LTD		S	D	15	0	1	6.3	25.0	18.8	18.8	0.0	25.0	0.0	0.0	0.0	6.3	27	92.9	4	14		
LIVERPOOL (JOHN LENNON)		EASYJET UK LTD		S	A	115	0	0	5.2	40.0	28.7	9.6	10.4	2.6	0.9	2.6	0.0	0.0	0.0	20	88.6	6	176	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late									
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	115	0	0	0.0	56.5	23.5	9.6	5.2	2.6	0.9	1.7	0.0	0.0	0.0	14	91.5	4	176		
	GATWICK	EASYJET UK LTD	S	A	158	0	2	10.0	35.6	23.8	6.9	11.3	7.5	2.5	1.3	0.0	0.0	1.3	21	87.8	6	156		
	GATWICK	EASYJET UK LTD	S	D	157	0	3	0.0	29.4	38.1	11.3	10.0	6.9	0.6	1.3	0.6	0.0	1.9	20	85.3	8	156		
	LUTON	EASYJET UK LTD	S	A	123	0	1	9.7	41.1	19.4	10.5	7.3	8.1	0.0	3.2	0.0	0.0	0.8	21	83.2	14	95		
	LUTON	EASYJET UK LTD	S	D	123	0	0	0.0	33.3	35.8	12.2	8.1	8.1	1.6	0.8	0.0	0.0	0.0	20	80.2	14	96		
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	STANSTED	EASYJET UK LTD	S	A	98	0	0	16.3	50.0	15.3	6.1	5.1	4.1	2.0	1.0	0.0	0.0	0.0	13	93.9	3	98		
	STANSTED	EASYJET UK LTD	S	D	98	0	0	0.0	38.8	36.7	8.2	8.2	4.1	3.1	1.0	0.0	0.0	0.0	17	82.8	9	98		
	STANSTED	RYANAIR UK LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	A	116	0	1	19.7	38.5	14.5	11.1	7.7	4.3	2.6	0.9	0.0	0.0	0.9	17	81.1	12	105		
	MANCHESTER	EASYJET UK LTD	S	D	117	0	1	1.7	58.5	18.6	10.2	4.2	4.2	1.7	0.0	0.0	0.0	0.8	11	85.8	8	105		
	MANCHESTER	RYANAIR UK LTD	S	A	11	0	0	36.4	36.4	9.1	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	MANCHESTER	RYANAIR UK LTD	S	D	11	0	0	0.0	45.5	36.4	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	NEWCASTLE	EASYJET UK LTD	S	A	55	0	1	3.6	53.6	19.6	5.4	5.4	8.9	1.8	0.0	0.0	0.0	1.8	15	88.4	10	69		
	NEWCASTLE	EASYJET UK LTD	S	D	55	0	1	1.8	32.1	37.5	10.7	3.6	10.7	1.8	0.0	0.0	0.0	1.8	18	85.5	11	69		
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2226</b>	<b>0</b>	<b>30</b>	<b>5.2</b>	<b>41.7</b>	<b>25.8</b>	<b>8.9</b>	<b>7.6</b>	<b>6.5</b>	<b>1.6</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>87.2</b>	<b>7</b>	<b>2210</b>		
BELGRADE	GLASGOW	AIR SERBIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GLASGOW	AIR SERBIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
	GLASGOW	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	2		
	GLASGOW	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2		
	GLASGOW	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1		
	GLASGOW	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
	GLASGOW	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1		
	GLASGOW	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1		
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	87	1		
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	HEATHROW	AIR SERBIA	S	A	31	0	0	0.0	41.9	35.5	3.2	6.5	12.9	0.0	0.0	0.0	0.0	0.0	16	90.0	0	18		
	HEATHROW	AIR SERBIA	S	D	31	0	0	0.0	35.5	38.7	3.2	12.9	9.7	0.0	0.0	0.0	0.0	0.0	16	75.0	6	18		
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1		
	LUTON	WIZZ AIR UK LTD	S	A	23	0	0	0.0	43.5	17.4	21.7	13.0	4.3	0.0	0.0	0.0	0.0	0.0	16	76.9	54	13		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: B																		MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								0.0	4.3	43.5	21.7	21.7	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL BELGRADE</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>34.3</b>	<b>11.1</b>	<b>13.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.7</b>	<b>16</b>	<b>75</b>	
BENAZIR BHUTTO INTERNATIONAL AIRPORT																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	29	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	28	5	
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>22.2</b>	<b>28</b>	<b>9</b>	
BENBECULA																							
	GLASGOW	LOGANAIR LTD	S	A	46	0	2	12.5	47.9	14.6	8.3	4.2	6.3	2.1	0.0	0.0	0.0	4.2	14	89.4	7	45	
	GLASGOW	LOGANAIR LTD	S	D	44	0	2	2.2	30.4	39.1	8.7	2.2	4.3	6.5	2.2	0.0	0.0	4.3	22	88.9	10	45	
<b>TOTAL BENBECULA</b>					<b>90</b>	<b>0</b>	<b>4</b>	<b>7.4</b>	<b>39.4</b>	<b>26.6</b>	<b>8.5</b>	<b>3.2</b>	<b>5.3</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>18</b>	<b>89.1</b>	<b>9</b>	<b>90</b>	
BERGAMO																							
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	11	0	0	0.0	27.3	45.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	16	8	
	BIRMINGHAM	RYANAIR	S	D	11	0	0	0.0	18.2	36.4	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	14	8	
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	23.1	23.1	15.4	7.7	15.4	0.0	7.7	7.7	0.0	0.0	64	76.5	6	17	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	15.4	38.5	23.1	0.0	15.4	0.0	7.7	0.0	0.0	0.0	33	94.1	5	17	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	15	0	0	0.0	20.0	26.7	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	21	90.9	4	11	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	15	0	0	0.0	40.0	26.7	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	15	81.8	4	11	
	EDINBURGH	RYANAIR	S	A	31	0	0	12.9	29.0	32.3	9.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	11	89.7	5	29	
	EDINBURGH	RYANAIR	S	D	31	0	0	0.0	29.0	41.9	19.4	3.2	3.2	3.2	0.0	0.0	0.0	0.0	15	93.1	4	29	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	30	100.0	1	7	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	0.0	87.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	25	100.0	1	8	
	GATWICK	EASYJET UK LTD	S	A	20	0	0	20.0	15.0	30.0	10.0	20.0	0.0	0.0	5.0	0.0	0.0	0.0	29	78.6	3	12	
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	20.0	50.0	10.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	23	78.6	5	12	
	GATWICK	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	139	0	0	10.1	33.1	31.7	9.4	10.1	5.8	0.0	0.0	0.0	0.0	0.0	12	93.6	5	124	
	STANSTED	RYANAIR	S	D	139	0	0	0.0	29.5	37.4	13.7	8.6	9.4	1.4	0.0	0.0	0.0	0.0	18	87.9	6	124	
	STANSTED	RYANAIR UK LTD	S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	38	0	0	0.0	31.6	39.5	10.5	13.2	2.6	2.6	0.0	0.0	0.0	0.0	17	76.3	11	38	
	MANCHESTER	RYANAIR	S	D	38	0	0	0.0	28.9	47.4	5.3	10.5	2.6	2.6	0.0	2.6	0.0	0.0	27	60.5	21	38	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		Origin/Destinations: B																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		C/	A/	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	50	5	
MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	42	5	
NEWCASTLE	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	33	0.0	75	1	
NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	12.5	25.0	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	33	0.0	45	1	
<b>TOTAL BERGAMO</b>				<b>585</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.7</b>	<b>36.6</b>	<b>13.3</b>	<b>9.2</b>	<b>5.8</b>	<b>1.4</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.9</b>	<b>8</b>	<b>505</b>	
BERGEN																						
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	52	0	5	1.8	24.6	40.4	12.3	8.8	3.5	0.0	0.0	0.0	0.0	8.8	14	86.0	4	47	
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	52	0	4	0.0	41.1	35.7	7.1	5.4	3.6	0.0	0.0	0.0	0.0	7.1	11	84.0	5	47	
BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
BIRMINGHAM	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BIRMINGHAM	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BOURNEMOUTH	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
BOURNEMOUTH	TITAN AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EDINBURGH	LOGANAIR LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
EDINBURGH	LOGANAIR LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
LEEDS BRADFORD	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LEEDS BRADFORD	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	58	0	0	12.1	36.2	36.2	3.4	6.9	5.2	0.0	0.0	0.0	0.0	0.0	10	97.1	2	35	
GATWICK	NORWEGIAN AIR SHUTTLE	S	D	57	0	1	0.0	37.9	37.9	6.9	8.6	6.9	0.0	0.0	0.0	0.0	1.7	13	100.0	1	35	
HEATHROW	WIDEROE FLYVESELSKAP A/S	S	A	20	0	0	0.0	40.0	25.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	13	35	
HEATHROW	WIDEROE FLYVESELSKAP A/S	S	D	20	0	0	0.0	5.0	60.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	17	62.9	19	35	
STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	22.2	44.4	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	51	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAR 2022				
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	MANCHESTER	TITAN AIRWAYS LTD	C	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	NEWCASTLE	LOGANAIR LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	NEWCASTLE	LOGANAIR LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERGEN</b>					<b>299</b>	<b>0</b>	<b>10</b>	<b>4.2</b>	<b>32.4</b>	<b>37.2</b>	<b>9.7</b>	<b>8.1</b>	<b>4.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.2</b>	<b>7</b>	<b>241</b>	
BERGERAC																						
	BRISTOL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1	
	STANSTED	RYANAIR	S	A	12	0	0	0.0	25.0	41.7	16.7	8.3	0.0	0.0	8.3	0.0	0.0	25	84.6	5	13	
	STANSTED	RYANAIR	S	D	12	0	0	0.0	50.0	25.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	11	100.0	3	13	
<b>TOTAL BERGERAC</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>37.5</b>	<b>15.6</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>92.9</b>	<b>4</b>	<b>28</b>	
BERLIN BRANDENBURG																						
	BIRMINGHAM	SUNDAIR GMBH	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	10	0	1	0.0	18.2	9.1	27.3	18.2	18.2	0.0	0.0	0.0	0.0	9.1	34	100.0	3	8
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	10.0	20.0	30.0	0.0	30.0	10.0	0.0	0.0	0.0	44	87.5	4	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	20	100.0	0	6	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	11	100.0	0	7	
	EDINBURGH	EASYJET EUROPE	S	A	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	66.7	42	3	
	EDINBURGH	EASYJET EUROPE	S	D	4	0	0	0.0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	43	66.7	47	3	
	EDINBURGH	EASYJET UK LTD	S	A	10	0	1	0.0	45.5	18.2	9.1	9.1	9.1	0.0	0.0	0.0	0.0	13	66.7	12	11	
	EDINBURGH	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	6	75.0	9	12	
	EDINBURGH	RYANAIR	S	A	18	0	2	15.0	15.0	20.0	10.0	25.0	5.0	0.0	0.0	0.0	0.0	19	94.7	1	19	
	EDINBURGH	RYANAIR	S	D	18	0	2	0.0	45.0	20.0	15.0	0.0	10.0	0.0	0.0	0.0	0.0	14	94.7	2	19	
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	A	9	0	1	0.0	20.0	50.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	76	0	3	19.0	39.2	20.3	11.4	1.3	3.8	1.3	0.0	0.0	0.0	10	88.7	4	69	
	GATWICK	EASYJET UK LTD	S	D	79	0	1	0.0	27.5	35.0	16.3	10.0	10.0	0.0	0.0	0.0	0.0	18	82.2	8	72	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	9	3.2	16.4	27.5	18.5	16.9	10.1	2.1	0.5	0.0	0.0	4.8	27	73.6	12	114

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS								PERCENTAGE OF FLIGHTS LATE					MAR 2022		
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	181	0	9	0.0	4.2	35.8	25.3	20.5	7.4	1.6	0.5	0.0	0.0	4.7	28	55.4	19	118	
	LONDON CITY	BA CITYFLYER LTD	S	A	80	0	0	13.8	27.5	27.5	10.0	12.5	3.8	3.8	0.0	1.3	0.0	0.0	23	85.7	7	54	
	LONDON CITY	BA CITYFLYER LTD	S	D	83	0	1	0.0	8.3	47.6	17.9	15.5	7.1	1.2	1.2	0.0	0.0	1.2	23	81.0	10	55	
	LUTON	EASYJET EUROPE	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LUTON	EASYJET EUROPE	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	25	0	1	0.0	34.6	19.2	15.4	15.4	7.7	3.8	0.0	0.0	0.0	3.8	24	70.6	17	17	
	LUTON	EASYJET UK LTD	S	D	27	0	0	0.0	29.6	40.7	3.7	11.1	14.8	0.0	0.0	0.0	0.0	0.0	21	76.5	15	17	
	STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
	STANSTED	RYANAIR	S	A	86	0	2	2.3	31.8	17.0	14.8	17.0	10.2	2.3	1.1	1.1	0.0	2.3	35	94.1	2	85	
	STANSTED	RYANAIR	S	D	86	0	2	0.0	30.7	30.7	13.6	12.5	10.2	0.0	0.0	0.0	0.0	2.3	19	92.1	3	89	
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	MANCHESTER	EASYJET EUROPE	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER	EASYJET EUROPE	S	D	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	21	0	2	0.0	26.1	43.5	13.0	4.3	0.0	4.3	0.0	0.0	0.0	8.7	13	71.4	13	20	
	MANCHESTER	EASYJET UK LTD	S	D	23	0	0	0.0	56.5	30.4	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8	71.4	10	21	
	MANCHESTER	RYANAIR	S	A	30	0	2	0.0	31.3	34.4	9.4	15.6	3.1	0.0	0.0	0.0	0.0	6.3	14	100.0	1	30	
	MANCHESTER	RYANAIR	S	D	30	0	1	0.0	38.7	25.8	12.9	16.1	3.2	0.0	0.0	0.0	0.0	3.2	14	78.1	8	32	
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>					<b>1156</b>	<b>0</b>	<b>45</b>	<b>3.4</b>	<b>23.8</b>	<b>29.9</b>	<b>15.6</b>	<b>13.7</b>	<b>7.9</b>	<b>1.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>3.7</b>	<b>22</b>	<b>80.4</b>	<b>9</b>	<b>889</b>	
BERMUDA																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	8.7	43.5	8.7	8.7	13.0	13.0	4.3	0.0	0.0	0.0	0.0	28	31.6	39	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	0.0	25.0	29.2	20.8	20.8	4.2	0.0	0.0	0.0	0.0	38	15.8	47	19	
<b>TOTAL BERMUDA</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>21.3</b>	<b>17.0</b>	<b>19.1</b>	<b>17.0</b>	<b>17.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>23.7</b>	<b>43</b>	<b>38</b>	
BEZIERS																							
	BRISTOL	RYANAIR	S	A	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	96	0.0	0	0	
	BRISTOL	RYANAIR	S	D	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	101	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
	LUTON	RYANAIR	S	A	7	0	0	0.0	28.6	0.0	42.9	0.0	14.3	14.3	0.0	0.0	0.0	0.0	45	87.5	6	8	
	LUTON	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	8	
	STANSTED	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	2	2	
	STANSTED	RYANAIR	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	3	2	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: B																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	17	1
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	1
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
<b>TOTAL BEZIERS</b>					<b>21</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>20.0</b>	<b>16.0</b>	<b>20.0</b>	<b>12.0</b>	<b>12.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.0</b>	<b>33</b>	<b>85.7</b>	<b>7</b>	<b>28</b>
BIARRITZ																						
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	16	1
	GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	40	1
	STANSTED	RYANAIR	S	A	15	0	0	6.7	46.7	13.3	6.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	17	75.0	15	12
	STANSTED	RYANAIR	S	D	16	0	0	0.0	50.0	25.0	6.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	20	83.3	7	12
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4
<b>TOTAL BIARRITZ</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>45.5</b>	<b>18.2</b>	<b>6.1</b>	<b>21.2</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.5</b>	<b>11</b>	<b>34</b>
BIGGIN HILL																						
	BOURNEMOUTH	AIRLEC AVIATION	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	BOURNEMOUTH	GAMA AVIATION (UK) LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	DONCASTER SHEFFIELD	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	DONCASTER SHEFFIELD	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL BIGGIN HILL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>14</b>	<b>9</b>
BILBAO																						
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
	GATWICK	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	3
	GATWICK	VUELING AIRLINES	S	A	91	0	0	24.2	40.7	20.9	8.8	4.4	0.0	1.1	0.0	0.0	0.0	0.0	7	100.0	1	27
	GATWICK	VUELING AIRLINES	S	D	91	0	0	0.0	34.1	37.4	14.3	11.0	2.2	1.1	0.0	0.0	0.0	0.0	14	96.3	2	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	14.3	34	7
	MANCHESTER	EASYJET UK LTD	S	A	12	0	0	25.0	41.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	4	12
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	8.3	50.0	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	7	12
<b>TOTAL BILBAO</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>39.5</b>	<b>28.9</b>	<b>10.5</b>	<b>7.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.2</b>	<b>5</b>	<b>102</b>
BILLUND																						
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	EDINBURGH	RYANAIR	S	A	12	0	0	8.3	50.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9
	EDINBURGH	RYANAIR	S	D	12	0	0	0.0	58.3	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	2	9.7	22.6	25.8	3.2	25.8	6.5	0.0	0.0	0.0	0.0	6.5	22	50.0	9	5
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	6.5	16.1	25.8	25.8	19.4	0.0	3.2	0.0	0.0	3.2	46	60.0	47	5
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	25	0	0	4.0	44.0	40.0	4.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	25	0	0	0.0	40.0	44.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	STANSTED	RYANAIR	S	A	64	0	0	6.3	42.2	20.3	14.1	10.9	4.7	1.6	0.0	0.0	0.0	0.0	15	94.4	3	54
	STANSTED	RYANAIR	S	D	64	0	0	0.0	35.9	34.4	9.4	15.6	3.1	1.6	0.0	0.0	0.0	0.0	16	87.0	4	54
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	23	0	0	0.0	17.4	69.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	34.8	56.5	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	MANCHESTER	RYANAIR	S	A	12	0	0	16.7	33.3	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	10	14
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	41.7	25.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	64.3	23	14
<b>TOTAL BILLUND</b>					<b>349</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>35.2</b>	<b>33.8</b>	<b>10.2</b>	<b>11.1</b>	<b>4.0</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>86.2</b>	<b>7</b>	<b>166</b>
BIRMINGHAM																						
	ABERDEEN	LOGANAIR LTD	S	A	74	0	6	5.0	21.3	25.0	7.5	6.3	11.3	11.3	5.0	0.0	0.0	7.5	49	80.3	12	60
	ABERDEEN	LOGANAIR LTD	S	D	76	0	5	1.2	32.1	25.9	6.2	11.1	8.6	4.9	3.7	0.0	0.0	6.2	33	82.3	9	61
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	55	0	2	3.5	49.1	19.3	12.3	3.5	5.3	3.5	0.0	0.0	0.0	3.5	16	62.5	10	8
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	55	0	2	0.0	59.6	22.8	5.3	1.8	3.5	3.5	0.0	0.0	0.0	3.5	12	87.5	3	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	3	14		
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	3	14		
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S A	57	0	0	0.0	36.8	29.8	15.8	8.8	7.0	1.8	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S D	59	0	0	0.0	33.9	40.7	10.2	8.5	3.4	3.4	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	109	0	2	0.0	33.3	33.3	10.8	6.3	9.0	2.7	0.9	1.8	0.0	1.8	0.0	33	84.4	8	122		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	109	0	2	0.0	55.9	25.2	1.8	6.3	6.3	1.8	0.0	0.9	0.0	1.8	0.0	16	95.1	4	122		
BELFAST INTERNATIONAL	EMERALD AIRLINES (IRELAND) LIMITED	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
BOURNEMOUTH	LOGANAIR LTD	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0		
BOURNEMOUTH	LOGANAIR LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
BRISTOL	JET2.COM LTD	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	193	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EDINBURGH	EASYJET UK LTD	S A	52	0	0	9.6	36.5	23.1	11.5	13.5	1.9	0.0	3.8	0.0	0.0	0.0	0.0	19	90.0	8	50		
EDINBURGH	EASYJET UK LTD	S D	52	0	0	3.8	48.1	21.2	11.5	11.5	1.9	0.0	1.9	0.0	0.0	0.0	0.0	13	92.0	4	50		
EDINBURGH	LOGANAIR LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
EXETER	AURIGNY AIR SERVICES	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GLASGOW	EASYJET UK LTD	S A	45	0	0	37.8	37.8	15.6	2.2	0.0	4.4	2.2	0.0	0.0	0.0	0.0	0.0	9	94.8	2	58		
GLASGOW	EASYJET UK LTD	S D	45	0	0	0.0	73.3	20.0	0.0	4.4	0.0	2.2	0.0	0.0	0.0	0.0	0.0	7	98.3	2	58		
ISLE OF MAN	LOGANAIR LTD	S A	28	0	2	0.0	26.7	23.3	10.0	16.7	13.3	0.0	3.3	0.0	0.0	6.7	0.0	37	68.0	14	25		
ISLE OF MAN	LOGANAIR LTD	S D	29	0	2	0.0	29.0	25.8	3.2	19.4	16.1	0.0	0.0	0.0	0.0	6.5	0.0	25	88.0	5	25		
JERSEY	BLUE ISLANDS LIMITED	S A	31	0	0	19.4	41.9	12.9	6.5	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	13	71.4	18	27		
JERSEY	BLUE ISLANDS LIMITED	S D	31	0	0	0.0	41.9	35.5	9.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	13	71.4	19	27		
GATWICK	TUI AIRWAYS LTD	C D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
MANCHESTER	AER LINGUS	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
MANCHESTER	LOGANAIR LTD	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
NEWCASTLE	ENTER AIR	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
NEWCASTLE	ENTER AIR	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					MAR 2022		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TEESSIDE INTERNATIONAL AIRPORT		LOGANAIR LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1					
<b>TOTAL BIRMINGHAM</b>						<b>918</b>	<b>0</b>	<b>24</b>	<b>3.9</b>	<b>40.7</b>	<b>26.0</b>	<b>7.7</b>	<b>8.3</b>	<b>6.1</b>	<b>3.1</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>2.5</b>	<b>22</b>	<b>86.9</b>	<b>7</b>	<b>732</b>				
BLACKPOOL		BOURNEMOUTH		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1						
<b>TOTAL BLACKPOOL</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>					
BOA VISTA (RABIL)		BIRMINGHAM		S	A	9	0	0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	31	9					
		BIRMINGHAM		S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	23	9					
		GATWICK		S	A	17	0	0	17.6	23.5	29.4	17.6	5.9	5.9	0.0	0.0	0.0	0.0	14	88.2	6	17					
		GATWICK		S	D	17	0	0	0.0	0.0	70.6	23.5	0.0	5.9	0.0	0.0	0.0	0.0	15	94.1	10	17					
		MANCHESTER		S	A	14	0	0	21.4	21.4	35.7	14.3	0.0	0.0	7.1	0.0	0.0	0.0	15	61.5	26	13					
		MANCHESTER		S	D	14	0	0	0.0	0.0	64.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	17	7.7	43	13					
<b>TOTAL BOA VISTA (RABIL)</b>						<b>80</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>10.0</b>	<b>51.3</b>	<b>16.3</b>	<b>2.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.9</b>	<b>21</b>	<b>78</b>				
BODRUM (MILAS)		BRISTOL		S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	5	2					
		BRISTOL		S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	48	3					
		EDINBURGH		S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	104	0.0	19	1					
		EDINBURGH		S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	129	0.0	20	1					
		LIVERPOOL (JOHN LENNON)		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1					
		LIVERPOOL (JOHN LENNON)		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1					
		GATWICK		S	A	6	0	0	0.0	16.7	0.0	33.3	33.3	16.7	0.0	0.0	0.0	0.0	36	75.0	42	4					
		GATWICK		S	D	6	0	0	0.0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	29	60.0	53	5					
		LUTON		S	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	20	33.3	23	3					
		LUTON		S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	19	33.3	22	3					
<b>TOTAL BODRUM (MILAS)</b>						<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.2</b>	<b>25.0</b>	<b>33.3</b>	<b>20.8</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>58.3</b>	<b>32</b>	<b>24</b>				
BOGOTA		HEATHROW		S	A	32	0	0	75.0	12.5	0.0	0.0	3.1	6.3	0.0	0.0	3.1	0.0	0.0	43	100.0	0	5				
		HEATHROW		S	D	32	0	0	0.0	65.6	18.8	3.1	3.1	3.1	0.0	0.0	6.3	0.0	0.0	71	100.0	3	5				
<b>TOTAL BOGOTA</b>						<b>64</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>39.1</b>	<b>9.4</b>	<b>1.6</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>100.0</b>	<b>2</b>	<b>10</b>				
BOLOGNA		EDINBURGH		S	A	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	2	8					
		EDINBURGH		S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	8					
		EDINBURGH		S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0					
		EDINBURGH		S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	A	10	0	0	0.0	10.0	40.0	0.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	39	80.0	8	5	
	GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	10.0	50.0	0.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	27	80.0	9	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	1	8.7	25.0	18.5	17.4	15.2	14.1	0.0	0.0	0.0	0.0	1.1	24	72.2	14	33	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	1	0.0	4.3	33.7	25.0	21.7	9.8	4.3	0.0	0.0	0.0	1.1	33	48.6	24	34	
	LUTON	RYANAIR	S	A	14	0	0	0.0	35.7	35.7	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	82.4	5	17	
	LUTON	RYANAIR	S	D	14	0	0	0.0	14.3	42.9	21.4	7.1	0.0	14.3	0.0	0.0	0.0	0.0	29	82.4	4	17	
	STANSTED	RYANAIR	S	A	46	0	0	23.9	28.3	30.4	8.7	4.3	4.3	0.0	0.0	0.0	0.0	0.0	9	91.3	5	46	
	STANSTED	RYANAIR	S	D	46	0	0	0.0	39.1	30.4	19.6	8.7	2.2	0.0	0.0	0.0	0.0	0.0	13	76.1	8	46	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	23	55.6	31	9	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	18	9	
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4		
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
<b>TOTAL BOLOGNA</b>					<b>356</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>20.4</b>	<b>31.8</b>	<b>18.2</b>	<b>12.8</b>	<b>9.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>75.3</b>	<b>11</b>	<b>245</b>	
<b>BORDEAUX</b>																							
	BIRMINGHAM	RYANAIR	S	A	7	0	1	0.0	50.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	12.5	14	0.0	0	0		
	BIRMINGHAM	RYANAIR	S	D	7	0	1	0.0	12.5	25.0	25.0	12.5	12.5	0.0	0.0	0.0	12.5	26	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	A	3	0	2	0.0	0.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	40.0	90	100.0	0	3		
	BRISTOL	EASYJET UK LTD	S	D	3	0	2	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	40.0	71	100.0	1	3		
	CARDIFF WALES	AIR MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1		
	CARDIFF WALES	AIR MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1		
	CARDIFF WALES	VUELING AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
	CARDIFF WALES	VUELING AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EDINBURGH	RYANAIR	S	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	25	50.0	28	2		
	EDINBURGH	RYANAIR	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	6	2		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	9	0	0	22.2	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	19	0.0	0	0		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	2	17.2	24.1	24.1	3.4	6.9	10.3	6.9	0.0	0.0	6.9	28	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	2	0.0	13.8	34.5	17.2	13.8	3.4	6.9	3.4	0.0	0.0	6.9	33	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	EASYJET EUROPE	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	39	0	1	40.0	20.0	15.0	17.5	2.5	0.0	2.5	0.0	0.0	2.5	9	88.1	14	42		
	GATWICK	EASYJET UK LTD	S	D	39	0	1	0.0	32.5	37.5	7.5	10.0	7.5	0.0	2.5	0.0	2.5	19	81.0	12	42		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	EASYJET UK LTD	S	A	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	47	81.8	6	11
	LUTON	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	28	81.8	9	11	
	STANSTED	RYANAIR	S	A	32	0	0	0.0	40.6	21.9	6.3	6.3	12.5	6.3	6.3	0.0	0.0	35	100.0	1	22	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	30.0	43.3	0.0	13.3	6.7	3.3	3.3	0.0	0.0	24	100.0	2	22	
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3	
	MANCHESTER	EASYJET UK LTD	S	A	8	0	1	44.4	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12	0.0	21	1	
	MANCHESTER	EASYJET UK LTD	S	D	8	0	1	0.0	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1	
	MANCHESTER	RYANAIR	S	A	9	0	1	0.0	40.0	10.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	20	88.9	11	9	
	MANCHESTER	RYANAIR	S	D	9	0	1	0.0	20.0	20.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	23	55.6	16	9	
<b>TOTAL BORDEAUX</b>					<b>278</b>	<b>0</b>	<b>22</b>	<b>9.0</b>	<b>26.3</b>	<b>25.3</b>	<b>11.0</b>	<b>9.0</b>	<b>7.0</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>23</b>	<b>85.8</b>	<b>10</b>	<b>190</b>
<b>BOSTON</b>																						
	GATWICK	JETBLUE AIRWAYS CORPORATION	S	A	12	0	1	38.5	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7	5	0.0	0	0
	GATWICK	JETBLUE AIRWAYS CORPORATION	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	22.6	29.0	25.8	16.1	6.5	0.0	0.0	0.0	0.0	0.0	7	83.9	15	30	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	6.5	61.3	22.6	3.2	3.2	3.2	0.0	0.0	0.0	0.0	6	93.5	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	12.2	27.8	20.0	24.4	10.0	5.6	0.0	0.0	0.0	0.0	15	78.3	13	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	0.0	2.2	33.3	17.8	30.0	13.3	3.3	0.0	0.0	0.0	35	29.5	33	58	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	12.9	45.2	29.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	7	57.1	18	14	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	67.7	22.6	3.2	3.2	0.0	0.0	3.2	0.0	0.0	14	85.7	7	14	
	HEATHROW	JETBLUE AIRWAYS CORPORATION	S	A	31	0	3	14.7	26.5	35.3	11.8	2.9	0.0	0.0	0.0	0.0	8.8	7	0.0	0	0	
	HEATHROW	JETBLUE AIRWAYS CORPORATION	S	D	31	0	0	3.2	32.3	51.6	6.5	3.2	3.2	0.0	0.0	0.0	0.0	8	0.0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	30	0	1	9.7	25.8	35.5	25.8	0.0	0.0	0.0	0.0	0.0	3.2	9	0.0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	31	0	1	0.0	71.9	15.6	6.3	0.0	0.0	3.1	0.0	0.0	0.0	7	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	10.0	36.7	10.0	10.0	23.3	10.0	0.0	0.0	0.0	0.0	20	95.8	5	24	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	33.3	56.7	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	84.0	6	24	
<b>TOTAL BOSTON</b>					<b>512</b>	<b>0</b>	<b>6</b>	<b>7.9</b>	<b>33.4</b>	<b>29.0</b>	<b>12.4</b>	<b>11.0</b>	<b>4.2</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>15</b>	<b>70.8</b>	<b>16</b>	<b>252</b>
<b>BOURNEMOUTH</b>																						
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	BIRMINGHAM	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	RYANAIR UK LTD	S	A	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	EDINBURGH	RYANAIR UK LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
BRATISLAVA																							
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	11	
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	11	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	2		
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	9	2		
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	12.5	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	7	88.9	18	9		
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	0.0	12.5	0.0	0.0	0.0	12.5	0.0	53	88.9	17	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	A	15	0	0	20.0	40.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	3		
	LUTON	WIZZ AIR UK LTD	S	D	15	0	0	0.0	33.3	53.3	0.0	6.7	0.0	0.0	0.0	6.7	0.0	31	100.0	6	3		
	STANSTED	RYANAIR	S	A	30	0	0	3.3	60.0	23.3	3.3	6.7	3.3	0.0	0.0	0.0	0.0	7	90.0	5	30		
	STANSTED	RYANAIR	S	D	30	0	0	0.0	43.3	36.7	6.7	13.3	0.0	0.0	0.0	0.0	0.0	9	100.0	1	30		
	MANCHESTER	RYANAIR	S	A	10	0	0	0.0	30.0	50.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	14	100.0	0	12		
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	50.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	9	91.7	6	12		
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL BRATISLAVA</b>					<b>144</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>42.1</b>	<b>37.9</b>	<b>6.9</b>	<b>5.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>94.8</b>	<b>5</b>	<b>134</b>	
BRAUNSCHWEIG																							
	STANSTED	GERMAN AIRWAYS GMBH & CO KG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BRAUNSCHWEIG</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
BREMEN																							
	STANSTED	RYANAIR	S	A	34	0	1	2.9	31.4	28.6	22.9	5.7	2.9	2.9	0.0	0.0	0.0	2.9	17	93.9	4	33	
	STANSTED	RYANAIR	S	D	34	0	1	0.0	45.7	28.6	11.4	5.7	5.7	0.0	0.0	0.0	0.0	2.9	12	91.2	5	34	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL BREMEN</b>					<b>76</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>38.5</b>	<b>28.2</b>	<b>16.7</b>	<b>5.1</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>92.5</b>	<b>4</b>	<b>67</b>	
BRESCIA/MONTICHIARI																							
	GATWICK	EASYJET UK LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BRIDGETOWN																							
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	121	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	19	0	0	5.3	15.8	15.8	21.1	15.8	10.5	10.5	5.3	0.0	0.0	0.0	53	37.5	71	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	33.3	11.1	38.9	0.0	5.6	11.1	0.0	0.0	0.0	54	60.0	73	10	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1		
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	70	0.0	0	0		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
	GLASGOW	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	74	0.0	32	1		
	GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	70	0.0	19	1		
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	29	100.0	0	1		
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	1		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	10.5	5.3	42.1	10.5	10.5	10.5	10.5	0.0	0.0	0.0	37	52.6	22	19		
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	36.8	26.3	0.0	26.3	0.0	10.5	0.0	0.0	0.0	32	73.7	11	19		
	GATWICK	TUI AIRWAYS LTD	C	A	26	0	0	7.7	23.1	23.1	15.4	26.9	3.8	0.0	0.0	0.0	0.0	22	50.0	23	12		
	GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	0.0	42.3	46.2	11.5	0.0	0.0	0.0	0.0	0.0	20	58.3	20	12		
	GATWICK	WESTAIR AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	32.3	12.9	16.1	16.1	3.2	0.0	0.0	6.5	0.0	93	61.3	25	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	41.9	22.6	25.8	3.2	3.2	0.0	0.0	0.0	27	54.8	26	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	97	0.0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	53.8	26.9	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3	78.6	6	14		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	0.0	30.8	30.8	15.4	7.7	11.5	3.8	0.0	0.0	0.0	25	83.3	12	12		



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: B																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	late	m late	m late	m late	m late	m late	late						
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8
	STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	AER LINGUS (UK) LTD	S	A	12	0	0	41.7	33.3	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	10	76.9	10	13
	MANCHESTER	AER LINGUS (UK) LTD	S	D	13	0	0	0.0	23.1	46.2	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	21	84.6	6	13
	MANCHESTER	TUI AIRWAYS LTD	C	A	23	0	0	13.0	8.7	30.4	13.0	26.1	8.7	0.0	0.0	0.0	0.0	0.0	21	31.3	51	16
	MANCHESTER	TUI AIRWAYS LTD	C	D	26	0	0	0.0	0.0	19.2	30.8	42.3	3.8	3.8	0.0	0.0	0.0	0.0	37	5.9	64	17
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	72.2	11.1	5.6	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	14	90.5	4	21
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	5.6	50.0	27.8	5.6	0.0	5.6	0.0	5.6	0.0	0.0	0.0	21	86.4	8	22
	NEWCASTLE	TUI AIRWAYS LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	70	0.0	102	1
	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	40	1
<b>TOTAL BRIDGETOWN</b>					<b>377</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>18.3</b>	<b>25.5</b>	<b>15.4</b>	<b>17.8</b>	<b>5.0</b>	<b>4.0</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>63.2</b>	<b>23</b>	<b>299</b>
BRINDISI																						
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	81	3
	GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	100.0	10	3
	STANSTED	RYANAIR	S	A	12	0	0	0.0	25.0	33.3	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	9	6
	STANSTED	RYANAIR	S	D	12	0	0	0.0	58.3	25.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	5	6
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	66.7	95	3
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	35	1
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL BRINDISI</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.3</b>	<b>29.0</b>	<b>12.9</b>	<b>25.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.1</b>	<b>27</b>	<b>26</b>
BRISTOL																						
	ABERDEEN	LOGANAIR LTD	S	A	26	0	1	22.2	25.9	22.2	7.4	7.4	3.7	7.4	0.0	0.0	0.0	3.7	20	78.4	12	36
	ABERDEEN	LOGANAIR LTD	S	D	26	0	1	0.0	44.4	25.9	3.7	14.8	7.4	0.0	0.0	0.0	0.0	3.7	16	65.2	21	22
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)
BELFAST CITY (GEORGE BEST)		EASYJET UK LTD		S	D	10	0	0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0								
BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	89	0	2	2.2	42.9	28.6	6.6	9.9	6.6	0.0	1.1	0.0	0.0	2.2	17	95.8	3	71								
BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	88	0	3	0.0	45.1	20.9	9.9	9.9	8.8	1.1	1.1	0.0	0.0	3.3	21	91.5	5	71								
EAST MIDLANDS INTERNATIONAL		JET2.COM LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3									
EAST MIDLANDS INTERNATIONAL		JET2.COM LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3									
EDINBURGH		EASYJET UK LTD		S	A	126	0	4	9.2	40.8	20.8	9.2	6.2	8.5	1.5	0.8	0.0	0.0	3.1	18	90.6	5	96								
EDINBURGH		EASYJET UK LTD		S	D	126	0	4	1.5	35.4	25.4	13.8	9.2	9.2	2.3	0.0	0.0	0.0	3.1	21	87.5	7	96								
EXETER		AURIGNY AIR SERVICES		S	A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0									
EXETER		AURIGNY AIR SERVICES		S	D	4	1	0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0	0.0	31	1								
GLASGOW		EASYJET UK LTD		S	A	98	0	3	5.0	44.6	15.8	12.9	7.9	5.9	1.0	3.0	1.0	0.0	3.0	26	91.5	5	94								
GLASGOW		EASYJET UK LTD		S	D	98	0	3	1.0	43.6	20.8	7.9	11.9	5.9	2.0	3.0	1.0	0.0	3.0	29	89.4	5	94								
ISLE OF MAN		EASYJET UK LTD		S	A	10	0	1	0.0	36.4	27.3	0.0	9.1	9.1	0.0	0.0	9.1	0.0	9.1	162	88.9	12	9								
ISLE OF MAN		EASYJET UK LTD		S	D	10	0	1	0.0	9.1	27.3	27.3	0.0	9.1	9.1	0.0	9.1	0.0	9.1	175	88.9	14	9								
JERSEY		BLUE ISLANDS LIMITED		S	A	26	0	2	17.9	32.1	10.7	7.1	17.9	0.0	7.1	0.0	0.0	0.0	7.1	23	85.2	9	26								
JERSEY		BLUE ISLANDS LIMITED		S	D	27	0	0	0.0	48.1	14.8	22.2	3.7	3.7	7.4	0.0	0.0	0.0	0.0	23	85.2	11	26								
GATWICK		EASYJET UK LTD		S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0								
GATWICK		RYANAIR		C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0								
NEWCASTLE		EASYJET UK LTD		S	A	50	0	1	7.8	43.1	13.7	13.7	5.9	5.9	5.9	0.0	2.0	0.0	2.0	32	90.5	6	42								
NEWCASTLE		EASYJET UK LTD		S	D	50	0	1	0.0	41.2	19.6	11.8	11.8	3.9	7.8	0.0	2.0	0.0	2.0	37	85.7	8	42								
<b>TOTAL BRISTOL</b>						<b>879</b>	<b>1</b>	<b>29</b>	<b>4.1</b>	<b>40.5</b>	<b>21.7</b>	<b>10.7</b>	<b>9.0</b>	<b>6.6</b>	<b>2.5</b>	<b>1.0</b>	<b>0.7</b>	<b>0.1</b>	<b>3.2</b>	<b>26</b>	<b>88.4</b>	<b>7</b>	<b>741</b>								
BRIVE-LA-GAILLARDE																															
CARDIFF WALES		ENTER AIR		C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0									
STANSTED		RYANAIR		S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	35	100.0	9	1									
STANSTED		RYANAIR		S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1									
<b>TOTAL BRIVE-LA-GAILLARDE</b>						<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>5</b>	<b>2</b>								
BRNO (TURANY)																															
STANSTED		RYANAIR		S	A	23	0	0	0.0	17.4	39.1	34.8	8.7	0.0	0.0	0.0	0.0	0.0	14	82.6	7	23									
STANSTED		RYANAIR		S	D	24	0	0	0.0	33.3	45.8	16.7	4.2	0.0	0.0	0.0	0.0	0.0	9	95.7	6	23									
<b>TOTAL BRNO (TURANY)</b>						<b>47</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.5</b>	<b>42.6</b>	<b>25.5</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>89.1</b>	<b>7</b>	<b>46</b>									
BRUSSELS																															
BIRMINGHAM		BRUSSELS AIRLINES		S	A	45	0	1	8.7	58.7	17.4	4.3	2.2	4.3	2.2	0.0	0.0	0.0	2.2	9	100.0	0	2								
BIRMINGHAM		BRUSSELS AIRLINES		S	D	44	0	1	0.0	40.0	40.0	8.9	0.0	4.4	2.2	2.2	0.0	0.0	2.2	17	100.0	5	2								

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE										MAR 2022		
										NUMBER OF FLIGHTS														
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1			
EDINBURGH	BRUSSELS AIRLINES	S	A	15	0	0	6.7	53.3	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	3	8			
EDINBURGH	BRUSSELS AIRLINES	S	D	15	0	0	0.0	53.3	33.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8			
HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	16	3.6	28.5	24.8	10.9	12.4	5.1	2.2	0.7	0.0	0.0	11.7	20	85.0	8	59			
HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	16	0.0	12.4	27.7	20.4	14.6	9.5	3.6	0.0	0.0	0.0	11.7	29	57.6	24	59			
HEATHROW	BRUSSELS AIRLINES	S	A	89	0	0	7.9	33.7	32.6	12.4	7.9	4.5	1.1	0.0	0.0	0.0	0.0	14	86.6	5	67			
HEATHROW	BRUSSELS AIRLINES	S	D	89	0	0	0.0	9.0	48.3	24.7	10.1	6.7	1.1	0.0	0.0	0.0	0.0	21	70.1	12	67			
MANCHESTER	BRUSSELS AIRLINES	S	A	57	0	0	1.8	26.3	43.9	12.3	10.5	1.8	3.5	0.0	0.0	0.0	0.0	17	84.2	8	38			
MANCHESTER	BRUSSELS AIRLINES	S	D	56	0	1	0.0	19.3	47.4	17.5	12.3	0.0	1.8	0.0	0.0	0.0	1.8	16	59.5	16	37			
NEWCASTLE	JET2.COM LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
<b>TOTAL BRUSSELS</b>				<b>652</b>	<b>0</b>	<b>36</b>	<b>2.6</b>	<b>26.3</b>	<b>33.6</b>	<b>14.5</b>	<b>10.2</b>	<b>5.1</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>19</b>	<b>75.4</b>	<b>11</b>	<b>348</b>			
BUCHAREST (OTOPENI)																								
BIRMINGHAM	RYANAIR	S	A	18	0	0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	19	18			
BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	27.8	38.9	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	10	18			
BIRMINGHAM	WIZZ AIR	S	A	17	0	0	35.3	29.4	23.5	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	8	80.0	4	15			
BIRMINGHAM	WIZZ AIR	S	D	17	0	0	0.0	17.6	41.2	17.6	5.9	17.6	0.0	0.0	0.0	0.0	0.0	23	33.3	29	15			
BRISTOL	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	19	8			
BRISTOL	RYANAIR	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	7	8			
DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	14			
DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	9	14			
EDINBURGH	RYANAIR	S	A	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	46.2	25	13			
EDINBURGH	RYANAIR	S	D	12	0	0	0.0	58.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	13	13			
EDINBURGH	WIZZ AIR	S	A	10	0	0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	51	0.0	19	1			
EDINBURGH	WIZZ AIR	S	D	10	0	0	0.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	55	0.0	37	1			
LEEDS BRADFORD	WIZZ AIR	S	A	14	0	0	28.6	21.4	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
LEEDS BRADFORD	WIZZ AIR	S	D	14	0	1	0.0	6.7	33.3	26.7	20.0	6.7	0.0	0.0	0.0	0.0	6.7	23	0.0	0	0			
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	30.8	38.5	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	100.0	3	9			
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	15.4	53.8	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	22	55.6	16	9			
GATWICK	EUROATLANTIC AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													MAR 2022		
						NUMBER OF FLIGHTS																	
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	WIZZ AIR	S	A	24	0	0	33.3	29.2	20.8	0.0	4.2	12.5	0.0	0.0	0.0	0.0	0.0	12	60.0	10	5		
GATWICK	WIZZ AIR	S	D	24	0	0	0.0	12.5	33.3	29.2	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	40.0	22	5		
HEATHROW	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	20		
HEATHROW	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.0	13	20		
HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	20.0	20.0	23.6	12.7	10.9	9.1	1.8	1.8	0.0	0.0	0.0	22	73.1	21	24		
HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	0.0	1.8	25.5	25.5	29.1	14.5	0.0	3.6	0.0	0.0	0.0	42	24.0	33	23		
HEATHROW	TAROM	S	A	29	0	0	34.5	27.6	24.1	10.3	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	20		
HEATHROW	TAROM	S	D	29	0	0	0.0	27.6	48.3	6.9	13.8	3.4	0.0	0.0	0.0	0.0	0.0	13	95.0	4	20		
LUTON	WIZZ AIR	S	A	119	0	0	21.0	34.5	25.2	8.4	7.6	2.5	0.8	0.0	0.0	0.0	0.0	10	84.8	5	79		
LUTON	WIZZ AIR	S	D	119	0	0	0.0	14.3	35.3	23.5	15.1	10.1	1.7	0.0	0.0	0.0	0.0	25	62.0	16	79		
STANSTED	RYANAIR	S	A	102	0	0	3.9	26.5	30.4	18.6	9.8	9.8	0.0	0.0	1.0	0.0	0.0	26	80.6	8	67		
STANSTED	RYANAIR	S	D	103	0	0	0.0	36.9	35.9	9.7	11.7	4.9	1.0	0.0	0.0	0.0	0.0	15	83.6	8	67		
STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	61	100.0	0	1		
STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	100.0	0	1		
STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	40.0	28	10		
MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	15	10		
<b>TOTAL BUCHAREST (OTOPENI)</b>				<b>868</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>24.4</b>	<b>32.3</b>	<b>15.1</b>	<b>10.5</b>	<b>6.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>19</b>	<b>72.3</b>	<b>12</b>	<b>609</b>		
BUDAPEST																							
BELFAST CITY (GEORGE BEST)	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BELFAST INTERNATIONAL	RYANAIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BELFAST INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BELFAST INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
BELFAST INTERNATIONAL	TRAVEL SERVICE KFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	55.6	33.3	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	21	100.0	0	8		
BIRMINGHAM	JET2.COM LTD	S	D	8	0	1	0.0	22.2	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	11.1	13	87.5	8	8		
BIRMINGHAM	WIZZ AIR	S	A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	3	9		
BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	11	9		
BOURNEMOUTH	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	9		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BOURNEMOUTH	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	9	
	BRISTOL	RYANAIR	S	A	12	0	0	8.3	50.0	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	17	
	BRISTOL	RYANAIR	S	D	12	0	0	0.0	41.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	94.1	4	17	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	87.5	11	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	1	8	
	EDINBURGH	RYANAIR	S	A	21	0	0	14.3	23.8	42.9	4.8	4.8	4.8	0.0	4.8	0.0	0.0	0.0	19	81.0	12	21	
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	23.8	52.4	4.8	14.3	0.0	0.0	4.8	0.0	0.0	0.0	20	77.3	14	22	
	EDINBURGH	WIZZ AIR	S	A	7	0	0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	16	2	
	EDINBURGH	WIZZ AIR	S	D	7	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	36	2	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	87.5	5	8	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	50.0	14	6	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	11.1	0.0	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	50.0	18	6	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	6.5	41.9	35.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	86.2	15	29	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	48.4	12.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	89.7	5	29	
	GATWICK	WIZZ AIR	S	A	19	0	0	15.8	31.6	36.8	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	18	5	
	GATWICK	WIZZ AIR	S	D	19	0	0	0.0	15.8	52.6	21.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	21	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	4.5	33.7	23.6	10.1	14.6	10.1	2.2	0.0	0.0	0.0	1.1	22	80.6	8	65	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	1	0.0	4.5	40.4	18.0	23.6	10.1	2.2	0.0	0.0	0.0	1.1	29	57.6	21	65	
	LUTON	WIZZ AIR	S	A	82	0	0	0.0	25.6	34.1	18.3	14.6	6.1	1.2	0.0	0.0	0.0	0.0	19	83.6	8	73	
	LUTON	WIZZ AIR	S	D	82	0	0	0.0	8.5	23.2	24.4	29.3	9.8	4.9	0.0	0.0	0.0	0.0	36	66.7	19	72	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	STANSTED	RYANAIR	S	A	118	0	0	4.2	40.7	38.1	6.8	5.9	3.4	0.8	0.0	0.0	0.0	0.0	11	89.6	6	115	
	STANSTED	RYANAIR	S	D	118	0	0	0.0	28.8	42.4	14.4	7.6	6.8	0.0	0.0	0.0	0.0	0.0	15	87.8	6	115	
	STANSTED	RYANAIR UK LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	23	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	22.2	44.4	16.7	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	12	94.1	2	17	
	MANCHESTER	JET2.COM LTD	S	D	19	0	1	0.0	15.0	45.0	10.0	20.0	5.0	0.0	0.0	0.0	0.0	5.0	16	82.4	8	17	
	MANCHESTER	RYANAIR	S	A	15	0	0	20.0	33.3	33.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	4	21	
	MANCHESTER	RYANAIR	S	D	15	0	0	0.0	33.3	40.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	71.4	11	21	
	MANCHESTER	RYANAIR UK LTD	S	A	7	0	0	0.0	0.0	57.1	0.0	14.3	14.3	14.3	0.0	0.0	0.0	0.0	41	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	MANCHESTER	RYANAIR UK LTD	S	D	7	0	0	0.0	14.3	42.9	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL BUDAPEST</b>					<b>939</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>27.8</b>	<b>34.9</b>	<b>12.7</b>	<b>12.4</b>	<b>5.9</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>81.7</b>	<b>9</b>	<b>833</b>
BUEENOS AIRES	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	20.0	32.0	28.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	9	96.8	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	0.0	53.8	11.5	26.9	7.7	0.0	0.0	0.0	0.0	24	32.3	27	31	
<b>TOTAL BUENOS AIRES</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>15.7</b>	<b>41.2</b>	<b>9.8</b>	<b>19.6</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.5</b>	<b>14</b>	<b>62</b>	
BURGAS	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	LUTON	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	A	10	0	0	10.0	10.0	10.0	10.0	30.0	20.0	10.0	0.0	0.0	0.0	49	83.3	7	6	
	LUTON	WIZZ AIR UK LTD	S	D	10	0	0	0.0	10.0	20.0	10.0	30.0	20.0	10.0	0.0	0.0	0.0	47	100.0	3	6	
<b>TOTAL BURGAS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>9.1</b>	<b>18.2</b>	<b>13.6</b>	<b>27.3</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>91.7</b>	<b>5</b>	<b>12</b>	
BYDGOSZCZ	BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	14	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	4	14	
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	22.2	22.2	0.0	11.1	22.2	0.0	11.1	0.0	0.0	48	0.0	0	0	
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	22.2	11.1	22.2	0.0	33.3	0.0	11.1	0.0	0.0	58	0.0	0	0	
	LUTON	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	85.7	6	14	
	LUTON	RYANAIR	S	D	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	6	14	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	22.2	22.2	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	14	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	22.2	33.3	0.0	22.2	11.1	11.1	0.0	0.0	0.0	37	0.0	0	0	
	STANSTED	RYANAIR	S	A	19	0	0	5.3	21.1	42.1	21.1	5.3	5.3	0.0	0.0	0.0	0.0	13	76.5	7	17	
	STANSTED	RYANAIR	S	D	19	0	0	0.0	42.1	26.3	21.1	10.5	0.0	0.0	0.0	0.0	0.0	10	88.2	4	17	
<b>TOTAL BYDGOSZCZ</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>39.8</b>	<b>29.7</b>	<b>10.2</b>	<b>6.8</b>	<b>6.8</b>	<b>0.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.8</b>	<b>5</b>	<b>90</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: C																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CAGLIARI (ELMAS)																						
	GATWICK	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	37	100.0	0	1
	GATWICK	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	16	1
	STANSTED	RYANAIR	S	A	11	0	0	0.0	9.1	36.4	18.2	18.2	9.1	9.1	0.0	0.0	0.0	0.0	32	63.6	15	11
	STANSTED	RYANAIR	S	D	11	0	0	0.0	36.4	18.2	0.0	27.3	18.2	0.0	0.0	0.0	0.0	0.0	26	100.0	2	11
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>30.8</b>	<b>11.5</b>	<b>19.2</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>79.2</b>	<b>8</b>	<b>24</b>
CAIRO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	1.6	3.2	14.5	25.8	38.7	16.1	0.0	0.0	0.0	0.0	0.0	37	86.4	8	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	0.0	21.0	35.5	29.0	11.3	3.2	0.0	0.0	0.0	0.0	35	42.4	28	59
	HEATHROW	EGYPT AIR	S	A	62	0	0	1.6	4.8	24.2	35.5	24.2	9.7	0.0	0.0	0.0	0.0	0.0	29	77.4	10	62
	HEATHROW	EGYPT AIR	S	D	62	0	0	0.0	6.5	17.7	27.4	32.3	14.5	1.6	0.0	0.0	0.0	0.0	35	61.3	14	62
<b>TOTAL CAIRO</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>3.6</b>	<b>19.4</b>	<b>31.0</b>	<b>31.0</b>	<b>12.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>66.9</b>	<b>15</b>	<b>242</b>
CALGARY																						
	GATWICK	WEST JET AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	24	8
	GATWICK	WEST JET AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	40	8
	HEATHROW	AIR CANADA	S	A	31	0	0	16.1	25.8	29.0	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	60.0	17	10
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	12.9	51.6	16.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	19	60.0	23	10
	HEATHROW	WEST JET AIRLINES	S	A	31	0	0	0.0	9.7	32.3	19.4	22.6	16.1	0.0	0.0	0.0	0.0	0.0	31	100.0	0	3
	HEATHROW	WEST JET AIRLINES	S	D	31	0	1	0.0	3.1	46.9	3.1	25.0	18.8	0.0	0.0	0.0	0.0	3.1	31	0.0	54	3
<b>TOTAL CALGARY</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>12.8</b>	<b>40.0</b>	<b>13.6</b>	<b>18.4</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>50.0</b>	<b>25</b>	<b>42</b>
CAMBRIDGE																						
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	1	35.7	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2	100.0	0	2
<b>TOTAL CAMBRIDGE</b>					<b>13</b>	<b>0</b>	<b>1</b>	<b>35.7</b>	<b>50.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
CAMPBELTOWN																						
	GLASGOW	LOGANAIR LTD	S	A	38	0	8	17.4	26.1	32.6	4.3	2.2	0.0	0.0	0.0	0.0	0.0	17.4	5	58.1	16	33
	GLASGOW	LOGANAIR LTD	S	D	39	0	6	0.0	35.6	42.2	6.7	2.2	0.0	0.0	0.0	0.0	0.0	13.3	5	62.5	13	31
<b>TOTAL CAMPBELTOWN</b>					<b>77</b>	<b>0</b>	<b>14</b>	<b>8.8</b>	<b>30.8</b>	<b>37.4</b>	<b>5.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>5</b>	<b>60.2</b>	<b>15</b>	<b>64</b>
CANCUN																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	20.0	36	10
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	20.0	36	10
	BRISTOL	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	12.9	25.8	22.6	19.4	0.0	6.5	0.0	0.0	0.0	0.0	23	48.4	24	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	35.5	12.9	12.9	3.2	0.0	3.2	0.0	0.0	0.0	19	71.0	21	31
	GATWICK	TUI AIRWAYS LTD	S	A	14	0	0	0.0	21.4	28.6	42.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	17	50.0	17	18

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: C																	MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								3.0	14.8	28.1	31.1	16.3	4.4	1.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	TUI AIRWAYS LTD	S	D	15	0	0	0.0	0.0	33.3	46.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	61.1	19	18
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	0.0	0.0	23.1	30.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	33	27.8	62	18
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	35	5.6	61	18
<b>TOTAL CANCUN</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>14.8</b>	<b>28.1</b>	<b>31.1</b>	<b>16.3</b>	<b>4.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>43.2</b>	<b>32</b>	<b>155</b>
CAPE TOWN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	0.0	75.0	8.3	8.3	0.0	0.0	0.0	0.0	8.3	0.0	0.0	201	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	10.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	15.5	43.1	25.9	6.9	6.9	1.7	0.0	0.0	0.0	0.0	0.0	7	77.6	9	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	0.0	14.3	33.9	21.4	21.4	7.1	1.8	0.0	0.0	0.0	0.0	25	62.5	41	56
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	38.5	46.2	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	0.0	32.0	36.0	12.0	4.0	12.0	0.0	4.0	0.0	0.0	0.0	25	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CAPE TOWN</b>					<b>191</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>34.6</b>	<b>28.3</b>	<b>11.0</b>	<b>10.5</b>	<b>4.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>70.2</b>	<b>25</b>	<b>114</b>
CARCASSONNE																						
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	STANSTED	RYANAIR	S	A	11	0	0	0.0	0.0	72.7	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	19	90.0	10	10
	STANSTED	RYANAIR	S	D	11	0	0	0.0	36.4	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	8	10
	MANCHESTER	RYANAIR	S	A	10	0	1	0.0	36.4	18.2	9.1	0.0	18.2	9.1	0.0	0.0	0.0	9.1	32	62.5	10	8
	MANCHESTER	RYANAIR	S	D	10	0	1	0.0	36.4	18.2	9.1	9.1	9.1	9.1	0.0	0.0	0.0	9.1	30	75.0	7	8
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL CARCASSONNE</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.3</b>	<b>43.2</b>	<b>9.1</b>	<b>2.3</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>21</b>	<b>75.0</b>	<b>9</b>	<b>40</b>
CARDIFF WALES																						
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	9	0	1	30.0	10.0	10.0	10.0	20.0	0.0	10.0	0.0	0.0	0.0	10.0	31	0.0	0	0
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	9	0	1	10.0	20.0	20.0	0.0	20.0	10.0	10.0	0.0	0.0	0.0	10.0	31	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	15	0	0	0.0	53.3	6.7	13.3	6.7	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	15	0	0	0.0	33.3	26.7	6.7	13.3	13.3	6.7	0.0	0.0	0.0	0.0	25	0.0	0	0



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST INTERNATIONAL		RYANAIR UK LTD		S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0					
BELFAST INTERNATIONAL		RYANAIR UK LTD		S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0					
BELFAST INTERNATIONAL		WIZZ AIR UK LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1					
BELFAST INTERNATIONAL		WIZZ AIR UK LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
EDINBURGH		LOGANAIR LTD		S	A	26	0	1	22.2	29.6	11.1	18.5	7.4	7.4	0.0	0.0	0.0	0.0	0.0	3.7	17	73.7	11	19						
EDINBURGH		LOGANAIR LTD		S	D	26	0	1	0.0	22.2	29.6	18.5	18.5	3.7	3.7	0.0	0.0	0.0	0.0	3.7	24	63.2	16	19						
GLASGOW		LOGANAIR LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2						
GLASGOW		LOGANAIR LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2						
GATWICK		BRITISH AIRWAYS PLC		C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
LUTON		WIZZ AIR UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	4						
LUTON		WIZZ AIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4						
TEESSIDE INTERNATIONAL AIRPORT		EASTERN AIRWAYS		C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
TEESSIDE INTERNATIONAL AIRPORT		EASTERN AIRWAYS		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
<b>TOTAL CARDIFF WALES</b>						<b>104</b>	<b>0</b>	<b>5</b>	<b>9.2</b>	<b>28.4</b>	<b>18.3</b>	<b>12.8</b>	<b>14.7</b>	<b>8.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>24</b>	<b>75.0</b>	<b>11</b>	<b>52</b>							
CASABLANCA MOHAMED V																														
GATWICK		ROYAL AIR MAROC		S	A	28	0	0	0.0	28.6	39.3	3.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	94.1	1	17						
GATWICK		ROYAL AIR MAROC		S	D	28	0	0	0.0	10.7	28.6	17.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	27	83.3	14	17						
HEATHROW		ROYAL AIR MAROC		S	A	35	0	1	2.8	27.8	38.9	8.3	11.1	5.6	2.8	0.0	0.0	0.0	2.8	18	96.8	3	31							
HEATHROW		ROYAL AIR MAROC		S	D	35	0	1	0.0	25.0	36.1	11.1	8.3	11.1	5.6	0.0	0.0	0.0	2.8	25	96.8	2	31							
<b>TOTAL CASABLANCA MOHAMED V</b>						<b>126</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>23.4</b>	<b>35.9</b>	<b>10.2</b>	<b>19.5</b>	<b>6.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>93.8</b>	<b>4</b>	<b>96</b>							
CASTELLON COSTA AZAHAR																														
STANSTED		RYANAIR		S	A	11	0	0	0.0	18.2	27.3	27.3	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	29	77.8	7	9						
STANSTED		RYANAIR		S	D	11	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	5	9						
<b>TOTAL CASTELLON COSTA AZAHAR</b>						<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>31.8</b>	<b>18.2</b>	<b>4.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.8</b>	<b>6</b>	<b>18</b>							
CATANIA (FONTANAROSSA)																														
BRISTOL		EASYJET UK LTD		S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0						
BRISTOL		EASYJET UK LTD		S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0						
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	21	1					
GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	3	1					
GATWICK	EASYJET UK LTD	S	A	18	0	0	5.6	16.7	27.8	11.1	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	32	85.7	4	14					
GATWICK	EASYJET UK LTD	S	D	18	0	0	0.0	11.1	61.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	92.9	7	14					
GATWICK	WIZZ AIR UK LTD	S	A	14	0	0	7.1	14.3	28.6	14.3	7.1	21.4	0.0	7.1	0.0	0.0	0.0	0.0	49	0.0	0	0					
GATWICK	WIZZ AIR UK LTD	S	D	14	0	0	0.0	0.0	64.3	14.3	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	39	0.0	0	0					
LUTON	EASYJET UK LTD	S	A	11	0	0	9.1	18.2	18.2	36.4	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	26	50.0	24	4					
LUTON	EASYJET UK LTD	S	D	11	0	0	0.0	18.2	54.5	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	16	4					
LUTON	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	38	1					
LUTON	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	1					
STANSTED	RYANAIR	S	A	9	0	0	11.1	0.0	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0					
STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0					
MANCHESTER	EASYJET UK LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0					
MANCHESTER	EASYJET UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
<b>TOTAL CATANIA (FONTANAROSSA) CHAMBERY</b>				<b>126</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>11.9</b>	<b>38.9</b>	<b>20.6</b>	<b>13.5</b>	<b>8.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>80.0</b>	<b>9</b>	<b>40</b>					
BIRMINGHAM	JET2.COM LTD	S	A	4	0	1	0.0	0.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	68	50.0	23	4					
BIRMINGHAM	JET2.COM LTD	S	D	4	0	1	0.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	42	75.0	9	4					
BIRMINGHAM	TUI AIRWAYS LTD	C	A	6	0	0	0.0	0.0	16.7	50.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	75	33.3	63	6					
BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	59	0.0	31	5					
BRISTOL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	100	0.0	59	4					
BRISTOL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	57	50.0	18	4					
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	50	25.0	16	4					
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	50.0	17	4					
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	69	33.3	31	3					
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	31	2					
EDINBURGH	BA CITYFLYER LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	74	0.0	0	0					
EDINBURGH	BA CITYFLYER LTD	S	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0					
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	87	0.0	69	4					
EDINBURGH	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	65	25.0	47	4					
EXETER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	90	33.3	37	3					
EXETER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	88	25.0	47	4		
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	56	0.0	32	4			
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	81	0.0	47	3			
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	66	25.0	36	4			
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	117	0.0	0	0			
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
GATWICK	BA CITYFLYER LTD	S A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	JET2.COM LTD	C A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0			
GATWICK	JET2.COM LTD	C D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
GATWICK	TITAN AIRWAYS LTD	C A	8	0	0	0.0	0.0	12.5	12.5	12.5	37.5	12.5	12.5	0.0	0.0	0.0	87	37.5	29	8			
GATWICK	TITAN AIRWAYS LTD	C D	8	0	0	0.0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	43	75.0	10	8			
GATWICK	TUI AIRWAYS LTD	C A	19	0	1	5.0	15.0	0.0	0.0	40.0	15.0	10.0	10.0	0.0	0.0	5.0	72	41.7	31	24			
GATWICK	TUI AIRWAYS LTD	C D	19	0	1	0.0	5.0	20.0	10.0	35.0	15.0	5.0	5.0	0.0	0.0	5.0	54	50.0	25	24			
LONDON CITY	BA CITYFLYER LTD	S A	7	0	0	0.0	28.6	14.3	0.0	14.3	42.9	0.0	0.0	0.0	0.0	0.0	41	62.5	18	8			
LONDON CITY	BA CITYFLYER LTD	S D	8	0	0	0.0	12.5	12.5	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	49	50.0	21	8			
STANSTED	JET2.COM LTD	S A	8	0	1	0.0	22.2	0.0	11.1	33.3	22.2	0.0	0.0	0.0	0.0	11.1	40	25.0	43	4			
STANSTED	JET2.COM LTD	S D	8	0	1	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	100.0	4	4			
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	111	75.0	10	4			
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	15	4			
MANCHESTER	BRITISH AIRWAYS PLC	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4			
MANCHESTER	BRITISH AIRWAYS PLC	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4			
MANCHESTER	JET2.COM LTD	S A	12	0	0	0.0	0.0	8.3	8.3	25.0	41.7	0.0	16.7	0.0	0.0	0.0	93	37.5	45	8			
MANCHESTER	JET2.COM LTD	S D	12	0	0	0.0	0.0	41.7	25.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	50.0	24	8			
MANCHESTER	TUI AIRWAYS LTD	C A	12	0	0	0.0	0.0	8.3	8.3	41.7	16.7	16.7	8.3	0.0	0.0	0.0	77	16.7	72	12			
MANCHESTER	TUI AIRWAYS LTD	C D	12	0	0	0.0	0.0	25.0	25.0	25.0	16.7	0.0	8.3	0.0	0.0	0.0	62	0.0	105	12			
SOUTHAMPTON	BA CITYFLYER LTD	S A	7	0	0	0.0	14.3	14.3	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	36	62.5	13	8			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: C										PERCENTAGE OF FLIGHTS LATE				MAR 2022		
										NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
SOUTHAMPTON		BA CITYFLYER LTD		S	D	7	0	0	0.0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	24	75.0	7	8			
SOUTHAMPTON		BRITISH AIRWAYS PLC		S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
SOUTHAMPTON		BRITISH AIRWAYS PLC		S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
<b>TOTAL CHAMBERY</b>						<b>245</b>	<b>0</b>	<b>8</b>	<b>0.8</b>	<b>9.5</b>	<b>19.0</b>	<b>13.8</b>	<b>21.3</b>	<b>19.4</b>	<b>7.5</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>56</b>	<b>42.1</b>	<b>33</b>	<b>228</b>			
CHANIA		EAST MIDLANDS INTERNATIONAL		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2				
CHANIA		EAST MIDLANDS INTERNATIONAL		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2				
CHANIA		LEEDS BRADFORD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	123	1				
CHANIA		GATWICK		S	A	6	0	0	0.0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	30	60.0	34	5			
CHANIA		GATWICK		S	D	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	39	5				
CHANIA		STANSTED		S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	4				
CHANIA		STANSTED		S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4				
CHANIA		MANCHESTER		S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	45	0.0	69	2				
CHANIA		MANCHESTER		S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	23	0.0	41	2				
CHANIA		NEWCASTLE		S	A	1	0	1	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	19	0.0	0	0				
CHANIA		NEWCASTLE		S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	70	0.0	0	0				
<b>TOTAL CHANIA</b>						<b>25</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>19.2</b>	<b>34.6</b>	<b>15.4</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>22</b>	<b>63.0</b>	<b>29</b>	<b>27</b>			
CHARLEROI		EDINBURGH		S	A	32	0	0	12.5	43.8	28.1	6.3	6.3	3.1	0.0	0.0	0.0	0.0	9	70.4	12	27				
CHARLEROI		EDINBURGH		S	D	32	0	0	0.0	53.1	21.9	12.5	6.3	6.3	0.0	0.0	0.0	0.0	13	66.7	23	27				
CHARLEROI		GLASGOW		S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	9	1				
CHARLEROI		GLASGOW		S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	9	1				
CHARLEROI		LIVERPOOL (JOHN LENNON)		S	A	9	0	0	0.0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	15	100.0	8	2				
CHARLEROI		LIVERPOOL (JOHN LENNON)		S	D	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	12	100.0	5	2				
CHARLEROI		MANCHESTER		S	A	58	0	1	3.4	32.2	28.8	13.6	8.5	8.5	1.7	1.7	0.0	0.0	1.7	22	89.5	5	38			
CHARLEROI		MANCHESTER		S	D	58	0	0	0.0	24.1	37.9	12.1	12.1	10.3	1.7	0.0	1.7	0.0	0.0	34	81.6	8	38			
CHARLEROI		MANCHESTER		S	A	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	9	66.7	16	12				
CHARLEROI		MANCHESTER		S	D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10	66.7	18	12				
<b>TOTAL CHARLEROI</b>						<b>226</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>38.8</b>	<b>29.1</b>	<b>9.7</b>	<b>10.1</b>	<b>6.2</b>	<b>0.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>77.5</b>	<b>12</b>	<b>160</b>			
CHARLOTTE		HEATHROW		S	A	62	0	0	24.2	30.6	19.4	12.9	6.5	3.2	0.0	3.2	0.0	0.0	18	94.4	7	36				
CHARLOTTE		HEATHROW		S	D	62	0	0	1.6	67.7	19.4	4.8	1.6	4.8	0.0	0.0	0.0	0.0	7	83.3	52	36				
<b>TOTAL CHARLOTTE</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>49.2</b>	<b>19.4</b>	<b>8.9</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>29</b>	<b>72</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: C																	MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHENGDU		HEATHROW	AIR CHINA	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
		HEATHROW	AIR CHINA	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL CHENGDU</b>						<b>0</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHENGDU TIANFU		HEATHROW	AIR CHINA	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	146	0.0	0	0
		HEATHROW	AIR CHINA	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
<b>TOTAL CHENGDU TIANFU</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHENNAI		HEATHROW	AIR INDIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4
		HEATHROW	AIR INDIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	0.0	6.5	32.3	35.5	22.6	3.2	0.0	0.0	0.0	47	64.3	14	14
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	29.0	12.9	35.5	16.1	6.5	0.0	0.0	0.0	44	23.1	37	13
<b>TOTAL CHENNAI</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.7</b>	<b>22.6</b>	<b>35.5</b>	<b>19.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>54.3</b>	<b>21</b>	<b>35</b>
CHICAGO (O'HARE)		HEATHROW	AMERICAN AIRLINES	S	A	49	0	0	12.2	51.0	18.4	6.1	4.1	4.1	0.0	0.0	0.0	0.0	15	78.0	13	40
		HEATHROW	AMERICAN AIRLINES	S	D	49	0	0	0.0	59.2	28.6	10.2	2.0	0.0	0.0	0.0	0.0	0.0	4	95.1	2	40
		HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	4	1.6	8.1	22.6	21.0	19.4	16.1	4.8	0.0	0.0	6.5	36	82.3	14	62
		HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	5	0.0	0.0	17.7	19.4	33.9	16.1	4.8	0.0	0.0	8.1	45	32.3	42	61
		HEATHROW	UNITED AIRLINES	S	A	91	0	0	16.5	29.7	33.0	9.9	8.8	0.0	1.1	0.0	1.1	0.0	16	97.2	3	36
		HEATHROW	UNITED AIRLINES	S	D	91	0	1	0.0	55.4	34.8	3.3	3.3	2.2	0.0	0.0	0.0	1.1	6	94.4	6	36
<b>TOTAL CHICAGO (O'HARE)</b>						<b>395</b>	<b>0</b>	<b>10</b>	<b>5.4</b>	<b>33.8</b>	<b>27.2</b>	<b>11.1</b>	<b>11.6</b>	<b>5.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>19</b>	<b>75.9</b>	<b>16</b>	<b>275</b>
CHISINAU (KISHINEV)		LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	7.7	38.5	23.1	0.0	23.1	0.0	0.0	0.0	0.0	66	0.0	0	0
		LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	7.7	46.2	15.4	7.7	15.4	0.0	0.0	0.0	0.0	54	0.0	0	0
		STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	16	0	4	0.0	15.0	45.0	0.0	5.0	10.0	0.0	0.0	5.0	0.0	20.0	43	50.0	35
		STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	16	0	4	0.0	20.0	35.0	5.0	0.0	15.0	0.0	0.0	5.0	0.0	20.0	46	50.0	34
<b>TOTAL CHISINAU (KISHINEV)</b>						<b>58</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>13.6</b>	<b>40.9</b>	<b>9.1</b>	<b>3.0</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>12.1</b>	<b>52</b>	<b>50.0</b>	<b>35</b>
CITY OF DERRY (EGLINTON)		GLASGOW	LOGANAIR LTD	S	A	18	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	17
		GLASGOW	LOGANAIR LTD	S	D	18	0	0	0.0	72.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	6	17
		LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	A	22	0	0	22.7	63.6	4.5	4.5	0.0	4.5	0.0	0.0	0.0	0.0	5	87.1	12	31
		LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	D	21	0	1	0.0	40.9	50.0	0.0	0.0	4.5	0.0	0.0	0.0	4.5	5	90.3	11	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: C		PERCENTAGE OF FLIGHTS LATE											MAR 2022			
								NUMBER OF FLIGHTS																
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
STANSTED	LOGANAIR LTD	S	A	59	0	0	15.3	66.1	11.9	1.7	3.4	0.0	1.7	0.0	0.0	0.0	0.0	5	86.2	9	58			
STANSTED	LOGANAIR LTD	S	D	59	0	0	3.4	59.3	23.7	6.8	5.1	0.0	1.7	0.0	0.0	0.0	0.0	8	87.9	9	58			
MANCHESTER	RYANAIR UK LTD	S	A	14	0	0	35.7	50.0	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	9	78.6	16	13			
MANCHESTER	RYANAIR UK LTD	S	D	14	0	0	0.0	71.4	21.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	64.3	17	13			
<b>TOTAL CITY OF DERRY (EGLINTON)</b>				<b>225</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>60.2</b>	<b>19.5</b>	<b>3.1</b>	<b>2.2</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>86.7</b>	<b>10</b>	<b>238</b>			
CLERMONT FERRAND																								
	CARDIFF WALES	PAN EUROPEAN AIR SERVICE	C	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
<b>TOTAL CLERMONT FERRAND</b>				<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
CLUJ NAPOCA																								
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	2	9			
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	25.0	25.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	28	55.6	14	9			
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	7			
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	7	7			
	LEEDS BRADFORD	WIZZ AIR	S	A	9	0	0	33.3	11.1	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	20	0.0	0	0			
	LEEDS BRADFORD	WIZZ AIR	S	D	9	0	0	0.0	33.3	22.2	22.2	0.0	0.0	22.2	0.0	0.0	0.0	37	0.0	0	0			
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	33.3	22.2	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	0.0	0	0			
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	24	0.0	0	0			
	LUTON	WIZZ AIR	S	A	61	0	0	29.5	45.9	13.1	6.6	1.6	3.3	0.0	0.0	0.0	0.0	5	88.9	4	54			
	LUTON	WIZZ AIR	S	D	61	0	0	0.0	23.0	45.9	8.2	13.1	8.2	1.6	0.0	0.0	0.0	20	79.6	8	54			
	STANSTED	RYANAIR	S	A	14	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	11	15			
	STANSTED	RYANAIR	S	D	14	0	0	0.0	35.7	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	10	100.0	1	15			
<b>TOTAL CLUJ NAPOCA</b>				<b>202</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>30.7</b>	<b>32.2</b>	<b>10.4</b>	<b>6.4</b>	<b>4.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.9</b>	<b>6</b>	<b>170</b>			
COCHIN																								
	GATWICK	AIR INDIA	S	A	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0			
	GATWICK	AIR INDIA	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
	HEATHROW	AIR INDIA	S	A	11	0	0	18.2	45.5	18.2	0.0	9.1	9.1	0.0	0.0	0.0	0.0	13	84.6	15	13			
	HEATHROW	AIR INDIA	S	D	11	0	0	0.0	27.3	54.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	14	78.6	28	14			
<b>TOTAL COCHIN</b>				<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>21</b>	<b>27</b>			
COLOGNE BONN																								
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	25.0	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	31	55.6	42	9			
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	23	66.7	13	9			
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	34	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 90 m late	90 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	74	0	4	11.5	34.6	25.6	9.0	7.7	5.1	1.3	0.0	0.0	0.0	5.1	14	86.3	3	47
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	74	0	4	1.3	34.6	30.8	12.8	6.4	7.7	0.0	1.3	0.0	0.0	5.1	16	90.2	3	48
	LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	226	0.0	0	0
	STANSTED	RYANAIR	S	A	61	0	2	3.2	31.7	23.8	14.3	11.1	7.9	1.6	3.2	0.0	0.0	3.2	27	89.1	6	46
	STANSTED	RYANAIR	S	D	61	0	2	0.0	33.3	28.6	15.9	11.1	4.8	1.6	1.6	0.0	0.0	3.2	22	86.0	7	50
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	24	0	1	4.0	36.0	40.0	0.0	8.0	8.0	0.0	0.0	0.0	0.0	4.0	13	90.9	4	21
	MANCHESTER	RYANAIR	S	D	25	0	0	0.0	24.0	48.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	14	70.8	10	24
<b>TOTAL COLOGNE BONN</b>					<b>341</b>	<b>0</b>	<b>13</b>	<b>3.7</b>	<b>33.1</b>	<b>28.8</b>	<b>11.9</b>	<b>9.3</b>	<b>7.3</b>	<b>0.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>19</b>	<b>84.7</b>	<b>7</b>	<b>254</b>
COLOMBO																						
	HEATHROW	SRILANKAN AIRLINES	S	A	38	0	0	0.0	10.5	23.7	39.5	7.9	10.5	7.9	0.0	0.0	0.0	0.0	33	54.8	21	31
	HEATHROW	SRILANKAN AIRLINES	S	D	38	0	0	0.0	7.9	26.3	21.1	28.9	15.8	0.0	0.0	0.0	0.0	0.0	31	32.3	31	31
<b>TOTAL COLOMBO</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.2</b>	<b>25.0</b>	<b>30.3</b>	<b>18.4</b>	<b>13.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>43.5</b>	<b>26</b>	<b>62</b>
CONSTANTA																						
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	15	1
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	7	1
<b>TOTAL CONSTANTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>11</b>	<b>2</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	ABERDEEN	SAS	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BELFAST CITY (GEORGE BEST)	GERMAN AIRWAYS GMBH & CO KG	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BIRMINGHAM	SAS	S	A	26	0	0	3.8	26.9	50.0	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	100.0	2	5
	BIRMINGHAM	SAS	S	D	26	0	0	0.0	11.5	50.0	26.9	3.8	7.7	0.0	0.0	0.0	0.0	0.0	20	100.0	6	5
	BIRMINGHAM	TUI FLY NORDIC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	34	2
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	70.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	37	2
	EDINBURGH	EASYJET UK LTD	S	A	10	0	0	10.0	30.0	20.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	2
	EDINBURGH	EASYJET UK LTD	S	D	10	0	0	10.0	30.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	2
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	7.7	30.8	38.5	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	14	81.8	5	10
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	13	0	0	0.0	53.8	23.1	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	15	81.8	4	10
	EDINBURGH	RYANAIR	S	A	26	0	0	0.0	50.0	26.9	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	80.8	7	26
	EDINBURGH	RYANAIR	S	D	26	0	0	0.0	61.5	30.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	92.3	5	26

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GLASGOW	DOT - DANU ORO TRANSPORTAS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	7	0	0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	4	7				
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	4	7				
GATWICK	EASYJET UK LTD	S	A	55	0	0	7.3	21.8	23.6	20.0	16.4	7.3	3.6	0.0	0.0	0.0	0.0	0.0	24	86.8	4	38				
GATWICK	EASYJET UK LTD	S	D	55	0	0	0.0	36.4	27.3	12.7	16.4	5.5	1.8	0.0	0.0	0.0	0.0	0.0	19	81.6	7	38				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	120	0	1	12.4	43.8	27.3	8.3	5.0	2.5	0.0	0.0	0.0	0.0	0.0	0.8	8	90.4	4	52				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	120	0	1	0.0	51.2	32.2	5.8	6.6	3.3	0.0	0.0	0.0	0.0	0.0	0.8	9	88.5	4	52				
HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	4	20.6	24.2	23.6	12.7	8.5	7.3	0.6	0.0	0.0	0.0	0.0	2.4	15	88.6	6	119				
HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	4	0.0	11.5	39.4	19.4	17.6	9.1	0.0	0.6	0.0	0.0	0.0	2.4	25	64.2	15	119				
HEATHROW	SAS	S	A	108	0	2	11.8	35.5	25.5	10.0	10.0	4.5	0.9	0.0	0.0	0.0	0.0	1.8	13	88.5	5	75				
HEATHROW	SAS	S	D	106	0	2	0.0	46.3	31.5	6.5	10.2	2.8	0.9	0.0	0.0	0.0	0.0	1.9	11	91.0	2	75				
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	21	0	0	14.3	28.6	33.3	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	1	17				
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	23	0	0	0.0	39.1	34.8	21.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	17				
STANSTED	RYANAIR	S	A	76	0	0	2.6	18.4	42.1	15.8	17.1	1.3	2.6	0.0	0.0	0.0	0.0	0.0	19	76.1	8	67				
STANSTED	RYANAIR	S	D	77	0	0	0.0	40.3	32.5	15.6	7.8	2.6	1.3	0.0	0.0	0.0	0.0	0.0	13	83.6	9	67				
STANSTED	RYANAIR UK LTD	S	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	15	4				
STANSTED	RYANAIR UK LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	11	4				
MANCHESTER	EASYJET UK LTD	S	A	41	0	0	12.2	34.1	26.8	12.2	7.3	4.9	2.4	0.0	0.0	0.0	0.0	0.0	15	90.0	7	40				
MANCHESTER	EASYJET UK LTD	S	D	41	0	0	2.4	53.7	31.7	7.3	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	11	77.5	8	40				
MANCHESTER	RYANAIR	S	A	32	0	0	6.3	31.3	31.3	9.4	12.5	6.3	3.1	0.0	0.0	0.0	0.0	0.0	21	27.3	31	22				
MANCHESTER	RYANAIR	S	D	32	0	0	0.0	53.1	28.1	3.1	6.3	6.3	3.1	0.0	0.0	0.0	0.0	0.0	17	72.7	12	22				
MANCHESTER	RYANAIR UK LTD	S	A	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	14.3	22	7				
MANCHESTER	RYANAIR UK LTD	S	D	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	85.7	8	7				
MANCHESTER	SAS	S	A	27	0	0	0.0	33.3	33.3	18.5	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	86.7	8	30				
MANCHESTER	SAS	S	D	27	0	0	0.0	25.9	40.7	14.8	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	73.3	16	29				
NEWCASTLE	CORENDON DUTCH AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1				
<b>TOTAL COPENHAGEN</b>				<b>1499</b>	<b>0</b>	<b>14</b>	<b>5.7</b>	<b>34.0</b>	<b>31.7</b>	<b>12.4</b>	<b>9.8</b>	<b>4.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>81.5</b>	<b>8</b>	<b>1047</b>					
CORFU																										
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0				



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	1	3	
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	8	2	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	100.0	0	2	
	GATWICK	EASYJET UK LTD	S	A	7	0	0	0.0	14.3	0.0	57.1	0.0	14.3	0.0	14.3	0.0	0.0	0.0	46	62.5	11	7	
	GATWICK	EASYJET UK LTD	S	D	7	0	0	0.0	14.3	42.9	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	33	75.0	6	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	0	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	8	2	
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	33.3	29	3	
	STANSTED	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	3	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	6	2	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	10	2	
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	55	0.0	83	2	
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	69	2	
<b>TOTAL CORFU</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.5</b>	<b>24.4</b>	<b>29.3</b>	<b>17.1</b>	<b>4.9</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>65.2</b>	<b>15</b>	<b>42</b>	
CORK																							
	BIRMINGHAM	RYANAIR	S	A	19	0	1	10.0	45.0	15.0	10.0	5.0	10.0	0.0	0.0	0.0	0.0	5.0	13	80.0	6	15	
	BIRMINGHAM	RYANAIR	S	D	19	0	0	0.0	52.6	21.1	0.0	15.8	10.5	0.0	0.0	0.0	0.0	0.0	17	73.3	10	15	
	CARDIFF WALES	EMERALD AIRLINES UK LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	EMERALD AIRLINES UK LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	51	0	0	17.6	19.6	27.5	9.8	11.8	9.8	0.0	3.9	0.0	0.0	0.0	26	90.0	5	20	
	EDINBURGH	RYANAIR	S	D	51	0	0	0.0	27.5	27.5	15.7	19.6	7.8	0.0	2.0	0.0	0.0	0.0	25	85.0	8	20	
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	19	0	0	21.1	52.6	15.8	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	6	81.0	10	21	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	19	0	0	0.0	57.9	31.6	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	21	21	
	GATWICK	RYANAIR	S	A	31	0	0	9.7	54.8	22.6	0.0	3.2	6.5	3.2	0.0	0.0	0.0	0.0	11	86.7	6	30	
	GATWICK	RYANAIR	S	D	31	0	0	0.0	16.1	51.6	19.4	3.2	3.2	3.2	3.2	0.0	0.0	0.0	22	64.5	16	31	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	AER LINGUS	S	A	117	0	0	7.7	42.7	33.3	6.0	6.0	3.4	0.9	0.0	0.0	0.0	0.0	10	94.5	3	90
	HEATHROW	AER LINGUS	S	D	117	0	0	0.0	35.0	35.9	17.1	6.8	3.4	1.7	0.0	0.0	0.0	0.0	13	94.5	3	90
	LUTON	RYANAIR	S	A	26	0	0	7.7	34.6	26.9	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	90.5	24	21
	LUTON	RYANAIR	S	D	26	0	0	0.0	30.8	34.6	7.7	26.9	0.0	0.0	0.0	0.0	0.0	0.0	16	90.5	4	21
	STANSTED	RYANAIR	S	A	78	0	0	12.8	34.6	26.9	9.0	7.7	5.1	1.3	1.3	1.3	0.0	0.0	28	92.1	7	76
	STANSTED	RYANAIR	S	D	78	0	0	0.0	37.2	37.2	9.0	9.0	7.7	0.0	0.0	0.0	0.0	0.0	15	90.8	5	76
	MANCHESTER	RYANAIR	S	A	48	0	0	10.4	33.3	22.9	8.3	12.5	8.3	2.1	2.1	0.0	0.0	0.0	24	82.1	12	28
	MANCHESTER	RYANAIR	S	D	48	0	0	0.0	45.8	31.3	2.1	14.6	4.2	2.1	0.0	0.0	0.0	0.0	16	82.1	13	28
	MANCHESTER	RYANAIR UK LTD	S	A	13	0	0	0.0	30.8	7.7	0.0	38.5	15.4	7.7	0.0	0.0	0.0	0.0	39	69.7	21	33
	MANCHESTER	RYANAIR UK LTD	S	D	13	0	0	0.0	23.1	15.4	7.7	38.5	7.7	7.7	0.0	0.0	0.0	0.0	39	69.7	19	33
	NEWCASTLE	RYANAIR	S	A	7	0	0	14.3	28.6	14.3	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	24	0.0	0	0
	NEWCASTLE	RYANAIR	S	D	7	0	0	0.0	14.3	57.1	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	31	0.0	0	0
<b>TOTAL CORK</b>					<b>824</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>36.4</b>	<b>30.3</b>	<b>9.2</b>	<b>10.7</b>	<b>5.3</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>18</b>	<b>86.4</b>	<b>9</b>	<b>669</b>
CRAIOVA																						
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	50.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	20	44.4	19	9
	LUTON	WIZZ AIR	S	A	37	0	0	51.4	18.9	13.5	5.4	5.4	2.7	0.0	2.7	0.0	0.0	0.0	14	96.3	3	27
	LUTON	WIZZ AIR	S	D	37	0	0	0.0	13.5	45.9	18.9	8.1	10.8	0.0	2.7	0.0	0.0	0.0	29	74.1	13	27
<b>TOTAL CRAIOVA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>17.8</b>	<b>30.0</b>	<b>11.1</b>	<b>5.6</b>	<b>7.8</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>81.9</b>	<b>8</b>	<b>72</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: D																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
		-----							-----										-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DAKAR (BLAISE DIAGNE)																							
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL DAKAR (BLAISE DIAGNE)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1128	100.0	0	1	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	40.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	D	6	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	1	
	BIRMINGHAM	SUNEXPRESS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	SUNEXPRESS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	83	1	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1	
	BRISTOL	EASYJET UK LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	29	3	
	BRISTOL	EASYJET UK LTD	S	D	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	30	3	
	BRISTOL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	BRISTOL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	1	0	1	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	58	0.0	35	1	
	EDINBURGH	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	9	1	
	GLASGOW	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	21	1	
	GLASGOW	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	1	
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	2	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	37	100.0	0	1	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE											MAR 2022		
								NUMBER OF FLIGHTS															
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
GATWICK	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	15.4	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	27	77.8	50	9		
GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	50.0	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	23	66.7	32	9		
GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	12	1		
LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	44.4	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	57	0.0	29	2		
LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	10.0	70.0	0.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	44	0.0	25	2		
LUTON	WIZZ AIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	42	0.0	45	1		
LUTON	WIZZ AIR UK LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	61	0.0	28	1		
STANSTED	JET2.COM LTD	S	A	6	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	26	2		
STANSTED	JET2.COM LTD	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	2		
STANSTED	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1		
STANSTED	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
STANSTED	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1		
MANCHESTER	EASYJET UK LTD	S	A	14	0	0	7.1	21.4	35.7	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	18	6		
MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	35.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	16.7	22	6		
MANCHESTER	JET2.COM LTD	S	A	6	0	0	16.7	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
MANCHESTER	SUNEXPRESS	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	10	1		
MANCHESTER	SUNEXPRESS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	55	1		
MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL DALAMAN</b>				<b>163</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>19.3</b>	<b>41.6</b>	<b>18.7</b>	<b>9.6</b>	<b>4.8</b>	<b>0.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>1.8</b>	<b>27</b>	<b>55.9</b>	<b>27</b>	<b>68</b>		
DALLAS/FORT WORTH																							
HEATHROW	AMERICAN AIRLINES	S	A	85	0	0	23.5	24.7	17.6	8.2	16.5	5.9	1.2	1.2	1.2	0.0	0.0	27	73.1	28	67		
HEATHROW	AMERICAN AIRLINES	S	D	84	0	0	0.0	60.7	34.5	3.6	0.0	0.0	1.2	0.0	0.0	0.0	0.0	5	82.1	10	67		
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	9.7	12.9	32.3	25.8	12.9	3.2	0.0	0.0	0.0	0.0	34	87.1	11	31		
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	9.7	25.8	32.3	19.4	9.7	3.2	0.0	0.0	0.0	57	45.2	22	31		
<b>TOTAL DALLAS/FORT WORTH</b>				<b>231</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>32.5</b>	<b>22.1</b>	<b>12.1</b>	<b>13.9</b>	<b>6.5</b>	<b>2.6</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>74.0</b>	<b>18</b>	<b>196</b>		
DARWIN																							
HEATHROW	QANTAS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
<b>TOTAL DARWIN</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>		
DEBRECEN																							
LUTON	WIZZ AIR	S	A	22	0	0	40.9	36.4	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.3	5	15		
LUTON	WIZZ AIR	S	D	22	0	1	0.0	34.8	39.1	8.7	4.3	8.7	0.0	0.0	0.0	0.0	4.3	13	66.7	15	15		
<b>TOTAL DEBRECEN</b>				<b>44</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>35.6</b>	<b>31.1</b>	<b>4.4</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>7</b>	<b>80.0</b>	<b>10</b>	<b>30</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: D																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DELHI	BIRMINGHAM	AIR INDIA	S	A	14	0	0	14.3	35.7	35.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BIRMINGHAM	AIR INDIA	S	D	13	0	0	7.7	46.2	38.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	22	0.0	0	0
	GATWICK	AIR INDIA	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	HEATHROW	AIR INDIA	S	A	64	0	0	20.3	31.3	31.3	4.7	7.8	1.6	1.6	1.6	0.0	0.0	0.0	15	65.9	14	41
	HEATHROW	AIR INDIA	S	D	64	0	0	0.0	34.4	45.3	7.8	1.6	7.8	1.6	0.0	1.6	0.0	0.0	23	61.0	55	41
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	24.6	23.0	19.7	13.1	9.8	1.6	4.9	1.6	1.6	0.0	0.0	32	4.8	74	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	0.0	4.9	27.9	24.6	27.9	9.8	1.6	1.6	1.6	0.0	0.0	45	40.9	47	22
	HEATHROW	TATA SIA AIRLINES LTD (VISTARA)	S	A	31	0	0	29.0	41.9	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	7.1	37	22
	HEATHROW	TATA SIA AIRLINES LTD (VISTARA)	S	D	31	0	0	3.2	25.8	51.6	6.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	12	60.7	8	22
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	40.3	24.2	25.8	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	71.0	25	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	6.5	51.6	25.8	11.3	4.8	0.0	0.0	0.0	0.0	0.0	17	35.5	26	31
<b>TOTAL DELHI</b>					<b>464</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>23.7</b>	<b>34.5</b>	<b>11.9</b>	<b>9.1</b>	<b>3.9</b>	<b>1.3</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>46.9</b>	<b>34</b>	<b>231</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	6.5	9.7	35.5	16.1	22.6	6.5	0.0	0.0	0.0	0.0	44	82.6	12	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	22.6	25.8	29.0	16.1	6.5	0.0	0.0	0.0	0.0	43	17.4	27	23
	HEATHROW	UNITED AIRLINES	S	A	37	0	0	0.0	27.0	35.1	16.2	13.5	0.0	2.7	5.4	0.0	0.0	0.0	27	70.6	10	17
	HEATHROW	UNITED AIRLINES	S	D	36	0	0	0.0	16.7	38.9	27.8	5.6	5.6	2.8	2.8	0.0	0.0	0.0	25	88.2	7	17
<b>TOTAL DENVER INTERNATIONAL</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>13.3</b>	<b>27.4</b>	<b>25.9</b>	<b>15.6</b>	<b>10.4</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>62.5</b>	<b>15</b>	<b>80</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	35	0	0	45.7	34.3	2.9	2.9	2.9	5.7	0.0	5.7	0.0	0.0	0.0	23	83.3	12	18
	HEATHROW	DELTA AIRLINES	S	D	35	0	0	0.0	40.0	37.1	17.1	0.0	2.9	0.0	2.9	0.0	0.0	0.0	14	72.2	17	18
<b>TOTAL DETROIT</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>37.1</b>	<b>20.0</b>	<b>10.0</b>	<b>1.4</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.8</b>	<b>14</b>	<b>36</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	0	0	5.6	27.8	33.3	5.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	16	52.6	15	18
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	0	0.0	11.1	50.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	52.6	24	18
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	A	13	0	0	15.4	30.8	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	12.5	42	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE												MAR 2022			
								NUMBER OF FLIGHTS																	
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	D	13	0	0	0.0	23.1	23.1	15.4	0.0	30.8	0.0	7.7	0.0	0.0	0.0	44	40.0	45	9			
<b>TOTAL DHAKHA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>22.6</b>	<b>33.9</b>	<b>16.1</b>	<b>12.9</b>	<b>8.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>44.6</b>	<b>27</b>	<b>53</b>			
DOHA HAMAD																									
	EDINBURGH	QATAR AIRWAYS	S	A	42	0	0	35.7	42.9	11.9	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	8	17			
	EDINBURGH	QATAR AIRWAYS	S	D	42	0	0	7.1	61.9	21.4	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	52.9	17	17			
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	16.1	16.1	6.5	12.9	19.4	3.2	3.2	0.0	0.0	0.0	34	83.9	11	31			
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	45.2	22.6	9.7	6.5	0.0	3.2	0.0	0.0	0.0	24	80.6	11	31			
	GATWICK	QATAR AIRWAYS	C	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
	GATWICK	QATAR AIRWAYS	S	A	31	0	0	12.9	35.5	25.8	12.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
	GATWICK	QATAR AIRWAYS	S	D	30	0	2	0.0	31.3	43.8	9.4	6.3	3.1	0.0	0.0	0.0	0.0	6.3	10	0.0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	23.1	30.8	26.9	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	0.0	8.0	20.0	48.0	16.0	4.0	4.0	0.0	0.0	0.0	52	0.0	0	0			
	HEATHROW	QATAR AIRWAYS	S	A	175	0	1	13.1	39.2	29.0	9.1	6.8	1.7	0.6	0.0	0.0	0.0	0.6	9	62.2	18	155			
	HEATHROW	QATAR AIRWAYS	S	D	175	0	1	1.1	33.0	42.6	12.5	8.0	1.7	0.6	0.0	0.0	0.0	0.6	11	19.2	39	155			
	MANCHESTER	QATAR AIRWAYS	S	A	80	0	0	20.0	33.8	22.5	12.5	7.5	3.8	0.0	0.0	0.0	0.0	0.0	11	60.8	18	79			
	MANCHESTER	QATAR AIRWAYS	S	D	80	0	0	1.3	30.0	26.3	20.0	16.3	6.3	0.0	0.0	0.0	0.0	0.0	18	21.8	42	78			
<b>TOTAL DOHA HAMAD</b>					<b>768</b>	<b>0</b>	<b>6</b>	<b>9.9</b>	<b>33.6</b>	<b>29.6</b>	<b>12.0</b>	<b>9.6</b>	<b>3.6</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>47.3</b>	<b>26</b>	<b>563</b>			
DOLE																									
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4			
<b>TOTAL DOLE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>8</b>			
DONCASTER SHEFFIELD																									
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1			
	TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
<b>TOTAL DONCASTER SHEFFIELD</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>3</b>			
DORTMUND																									
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0			
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0			
	STANSTED	EUROWINGS LUFTVERKEHRS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: D										MAR 2022									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	STANSTED	EUROWINGS LUFTVERKEHRS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0							
	STANSTED	RYANAIR	S	A	20	0	0	5.0	25.0	40.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	6	18							
	STANSTED	RYANAIR	S	D	21	0	0	0.0	47.6	33.3	4.8	9.5	0.0	4.8	0.0	0.0	0.0	0.0	15	100.0	2	18							
	MANCHESTER	NYXAIR OU	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1							
<b>TOTAL DORTMUND</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>31.9</b>	<b>36.2</b>	<b>10.6</b>	<b>10.6</b>	<b>4.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>94.6</b>	<b>4</b>	<b>37</b>							
DRESDEN																													
	STANSTED	RYANAIR	S	A	13	0	0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	92.9	3	14							
	STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	92.9	2	14							
<b>TOTAL DRESDEN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>53.8</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>92.9</b>	<b>3</b>	<b>28</b>							
DUBAI																													
	BIRMINGHAM	EMIRATES	S	A	63	0	0	9.5	27.0	30.2	25.4	6.3	1.6	0.0	0.0	0.0	0.0	0.0	12	78.7	7	47							
	BIRMINGHAM	EMIRATES	S	D	62	0	0	0.0	24.2	37.1	25.8	8.1	3.2	1.6	0.0	0.0	0.0	0.0	16	48.9	22	47							
	GLASGOW	EMIRATES	S	A	31	0	0	16.1	12.9	45.2	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	77.4	8	31							
	GLASGOW	EMIRATES	S	D	31	0	0	0.0	25.8	41.9	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	15	61.3	14	31							
	GATWICK	EMIRATES	S	A	94	0	0	13.8	24.5	29.8	18.1	10.6	3.2	0.0	0.0	0.0	0.0	0.0	13	83.9	6	62							
	GATWICK	EMIRATES	S	D	93	0	0	0.0	29.0	32.3	20.4	9.7	6.5	2.2	0.0	0.0	0.0	0.0	18	74.2	11	62							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	1	18.5	41.3	16.3	9.8	7.6	4.3	0.0	1.1	0.0	0.0	1.1	13	84.1	9	63							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	1	0.0	5.6	34.4	20.0	26.7	12.2	0.0	0.0	0.0	0.0	1.1	29	30.2	33	63							
	HEATHROW	EMIRATES	S	A	184	0	2	11.8	26.9	37.1	12.9	8.6	1.6	0.0	0.0	0.0	0.0	1.1	10	67.7	13	186							
	HEATHROW	EMIRATES	S	D	183	0	3	0.5	31.7	41.4	14.0	7.0	3.2	0.5	0.0	0.0	0.0	1.6	12	72.0	12	186							
	STANSTED	EMIRATES	S	A	31	0	0	22.6	12.9	38.7	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
	STANSTED	EMIRATES	S	D	31	0	0	0.0	6.5	35.5	35.5	22.6	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0							
	MANCHESTER	EMIRATES	S	A	93	0	1	5.3	26.6	34.0	13.8	14.9	4.3	0.0	0.0	0.0	0.0	1.1	16	71.0	10	62							
	MANCHESTER	EMIRATES	S	D	93	0	0	0.0	6.5	32.3	30.1	22.6	6.5	2.2	0.0	0.0	0.0	0.0	28	53.2	23	62							
	NEWCASTLE	EMIRATES	S	A	31	0	0	9.7	35.5	35.5	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.5	12	17							
	NEWCASTLE	EMIRATES	S	D	31	0	0	0.0	6.5	38.7	32.3	22.6	0.0	0.0	0.0	0.0	0.0	0.0	19	23.5	32	17							
	NEWCASTLE	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1							
<b>TOTAL DUBAI</b>					<b>1231</b>	<b>0</b>	<b>8</b>	<b>6.4</b>	<b>23.9</b>	<b>34.5</b>	<b>18.8</b>	<b>11.4</b>	<b>3.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>66.9</b>	<b>14</b>	<b>937</b>							
DUBAI (WORLD CENTRAL)																													
	GATWICK	FAI FLIGHT-AMBULANCE SERVICE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
	NEWCASTLE	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1							
<b>TOTAL DUBAI (WORLD CENTRAL)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>							
DUBLIN																													
	ABERDEEN	AER LINGUS	S	A	30	0	1	16.1	38.7	25.8	3.2	3.2	9.7	0.0	0.0	0.0	0.0	3.2	12	0.0	0	0							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ABERDEEN	AER LINGUS	S	D	29	0	1	3.3	20.0	46.7	10.0	6.7	10.0	0.0	0.0	0.0	0.0	3.3	16	0.0	0	0							
ABERDEEN	EMERALD AIRLINES (IRELAND) LIMITED	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0							
ABERDEEN	LOGANAIR LTD	S	A	26	0	1	14.8	14.8	25.9	14.8	3.7	7.4	3.7	7.4	3.7	0.0	3.7	55	60.0	33	20							
ABERDEEN	LOGANAIR LTD	S	D	27	0	0	0.0	11.1	33.3	0.0	25.9	14.8	3.7	7.4	3.7	0.0	0.0	74	80.0	21	20							
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	0	1							
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
BIRMINGHAM	AER LINGUS	S	A	108	0	0	12.0	50.0	22.2	7.4	5.6	0.9	0.9	0.9	0.0	0.0	0.0	9	94.0	2	67							
BIRMINGHAM	AER LINGUS	S	D	108	0	0	0.0	22.2	48.1	13.0	12.0	0.9	1.9	1.9	0.0	0.0	0.0	20	85.1	5	67							
BIRMINGHAM	RYANAIR	S	A	169	0	3	7.0	50.6	16.3	8.1	9.3	4.1	2.3	0.6	0.0	0.0	1.7	15	95.9	3	172							
BIRMINGHAM	RYANAIR	S	D	167	0	3	0.0	32.9	32.9	7.1	12.9	7.6	3.5	1.2	0.0	0.0	1.8	23	84.9	9	172							
BIRMINGHAM	STOBART AIR	S	A	42	0	3	6.7	24.4	24.4	17.8	13.3	4.4	0.0	2.2	0.0	0.0	6.7	21	60.0	54	5							
BIRMINGHAM	STOBART AIR	S	D	42	0	3	0.0	17.8	31.1	15.6	13.3	11.1	2.2	2.2	0.0	0.0	6.7	33	40.0	64	5							
BOURNEMOUTH	RYANAIR	S	A	9	0	0	11.1	33.3	22.2	0.0	22.2	0.0	0.0	0.0	11.1	0.0	0.0	188	100.0	3	8							
BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	18	87.5	6	8							
BRISTOL	RYANAIR	S	A	87	0	1	2.3	35.2	34.1	14.8	9.1	3.4	0.0	0.0	0.0	0.0	1.1	12	84.1	7	88							
BRISTOL	RYANAIR	S	D	86	0	2	1.1	26.1	37.5	18.2	11.4	2.3	0.0	1.1	0.0	0.0	2.3	15	76.1	9	88							
BRISTOL	STOBART AIR	S	A	75	0	1	9.2	43.4	31.6	5.3	2.6	5.3	1.3	0.0	0.0	0.0	1.3	11	78.3	21	23							
BRISTOL	STOBART AIR	S	D	75	0	1	2.6	39.5	38.2	5.3	5.3	5.3	2.6	0.0	0.0	0.0	1.3	12	82.6	21	23							
CARDIFF WALES	RYANAIR	S	A	20	0	0	0.0	30.0	15.0	30.0	20.0	0.0	0.0	5.0	0.0	0.0	0.0	28	82.4	7	17							
CARDIFF WALES	RYANAIR	S	D	20	0	0	0.0	25.0	25.0	30.0	15.0	0.0	0.0	5.0	0.0	0.0	0.0	28	72.2	22	18							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	43	0	0	0.0	25.6	34.9	18.6	14.0	4.7	2.3	0.0	0.0	0.0	0.0	21	90.9	4	33							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	43	0	0	0.0	34.9	27.9	18.6	11.6	7.0	0.0	0.0	0.0	0.0	0.0	16	97.0	2	33							
EDINBURGH	AER LINGUS	S	A	124	0	3	4.7	26.0	38.6	14.2	9.4	3.1	0.0	1.6	0.0	0.0	2.4	17	79.2	15	52							
EDINBURGH	AER LINGUS	S	D	124	0	3	2.4	20.5	37.0	20.5	11.8	3.9	0.0	1.6	0.0	0.0	2.4	20	72.2	16	52							
EDINBURGH	JET2.COM LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	202	100.0	11	1							
EDINBURGH	JET2.COM LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	1							
EDINBURGH	RYANAIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
EDINBURGH	RYANAIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0							
EDINBURGH	RYANAIR	S	A	140	0	3	3.5	37.8	30.1	11.2	11.2	1.4	2.1	0.7	0.0	0.0	2.1	15	89.6	4	125							
EDINBURGH	RYANAIR	S	D	140	0	3	0.0	34.3	35.0	11.2	11.9	3.5	2.1	0.0	0.0	0.0	2.1	16	82.4	7	125							



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0							
EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0							
EXETER	EMERALD AIRLINES (IRELAND) LIMITED	S	A	20	0	0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0							
EXETER	EMERALD AIRLINES (IRELAND) LIMITED	S	D	19	1	0	0.0	40.0	30.0	15.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	8	0.0	0	0							
GLASGOW	AER LINGUS	S	A	106	0	3	11.0	42.2	24.8	7.3	4.6	4.6	2.8	0.0	0.0	0.0	2.8	13	81.6	9	48							
GLASGOW	AER LINGUS	S	D	106	0	3	3.7	36.7	31.2	11.0	8.3	3.7	1.8	0.9	0.0	0.0	2.8	16	81.3	9	46							
GLASGOW	EMERALD AIRLINES (IRELAND) LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2							
GLASGOW	EMERALD AIRLINES (IRELAND) LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2							
GLASGOW	RYANAIR	S	A	90	0	0	2.2	47.8	26.7	7.8	10.0	2.2	0.0	3.3	0.0	0.0	0.0	16	92.8	4	97							
GLASGOW	RYANAIR	S	D	90	0	0	0.0	30.0	35.6	12.2	13.3	5.6	0.0	3.3	0.0	0.0	0.0	21	89.7	10	97							
ISLE OF MAN	EMERALD AIRLINES (IRELAND) LIMITED	S	A	29	0	2	12.9	38.7	9.7	9.7	6.5	12.9	3.2	0.0	0.0	0.0	6.5	20	81.3	27	16							
ISLE OF MAN	EMERALD AIRLINES (IRELAND) LIMITED	S	D	29	0	2	0.0	35.5	22.6	9.7	9.7	12.9	3.2	0.0	0.0	0.0	6.5	23	81.3	28	16							
JERSEY	BLUE ISLANDS LIMITED	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	125	0.0	0	0							
JERSEY	BLUE ISLANDS LIMITED	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	127	0.0	0	0							
LEEDS BRADFORD	AER LINGUS	S	A	57	0	2	8.5	44.1	25.4	10.2	3.4	5.1	0.0	0.0	0.0	0.0	3.4	10	0.0	0	0							
LEEDS BRADFORD	AER LINGUS	S	D	57	0	2	3.4	44.1	27.1	11.9	5.1	3.4	1.7	0.0	0.0	0.0	3.4	12	0.0	0	0							
LEEDS BRADFORD	RYANAIR	S	A	59	0	1	0.0	38.3	33.3	10.0	11.7	0.0	1.7	1.7	1.7	0.0	1.7	22	87.5	10	48							
LEEDS BRADFORD	RYANAIR	S	D	58	0	2	1.7	31.7	35.0	10.0	6.7	5.0	3.3	0.0	3.3	0.0	3.3	35	83.0	11	47							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	117	0	0	0.9	48.7	23.9	14.5	5.1	4.3	1.7	0.9	0.0	0.0	0.0	14	94.4	3	72							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	117	0	0	0.0	44.4	30.8	11.1	8.5	2.6	2.6	0.0	0.0	0.0	0.0	13	86.1	7	72							
GATWICK	AER LINGUS	S	A	156	0	0	19.2	43.6	24.4	8.3	2.6	1.9	0.0	0.0	0.0	0.0	0.0	6	93.6	2	109							
GATWICK	AER LINGUS	S	D	156	0	0	1.3	44.2	28.8	12.8	6.4	5.1	1.3	0.0	0.0	0.0	0.0	14	92.7	2	109							
GATWICK	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can				
GATWICK	RYANAIR	S A	241	0	0	7.5	34.0	33.2	11.2	6.2	4.6	2.9	0.4	0.0	0.0	0.0	16	93.9	3	244		
GATWICK	RYANAIR	S D	241	0	0	0.0	18.7	36.5	18.3	14.5	6.6	3.3	2.1	0.0	0.0	0.0	27	89.3	6	244		
HEATHROW	AER LINGUS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
HEATHROW	AER LINGUS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
HEATHROW	AER LINGUS	S A	306	0	2	4.5	26.9	33.4	15.9	11.4	5.5	1.3	0.3	0.0	0.0	0.6	18	84.3	7	208		
HEATHROW	AER LINGUS	S D	306	0	2	0.0	28.9	34.4	18.2	9.4	6.5	1.3	0.6	0.0	0.0	0.6	19	86.7	6	208		
HEATHROW	BRITISH AIRWAYS PLC	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S A	190	0	14	11.3	21.6	21.1	14.2	16.2	6.9	1.0	1.0	0.0	0.0	6.9	23	82.5	7	203		
HEATHROW	BRITISH AIRWAYS PLC	S D	190	0	12	0.0	6.9	28.2	24.3	23.8	9.4	1.5	0.0	0.0	0.0	5.9	29	64.1	16	203		
LONDON CITY	BA CITYFLYER LTD	S A	159	0	6	42.4	34.5	8.5	4.2	3.0	2.4	0.6	0.6	0.0	0.0	3.6	8	92.4	3	142		
LONDON CITY	BA CITYFLYER LTD	S D	160	0	5	0.0	26.7	50.3	7.3	9.1	3.6	0.0	0.0	0.0	0.0	3.0	12	88.4	6	144		
LUTON	RYANAIR	S A	95	0	0	4.2	43.2	26.3	12.6	4.2	6.3	2.1	1.1	0.0	0.0	0.0	16	90.0	3	90		
LUTON	RYANAIR	S D	95	0	0	0.0	45.3	27.4	12.6	8.4	5.3	1.1	0.0	0.0	0.0	0.0	14	92.2	2	90		
STANSTED	BA CITYFLYER LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
STANSTED	RYANAIR	S A	236	0	0	3.8	30.5	31.8	14.4	10.2	6.4	2.1	0.8	0.0	0.0	0.0	20	81.9	8	215		
STANSTED	RYANAIR	S D	236	0	0	0.0	28.8	29.2	17.8	13.1	8.9	1.7	0.4	0.0	0.0	0.0	22	83.2	9	214		
STANSTED	RYANAIR UK LTD	S A	7	0	0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
STANSTED	RYANAIR UK LTD	S D	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
MANCHESTER	AER LINGUS	S A	159	0	2	5.6	36.6	34.2	12.4	5.6	4.3	0.0	0.0	0.0	0.0	1.2	11	90.3	6	92		
MANCHESTER	AER LINGUS	S D	159	0	2	1.2	24.8	33.5	23.0	9.3	5.6	0.6	0.0	0.6	0.0	1.2	20	73.4	15	93		
MANCHESTER	RYANAIR	S A	144	0	1	11.0	43.4	22.1	10.3	4.1	5.5	2.1	0.7	0.0	0.0	0.7	15	90.1	5	171		
MANCHESTER	RYANAIR	S D	145	0	0	0.7	40.0	28.3	16.6	4.1	6.2	1.4	2.8	0.0	0.0	0.0	21	75.6	14	172		
MANCHESTER	RYANAIR UK LTD	S A	19	0	0	5.3	42.1	36.8	0.0	10.5	0.0	5.3	0.0	0.0	0.0	0.0	14	0.0	0	0		
MANCHESTER	RYANAIR UK LTD	S D	19	0	0	0.0	47.4	26.3	5.3	15.8	0.0	5.3	0.0	0.0	0.0	0.0	18	0.0	0	0		
NEWCASTLE	AER LINGUS	S A	23	0	1	0.0	58.3	20.8	8.3	0.0	8.3	0.0	0.0	0.0	0.0	4.2	13	0.0	0	0		
NEWCASTLE	AER LINGUS	S D	23	0	1	0.0	29.2	54.2	4.2	0.0	4.2	4.2	0.0	0.0	0.0	4.2	15	0.0	0	0		
NEWCASTLE	RYANAIR	S A	56	0	0	7.1	35.7	26.8	10.7	12.5	3.6	0.0	3.6	0.0	0.0	0.0	23	91.4	3	35		
NEWCASTLE	RYANAIR	S D	56	0	0	0.0	28.6	30.4	10.7	17.9	7.1	1.8	3.6	0.0	0.0	0.0	32	83.3	11	36		
SOUTHAMPTON	AER LINGUS	S A	36	0	1	2.7	24.3	32.4	18.9	13.5	5.4	0.0	0.0	0.0	0.0	2.7	18	0.0	0	0		
SOUTHAMPTON	AER LINGUS	S D	36	0	1	2.7	10.8	48.6	16.2	16.2	2.7	0.0	0.0	0.0	0.0	2.7	18	0.0	0	0		
SOUTHAMPTON	EASTERN AIRWAYS	S A	18	0	7	8.0	0.0	28.0	24.0	4.0	4.0	0.0	4.0	0.0	0.0	28.0	27	76.5	12	17		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE												MAR 2022			
						NUMBER OF FLIGHTS																	
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
SOUTHAMPTON		EASTERN AIRWAYS		S	D	20	0	5	0.0	20.0	48.0	0.0	0.0	8.0	0.0	4.0	0.0	0.0	20.0	21	82.4	9	17
<b>TOTAL DUBLIN</b>						<b>6404</b>	<b>2</b>	<b>115</b>	<b>4.7</b>	<b>32.6</b>	<b>30.6</b>	<b>13.1</b>	<b>9.7</b>	<b>5.1</b>	<b>1.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>85.5</b>	<b>8</b>	<b>4847</b>
DUBROVNIK																							
BRISTOL		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
BRISTOL		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
EDINBURGH		EASYJET UK LTD		S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	100.0	0	1	
EDINBURGH		EASYJET UK LTD		S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	100.0	2	1	
LEEDS BRADFORD		JET2.COM LTD		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LEEDS BRADFORD		JET2.COM LTD		S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	7	0	0	14.3	14.3	14.3	0.0	42.9	0.0	14.3	0.0	0.0	0.0	44	0.0	0	0	
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	7	0	0	0.0	14.3	28.6	14.3	28.6	0.0	0.0	14.3	0.0	0.0	0.0	47	0.0	0	0
GATWICK		BRITISH AIRWAYS PLC		S	A	8	0	0	0.0	25.0	50.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	33	0.0	0	0
GATWICK		BRITISH AIRWAYS PLC		S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
GATWICK		EASYJET UK LTD		S	A	4	0	1	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	19	66.7	10	3	
GATWICK		EASYJET UK LTD		S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11	100.0	8	3	
GATWICK		FREEBIRD AIRLINES EUROPE LIMITED		C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	11	2	
GATWICK		FREEBIRD AIRLINES EUROPE LIMITED		C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	70	0.0	46	2	
HEATHROW		BRITISH AIRWAYS PLC		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
HEATHROW		BRITISH AIRWAYS PLC		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
STANSTED		JET2.COM LTD		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1	
STANSTED		JET2.COM LTD		S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	15	1	
MANCHESTER		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
MANCHESTER		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
MANCHESTER		FREEBIRD AIRLINES		C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
MANCHESTER		FREEBIRD AIRLINES		C	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
MANCHESTER		FREEBIRD AIRLINES EUROPE LIMITED		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: D																		MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	FREEBIRD AIRLINES EUROPE LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	2	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	14	1	
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	30	1	
<b>TOTAL DUBROVNIK</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>16.7</b>	<b>31.5</b>	<b>14.8</b>	<b>24.1</b>	<b>3.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>30</b>	<b>60.7</b>	<b>22</b>	<b>27</b>	
DUNDEE																							
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	8	0	0	62.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	100.0	0	9	
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	8	0	0	0.0	75.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	100.0	0	9	
	LONDON CITY	LOGANAIR LTD	S	A	36	0	3	15.4	38.5	20.5	10.3	2.6	2.6	2.6	0.0	0.0	0.0	7.7	11	66.7	16	41	
	LONDON CITY	LOGANAIR LTD	S	D	35	0	4	0.0	5.1	51.3	15.4	12.8	5.1	0.0	0.0	0.0	0.0	10.3	18	41.9	23	41	
	SOUTHAMPTON	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL DUNDEE</b>					<b>87</b>	<b>0</b>	<b>7</b>	<b>11.7</b>	<b>25.5</b>	<b>31.9</b>	<b>10.6</b>	<b>6.4</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>14</b>	<b>62.5</b>	<b>16</b>	<b>101</b>	
DUSSELDORF																							
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	45	0	5	0.0	42.0	28.0	8.0	10.0	2.0	0.0	0.0	0.0	0.0	10.0	11	90.4	1	49	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	44	0	6	0.0	34.0	30.0	10.0	8.0	2.0	2.0	2.0	0.0	0.0	12.0	19	90.0	5	49	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	8	0	1	11.1	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	100.0	1	9	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	8	0	1	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	88.9	3	9	
	GATWICK	AIR PORTUGAL	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	106	0	10	8.6	21.6	23.3	10.3	14.7	9.5	2.6	0.0	0.9	0.0	8.6	32	85.2	5	102	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	106	0	12	0.0	11.0	37.3	15.3	16.1	9.3	0.8	0.0	0.0	0.0	10.2	24	76.9	12	105	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	105	0	4	17.4	34.9	22.0	9.2	5.5	6.4	0.9	0.0	0.0	0.0	3.7	13	88.5	1	72	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	105	0	4	0.0	28.4	38.5	14.7	6.4	7.3	0.0	0.9	0.0	0.0	3.7	18	89.7	2	74	
	LONDON CITY	BA CITYFLYER LTD	S	A	83	0	3	5.8	58.1	16.3	9.3	3.5	2.3	1.2	0.0	0.0	0.0	3.5	9	85.5	2	68	
	LONDON CITY	BA CITYFLYER LTD	S	D	83	0	4	0.0	37.9	35.6	5.7	12.6	1.1	2.3	0.0	0.0	0.0	4.6	12	76.6	8	71	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	46	0	4	6.0	38.0	30.0	12.0	6.0	0.0	0.0	0.0	0.0	0.0	8.0	8	92.0	1	46	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	46	0	4	0.0	32.0	38.0	16.0	2.0	4.0	0.0	0.0	0.0	0.0	8.0	10	92.0	1	47	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	8	0	1	0.0	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	75.0	9	7	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	8	0	1	0.0	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11	75.0	10	7
<b>TOTAL DUSSELDORF</b>					<b>803</b>	<b>0</b>	<b>60</b>	<b>4.5</b>	<b>31.9</b>	<b>29.8</b>	<b>11.1</b>	<b>9.3</b>	<b>5.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>7.0</b>	<b>17</b>	<b>85.6</b>	<b>5</b>	<b>716</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: E																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
E T JOSHUA																							
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	22.2	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	17	100.0	2	7	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	0.0	55.6	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	25	85.7	7	7	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	2	
<b>TOTAL E T JOSHUA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>38.9</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
EAST MIDLANDS INTERNATIONAL																							
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	7	14	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	BRISTOL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	EASTERN AIRWAYS	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	19	0	0	26.3	42.1	10.5	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	9	82.4	5	17	
	JERSEY	BLUE ISLANDS LIMITED	S	D	19	0	1	0.0	55.0	20.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	11	76.5	11	17	
	JERSEY	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	JERSEY	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: E																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>15.5</b>	<b>50.0</b>	<b>13.8</b>	<b>10.3</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>8</b>	<b>79.7</b>	<b>7</b>	<b>69</b>
EDINBURGH	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	62	0	4	16.7	47.0	24.2	1.5	3.0	1.5	0.0	0.0	0.0	0.0	6.1	5	97.8	1	46
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	65	0	4	1.4	60.9	24.6	1.4	2.9	1.4	1.4	0.0	0.0	0.0	5.8	6	97.8	1	46
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	27	0	0	11.1	37.0	33.3	3.7	3.7	3.7	3.7	3.7	0.0	0.0	0.0	19	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	27	0	0	0.0	66.7	18.5	3.7	3.7	0.0	3.7	3.7	0.0	0.0	0.0	15	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	103	0	1	6.7	33.7	27.9	13.5	3.8	11.5	1.9	0.0	0.0	0.0	1.0	19	82.6	8	86
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	103	0	1	0.0	33.7	30.8	16.3	6.7	9.6	1.0	1.0	0.0	0.0	1.0	20	82.6	9	86
	BELFAST INTERNATIONAL	EMERALD AIRLINES (IRELAND) LIMITED	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	5	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	5	0	0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	BIRMINGHAM	EASYJET UK LTD	S	A	52	0	0	23.1	38.5	17.3	11.5	3.8	3.8	0.0	1.9	0.0	0.0	0.0	12	94.1	2	50
	BIRMINGHAM	EASYJET UK LTD	S	D	52	0	0	1.9	26.9	30.8	15.4	19.2	1.9	0.0	3.8	0.0	0.0	0.0	23	80.0	14	50
	BIRMINGHAM	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BOURNEMOUTH	RYANAIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	BOURNEMOUTH	RYANAIR UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	126	0	4	11.5	33.1	23.1	8.5	8.5	10.0	2.3	0.0	0.0	0.0	3.1	20	92.7	5	96
	BRISTOL	EASYJET UK LTD	S	D	126	0	4	0.8	44.6	26.9	5.4	8.5	8.5	1.5	0.8	0.0	0.0	3.1	18	90.6	6	96
	CARDIFF WALES	LOGANAIR LTD	S	A	26	0	1	18.5	25.9	7.4	22.2	14.8	7.4	0.0	0.0	0.0	0.0	3.7	21	63.2	14	19
	CARDIFF WALES	LOGANAIR LTD	S	D	26	0	1	7.4	33.3	14.8	18.5	14.8	3.7	3.7	0.0	0.0	0.0	3.7	21	73.7	13	19
	EAST MIDLANDS INTERNATIONAL	EASTERN AIRWAYS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
	EXETER	LOGANAIR LTD	S	A	23	0	0	4.3	26.1	34.8	8.7	13.0	4.3	8.7	0.0	0.0	0.0	0.0	28	73.9	10	23
	EXETER	LOGANAIR LTD	S	D	23	0	0	4.3	47.8	17.4	8.7	8.7	4.3	8.7	0.0	0.0	0.0	0.0	25	84.0	6	25
	ISLE OF MAN	LOGANAIR LTD	S	A	16	0	2	5.6	33.3	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	11.1	11	69.2	16	12
	ISLE OF MAN	LOGANAIR LTD	S	D	16	0	2	0.0	33.3	33.3	5.6	0.0	11.1	0.0	5.6	0.0	0.0	11.1	24	76.9	17	12

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

## Origin/Destinations: E

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

## MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
	GATWICK	BA CITYFLYER LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2		
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	131	0	1	13.6	37.9	21.2	6.8	10.6	6.8	2.3	0.0	0.0	0.0	0.8	17	90.9	5	121		
	GATWICK	EASYJET UK LTD	S	D	131	0	1	0.0	30.3	37.9	8.3	14.4	6.8	1.5	0.0	0.0	0.0	0.8	18	85.1	7	121		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	308	0	26	8.7	24.9	24.0	13.5	13.2	6.9	0.9	0.3	0.0	0.0	7.8	20	79.8	9	216		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	309	0	25	0.0	7.5	30.2	24.9	20.4	8.4	1.2	0.0	0.0	0.0	7.5	28	64.7	18	218		
	HEATHROW	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1			
	LONDON CITY	BA CITYFLYER LTD	S	A	219	0	10	26.2	41.9	9.2	6.1	5.7	3.5	0.9	2.2	0.0	0.0	4.4	14	94.2	3	172		
	LONDON CITY	BA CITYFLYER LTD	S	D	221	0	9	0.0	34.8	37.8	9.1	7.4	6.1	0.4	0.4	0.0	0.0	3.9	15	86.9	6	174		
	LONDON CITY	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	95	0	0	17.9	37.9	20.0	12.6	8.4	2.1	1.1	0.0	0.0	0.0	0.0	11	82.2	9	73		
	LUTON	EASYJET UK LTD	S	D	95	0	1	0.0	34.4	35.4	7.3	14.6	5.2	2.1	0.0	0.0	0.0	1.0	19	79.5	11	73		
	STANSTED	EASYJET UK LTD	S	A	103	0	0	30.1	35.9	12.6	7.8	6.8	5.8	0.0	1.0	0.0	0.0	0.0	12	93.5	5	62		
	STANSTED	EASYJET UK LTD	S	D	103	0	0	1.0	49.5	16.5	15.5	9.7	6.8	0.0	1.0	0.0	0.0	0.0	15	83.9	7	62		
	STANSTED	RYANAIR UK LTD	S	A	64	0	1	0.0	33.8	32.3	12.3	10.8	6.2	3.1	0.0	0.0	0.0	1.5	19	0.0	0	0		
	STANSTED	RYANAIR UK LTD	S	D	65	0	0	0.0	24.6	33.8	16.9	15.4	6.2	3.1	0.0	0.0	0.0	0.0	22	0.0	0	0		
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	191	0.0	0	0		
	SOUTHAMPTON	BA CITYFLYER LTD	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	SOUTHAMPTON	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	4		
	SOUTHAMPTON	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	SOUTHAMPTON	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
	SOUTHAMPTON	LOGANAIR LTD	S	A	104	0	0	7.7	48.1	24.0	4.8	10.6	2.9	1.0	1.0	0.0	0.0	0.0	13	72.1	13	80		
	SOUTHAMPTON	LOGANAIR LTD	S	D	104	0	0	3.8	48.1	27.9	6.7	8.7	3.8	0.0	1.0	0.0	0.0	0.0	13	67.9	16	80		
<b>TOTAL EDINBURGH</b>					<b>2957</b>	<b>0</b>	<b>99</b>	<b>7.7</b>	<b>33.7</b>	<b>25.6</b>	<b>11.3</b>	<b>10.4</b>	<b>6.1</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>18</b>	<b>82.7</b>	<b>8</b>	<b>2130</b>		
<b>EINDHOVEN</b>																								
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	15	8		
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	23	8		
	STANSTED	RYANAIR	S	A	86	0	0	0.0	36.0	36.0	5.8	10.5	8.1	2.3	1.2	0.0	0.0	0.0	21	84.9	7	86		
	STANSTED	RYANAIR	S	D	86	0	0	0.0	39.5	37.2	9.3	5.8	5.8	2.3	0.0	0.0	0.0	0.0	15	91.9	5	86		
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	23.1	30.8	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	24	68.8	12	16		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	30.8	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	81.3	11	16		
<b>TOTAL EINDHOVEN</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.9</b>	<b>34.1</b>	<b>10.3</b>	<b>9.3</b>	<b>7.0</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.0</b>	<b>8</b>	<b>220</b>		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: E																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ENFIDHA - HAMMAMET INTL																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	134	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	116	100.0	12	1
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	15	0	0	20.0	13.3	20.0	6.7	26.7	6.7	6.7	0.0	0.0	0.0	0.0	29	0.0	44	1
	GATWICK	EASYJET UK LTD	S	D	15	0	0	0.0	0.0	53.3	20.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	20	2
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	3
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	10	4
	MANCHESTER	EASYJET UK LTD	S	A	12	0	0	33.3	25.0	16.7	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	28	1
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	25.0	50.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	34	1
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	0.0	50	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	37	4
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>13.6</b>	<b>37.5</b>	<b>13.6</b>	<b>14.8</b>	<b>6.8</b>	<b>1.1</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>31.8</b>	<b>27</b>	<b>21</b>
ENONTEKIO																						
	BIRMINGHAM	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	GATWICK	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	NEWCASTLE	ENTER AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL ENONTEKIO</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ERRACHIDIA																						
	GATWICK	SUNDAIR GMBH	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2
<b>TOTAL ERRACHIDIA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>8</b>	<b>2</b>
ESBJERG																						
	ABERDEEN	LOGANAIR LTD	S	A	15	0	0	0.0	33.3	40.0	0.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	16	60.0	29	15
	ABERDEEN	LOGANAIR LTD	S	D	15	0	0	0.0	40.0	33.3	6.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	14	46.7	31	15
<b>TOTAL ESBJERG</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.7</b>	<b>36.7</b>	<b>3.3</b>	<b>16.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.3</b>	<b>30</b>	<b>30</b>
ESSAOUIRA																						
	STANSTED	RYANAIR UK LTD	S	A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	3
	STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	3
<b>TOTAL ESSAOUIRA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
EXETER																						
	ABERDEEN	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
	ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	16	0	0	12.5	50.0	31.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	16	0	0	0.0	56.3	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6	
	BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	3	6	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BRISTOL	AURIGNY AIR SERVICES	S	A	7	0	0	0.0	42.9	28.6	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	38	0.0	25	1	
	EDINBURGH	LOGANAIR LTD	S	A	23	0	0	8.7	34.8	21.7	13.0	8.7	4.3	8.7	0.0	0.0	0.0	0.0	27	91.3	4	23	
	EDINBURGH	LOGANAIR LTD	S	D	23	0	0	0.0	21.7	39.1	13.0	13.0	0.0	13.0	0.0	0.0	0.0	0.0	28	73.9	9	23	
	GLASGOW	LOGANAIR LTD	S	A	10	0	0	20.0	60.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	20	11	
	GLASGOW	LOGANAIR LTD	S	D	10	0	0	0.0	70.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	7	81.8	21	11	
	JERSEY	BLUE ISLANDS LIMITED	S	A	30	0	1	6.5	45.2	25.8	3.2	12.9	0.0	3.2	0.0	0.0	0.0	3.2	13	86.2	7	29	
	JERSEY	BLUE ISLANDS LIMITED	S	D	30	0	1	0.0	38.7	35.5	6.5	9.7	3.2	3.2	0.0	0.0	0.0	3.2	14	86.2	5	29	
	NEWCASTLE	LOGANAIR LTD	S	A	16	0	0	37.5	43.8	0.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	100.0	0	24	
	NEWCASTLE	LOGANAIR LTD	S	D	16	0	0	0.0	31.3	50.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	95.8	3	24	
<b>TOTAL EXETER</b>					<b>205</b>	<b>0</b>	<b>5</b>	<b>7.6</b>	<b>41.4</b>	<b>28.1</b>	<b>6.2</b>	<b>7.1</b>	<b>3.3</b>	<b>3.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>87.0</b>	<b>7</b>	<b>191</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: F																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FARNBOROUGH		BELFAST CITY (GEORGE BEST)	GAMA AVIATION (UK) LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		TEESSIDE INTERNATIONAL AIRPORT	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1
<b>TOTAL FARNBOROUGH</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>102</b>	<b>1</b>
FARO		ABERDEEN	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		ABERDEEN	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	7	1
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	1	0.0	15.8	31.6	15.8	15.8	10.5	0.0	5.3	0.0	5.3	81	68.4	17	19
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	18	0	1	0.0	5.3	63.2	5.3	10.5	5.3	0.0	0.0	0.0	5.3	23	78.9	16	19
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
		BELFAST INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
		BELFAST INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
		BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
		BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
		BIRMINGHAM	JET2.COM LTD	S	A	24	0	0	20.8	45.8	8.3	8.3	0.0	8.3	4.2	4.2	0.0	0.0	27	91.3	3	23
		BIRMINGHAM	JET2.COM LTD	S	D	24	0	0	0.0	16.7	54.2	16.7	0.0	4.2	0.0	8.3	0.0	0.0	29	65.2	14	23
		BIRMINGHAM	RYANAIR	S	A	18	0	0	16.7	33.3	16.7	11.1	5.6	16.7	0.0	0.0	0.0	0.0	21	100.0	0	14
		BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	11.1	27.8	27.8	11.1	5.6	11.1	5.6	0.0	0.0	40	64.3	15	14
		BOURNEMOUTH	RYANAIR	S	A	10	0	0	0.0	30.0	40.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	46	80.0	5	10
		BOURNEMOUTH	RYANAIR	S	D	10	0	0	0.0	50.0	30.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	33	90.0	4	10
		BRISTOL	EASYJET EUROPE	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5
		BRISTOL	EASYJET EUROPE	S	D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	30	80.0	7	5
		BRISTOL	EASYJET UK LTD	S	A	39	0	1	7.5	22.5	22.5	12.5	15.0	12.5	2.5	0.0	2.5	0.0	35	88.9	7	27
		BRISTOL	EASYJET UK LTD	S	D	41	0	1	0.0	38.1	28.6	2.4	16.7	7.1	2.4	2.4	0.0	0.0	28	88.9	7	27
		BRISTOL	JET2.COM LTD	S	A	9	0	0	0.0	22.2	11.1	11.1	44.4	11.1	0.0	0.0	0.0	0.0	31	66.7	9	9
		BRISTOL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	21	88.9	8	9
		BRISTOL	RYANAIR	S	A	13	0	0	0.0	7.7	38.5	30.8	15.4	7.7	0.0	0.0	0.0	0.0	22	81.8	11	11
		BRISTOL	RYANAIR	S	D	13	0	0	0.0	30.8	23.1	7.7	23.1	7.7	0.0	0.0	7.7	0.0	46	81.8	9	11
		CARDIFF WALES	RYANAIR	S	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	CARDIFF WALES	RYANAIR	S	D	9	0	0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	12	0	0	33.3	16.7	16.7	16.7	8.3	0.0	8.3	0.0	0.0	0.0	21	100.0	1	10		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	12	0	0	0.0	58.3	8.3	8.3	8.3	8.3	0.0	8.3	0.0	0.0	25	80.0	8	10		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	5.6	5.6	33.3	16.7	27.8	5.6	5.6	0.0	0.0	0.0	28	100.0	1	16		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	38.9	11.1	16.7	22.2	5.6	5.6	0.0	0.0	0.0	24	87.5	5	16		
	EDINBURGH	JET2.COM LTD	S	A	11	0	0	9.1	36.4	27.3	18.2	9.1	0.0	0.0	0.0	0.0	13	90.0	5	10			
	EDINBURGH	JET2.COM LTD	S	D	11	0	0	0.0	27.3	54.5	9.1	9.1	0.0	0.0	0.0	0.0	9	80.0	11	10			
	EDINBURGH	RYANAIR	S	A	13	0	0	7.7	0.0	15.4	15.4	46.2	15.4	0.0	0.0	0.0	38	81.8	10	11			
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	30.8	23.1	15.4	23.1	7.7	0.0	0.0	0.0	23	81.8	7	11			
	GLASGOW	EASYJET UK LTD	S	A	12	0	1	0.0	7.7	30.8	23.1	15.4	15.4	0.0	0.0	0.0	7.7	30	44.4	21	9		
	GLASGOW	EASYJET UK LTD	S	D	12	0	0	0.0	33.3	8.3	33.3	16.7	8.3	0.0	0.0	0.0	0.0	22	88.9	7	9		
	GLASGOW	JET2.COM LTD	S	A	12	0	0	16.7	33.3	25.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	10	100.0	0	10		
	GLASGOW	JET2.COM LTD	S	D	12	0	0	0.0	50.0	16.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	10		
	LEEDS BRADFORD	JET2.COM LTD	S	A	23	0	1	20.8	37.5	16.7	4.2	4.2	4.2	0.0	8.3	0.0	4.2	29	77.3	14	22		
	LEEDS BRADFORD	JET2.COM LTD	S	D	24	0	0	4.2	54.2	16.7	8.3	8.3	4.2	0.0	4.2	0.0	0.0	18	86.4	13	22		
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	0.0	77.8	11.1	0.0	0.0	0.0	0.0	11.1	0.0	49	100.0	1	9		
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	0.0	0.0	0.0	11.1	0.0	45	100.0	2	10		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	11	0	0	0.0	18.2	18.2	0.0	36.4	18.2	9.1	0.0	0.0	0.0	43	61.5	12	13		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	11	0	0	0.0	27.3	18.2	18.2	9.1	27.3	0.0	0.0	0.0	0.0	31	100.0	1	13		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	0.0	30.0	20.0	20.0	10.0	10.0	0.0	10.0	0.0	0.0	38	80.0	18	10		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	30.0	40.0	0.0	10.0	10.0	0.0	10.0	0.0	0.0	31	80.0	21	10		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	27	0	0	22.2	37.0	11.1	3.7	18.5	0.0	3.7	3.7	0.0	0.0	23	0.0	0	0		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	27	0	0	0.0	7.4	70.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	15	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	2	10.3	10.3	24.1	6.9	13.8	13.8	10.3	3.4	0.0	6.9	48	100.0	0	1		
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	6.9	27.6	20.7	20.7	6.9	6.9	6.9	0.0	0.0	3.4	50	100.0	5	1	
	GATWICK	EASYJET UK LTD	S	A	88	0	0	11.4	15.9	21.6	8.0	26.1	10.2	4.5	2.3	0.0	0.0	37	92.8	4	83		
	GATWICK	EASYJET UK LTD	S	D	88	0	0	0.0	12.5	50.0	17.0	9.1	8.0	2.3	1.1	0.0	0.0	23	73.5	11	83		
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	9	1		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F		PERCENTAGE OF FLIGHTS LATE											MAR 2022			
						NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022		
C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
GATWICK	WIZZ AIR UK LTD	S	A	27	0	0	11.1	14.8	25.9	11.1	14.8	11.1	7.4	3.7	0.0	0.0	0.0	43	100.0	0	3	
GATWICK	WIZZ AIR UK LTD	S	D	28	0	0	0.0	7.1	53.6	7.1	7.1	17.9	0.0	7.1	0.0	0.0	0.0	43	33.3	20	3	
HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	0.0	30.0	0.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	39	76.3	18	37	
HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	20.0	40.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	30	60.5	28	37	
LUTON	EASYJET UK LTD	S	A	38	0	0	10.5	10.5	31.6	7.9	21.1	13.2	5.3	0.0	0.0	0.0	0.0	33	95.8	4	24	
LUTON	EASYJET UK LTD	S	D	38	0	0	0.0	10.5	34.2	26.3	18.4	10.5	0.0	0.0	0.0	0.0	0.0	24	87.5	5	24	
LUTON	RYANAIR	S	A	22	0	0	0.0	36.4	31.8	9.1	18.2	4.5	0.0	0.0	0.0	0.0	0.0	18	100.0	0	4	
LUTON	RYANAIR	S	D	22	0	0	0.0	27.3	36.4	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	4	
STANSTED	JET2.COM LTD	S	A	11	0	0	9.1	9.1	45.5	9.1	27.3	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	13	
STANSTED	JET2.COM LTD	S	D	11	0	0	0.0	9.1	54.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	11	13	
STANSTED	RYANAIR	S	A	56	0	0	8.9	32.1	17.9	12.5	16.1	10.7	0.0	1.8	0.0	0.0	0.0	23	89.6	6	48	
STANSTED	RYANAIR	S	D	57	0	0	0.0	17.5	33.3	19.3	14.0	14.0	1.8	0.0	0.0	0.0	0.0	28	81.3	9	48	
MANCHESTER	EASYJET EUROPE	S	A	4	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	5	
MANCHESTER	EASYJET EUROPE	S	D	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	60.0	10	5	
MANCHESTER	EASYJET UK LTD	S	A	11	0	0	0.0	9.1	54.5	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	22	83.3	8	12	
MANCHESTER	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	45.5	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	16	91.7	3	12	
MANCHESTER	JET2.COM LTD	S	A	24	0	0	12.5	20.8	45.8	0.0	16.7	4.2	0.0	0.0	0.0	0.0	0.0	14	82.6	6	23	
MANCHESTER	JET2.COM LTD	S	D	24	0	0	0.0	4.2	62.5	20.8	4.2	8.3	0.0	0.0	0.0	0.0	0.0	16	56.5	19	23	
MANCHESTER	RYANAIR	S	A	26	0	0	0.0	23.1	34.6	11.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	24	90.5	5	21	
MANCHESTER	RYANAIR	S	D	26	0	0	0.0	15.4	34.6	23.1	15.4	7.7	0.0	0.0	3.8	0.0	0.0	45	47.6	23	21	
MANCHESTER	RYANAIR UK LTD	S	A	8	0	0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	11	2	
MANCHESTER	RYANAIR UK LTD	S	D	8	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1	
NEWCASTLE	JET2.COM LTD	S	A	19	0	0	10.5	26.3	26.3	21.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	13	90.0	7	10	
NEWCASTLE	JET2.COM LTD	S	D	19	0	0	0.0	5.3	63.2	10.5	15.8	5.3	0.0	0.0	0.0	0.0	0.0	17	90.0	13	10	
NEWCASTLE	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	90.9	3	11	
NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.7	12	11	
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	100.0	0	1	
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	19	1	
<b>TOTAL FARO</b>				<b>1377</b>	<b>0</b>	<b>9</b>	<b>4.7</b>	<b>22.0</b>	<b>32.3</b>	<b>13.1</b>	<b>14.9</b>	<b>8.2</b>	<b>2.1</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>28</b>	<b>82.1</b>	<b>9</b>	<b>1078</b>	
FEZ																						
STANSTED	RYANAIR UK LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	45	60.0	17	10	
STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	60.0	13	10	
<b>TOTAL FEZ</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>60.0</b>	<b>15</b>	<b>20</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F												MAR 2022									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
FLORENCE																											
	GATWICK	VUELING AIRLINES	S	A	54	0	0	16.7	20.4	29.6	14.8	11.1	5.6	1.9	0.0	0.0	0.0	0.0	17	84.6	6	13					
	GATWICK	VUELING AIRLINES	S	D	55	0	0	0.0	29.1	25.5	16.4	18.2	7.3	1.8	1.8	0.0	0.0	0.0	27	76.9	9	13					
	LONDON CITY	BA CITYFLYER LTD	S	A	51	0	3	9.3	18.5	37.0	13.0	9.3	5.6	0.0	0.0	1.9	0.0	5.6	24	86.1	11	35					
	LONDON CITY	BA CITYFLYER LTD	S	D	52	0	2	0.0	20.4	51.9	13.0	9.3	1.9	0.0	0.0	0.0	0.0	3.7	12	88.9	8	36					
<b>TOTAL FLORENCE</b>					<b>212</b>	<b>0</b>	<b>5</b>	<b>6.5</b>	<b>22.1</b>	<b>35.9</b>	<b>14.3</b>	<b>12.0</b>	<b>5.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>85.7</b>	<b>9</b>	<b>97</b>					
FRANKFURT MAIN																											
	BIRMINGHAM	LUFTHANSA	S	A	81	0	4	1.2	20.0	47.1	12.9	10.6	3.5	0.0	0.0	0.0	0.0	4.7	14	82.7	6	52					
	BIRMINGHAM	LUFTHANSA	S	D	79	0	5	0.0	19.0	42.9	16.7	10.7	3.6	1.2	0.0	0.0	0.0	6.0	16	78.8	10	52					
	BRISTOL	LUFTHANSA	S	A	24	0	2	3.8	30.8	30.8	23.1	0.0	3.8	0.0	0.0	0.0	0.0	7.7	10	100.0	1	23					
	BRISTOL	LUFTHANSA	S	D	24	0	2	0.0	34.6	38.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	7.7	8	95.7	2	23					
	EDINBURGH	LUFTHANSA	S	A	52	0	0	0.0	25.0	17.3	19.2	25.0	13.5	0.0	0.0	0.0	0.0	0.0	28	95.0	2	40					
	EDINBURGH	LUFTHANSA	S	D	51	0	0	0.0	29.4	33.3	11.8	13.7	9.8	2.0	0.0	0.0	0.0	0.0	23	85.0	5	40					
	GLASGOW	LUFTHANSA	S	A	41	0	1	0.0	19.0	33.3	21.4	11.9	9.5	0.0	2.4	0.0	0.0	2.4	26	97.1	1	34					
	GLASGOW	LUFTHANSA	S	D	40	0	1	9.8	34.1	36.6	4.9	4.9	4.9	2.4	0.0	0.0	0.0	2.4	14	91.2	4	34					
	LIVERPOOL (JOHN LENNON)	LUFTHANSA	S	A	11	0	1	0.0	16.7	33.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	18	0.0	0	0					
	LIVERPOOL (JOHN LENNON)	LUFTHANSA	S	D	11	0	1	0.0	33.3	25.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	13	0.0	0	0					
	GATWICK	BA CITYFLYER LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0					
	GATWICK	LUFTHANSA	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	133	0	11	6.3	23.6	20.8	11.8	18.1	11.1	0.7	0.0	0.0	0.0	7.6	25	74.4	11	73					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	133	0	10	0.0	15.4	24.5	19.6	23.1	9.8	0.7	0.0	0.0	0.0	7.0	26	59.8	20	79					
	HEATHROW	LUFTHANSA	S	A	290	0	7	11.1	29.0	26.9	13.5	9.8	6.7	0.7	0.0	0.0	0.0	2.4	16	94.9	3	177					
	HEATHROW	LUFTHANSA	S	D	290	0	8	0.0	24.2	40.6	10.7	13.1	7.7	1.0	0.0	0.0	0.0	2.7	19	86.5	8	177					
	LONDON CITY	BA CITYFLYER LTD	S	A	82	0	3	17.6	23.5	34.1	10.6	8.2	2.4	0.0	0.0	0.0	0.0	3.5	11	79.3	4	83					
	LONDON CITY	BA CITYFLYER LTD	S	D	84	0	3	0.0	23.0	41.4	18.4	8.0	5.7	0.0	0.0	0.0	0.0	3.4	14	90.2	5	91					
	LONDON CITY	LUFTHANSA	S	A	68	0	5	0.0	37.0	32.9	6.8	9.6	4.1	2.7	0.0	0.0	0.0	6.8	17	91.9	4	36					
	LONDON CITY	LUFTHANSA	S	D	68	0	9	0.0	16.9	39.0	14.3	10.4	3.9	2.6	1.3	0.0	0.0	11.7	21	78.4	9	36					
	STANSTED	LUFTHANSA	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0					
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	2	48					
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	52					
	MANCHESTER	LUFTHANSA	S	A	114	0	3	0.9	19.7	35.0	17.9	20.5	3.4	0.0	0.0	0.0	0.0	2.6	18	92.2	3	77					
	MANCHESTER	LUFTHANSA	S	D	114	0	3	0.9	32.5	37.6	10.3	12.0	3.4	0.0	0.9	0.0	0.0	2.6	14	79.2	13	77					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: F		PERCENTAGE OF FLIGHTS LATE											MAR 2022			
								NUMBER OF FLIGHTS																
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
	NEWCASTLE	LUFTHANSA	S	A	20	0	0	0.0	25.0	35.0	25.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	21	100.0	2	18		
	NEWCASTLE	LUFTHANSA	S	D	20	0	0	0.0	35.0	30.0	20.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	18		
<b>TOTAL FRANKFURT MAIN</b>					<b>1834</b>	<b>0</b>	<b>79</b>	<b>3.4</b>	<b>24.7</b>	<b>33.5</b>	<b>14.1</b>	<b>12.8</b>	<b>6.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>18</b>	<b>86.2</b>	<b>6</b>	<b>1340</b>		
FRIEDRICHSHAFEN																								
	GATWICK	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	81	100.0	0	4		
	GATWICK	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	94	100.0	1	4		
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>88</b>	<b>100.0</b>	<b>1</b>	<b>8</b>		
FUERTEVENTURA																								
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	33.3	0.0	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	88.9	5	9		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9		
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	A	22	0	0	31.8	27.3	9.1	18.2	4.5	0.0	9.1	0.0	0.0	0.0	0.0	19	100.0	0	17		
	BIRMINGHAM	JET2.COM LTD	S	D	22	0	0	0.0	18.2	63.6	4.5	9.1	0.0	0.0	4.5	0.0	0.0	0.0	18	100.0	4	18		
	BIRMINGHAM	RYANAIR	S	A	15	0	0	20.0	13.3	13.3	6.7	20.0	13.3	6.7	6.7	0.0	0.0	0.0	47	100.0	2	16		
	BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	20.0	46.7	6.7	13.3	0.0	6.7	6.7	0.0	0.0	0.0	36	93.8	3	16		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	17	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	21	9		
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	50.0	0.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9		
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	9.1	27.3	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9		
	BRISTOL	JET2.COM LTD	S	A	9	0	0	0.0	11.1	22.2	11.1	22.2	22.2	0.0	0.0	11.1	0.0	0.0	73	44.4	29	9		
	BRISTOL	JET2.COM LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	43	55.6	22	9		
	BRISTOL	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	71.4	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	30	77.8	7	9		
	BRISTOL	TUI AIRWAYS LTD	C	D	7	0	0	0.0	14.3	57.1	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	27	88.9	6	9		
	DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	31	3		
	DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	18	3		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	15.4	30.8	7.7	30.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	34	100.0	1	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	69.2	23.1	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	23	100.0	2	10		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	11	0	0	27.3	45.5	9.1	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	11	0	0	0.0	72.7	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	8		
	EDINBURGH	EASYJET UK LTD	S	A	10	0	1	54.5	9.1	9.1	9.1	0.0	9.1	0.0	0.0	0.0	0.0	9.1	14	85.7	4	7		
	EDINBURGH	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	6	7		
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	22.2	33.3	0.0	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	100.0	2	8		
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	7	9		
	EDINBURGH	RYANAIR	S	A	11	0	0	18.2	63.6	0.0	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	70.0	10	10		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	RYANAIR	S	D	11	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	6	10		
GLASGOW	JET2.COM LTD	S	A	9	0	0	22.2	22.2	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	77.8	5	9		
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	7	9		
LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	23.1	23.1	23.1	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	85.7	16	14		
LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	21	14		
LEEDS BRADFORD	RYANAIR	S	A	10	0	0	0.0	10.0	20.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	44	0.0	20	1		
LEEDS BRADFORD	RYANAIR	S	D	10	0	0	0.0	10.0	60.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	1		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	12.5	50.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	66.7	13	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	87.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	100.0	4	9		
GATWICK	EASYJET UK LTD	S	A	42	0	1	2.3	25.6	25.6	16.3	7.0	16.3	4.7	0.0	0.0	0.0	2.3	29	91.4	3	35		
GATWICK	EASYJET UK LTD	S	D	42	0	0	0.0	14.3	47.6	14.3	14.3	4.8	4.8	0.0	0.0	0.0	0.0	23	80.0	6	35		
GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	23.1	0.0	38.5	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	31	80.0	15	10		
GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	30.8	38.5	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	27	80.0	17	10		
LUTON	EASYJET UK LTD	S	A	11	0	1	0.0	16.7	25.0	16.7	8.3	16.7	8.3	0.0	0.0	0.0	8.3	35	90.0	4	10		
LUTON	EASYJET UK LTD	S	D	12	0	0	0.0	0.0	58.3	16.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	32	90.0	6	10		
LUTON	RYANAIR	S	A	6	0	0	0.0	16.7	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	35	88.9	6	9		
LUTON	RYANAIR	S	D	6	0	0	0.0	33.3	50.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	12	88.9	4	9		
LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5		
LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
STANSTED	JET2.COM LTD	S	A	18	0	0	22.2	22.2	22.2	0.0	22.2	5.6	5.6	0.0	0.0	0.0	0.0	23	100.0	0	17		
STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	17		
STANSTED	RYANAIR	S	A	30	0	0	13.3	16.7	23.3	6.7	30.0	10.0	0.0	0.0	0.0	0.0	0.0	25	86.4	5	22		
STANSTED	RYANAIR	S	D	30	0	0	0.0	46.7	23.3	13.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	12	100.0	1	22		
STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1		
STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
MANCHESTER	EASYJET UK LTD	S	A	7	0	0	0.0	14.3	42.9	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	29	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	D	7	0	0	0.0	14.3	57.1	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	29	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	A	22	0	0	9.1	27.3	40.9	0.0	9.1	9.1	4.5	0.0	0.0	0.0	0.0	19	86.4	8	22		
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	13.6	59.1	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12	76.2	13	21		
MANCHESTER	RYANAIR	S	A	13	0	0	7.7	15.4	38.5	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	22	91.3	4	23		
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	38.5	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	91.7	6	24		
MANCHESTER	RYANAIR UK LTD	S	A	12	0	0	16.7	8.3	8.3	41.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	33	0.0	0	0		
MANCHESTER	RYANAIR UK LTD	S	D	12	0	0	0.0	25.0	41.7	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	38.5	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	29	71.4	38	14		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: F																	MARCH 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	15.4	46.2	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	25	66.7	17	15	
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	23.1	23.1	7.7	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	24	84.6	10	13	
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	0.0	15.4	38.5	23.1	7.7	7.7	0.0	7.7	0.0	0.0	0.0	28	69.2	16	13	
	NEWCASTLE	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	100.0	12	1	
	NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	100.0	0	1	
<b>TOTAL FUERTEVENTURA</b>					<b>769</b>	<b>0</b>	<b>3</b>	<b>8.0</b>	<b>25.3</b>	<b>34.2</b>	<b>11.3</b>	<b>10.2</b>	<b>6.6</b>	<b>3.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>22</b>	<b>86.0</b>	<b>8</b>	<b>680</b>	
FUNCHAL																							
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	44.4	33.3	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	80.0	2	8	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	55.6	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	80.0	4	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	50.0	13	2	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	15.4	38.5	15.4	0.0	15.4	7.7	0.0	0.0	0.0	0.0	33	69.2	11	12	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	38.5	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	23	84.6	3	12	
	BRISTOL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	4	
	BRISTOL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	7	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	2	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	7	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	8	4	
	GLASGOW	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	19	4	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	13	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	5	4	
	GATWICK	EASYJET UK LTD	S	A	55	0	0	12.7	20.0	27.3	16.4	10.9	7.3	3.6	1.8	0.0	0.0	0.0	27	86.8	5	37	
	GATWICK	EASYJET UK LTD	S	D	55	0	0	0.0	21.8	50.9	14.5	7.3	1.8	0.0	3.6	0.0	0.0	0.0	21	87.5	6	37	
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	82	0.0	0	0	
	GATWICK	WIZZ AIR UK LTD	S	A	10	0	0	30.0	10.0	10.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	19	100.0	11	1	
	GATWICK	WIZZ AIR UK LTD	S	D	10	0	0	0.0	0.0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	45	100.0	11	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	3.6	28.6	35.7	14.3	10.7	7.1	0.0	0.0	0.0	0.0	0.0	15	78.0	18	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	10.7	32.1	39.3	17.9	0.0	0.0	0.0	0.0	0.0	0.0	18	63.4	21	41	
	LUTON	WIZZ AIR UK LTD	S	A	7	0	0	0.0	14.3	28.6	28.6	0.0	14.3	14.3	0.0	0.0	0.0	0.0	38	0.0	73	9	
	LUTON	WIZZ AIR UK LTD	S	D	7	0	0	0.0	28.6	28.6	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	31	66.7	45	9	
	STANSTED	JET2.COM LTD	S	A	9	0	0	11.1	11.1	44.4	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	42	100.0	3	8	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	7	8			
STANSTED	RYANAIR	S A	28	0	0	14.3	32.1	28.6	7.1	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	188	3			
STANSTED	RYANAIR	S D	28	0	0	0.0	14.3	35.7	10.7	25.0	10.7	3.6	0.0	0.0	0.0	0.0	0.0	29	33.3	21	3			
MANCHESTER	EASYJET UK LTD	S A	9	0	0	33.3	0.0	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1			
MANCHESTER	EASYJET UK LTD	S D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	13	1			
MANCHESTER	JET2.COM LTD	S A	13	0	0	23.1	38.5	7.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	7	12			
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	64.3	9	12			
MANCHESTER	RYANAIR	S A	12	0	0	25.0	41.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1			
MANCHESTER	RYANAIR	S D	12	0	0	0.0	50.0	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	150	1			
MANCHESTER	TUI AIRWAYS LTD	C A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	8			
MANCHESTER	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	37.5	28	8			
NEWCASTLE	JET2.COM LTD	S A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	107	4			
NEWCASTLE	JET2.COM LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	115	4			
<b>TOTAL FUNCHAL</b>			<b>452</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>23.2</b>	<b>34.5</b>	<b>15.7</b>	<b>9.3</b>	<b>6.4</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>18</b>	<b>331</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	ABERDEEN	EASYJET UK LTD	S	A	61	0	1	16.1	41.9	9.7	16.1	8.1	4.8	1.6	0.0	0.0	0.0	1.6	13	88.9	5	36	
	ABERDEEN	EASYJET UK LTD	S	D	61	0	1	0.0	50.0	32.3	6.5	4.8	3.2	1.6	0.0	0.0	0.0	1.6	10	82.9	8	35	
	BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	62	0	0	48.4	29.0	8.1	6.5	3.2	4.8	0.0	0.0	0.0	0.0	0.0	8	91.9	3	62	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	62	0	1	3.2	54.0	15.9	12.7	4.8	7.9	0.0	0.0	0.0	0.0	1.6	12	93.5	3	62	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	157	0	3	11.3	38.8	23.1	8.1	8.1	6.9	0.0	1.3	0.6	0.0	1.9	18	89.7	5	156	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	158	0	2	0.0	41.9	28.1	8.1	8.8	8.1	1.9	1.9	0.0	0.0	1.3	21	89.1	7	156	
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	380	100.0	5	3	
	EDINBURGH	EASYJET UK LTD	S	A	131	0	1	11.4	32.6	26.5	9.8	12.1	5.3	1.5	0.0	0.0	0.0	0.8	16	91.8	4	122	
	EDINBURGH	EASYJET UK LTD	S	D	131	0	1	3.0	37.9	31.8	5.3	11.4	7.6	2.3	0.0	0.0	0.0	0.8	18	87.6	6	121	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	30	0	1	22.6	29.0	25.8	12.9	3.2	3.2	0.0	0.0	0.0	0.0	3.2	10	96.8	1	31	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	54.8	35.5	0.0	3.2	0.0	3.2	0.0	0.0	0.0	3.2	9	96.8	4	31	
	GLASGOW	EASYJET UK LTD	S	A	94	0	1	16.8	38.9	21.1	10.5	4.2	5.3	0.0	2.1	0.0	0.0	1.1	15	94.6	2	92	
	GLASGOW	EASYJET UK LTD	S	D	93	0	1	0.0	51.1	26.6	7.4	8.5	3.2	1.1	1.1	0.0	0.0	1.1	13	91.3	4	92	
	ISLE OF MAN	EASYJET UK LTD	S	A	49	0	6	1.8	14.5	38.2	9.1	10.9	1.8	1.8	0.0	10.9	0.0	10.9	174	88.9	5	36	
	ISLE OF MAN	EASYJET UK LTD	S	D	49	0	6	0.0	7.3	18.2	21.8	23.6	5.5	0.0	1.8	10.9	0.0	10.9	192	61.1	16	36	
	JERSEY	EASYJET UK LTD	S	A	115	0	0	17.4	36.5	22.6	5.2	7.0	7.8	1.7	0.9	0.9	0.0	0.0	21	95.0	3	80	
	JERSEY	EASYJET UK LTD	S	D	114	0	0	7.0	44.7	21.1	6.1	6.1	10.5	0.9	1.8	1.8	0.0	0.0	28	91.4	4	80	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	2	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5	
	LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	34	3	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	8	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	249	20.0	23	4	
	NEWCASTLE	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G												MAR 2022										
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE																
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
TEESSIDE INTERNATIONAL AIRPORT		2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
<b>TOTAL GATWICK</b>						<b>1399</b>	<b>0</b>	<b>27</b>	<b>9.2</b>	<b>38.4</b>	<b>24.2</b>	<b>8.6</b>	<b>8.3</b>	<b>6.2</b>	<b>1.1</b>	<b>0.9</b>	<b>1.2</b>	<b>0.0</b>	<b>1.9</b>	<b>29</b>	<b>89.4</b>	<b>5</b>	<b>1256</b>					
GDANSK																												
ABERDEEN		WIZZ AIR		S	A	9	0	0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	8	7						
ABERDEEN		WIZZ AIR		S	D	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	10	71.4	11	7						
BELFAST INTERNATIONAL		RYANAIR		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
BELFAST INTERNATIONAL		RYANAIR		S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
BIRMINGHAM		RYANAIR		S	A	7	0	1	12.5	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	6	100.0	0	8						
BIRMINGHAM		RYANAIR		S	D	7	0	1	0.0	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	12.5	14	87.5	4	8						
BRISTOL		RYANAIR		S	A	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	5	8						
BRISTOL		RYANAIR		S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	7	8						
DONCASTER SHEFFIELD		WIZZ AIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	8	10						
DONCASTER SHEFFIELD		WIZZ AIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	10	10						
EDINBURGH		RYANAIR		S	A	18	0	0	5.6	33.3	27.8	11.1	22.2	0.0	0.0	0.0	0.0	0.0	13	94.1	1	17						
EDINBURGH		RYANAIR		S	D	18	0	0	0.0	22.2	22.2	22.2	27.8	5.6	0.0	0.0	0.0	0.0	21	94.1	3	17						
EDINBURGH		WIZZ AIR		S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	14	1						
EDINBURGH		WIZZ AIR		S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	11	1						
LEEDS BRADFORD		RYANAIR		S	A	13	0	0	23.1	46.2	7.7	0.0	7.7	15.4	0.0	0.0	0.0	0.0	18	91.7	2	12						
LEEDS BRADFORD		RYANAIR		S	D	13	0	0	0.0	38.5	15.4	15.4	7.7	15.4	7.7	0.0	0.0	0.0	28	91.7	9	12						
LEEDS BRADFORD		WIZZ AIR		S	A	9	0	0	33.3	22.2	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
LEEDS BRADFORD		WIZZ AIR		S	D	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0						
LIVERPOOL (JOHN LENNON)		WIZZ AIR		S	A	7	0	0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	14	5						
LIVERPOOL (JOHN LENNON)		WIZZ AIR		S	D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	5						
LUTON		WIZZ AIR		S	A	55	0	0	20.0	40.0	23.6	3.6	9.1	3.6	0.0	0.0	0.0	0.0	9	90.0	8	40						
LUTON		WIZZ AIR		S	D	55	0	0	0.0	20.0	34.5	20.0	16.4	7.3	1.8	0.0	0.0	0.0	22	67.5	17	40						
LUTON		WIZZ AIR UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1						
LUTON		WIZZ AIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1						
STANSTED		RYANAIR		S	A	61	0	0	16.4	42.6	24.6	8.2	4.9	3.3	0.0	0.0	0.0	0.0	8	95.9	3	49						
STANSTED		RYANAIR		S	D	61	0	0	0.0	29.5	29.5	19.7	16.4	4.9	0.0	0.0	0.0	0.0	17	93.9	6	49						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	RYANAIR	S	A	12	0	0	25.0	41.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.4	5	17
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.6	14	17
	NEWCASTLE	RYANAIR	S	A	8	0	0	50.0	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	8	9
	NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	50.0	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	19	88.9	8	9
<b>TOTAL GDANSK</b>					<b>437</b>	<b>0</b>	<b>2</b>	<b>9.8</b>	<b>35.5</b>	<b>26.2</b>	<b>12.3</b>	<b>11.2</b>	<b>4.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.1</b>	<b>7</b>	<b>368</b>
GENEVA	ABERDEEN	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	69	75.0	7	4
	ABERDEEN	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	85	25.0	24	4
	BELFAST INTERNATIONAL	AIR HAMBURG	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	BELFAST INTERNATIONAL	EASYJET SWITZERLAND	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET SWITZERLAND	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	23	0	0	8.7	13.0	21.7	21.7	17.4	13.0	4.3	0.0	0.0	0.0	0.0	32	55.6	29	18
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	23	0	0	0.0	39.1	34.8	4.3	17.4	0.0	4.3	0.0	0.0	0.0	0.0	16	88.9	6	18
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	36	0	1	10.8	27.0	29.7	5.4	10.8	13.5	0.0	0.0	0.0	0.0	2.7	19	75.9	13	29
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	35	0	2	0.0	24.3	18.9	16.2	18.9	10.8	2.7	2.7	0.0	0.0	5.4	34	51.7	25	29
	BIRMINGHAM	EASYJET UK LTD	S	A	31	0	1	0.0	25.0	15.6	9.4	25.0	12.5	3.1	6.3	0.0	0.0	3.1	42	75.8	13	33
	BIRMINGHAM	EASYJET UK LTD	S	D	31	0	1	0.0	3.1	25.0	15.6	15.6	28.1	3.1	6.3	0.0	0.0	3.1	59	51.5	28	33
	BIRMINGHAM	JET2.COM LTD	S	A	12	0	0	0.0	41.7	33.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	18	12
	BIRMINGHAM	JET2.COM LTD	S	D	12	0	0	0.0	16.7	58.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	10	12
	BOURNEMOUTH	EASYJET SWITZERLAND	S	A	18	0	0	0.0	38.9	22.2	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	25	78.6	7	14
	BOURNEMOUTH	EASYJET SWITZERLAND	S	D	18	0	0	0.0	16.7	50.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	64.3	13	14
	BOURNEMOUTH	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	33	37.5	23	8
	BOURNEMOUTH	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	25.0	41	8
	BRISTOL	EASYJET SWITZERLAND	S	A	9	0	1	0.0	30.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	11	0.0	0	0
	BRISTOL	EASYJET SWITZERLAND	S	D	9	0	1	10.0	50.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	10	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	102	0	3	1.9	21.9	27.6	13.3	16.2	10.5	2.9	2.9	0.0	0.0	2.9	33	61.6	28	86
	BRISTOL	EASYJET UK LTD	S	D	103	0	2	0.0	36.2	33.3	7.6	10.5	6.7	1.9	1.0	1.0	0.0	1.9	25	74.4	13	86
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	71	66.7	11	3
	BRISTOL	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	41	100.0	3	2
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	17	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	50.0	15	4

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	EASYJET SWITZERLAND	S	A	5	0	0	20.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	1	
	EDINBURGH	EASYJET SWITZERLAND	S	D	5	0	0	0.0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	35	100.0	0	1	
	EDINBURGH	EASYJET UK LTD	S	A	61	0	0	4.9	16.4	26.2	21.3	16.4	11.5	3.3	0.0	0.0	0.0	0.0	28	74.1	13	54	
	EDINBURGH	EASYJET UK LTD	S	D	61	0	0	0.0	29.5	37.7	13.1	11.5	6.6	1.6	0.0	0.0	0.0	0.0	18	90.7	5	54	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	12.5	44	8	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	13	8	
	GLASGOW	EASYJET UK LTD	S	A	14	0	0	0.0	35.7	14.3	7.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	25	27.3	48	11	
	GLASGOW	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	35.7	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	54.5	24	11	
	GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	15	4	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	9	4	
	JERSEY	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	346	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	34	0	0	0.0	26.5	32.4	23.5	14.7	0.0	0.0	2.9	0.0	0.0	0.0	24	65.5	14	29	
	LEEDS BRADFORD	JET2.COM LTD	S	D	34	0	0	0.0	44.1	26.5	14.7	8.8	2.9	0.0	2.9	0.0	0.0	0.0	18	96.6	7	29	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	61	0	0	1.6	39.3	24.6	13.1	8.2	8.2	3.3	1.6	0.0	0.0	0.0	24	66.0	14	50	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	61	0	0	0.0	57.4	16.4	4.9	13.1	3.3	4.9	0.0	0.0	0.0	0.0	18	94.0	4	50	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	31	0	0	3.2	22.6	19.4	12.9	12.9	25.8	0.0	3.2	0.0	0.0	0.0	39	0.0	0	0	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	31	0	0	0.0	22.6	45.2	9.7	16.1	3.2	0.0	3.2	0.0	0.0	0.0	20	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	55	0	5	6.7	21.7	13.3	11.7	18.3	11.7	6.7	1.7	0.0	0.0	8.3	39	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	55	0	5	0.0	23.3	40.0	1.7	11.7	13.3	0.0	1.7	0.0	0.0	8.3	24	0.0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	D	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	224	0	1	2.7	20.9	26.2	15.1	14.7	15.6	2.2	2.2	0.0	0.0	0.4	33	71.7	14	198	
	GATWICK	EASYJET UK LTD	S	D	224	0	1	0.0	20.9	30.2	17.8	16.0	12.0	1.8	0.9	0.0	0.0	0.4	28	70.2	15	197	
	GATWICK	SWISS AIRLINES	S	A	14	0	0	14.3	50.0	14.3	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	12	76.0	10	25	
	GATWICK	SWISS AIRLINES	S	D	14	0	0	0.0	57.1	7.1	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	17	56.0	18	25	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	25.0	47	4	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	13	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	303	0	20	1.9	12.7	14.6	9.9	23.5	26.6	4.3	0.3	0.0	0.0	6.2	46	70.6	17	352	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
HEATHROW	BRITISH AIRWAYS PLC	S	D	304	0	19	0.0	7.7	32.2	22.9	19.8	10.5	0.6	0.3	0.0	0.0	5.9	27	56.9	19	352							
HEATHROW	SWISS AIRLINES	S	A	153	0	1	8.4	37.0	26.6	7.1	15.6	3.9	0.6	0.0	0.0	0.0	0.6	15	81.4	9	102							
HEATHROW	SWISS AIRLINES	S	D	153	0	1	0.6	19.5	37.0	16.9	16.2	7.8	1.3	0.0	0.0	0.0	0.6	21	79.2	14	101							
HEATHROW	TITAN AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	109	0.0	0	0							
HEATHROW	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0							
LONDON CITY	BA CITYFLYER LTD	S	A	19	0	1	5.0	35.0	30.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	14	94.7	4	19							
LONDON CITY	BA CITYFLYER LTD	S	D	19	0	1	0.0	10.0	65.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	11	89.5	8	19							
LONDON CITY	SWISS AIRLINES	S	A	55	0	2	8.8	31.6	26.3	10.5	14.0	5.3	0.0	0.0	0.0	0.0	3.5	15	57.9	31	18							
LONDON CITY	SWISS AIRLINES	S	D	54	0	3	0.0	8.8	33.3	24.6	15.8	12.3	0.0	0.0	0.0	0.0	5.3	25	10.5	50	18							
LUTON	EASYJET SWITZERLAND	S	A	11	0	0	0.0	36.4	27.3	9.1	9.1	18.2	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0							
LUTON	EASYJET SWITZERLAND	S	D	11	0	0	0.0	9.1	36.4	9.1	18.2	27.3	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0							
LUTON	EASYJET UK LTD	S	A	179	0	1	0.6	8.3	28.9	16.1	20.0	16.1	5.0	3.3	1.1	0.0	0.6	48	55.9	22	152							
LUTON	EASYJET UK LTD	S	D	178	0	0	0.0	16.9	38.2	18.0	14.0	8.4	2.8	1.7	0.0	0.0	0.0	29	85.5	8	152							
STANSTED	JET2.COM LTD	S	A	30	0	0	6.7	20.0	33.3	20.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	18	66.7	22	21							
STANSTED	JET2.COM LTD	S	D	30	0	0	0.0	36.7	50.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	90.5	5	21							
MANCHESTER	EASYJET SWITZERLAND	S	A	14	0	2	6.3	25.0	37.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	12.5	12	50.0	21	4							
MANCHESTER	EASYJET SWITZERLAND	S	D	14	0	1	0.0	33.3	26.7	20.0	6.7	6.7	0.0	0.0	0.0	0.0	6.7	15	50.0	22	4							
MANCHESTER	EASYJET UK LTD	S	A	91	0	0	2.2	26.4	20.9	13.2	20.9	13.2	3.3	0.0	0.0	0.0	0.0	29	72.2	12	96							
MANCHESTER	EASYJET UK LTD	S	D	91	0	0	0.0	41.8	29.7	7.7	15.4	5.5	0.0	0.0	0.0	0.0	0.0	15	90.6	5	96							
MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1							
MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
MANCHESTER	JET2.COM LTD	S	A	29	0	0	0.0	20.7	37.9	17.2	10.3	6.9	3.4	3.4	0.0	0.0	0.0	30	62.5	23	16							
MANCHESTER	JET2.COM LTD	S	D	29	0	0	0.0	17.2	55.2	13.8	3.4	3.4	6.9	0.0	0.0	0.0	0.0	20	75.0	11	16							
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	104	0.0	105	4							
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	55	0.0	70	4							
NEWCASTLE	EASYJET SWITZERLAND	S	A	8	0	0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0							
NEWCASTLE	EASYJET SWITZERLAND	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	25.0	41	4							
NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	75.0	13	4							
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	158	0.0	54	4							
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	117	50.0	27	4							
SOUTHAMPTON	EASYJET EUROPE	S	A	22	0	0	4.5	13.6	54.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: G																MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	%	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	360 m late				Early to 15 m		
	SOUTHAMPTON	EASYJET EUROPE	S	D	22	0	0	0.0	36.4	31.8	9.1	18.2	4.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	SOUTHAMPTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	12	15
	SOUTHAMPTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	17	15
<b>TOTAL GENEVA</b>					<b>3390</b>	<b>0</b>	<b>83</b>	<b>1.9</b>	<b>21.7</b>	<b>29.1</b>	<b>14.2</b>	<b>16.0</b>	<b>11.5</b>	<b>2.2</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>29</b>	<b>69.6</b>	<b>16</b>	<b>2804</b>
GENOA																						
	GATWICK	VUELING AIRLINES	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	VUELING AIRLINES	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	STANSTED	RYANAIR	S	A	15	0	0	6.7	20.0	33.3	13.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	23	58.3	15	12
	STANSTED	RYANAIR	S	D	15	0	0	0.0	33.3	26.7	13.3	20.0	0.0	6.7	0.0	0.0	0.0	0.0	21	75.0	11	12
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	MANCHESTER	RYANAIR	S	A	6	0	0	0.0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	MANCHESTER	RYANAIR	S	D	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	48	2
	MANCHESTER	RYANAIR UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	37	2
<b>TOTAL GENOA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>24.1</b>	<b>37.0</b>	<b>14.8</b>	<b>13.0</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.1</b>	<b>17</b>	<b>28</b>
GEORGETOWN (GUYANA)																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL GEORGETOWN (GUYANA)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GIBRALTAR																						
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	20.0	50.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	92.3	5	13
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	84.6	7	13
	EDINBURGH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2
	EDINBURGH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2
	GATWICK	EASYJET UK LTD	S	A	32	0	0	31.3	28.1	15.6	9.4	6.3	6.3	3.1	0.0	0.0	0.0	0.0	16	96.6	9	29
	GATWICK	EASYJET UK LTD	S	D	32	0	0	0.0	28.1	56.3	3.1	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	2.6	10.5	34.2	2.6	23.7	15.8	7.9	0.0	2.6	0.0	0.0	69	70.5	14	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	0.0	2.6	30.8	23.1	30.8	10.3	2.6	0.0	0.0	0.0	0.0	34	53.2	19	46
	MANCHESTER	EASYJET UK LTD	S	A	21	0	0	38.1	23.8	4.8	14.3	9.5	4.8	0.0	4.8	0.0	0.0	0.0	22	84.6	28	12
	MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	47.6	42.9	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	12
<b>TOTAL GIBRALTAR</b>					<b>203</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>23.2</b>	<b>31.0</b>	<b>10.3</b>	<b>14.3</b>	<b>7.4</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.6</b>	<b>12</b>	<b>202</b>
GIRONA																						
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	179	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	BOURNEMOUTH	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	3
	BRISTOL	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	12	3
	BRISTOL	RYANAIR	S	D	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	38	100.0	5	3
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1
	LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	53	3
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	STANSTED	RYANAIR	S	A	16	0	0	0.0	37.5	25.0	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	16	81.8	8	11
	STANSTED	RYANAIR	S	D	16	0	0	0.0	12.5	75.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	7	11
<b>TOTAL GIRONA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>41.7</b>	<b>14.6</b>	<b>20.8</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>82.5</b>	<b>10</b>	<b>39</b>
GLASGOW																						
	ABERDEEN	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	27	0	3	23.3	40.0	16.7	3.3	0.0	3.3	3.3	0.0	0.0	0.0	10.0	10	0.0	0	0
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	27	0	2	3.4	51.7	24.1	6.9	0.0	3.4	3.4	0.0	0.0	0.0	6.9	12	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	13	0	0	7.7	61.5	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	33	0	0	3.0	51.5	24.2	3.0	12.1	3.0	0.0	3.0	0.0	0.0	0.0	17	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	34	0	1	0.0	51.4	22.9	5.7	8.6	0.0	5.7	2.9	0.0	0.0	2.9	20	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	90	0	2	8.7	48.9	22.8	3.3	6.5	4.3	2.2	1.1	0.0	0.0	2.2	15	90.7	5	86
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	90	0	2	1.1	52.2	23.9	4.3	7.6	4.3	2.2	2.2	0.0	0.0	2.2	19	88.4	6	86
	BELFAST INTERNATIONAL	EMERALD AIRLINES (IRELAND) LIMITED	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	BIRMINGHAM	EASYJET UK LTD	S	A	45	0	0	31.1	53.3	8.9	0.0	4.4	0.0	2.2	0.0	0.0	0.0	0.0	6	98.3	1	58
	BIRMINGHAM	EASYJET UK LTD	S	D	45	0	0	0.0	44.4	37.8	8.9	2.2	4.4	0.0	2.2	0.0	0.0	0.0	13	89.7	5	58
	BIRMINGHAM	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	112	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BRISTOL	EASYJET UK LTD	S	A	98	0	3	3.0	38.6	21.8	9.9	10.9	6.9	2.0	3.0	1.0	0.0	3.0	29	91.5	4	94	
	BRISTOL	EASYJET UK LTD	S	D	98	0	3	1.0	46.5	16.8	13.9	7.9	5.0	2.0	3.0	1.0	0.0	3.0	27	91.5	6	94	
	CARDIFF WALES	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2	
	CARDIFF WALES	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	EXETER	LOGANAIR LTD	S	A	10	0	0	20.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	21	11	
	EXETER	LOGANAIR LTD	S	D	10	0	0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	20	11	
	JERSEY	EASYJET UK LTD	S	A	7	0	0	0.0	57.1	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.9	4	11	
	JERSEY	EASYJET UK LTD	S	D	7	0	0	0.0	0.0	71.4	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	15	72.7	14	11	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	GATWICK	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	25.8	41.9	22.6	0.0	3.2	0.0	3.2	0.0	0.0	0.0	3.2	8	96.8	2	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	25.8	35.5	22.6	9.7	3.2	0.0	0.0	0.0	0.0	3.2	15	87.1	5	31	
	GATWICK	EASYJET UK LTD	S	A	93	0	1	14.9	40.4	20.2	10.6	9.6	1.1	1.1	1.1	0.0	0.0	1.1	12	90.2	3	92	
	GATWICK	EASYJET UK LTD	S	D	93	0	1	0.0	38.3	33.0	11.7	9.6	4.3	0.0	2.1	0.0	0.0	1.1	17	91.3	4	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	246	0	15	5.7	25.7	27.6	13.4	11.5	8.8	1.5	0.0	0.0	0.0	5.7	21	84.2	8	214	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	246	0	14	0.0	6.9	28.8	23.8	20.4	11.5	1.5	1.2	0.4	0.0	5.4	34	58.8	19	214	
	LONDON CITY	BA CITYFLYER LTD	S	A	124	0	4	25.0	42.2	15.6	7.0	3.1	2.3	1.6	0.0	0.0	0.0	3.1	9	93.3	3	102	
	LONDON CITY	BA CITYFLYER LTD	S	D	125	0	4	0.0	34.9	38.0	7.8	10.9	4.7	0.8	0.0	0.0	0.0	3.1	14	90.4	5	102	
	LUTON	EASYJET UK LTD	S	A	79	0	1	7.5	51.3	21.3	11.3	5.0	2.5	0.0	0.0	0.0	0.0	1.3	9	90.0	7	70	
	LUTON	EASYJET UK LTD	S	D	79	0	1	0.0	38.8	31.3	15.0	6.3	6.3	1.3	0.0	0.0	0.0	1.3	16	81.4	10	70	
	STANSTED	EASYJET UK LTD	S	A	59	0	0	20.3	39.0	18.6	8.5	8.5	5.1	0.0	0.0	0.0	0.0	0.0	11	95.2	4	63	
	STANSTED	EASYJET UK LTD	S	D	59	0	0	0.0	39.0	33.9	11.9	6.8	3.4	3.4	1.7	0.0	0.0	0.0	18	88.9	7	63	
	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	SOUTHAMPTON	LOGANAIR LTD	S	A	100	0	0	10.0	57.0	19.0	7.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7	86.4	7	80	
	SOUTHAMPTON	LOGANAIR LTD	S	D	99	0	1	7.0	53.0	28.0	3.0	6.0	2.0	0.0	0.0	0.0	0.0	1.0	7	85.2	8	80	
<b>TOTAL GLASGOW</b>					<b>2114</b>	<b>0</b>	<b>61</b>	<b>6.6</b>	<b>37.7</b>	<b>25.4</b>	<b>10.9</b>	<b>9.2</b>	<b>5.1</b>	<b>1.3</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>2.8</b>	<b>17</b>	<b>85.4</b>	<b>7</b>	<b>1831</b>	
GOA																							
	GATWICK	AIR INDIA	S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	86	0.0	0	0	
	GATWICK	AIR INDIA	S	D	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	143	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G										MAR 2022								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0							
GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0							
HEATHROW	AIR INDIA	S	A	11	0	0	18.2	36.4	0.0	9.1	0.0	18.2	0.0	18.2	0.0	0.0	0.0	60	60.0	117	10							
HEATHROW	AIR INDIA	S	D	11	0	0	0.0	18.2	27.3	18.2	9.1	0.0	9.1	18.2	0.0	0.0	0.0	66	40.0	57	10							
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0							
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0							
<b>TOTAL GOA</b>				<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>23.8</b>	<b>16.7</b>	<b>9.5</b>	<b>14.3</b>	<b>11.9</b>	<b>2.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>50.0</b>	<b>87</b>	<b>20</b>							
GOTEBORG (LANDVETTER)																												
EDINBURGH	RYANAIR	S	A	9	0	0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	10	9							
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	8	9							
EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
GATWICK	BRITISH AIRWAYS PLC	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	5	16.9	22.1	19.5	15.6	11.7	3.9	2.6	1.3	0.0	0.0	6.5	23	83.3	11	35							
HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	4	0.0	5.3	28.9	26.3	21.1	9.2	2.6	1.3	0.0	0.0	5.3	35	70.3	17	36							
STANSTED	RYANAIR	S	A	32	0	0	6.3	31.3	25.0	15.6	12.5	9.4	0.0	0.0	0.0	0.0	0.0	18	70.8	11	24							
STANSTED	RYANAIR	S	D	32	0	0	0.0	31.3	46.9	9.4	9.4	0.0	3.1	0.0	0.0	0.0	0.0	13	87.5	7	24							
STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
MANCHESTER	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	20	2							
MANCHESTER	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	33	66.7	11	6							
MANCHESTER	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	29	50.0	13	6							
MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	222	66.7	11	3							
MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	207	66.7	10	3							
<b>TOTAL GOTEBORG (LANDVETTER)</b>				<b>262</b>	<b>0</b>	<b>10</b>	<b>6.3</b>	<b>21.7</b>	<b>29.8</b>	<b>16.2</b>	<b>13.2</b>	<b>5.1</b>	<b>2.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>24</b>	<b>74.8</b>	<b>12</b>	<b>157</b>							
GRANADA																												
GATWICK	VUELING AIRLINES	S	A	7	0	0	0.0	28.6	42.9	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0							
GATWICK	VUELING AIRLINES	S	D	7	0	0	0.0	28.6	42.9	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	31	0.0	0	0							
<b>TOTAL GRANADA</b>				<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
GRAND CAYMAN																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	1	20.0	20.0	16.0	12.0	16.0	4.0	0.0	4.0	4.0	0.0	4.0	84	64.7	59	17							
HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	0.0	32.0	32.0	16.0	12.0	8.0	0.0	0.0	0.0	0.0	38	16.7	38	18							
<b>TOTAL GRAND CAYMAN</b>				<b>49</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>10.0</b>	<b>24.0</b>	<b>22.0</b>	<b>16.0</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>60</b>	<b>40.0</b>	<b>48</b>	<b>35</b>							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: G																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GRENADA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23.1	38.5	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	100.0	4	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	66.7	13	9
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	0.0	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	7
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	0.0	62.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	20	66.7	11	6
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	5
<b>TOTAL GRENADA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>18.6</b>	<b>37.2</b>	<b>14.0</b>	<b>9.3</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.5</b>	<b>8</b>	<b>41</b>
GRENOBLE																						
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	25.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	37	75.0	7	8
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	75.0	14	8
	BIRMINGHAM	RYANAIR	S	A	4	0	0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	81	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	53	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	12.5	0.0	0.0	25.0	37.5	12.5	0.0	0.0	0.0	105	37.5	36	8
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	37.5	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	51	37.5	21	8
	BRISTOL	RYANAIR	S	A	4	0	0	0.0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	99	0.0	49	4
	BRISTOL	RYANAIR	S	D	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	100.0	7	4
	CARDIFF WALES	WIZZ AIR UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	WIZZ AIR UK LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	EASYJET UK LTD	S	A	4	0	0	25.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	151	75.0	7	4
	EDINBURGH	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	90	100.0	2	4
	EDINBURGH	RYANAIR	S	A	4	0	0	0.0	25.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	110	0.0	0	0
	EDINBURGH	RYANAIR	S	D	4	0	0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	61	0.0	0	0
	EDINBURGH	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1285	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	3	0	0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	55	100.0	0	1
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	42	100.0	0	1
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	223	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	150	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G		PERCENTAGE OF FLIGHTS LATE										MAR 2022		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	7	0	0	14.3	0.0	14.3	14.3	0.0	14.3	14.3	14.3	14.3	0.0	0.0	130	0.0	0	0			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	7	0	0	0.0	14.3	0.0	28.6	28.6	0.0	28.6	0.0	0.0	0.0	0.0	62	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	C	A	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	2	22.2	11.1	22.2	0.0	0.0	0.0	11.1	11.1	0.0	0.0	22.2	46	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	2	0.0	11.1	11.1	22.2	22.2	0.0	0.0	11.1	0.0	0.0	22.2	43	0.0	0	0			
GATWICK	EASYJET UK LTD	S	A	26	0	0	19.2	15.4	15.4	7.7	23.1	15.4	3.8	0.0	0.0	0.0	0.0	31	89.5	3	19			
GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	34.6	26.9	15.4	11.5	11.5	0.0	0.0	0.0	0.0	0.0	18	78.9	6	19			
GATWICK	JET2.COM LTD	C	A	4	0	0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0			
GATWICK	JET2.COM LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
GATWICK	TITAN AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	91.7	2	12			
GATWICK	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	58.3	14	12			
GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	123	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0			
GATWICK	WIZZ AIR UK LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0			
GATWICK	WIZZ AIR UK LTD	S	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	62	62.5	30	8			
HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	23	8			
HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	25.0	0.0	12.5	0.0	12.5	37.5	0.0	0.0	12.5	0.0	0.0	98	43.8	24	16			
HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	0.0	37.5	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	65	62.5	23	16			
LUTON	EASYJET UK LTD	S	A	7	0	0	14.3	0.0	28.6	0.0	28.6	28.6	0.0	0.0	0.0	0.0	0.0	45	50.0	12	4			
LUTON	EASYJET UK LTD	S	D	7	0	0	0.0	0.0	28.6	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	28	50.0	15	4			
LUTON	RYANAIR	S	A	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	68	66.7	7	3			
LUTON	RYANAIR	S	D	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	100.0	0	3			
LUTON	WIZZ AIR UK LTD	S	A	8	0	0	0.0	12.5	12.5	0.0	0.0	62.5	0.0	12.5	0.0	0.0	0.0	83	20.0	69	5			
LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	0.0	25.0	12.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	57	20.0	71	5			
STANSTED	JET2.COM LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	110	100.0	0	4			
STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	4			
STANSTED	RYANAIR	S	A	11	0	0	0.0	9.1	18.2	0.0	9.1	36.4	0.0	27.3	0.0	0.0	0.0	95	45.5	23	11			
STANSTED	RYANAIR	S	D	11	0	0	0.0	0.0	45.5	18.2	9.1	18.2	0.0	9.1	0.0	0.0	0.0	42	72.7	13	11			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	25.0	0.0	12.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	42	37.5	29	8	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	11	8	
	MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	112	0.0	92	4	
	MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	33	50.0	32	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	79	25.0	19	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	49	50.0	21	4	
<b>TOTAL GRENOBLE</b>					<b>312</b>	<b>0</b>	<b>4</b>	<b>5.7</b>	<b>13.6</b>	<b>22.5</b>	<b>10.8</b>	<b>13.3</b>	<b>18.7</b>	<b>7.3</b>	<b>5.7</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>57</b>	<b>63.3</b>	<b>19</b>	<b>248</b>	
GUANGZHOU BAIYUN INTERNATIONAL																							
	HEATHROW	CHINA SOUTHERN	S	A	6	0	0	16.7	0.0	16.7	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	1	
	HEATHROW	CHINA SOUTHERN	S	D	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>8.3</b>	<b>41.7</b>	<b>16.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
GUERNSEY																							
	BIRMINGHAM	AURIGNY AIR SERVICES	S	A	32	0	0	25.0	43.8	18.8	6.3	3.1	0.0	3.1	0.0	0.0	0.0	0.0	8	95.8	1	24	
	BIRMINGHAM	AURIGNY AIR SERVICES	S	D	30	0	0	0.0	16.7	46.7	10.0	13.3	3.3	3.3	3.3	3.3	0.0	0.0	44	62.5	14	24	
	BOURNEMOUTH	GAMA AVIATION (UK) LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	12	
	BOURNEMOUTH	GAMA AVIATION (UK) LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13	
	BRISTOL	AURIGNY AIR SERVICES	S	A	19	0	1	10.0	50.0	30.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	9	100.0	0	13	
	BRISTOL	AURIGNY AIR SERVICES	S	D	26	0	1	0.0	51.9	29.6	7.4	0.0	0.0	3.7	3.7	0.0	0.0	3.7	17	85.7	5	14	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	3	0	0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	3	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	3	
	EXETER	AURIGNY AIR SERVICES	S	A	17	2	0	15.8	36.8	31.6	5.3	0.0	0.0	0.0	0.0	0.0	10.5	0.0	4	91.7	4	12	
	EXETER	AURIGNY AIR SERVICES	S	D	20	0	0	25.0	35.0	35.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	9	100.0	0	11	
	JERSEY	AURIGNY AIR SERVICES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
	JERSEY	AURIGNY AIR SERVICES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
	JERSEY	BLUE ISLANDS LIMITED	S	A	86	0	1	1.1	40.2	39.1	6.9	8.0	0.0	2.3	1.1	0.0	0.0	1.1	13	77.1	10	80	
	JERSEY	BLUE ISLANDS LIMITED	S	D	86	0	2	0.0	48.9	33.0	5.7	6.8	2.3	0.0	1.1	0.0	0.0	2.3	10	83.1	9	80	
	GATWICK	AURIGNY AIR SERVICES	S	A	153	0	20	9.8	44.5	16.8	8.1	4.6	2.3	1.2	1.2	0.0	0.0	11.6	12	93.7	5	109	
	GATWICK	AURIGNY AIR SERVICES	S	D	153	0	21	1.7	43.1	23.6	5.7	6.9	3.4	1.1	2.3	0.0	0.0	12.1	18	90.1	9	110	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	BLUE ISLANDS LIMITED	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	BLUE ISLANDS LIMITED	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	AURIGNY AIR SERVICES	S	A	50	0	3	15.1	54.7	11.3	7.5	3.8	1.9	0.0	0.0	0.0	0.0	5.7	6	96.0	5	50
	MANCHESTER	AURIGNY AIR SERVICES	S	D	50	0	3	1.9	41.5	24.5	17.0	5.7	3.8	0.0	0.0	0.0	0.0	5.7	11	88.0	9	50
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	33	0	3	11.1	69.4	5.6	0.0	2.8	2.8	0.0	0.0	0.0	0.0	8.3	4	90.9	11	32
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	31	0	0	22.6	71.0	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3	90.3	9	31
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	46	0	1	10.6	51.1	12.8	12.8	10.6	0.0	0.0	0.0	0.0	0.0	2.1	8	91.9	5	61
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	46	0	0	6.5	43.5	32.6	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	88.7	5	61
<b>TOTAL GUERNSEY</b>					<b>886</b>	<b>2</b>	<b>56</b>	<b>7.2</b>	<b>46.0</b>	<b>23.6</b>	<b>7.2</b>	<b>5.6</b>	<b>1.9</b>	<b>1.2</b>	<b>1.1</b>	<b>0.1</b>	<b>0.2</b>	<b>5.9</b>	<b>12</b>	<b>88.1</b>	<b>7</b>	<b>795</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							MAR 2022																		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat															
HAHN																																										
		STANSTED	RYANAIR	S	A	33	0	0	24.2	33.3	15.2	9.1	15.2	0.0	3.0	0.0	0.0	0.0	0.0	14	80.0	11	5																			
		STANSTED	RYANAIR	S	D	33	0	0	0.0	42.4	30.3	6.1	12.1	3.0	6.1	0.0	0.0	0.0	0.0	20	60.0	20	5																			
<b>TOTAL HAHN</b>						<b>66</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>37.9</b>	<b>22.7</b>	<b>7.6</b>	<b>13.6</b>	<b>1.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.0</b>	<b>15</b>	<b>10</b>																			
HALIFAX INT																																										
		HEATHROW	AIR CANADA	S	A	28	0	0	10.7	21.4	32.1	17.9	14.3	3.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0																			
		HEATHROW	AIR CANADA	S	D	28	0	0	0.0	39.3	42.9	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																			
<b>TOTAL HALIFAX INT</b>						<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>30.4</b>	<b>37.5</b>	<b>14.3</b>	<b>10.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>																			
HAMBURG																																										
		BIRMINGHAM	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0																			
		BIRMINGHAM	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0																			
		BIRMINGHAM	LEAV AVIATION GMBH	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0																			
		BIRMINGHAM	LEAV AVIATION GMBH	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0																			
		BRISTOL	LEAV AVIATION GMBH	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	109	0.0	0	0																			
		BRISTOL	LEAV AVIATION GMBH	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																			
		EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	14	2																			
		EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	14	2																			
		EDINBURGH	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	19	9																			
		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	7	9																			
		EDINBURGH	RYANAIR UK LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0																			
		EDINBURGH	RYANAIR UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																			
		GATWICK	EASYJET UK LTD	S	A	24	0	2	0.0	19.2	26.9	23.1	19.2	3.8	0.0	0.0	0.0	0.0	7.7	22	84.4	13	30																			
		GATWICK	EASYJET UK LTD	S	D	26	0	1	0.0	25.9	37.0	11.1	18.5	3.7	0.0	0.0	0.0	0.0	3.7	17	90.6	12	32																			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	11	9.1	18.2	33.3	6.8	14.4	6.8	1.5	1.5	0.0	0.0	8.3	25	78.7	7	100																			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	125	0	8	0.0	12.0	37.6	17.3	15.0	8.3	2.3	1.5	0.0	0.0	6.0	28	64.8	15	106																			
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	74	0	3	15.6	28.6	29.9	13.0	7.8	1.3	0.0	0.0	0.0	0.0	3.9	9	81.3	10	44																			
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	75	0	2	0.0	20.8	44.2	18.2	13.0	1.3	0.0	0.0	0.0	0.0	2.6	14	85.4	11	46																			
		STANSTED	RYANAIR	S	A	32	0	0	0.0	9.4	37.5	15.6	21.9	6.3	6.3	3.1	0.0	0.0	0.0	41	70.6	16	34																			
		STANSTED	RYANAIR	S	D	35	0	0	0.0	25.7	37.1	17.1	5.7	11.4	0.0	2.9	0.0	0.0	0.0	22	86.1	8	36																			
		STANSTED	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0																			
		STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0																			
		MANCHESTER	EASYJET UK LTD	S	A	20	0	2	4.5	27.3	36.4	13.6	9.1	0.0	0.0	0.0	0.0	9.1	10	73.3	11	15																				
		MANCHESTER	EASYJET UK LTD	S	D	22	0	0	0.0	45.5	45.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	73.3	10	15																			



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: H																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								3.9	21.1	36.3	14.2	12.8	5.0	1.1	0.9	0.0	0.0	4.6	20	77.2	11	508
	MANCHESTER	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	MANCHESTER	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	14
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	14
	NEWCASTLE	VOLOTEA	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	NEWCASTLE	VOLOTEA	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL HAMBURG</b>					<b>605</b>	<b>0</b>	<b>29</b>	<b>3.9</b>	<b>21.1</b>	<b>36.3</b>	<b>14.2</b>	<b>12.8</b>	<b>5.0</b>	<b>1.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>20</b>	<b>77.2</b>	<b>11</b>	<b>508</b>
HAMBURG (FIRKENWERDER)																						
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	139	2
<b>TOTAL HAMBURG (FIRKENWERDER)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>139</b>	<b>2</b>
HANOI																						
	GATWICK	BAMBOO AIRWAYS	S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	BAMBOO AIRWAYS	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	HEATHROW	BAMBOO AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3
	HEATHROW	BAMBOO AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	2
	HEATHROW	VIETNAM AIRLINES	S	A	16	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	24	4
	HEATHROW	VIETNAM AIRLINES	S	D	16	0	0	0.0	31.3	43.8	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	60.0	22	5
<b>TOTAL HANOI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>27.5</b>	<b>40.0</b>	<b>17.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>28</b>	<b>14</b>	
HANOVER																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	4	3.7	22.2	18.5	18.5	14.8	9.3	1.9	3.7	0.0	0.0	7.4	34	87.5	3	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	4	0.0	24.1	27.8	11.1	18.5	7.4	0.0	3.7	0.0	0.0	7.4	29	79.2	10	23
	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	229	0.0	0	0
<b>TOTAL HANOVER</b>					<b>101</b>	<b>0</b>	<b>8</b>	<b>1.8</b>	<b>22.9</b>	<b>22.9</b>	<b>14.7</b>	<b>16.5</b>	<b>8.3</b>	<b>0.9</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>33</b>	<b>83.3</b>	<b>7</b>	<b>46</b>
HASSI MESSAOUD																						
	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
	GATWICK	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
<b>TOTAL HASSI MESSAOUD</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>2</b>
HEATHROW																						
	ABERDEEN	BRITISH AIRWAYS PLC	S	A	179	0	17	1.5	22.4	20.4	19.9	19.4	7.1	0.5	0.0	0.0	0.0	8.7	23	77.9	9	159
	ABERDEEN	BRITISH AIRWAYS PLC	S	D	180	0	15	1.0	33.3	21.5	12.3	15.9	6.7	0.5	1.0	0.0	0.0	7.7	21	81.1	12	159
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.8	1	93

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST CITY (GEORGE BEST)		AER LINGUS		S	D			0		0		0		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	98.9	1	93			
BELFAST CITY (GEORGE BEST)		BRITISH AIRWAYS PLC		S	A	172		0		8	2.2	18.3	34.4	17.8	14.4	7.2	0.6	0.6	0.0	0.0	4.4	21	77.7	11	118					
BELFAST CITY (GEORGE BEST)		BRITISH AIRWAYS PLC		S	D	172		0		9	0.0	35.9	28.7	10.5	11.6	7.2	0.6	0.6	0.0	0.0	5.0	18	78.5	13	118					
EDINBURGH		BRITISH AIRWAYS PLC		S	A	310		0		24	3.0	16.8	26.3	20.1	18.0	7.8	0.9	0.0	0.0	0.0	7.2	23	77.7	10	218					
EDINBURGH		BRITISH AIRWAYS PLC		S	D	308		0		25	0.0	29.7	27.0	13.2	13.2	7.5	1.8	0.0	0.0	0.0	7.5	20	73.1	11	216					
GLASGOW		BRITISH AIRWAYS PLC		S	A	246		0		14	2.7	18.8	24.6	20.8	14.6	9.6	3.1	0.0	0.4	0.0	5.4	30	76.0	12	214					
GLASGOW		BRITISH AIRWAYS PLC		S	D	246		0		13	0.0	35.1	21.2	16.2	12.0	8.1	2.3	0.0	0.0	0.0	5.0	21	79.6	11	214					
ISLE OF MAN		LOGANAIR LTD		S	A	29		0		2	0.0	9.7	41.9	9.7	12.9	9.7	9.7	0.0	0.0	0.0	6.5	38	0.0	0	0					
ISLE OF MAN		LOGANAIR LTD		S	D	30		0		2	0.0	18.8	53.1	6.3	0.0	15.6	0.0	0.0	0.0	0.0	6.3	21	0.0	0	0					
JERSEY		BRITISH AIRWAYS PLC		S	A	119		0		7	1.6	19.0	29.4	19.0	12.7	9.5	1.6	1.6	0.0	0.0	5.6	27	58.2	18	118					
JERSEY		BRITISH AIRWAYS PLC		S	D	119		0		7	0.0	33.3	31.0	8.7	8.7	7.1	2.4	2.4	0.8	0.0	5.6	26	76.6	14	118					
LIVERPOOL (JOHN LENNON)		BRITISH AIRWAYS PLC		S	A	1		0		0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
GATWICK		AIR INDIA		S	D	1		0		0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0					
GATWICK		BRITISH AIRWAYS PLC		C	A	0		0		5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0					
GATWICK		BRITISH AIRWAYS PLC		C	D	0		0		6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0					
GATWICK		EMIRATES		S	D	0		0		1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0					
MANCHESTER		AMERICAN AIRLINES		S	D	1		0		0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
MANCHESTER		BRITISH AIRWAYS PLC		S	A	189		0		7	0.5	8.7	29.6	19.9	23.5	11.2	1.5	1.5	0.0	0.0	3.6	33	54.2	15	150					
MANCHESTER		BRITISH AIRWAYS PLC		S	D	187		0		8	0.0	19.0	28.2	19.0	21.0	6.7	1.0	1.0	0.0	0.0	4.1	26	37.3	28	149					
NEWCASTLE		BRITISH AIRWAYS PLC		S	A	140		0		5	0.7	22.8	21.4	19.3	19.3	9.0	2.8	1.4	0.0	0.0	3.4	30	68.3	14	98					
NEWCASTLE		BRITISH AIRWAYS PLC		S	D	140		0		5	0.0	20.0	37.2	13.1	13.1	9.7	1.4	2.1	0.0	0.0	3.4	26	73.3	15	98					
TEESSIDE INTERNATIONAL AIRPORT		LOGANAIR LTD		S	A	0		0		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	17	28					
TEESSIDE INTERNATIONAL AIRPORT		LOGANAIR LTD		S	D	0		0		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	28					
<b>TOTAL HEATHROW</b>						<b>2769</b>		<b>0</b>		<b>180</b>	<b>1.0</b>	<b>23.5</b>	<b>27.0</b>	<b>16.4</b>	<b>15.4</b>	<b>8.2</b>	<b>1.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>6.1</b>	<b>24</b>	<b>73.8</b>	<b>12</b>	<b>2389</b>					
HELSINKI		BELFAST CITY (GEORGE BEST)		C	D	1		0		0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	EDINBURGH	FINNAIR	S	A	17	0	0	11.8	35.3	47.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	2	14								
	EDINBURGH	FINNAIR	S	D	17	0	0	0.0	35.3	35.3	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	92.9	3	14								
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	25	0	1	11.5	46.2	23.1	7.7	3.8	3.8	0.0	0.0	0.0	0.0	3.8	7	83.3	7	12								
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	25	0	1	0.0	46.2	34.6	3.8	7.7	3.8	0.0	0.0	0.0	0.0	3.8	9	91.7	7	12								
	HEATHROW	FINNAIR	S	A	126	0	0	21.4	28.6	30.2	13.5	4.8	1.6	0.0	0.0	0.0	0.0	0.0	9	86.7	6	98								
	HEATHROW	FINNAIR	S	D	122	0	0	0.0	32.8	38.5	12.3	9.8	4.1	1.6	0.8	0.0	0.0	0.0	17	77.6	10	98								
	STANSTED	RYANAIR	S	A	30	0	0	13.3	30.0	33.3	16.7	0.0	3.3	3.3	0.0	0.0	0.0	0.0	14	40.0	25	30								
	STANSTED	RYANAIR	S	D	30	0	0	0.0	43.3	30.0	6.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	12	83.9	8	31								
	MANCHESTER	FINNAIR	S	A	35	0	0	5.7	45.7	40.0	5.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	100.0	3	30								
	MANCHESTER	FINNAIR	S	D	35	0	0	2.9	28.6	45.7	11.4	5.7	5.7	0.0	0.0	0.0	0.0	0.0	13	71.9	22	32								
<b>TOTAL HELSINKI</b>					<b>463</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>34.4</b>	<b>35.1</b>	<b>11.6</b>	<b>6.2</b>	<b>3.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>80.6</b>	<b>10</b>	<b>371</b>								
HERAKLION																														
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0								
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0								
	BRISTOL	EASYJET UK LTD	S	A	6	0	1	0.0	42.9	0.0	14.3	28.6	0.0	0.0	0.0	0.0	14.3	17	0.0	32	1									
	BRISTOL	EASYJET UK LTD	S	D	6	0	1	0.0	28.6	42.9	0.0	14.3	0.0	0.0	0.0	0.0	14.3	8	0.0	25	1									
	EDINBURGH	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1									
	EDINBURGH	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	100.0	4	1								
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0								
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0								
	GATWICK	EASYJET UK LTD	S	A	19	0	0	0.0	26.3	31.6	21.1	15.8	5.3	0.0	0.0	0.0	0.0	0.0	17	66.7	13	6								
	GATWICK	EASYJET UK LTD	S	D	20	0	1	0.0	9.5	47.6	9.5	23.8	4.8	0.0	0.0	0.0	4.8	20	71.4	13	7									
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	10	1								
	LUTON	EASYJET UK LTD	S	A	3	0	0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0									
	LUTON	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0								
	MANCHESTER	EASYJET UK LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	6	2								
	MANCHESTER	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2								
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	49	1								
<b>TOTAL HERAKLION</b>					<b>74</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>23.4</b>	<b>36.4</b>	<b>13.0</b>	<b>19.5</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>16</b>	<b>69.6</b>	<b>13</b>	<b>23</b>								
HO CHI MINH CITY																														
	GATWICK	BAMBOO AIRWAYS	S	A	5	0	0	40.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0								
	GATWICK	BAMBOO AIRWAYS	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE												MAR 2022			
						NUMBER OF FLIGHTS																	
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
		HEATHROW	VIETNAM AIRLINES	S	A	11	0	0	9.1	18.2	36.4	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
		HEATHROW	VIETNAM AIRLINES	S	D	11	0	0	0.0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL HO CHI MINH CITY</b>						<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>25.0</b>	<b>43.8</b>	<b>18.8</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HONG KONG (CHEK LAP KOK)																							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	14.3	25.7	42.9	5.7	11.4	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	0.0	27.0	29.7	29.7	10.8	2.7	0.0	0.0	0.0	0.0	35	0.0	0	0
		HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	129	0	0	8.5	26.4	32.6	20.9	10.9	0.0	0.8	0.0	0.0	0.0	0.0	12	45.5	59	11
		HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	129	0	0	0.0	16.3	49.6	19.4	12.4	0.8	1.6	0.0	0.0	0.0	0.0	16	0.0	69	1
		MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	18	0	0	22.2	22.2	33.3	5.6	11.1	0.0	0.0	5.6	0.0	0.0	0.0	18	0.0	164	1
		MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	18	0	0	0.0	50.0	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>						<b>366</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>21.0</b>	<b>38.8</b>	<b>18.6</b>	<b>13.4</b>	<b>1.4</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>33.3</b>	<b>68</b>	<b>13</b>
HOUSTON																							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	2	2.0	5.9	13.7	19.6	23.5	27.5	2.0	2.0	0.0	0.0	3.9	49	74.2	12	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	3	0.0	3.9	23.5	21.6	13.7	25.5	3.9	2.0	0.0	0.0	5.9	47	41.9	19	31
		HEATHROW	UNITED AIRLINES	S	A	62	0	0	9.7	21.0	29.0	14.5	16.1	6.5	1.6	1.6	0.0	0.0	0.0	23	74.2	9	31
		HEATHROW	UNITED AIRLINES	S	D	62	0	0	0.0	33.9	40.3	11.3	3.2	8.1	3.2	0.0	0.0	0.0	0.0	18	93.5	2	31
		MANCHESTER	SINGAPORE AIRLINES	S	A	17	0	0	0.0	23.5	52.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	22	13
		MANCHESTER	SINGAPORE AIRLINES	S	D	17	0	0	0.0	17.6	41.2	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	25	46.2	24	13
<b>TOTAL HOUSTON</b>						<b>255</b>	<b>0</b>	<b>5</b>	<b>2.7</b>	<b>17.7</b>	<b>30.0</b>	<b>16.2</b>	<b>13.5</b>	<b>14.6</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>31</b>	<b>67.3</b>	<b>13</b>	<b>150</b>
HUMBERSIDE																							
		ABERDEEN	EASTERN AIRWAYS	S	A	31	0	6	2.7	40.5	27.0	0.0	0.0	8.1	5.4	0.0	0.0	0.0	16.2	21	94.4	4	36
		ABERDEEN	EASTERN AIRWAYS	S	D	31	0	7	0.0	50.0	21.1	7.9	0.0	2.6	0.0	0.0	0.0	0.0	18.4	6	97.2	1	36
		NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3
		NEWCASTLE	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
<b>TOTAL HUMBERSIDE</b>						<b>63</b>	<b>0</b>	<b>13</b>	<b>1.3</b>	<b>46.1</b>	<b>23.7</b>	<b>3.9</b>	<b>0.0</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.1</b>	<b>14</b>	<b>96.2</b>	<b>2</b>	<b>78</b>
HURGHADA																							
		BIRMINGHAM	TUI AIRWAYS LTD	S	A	12	0	0	0.0	33.3	33.3	8.3	16.7	0.0	0.0	0.0	8.3	0.0	0.0	97	61.5	14	13
		BIRMINGHAM	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	69.2	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	24	53.8	21	13
		BRISTOL	EASYJET UK LTD	S	A	12	0	1	7.7	7.7	23.1	30.8	7.7	15.4	0.0	0.0	0.0	0.0	7.7	23	55.6	24	9
		BRISTOL	EASYJET UK LTD	S	D	12	0	0	0.0	33.3	25.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	21	88.9	9	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	BRISTOL	TUI AIRWAYS LTD	S	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	12	8
	BRISTOL	TUI AIRWAYS LTD	S	D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	8	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	17	9	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9	
	GATWICK	EASYJET UK LTD	S	A	30	0	1	6.5	22.6	41.9	9.7	9.7	3.2	0.0	3.2	0.0	0.0	3.2	20	79.3	16	29
	GATWICK	EASYJET UK LTD	S	D	29	0	1	0.0	0.0	43.3	30.0	20.0	0.0	3.3	0.0	0.0	0.0	3.3	22	72.4	27	29
	GATWICK	TUI AIRWAYS LTD	S	A	13	0	0	15.4	23.1	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	8	13	
	GATWICK	TUI AIRWAYS LTD	S	D	13	0	0	0.0	23.1	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	10	76.9	11	13	
	LUTON	EASYJET UK LTD	S	A	11	0	1	8.3	16.7	41.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	8.3	15	55.6	14	9
	LUTON	EASYJET UK LTD	S	D	12	0	0	0.0	16.7	50.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	14	55.6	12	9	
	LUTON	WIZZ AIR UK LTD	S	A	10	0	0	0.0	0.0	30.0	30.0	10.0	20.0	0.0	0.0	10.0	0.0	0.0	71	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	10	0	0	0.0	10.0	40.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	16	0	1	5.9	11.8	47.1	5.9	17.6	0.0	5.9	0.0	0.0	0.0	5.9	23	66.7	12	9
	MANCHESTER	EASYJET UK LTD	S	D	16	0	0	0.0	18.8	43.8	18.8	12.5	6.3	0.0	0.0	0.0	0.0	16	100.0	6	9	
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	0.0	23.1	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	15	16.7	28	12	
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	23.1	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	12	15.4	32	13	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	6	0	0	16.7	50.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8	100.0	0	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	7	0	0	0.0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	19	100.0	3	4	
<b>TOTAL HURGHADA</b>					<b>260</b>	<b>0</b>	<b>5</b>	<b>3.0</b>	<b>17.7</b>	<b>42.3</b>	<b>18.1</b>	<b>9.8</b>	<b>4.9</b>	<b>1.1</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>1.9</b>	<b>23</b>	<b>67.5</b>	<b>16</b>	<b>231</b>
HYDERABAD ( RAJIV GHANDI )																						
	HEATHROW	AIR INDIA	S	A	11	0	0	27.3	18.2	27.3	9.1	0.0	18.2	0.0	0.0	0.0	0.0	17	90.0	24	10	
	HEATHROW	AIR INDIA	S	D	10	0	0	0.0	60.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	9	70.0	37	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	0.0	19.4	32.3	29.0	6.5	9.7	3.2	0.0	0.0	51	76.9	22	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	16.1	22.6	22.6	25.8	6.5	3.2	0.0	0.0	55	35.7	38	14	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.8</b>	<b>20.5</b>	<b>21.7</b>	<b>19.3</b>	<b>15.7</b>	<b>6.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>66.0</b>	<b>31</b>	<b>47</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
														More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
IASI		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	22.2	55.6	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	75.0	7	8					
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	31	75.0	12	8					
		LUTON	WIZZ AIR	S	A	48	0	0	27.1	47.9	16.7	6.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	6	60					
		LUTON	WIZZ AIR	S	D	48	0	0	0.0	6.3	39.6	33.3	14.6	4.2	0.0	2.1	0.0	0.0	0.0	23	70.0	12	60					
		LUTON	WIZZ AIR UK LTD	S	A	6	0	0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	24	2					
		LUTON	WIZZ AIR UK LTD	S	D	6	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	18	2					
<b>TOTAL IASI</b>						<b>126</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>27.0</b>	<b>28.6</b>	<b>20.6</b>	<b>7.9</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.4</b>	<b>10</b>	<b>140</b>					
IBIZA		BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	154	50.0	11	2					
		BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	169	50.0	16	2					
		BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2						
		BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2						
		BRISTOL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	100.0	0	2					
		BRISTOL	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	58	100.0	0	2					
		EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	59	100.0	2	2					
		EDINBURGH	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	2					
		LEEDS BRADFORD	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	66	50.0	71	2					
		LEEDS BRADFORD	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	78	2						
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0					
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
		GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0					
		GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	1	0.0	0	0					
		GATWICK	BRITISH AIRWAYS PLC	S	D	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	6	0.0	0	0					
		GATWICK	EASYJET UK LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	75.0	4	7					
		GATWICK	EASYJET UK LTD	S	D	6	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	9	7					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	2	0.0	14.3	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	28.6	28	50.0	11	3					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	1	0.0	0.0	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	24	50.0	30	3					
		LONDON CITY	BA CITYFLYER LTD	S	A	31	0	2	6.1	27.3	27.3	6.1	24.2	0.0	3.0	0.0	0.0	0.0	6.1	18	96.9	4	32					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LONDON CITY	BA CITYFLYER LTD	S	D	32	0	1	0.0	9.1	36.4	24.2	18.2	9.1	0.0	0.0	0.0	0.0	3.0	24	90.6	10	32
	LUTON	EASYJET UK LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	RYANAIR	S	A	11	0	0	0.0	18.2	27.3	9.1	27.3	18.2	0.0	0.0	0.0	0.0	26	50.0	49	9	
	STANSTED	RYANAIR	S	D	12	0	0	0.0	25.0	33.3	8.3	8.3	25.0	0.0	0.0	0.0	0.0	22	40.0	62	9	
	MANCHESTER	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1	
	MANCHESTER	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	0	1	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	0.0	33.3	0.0	11.1	11.1	0.0	0.0	53	50.0	12	2	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	0.0	0.0	11.1	11.1	11.1	0.0	0.0	47	100.0	8	2	
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	NEWCASTLE	RYANAIR	S	A	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	76	100.0	0	1	
	NEWCASTLE	RYANAIR	S	D	3	0	0	0.0	33.3	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	114	100.0	14	1	
<b>TOTAL IBIZA</b>					<b>160</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>20.2</b>	<b>32.7</b>	<b>11.3</b>	<b>13.7</b>	<b>8.9</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>28</b>	<b>77.9</b>	<b>15</b>	<b>136</b>
ILHA DO SAL C.VERDE																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	11.1	33.3	11.1	22.2	0.0	11.1	0.0	11.1	0.0	0.0	46	25.0	31	4	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	0.0	11.1	11.1	11.1	0.0	0.0	61	0.0	58	4	
	BRISTOL	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	16	5	
	BRISTOL	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	21	5	
	GATWICK	TUI AIRWAYS LTD	S	A	14	0	0	7.1	21.4	0.0	42.9	14.3	7.1	7.1	0.0	0.0	0.0	33	53.8	12	13	
	GATWICK	TUI AIRWAYS LTD	S	D	14	0	0	0.0	0.0	64.3	14.3	14.3	0.0	7.1	0.0	0.0	0.0	24	76.9	10	13	
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	20	23.1	36	13	
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	76.9	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	15.4	42	13	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>17.5</b>	<b>41.3</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>44.3</b>	<b>26</b>	<b>70</b>
INNSBRUCK																						
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	25.0	37.5	0.0	12.5	12.5	0.0	0.0	0.0	37	12.5	55	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	44	12.5	57	8	
	BRISTOL	EASYJET UK LTD	S	A	10	0	1	0.0	36.4	18.2	27.3	9.1	0.0	0.0	0.0	0.0	9.1	15	85.7	10	7	
	BRISTOL	EASYJET UK LTD	S	D	10	0	1	0.0	54.5	27.3	0.0	9.1	0.0	0.0	0.0	0.0	9.1	4	71.4	5	7	
	BRISTOL	JET2.COM LTD	S	A	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	15	75.0	13	4	
	BRISTOL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	100.0	2	4	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	47	0.0	97	3	
	BRISTOL	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	71	0.0	124	2	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	50.0	9	3	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	45	4
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	47	4
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	47	0.0	69	4
GATWICK	EASYJET UK LTD	S A	73	0	0	8.2	31.5	24.7	19.2	11.0	4.1	1.4	0.0	0.0	0.0	0.0	16	88.1	6	67	
GATWICK	EASYJET UK LTD	S D	73	0	0	0.0	37.0	46.6	5.5	5.5	5.5	0.0	0.0	0.0	0.0	0.0	11	88.1	7	67	
GATWICK	TITAN AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	41	50.0	18	4	
GATWICK	TITAN AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	28	50.0	26	4	
GATWICK	TUI AIRWAYS LTD	C A	12	0	0	0.0	8.3	33.3	25.0	16.7	0.0	8.3	8.3	0.0	0.0	0.0	57	81.8	7	11	
GATWICK	TUI AIRWAYS LTD	C D	11	0	0	0.0	0.0	36.4	18.2	27.3	0.0	18.2	0.0	0.0	0.0	0.0	46	80.0	10	10	
HEATHROW	BRITISH AIRWAYS PLC	S A	40	0	1	4.9	24.4	14.6	22.0	19.5	9.8	2.4	0.0	0.0	0.0	2.4	27	65.8	15	38	
HEATHROW	BRITISH AIRWAYS PLC	S D	40	0	1	0.0	2.4	43.9	24.4	12.2	14.6	0.0	0.0	0.0	0.0	2.4	26	57.9	21	38	
LUTON	EASYJET UK LTD	S A	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	44	100.0	5	3	
LUTON	EASYJET UK LTD	S D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	3	
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	57	75.0	33	4	
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	20	4	
STANSTED	JET2.COM LTD	S A	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	13	4	
STANSTED	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	4	
STANSTED	TUI AIRWAYS LTD	C A	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	14	2	
STANSTED	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	59	50.0	18	2	
MANCHESTER	EASYJET UK LTD	S A	7	0	0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	5	3	
MANCHESTER	EASYJET UK LTD	S D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	3	
MANCHESTER	JET2.COM LTD	S A	12	0	0	0.0	16.7	33.3	8.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	28	83.3	5	12	
MANCHESTER	JET2.COM LTD	S D	12	0	0	0.0	16.7	33.3	33.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	25	91.7	8	12	
MANCHESTER	TUI AIRWAYS LTD	C A	7	0	0	28.6	0.0	28.6	0.0	28.6	14.3	0.0	0.0	0.0	0.0	0.0	30	25.0	69	8	
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	37.5	0.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	48	0.0	92	7	
NEWCASTLE	TUI AIRWAYS LTD	S A	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	39	0.0	84	3	
NEWCASTLE	TUI AIRWAYS LTD	S D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	154	2	
<b>TOTAL INNSBRUCK</b>			<b>420</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>23.8</b>	<b>32.5</b>	<b>15.6</b>	<b>14.4</b>	<b>6.4</b>	<b>3.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>23</b>	<b>69.4</b>	<b>19</b>	<b>381</b>	
INVERNESS																					
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S A	20	0	1	9.5	66.7	4.8	0.0	14.3	0.0	0.0	0.0	0.0	4.8	7	94.7	2	19	
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S D	20	0	0	0.0	70.0	15.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	8	94.7	2	19	
	BIRMINGHAM	LOGANAIR LTD	S A	25	0	0	32.0	60.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	20	
	BIRMINGHAM	LOGANAIR LTD	S D	25	0	0	0.0	36.0	48.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	20	
	BOURNEMOUTH	LOGANAIR LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	



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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BRISTOL	EASYJET UK LTD	S	A	18	0	0	0.0	16.7	44.4	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	24	68.4	12	19	
	BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	38.9	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	78.9	8	19	
	EDINBURGH	EASTERN AIRWAYS	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
	EDINBURGH	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	71	0	0	8.5	39.4	29.6	9.9	5.6	7.0	0.0	0.0	0.0	0.0	0.0	12	92.5	6	67	
	GATWICK	EASYJET UK LTD	S	D	71	0	0	0.0	49.3	23.9	7.0	11.3	7.0	1.4	0.0	0.0	0.0	0.0	15	89.6	6	67	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	3.4	22.0	33.9	13.6	18.6	3.4	3.4	0.0	0.0	0.0	1.7	21	82.6	10	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	1	0.0	8.5	45.8	23.7	13.6	5.1	1.7	0.0	0.0	0.0	1.7	21	70.2	13	45	
	LUTON	EASYJET UK LTD	S	A	48	0	1	2.0	36.7	14.3	14.3	18.4	8.2	2.0	2.0	0.0	0.0	2.0	26	87.9	9	33	
	LUTON	EASYJET UK LTD	S	D	48	0	1	2.0	18.4	32.7	14.3	20.4	8.2	2.0	0.0	0.0	0.0	2.0	23	81.8	7	33	
	MANCHESTER	LOGANAIR LTD	S	A	41	0	0	22.0	51.2	17.1	2.4	7.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	31	
	MANCHESTER	LOGANAIR LTD	S	D	41	0	0	0.0	31.7	56.1	4.9	2.4	4.9	0.0	0.0	0.0	0.0	0.0	7	93.5	9	31	
<b>TOTAL INVERNESS</b>					<b>566</b>	<b>0</b>	<b>5</b>	<b>5.1</b>	<b>35.6</b>	<b>30.3</b>	<b>10.3</b>	<b>11.4</b>	<b>5.1</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>87.5</b>	<b>7</b>	<b>468</b>	
IRELAND WEST(KNOCK)																							
	BIRMINGHAM	RYANAIR	S	A	10	0	0	0.0	50.0	20.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	24	100.0	0	1	
	BIRMINGHAM	RYANAIR	S	D	10	0	0	0.0	50.0	20.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	24	100.0	5	1	
	BRISTOL	RYANAIR	S	A	11	0	0	9.1	36.4	18.2	9.1	9.1	9.1	9.1	0.0	0.0	0.0	0.0	27	66.7	26	9	
	BRISTOL	RYANAIR	S	D	11	0	0	0.0	54.5	9.1	9.1	0.0	18.2	9.1	0.0	0.0	0.0	0.0	31	77.8	6	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	0.0	28.6	28.6	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	93.8	4	16	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	42.9	35.7	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	13	87.5	3	16	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	38.5	23.1	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	88.9	3	9	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	38.5	23.1	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	20	100.0	3	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	22	0	0	0.0	40.9	31.8	18.2	4.5	4.5	0.0	0.0	0.0	0.0	0.0	14	95.5	7	22	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	22	0	0	0.0	50.0	22.7	18.2	4.5	0.0	0.0	4.5	0.0	0.0	0.0	20	90.9	7	22	
	GATWICK	AER LINGUS	S	A	24	0	1	24.0	28.0	12.0	4.0	16.0	8.0	4.0	0.0	0.0	0.0	4.0	23	92.3	2	13	
	GATWICK	AER LINGUS	S	D	25	0	0	0.0	48.0	28.0	8.0	4.0	8.0	0.0	4.0	0.0	0.0	0.0	22	84.6	5	13	
	HEATHROW	AER LINGUS	S	A	6	0	0	0.0	50.0	0.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	HEATHROW	AER LINGUS	S	D	6	0	0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LUTON	RYANAIR	S	A	27	0	0	7.4	33.3	29.6	18.5	3.7	7.4	0.0	0.0	0.0	0.0	0.0	14	93.1	3	29	
	LUTON	RYANAIR	S	D	27	0	0	0.0	40.7	29.6	14.8	7.4	7.4	0.0	0.0	0.0	0.0	0.0	13	93.1	2	29	
	STANSTED	RYANAIR	S	A	39	0	0	0.0	15.4	30.8	23.1	5.1	15.4	5.1	5.1	0.0	0.0	0.0	42	92.7	4	41	
	STANSTED	RYANAIR	S	D	39	0	0	0.0	28.2	35.9	12.8	10.3	7.7	5.1	0.0	0.0	0.0	0.0	22	95.1	3	41	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: I			PERCENTAGE OF FLIGHTS LATE							MAR 2022			
										NUMBER OF FLIGHTS			More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
		STANSTED	RYANAIR UK LTD	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
		STANSTED	RYANAIR UK LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
		MANCHESTER	RYANAIR	S	A	10	0	0	0.0	40.0	20.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	20	75.0	8	8	
		MANCHESTER	RYANAIR	S	D	10	0	0	0.0	20.0	70.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	13	100.0	2	8	
<b>TOTAL IRELAND WEST (KNOCK)</b>						<b>359</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>35.8</b>	<b>27.5</b>	<b>15.3</b>	<b>7.2</b>	<b>7.2</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>21</b>	<b>91.2</b>	<b>5</b>	<b>296</b>
ISLAMABAD INTERNATIONAL AIRPORT																							
		BIRMINGHAM	JORDAN AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	14	7	
		BIRMINGHAM	JORDAN AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	24	7	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	8.3	25.0	8.3	16.7	8.3	25.0	8.3	0.0	0.0	0.0	40	9.1	81	11	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	0.0	25.0	33.3	16.7	16.7	8.3	0.0	0.0	0.0	43	0.0	92	11	
		HEATHROW	JORDAN AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	52	3	
		HEATHROW	JORDAN AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	3	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	42.9	35.7	0.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	11	33.3	33	12	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	38.5	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	10	46.2	28	13	
		MANCHESTER	JORDAN AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	12	7	
		MANCHESTER	JORDAN AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	7	
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	81	17	
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	35.3	38	16	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>						<b>51</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>25.5</b>	<b>15.7</b>	<b>21.6</b>	<b>7.8</b>	<b>11.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>24.6</b>	<b>50</b>	<b>114</b>	
ISLAY																							
		GLASGOW	LOGANAIR LTD	S	A	49	0	1	18.0	54.0	14.0	0.0	6.0	4.0	2.0	0.0	0.0	2.0	10	85.2	5	51	
		GLASGOW	LOGANAIR LTD	S	D	49	0	1	2.0	28.0	56.0	2.0	4.0	4.0	0.0	2.0	0.0	2.0	13	84.9	10	52	
<b>TOTAL ISLAY</b>						<b>98</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>41.0</b>	<b>35.0</b>	<b>1.0</b>	<b>5.0</b>	<b>4.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>85.0</b>	<b>7</b>	<b>103</b>
ISLE OF MAN																							
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	13	0	1	7.1	57.1	0.0	7.1	14.3	7.1	0.0	0.0	0.0	7.1	15	100.0	3	8	
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	13	0	0	0.0	76.9	0.0	7.7	7.7	7.7	0.0	0.0	0.0	0.0	10	100.0	3	8	
		BIRMINGHAM	LOGANAIR LTD	S	A	30	0	1	6.5	32.3	22.6	6.5	12.9	16.1	0.0	0.0	0.0	3.2	22	84.0	4	25	
		BIRMINGHAM	LOGANAIR LTD	S	D	29	0	1	0.0	13.3	36.7	10.0	13.3	20.0	0.0	3.3	0.0	3.3	40	68.0	17	25	
		BRISTOL	EASYJET UK LTD	S	A	11	0	1	0.0	16.7	41.7	8.3	8.3	8.3	8.3	0.0	0.0	8.3	29	88.9	13	9	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	36.4	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	16	88.9	12	9	
	EDINBURGH	LOGANAIR LTD	S	A	17	0	2	10.5	36.8	26.3	0.0	0.0	10.5	0.0	5.3	0.0	0.0	10.5	22	83.3	14	12	
	EDINBURGH	LOGANAIR LTD	S	D	17	0	1	0.0	27.8	50.0	0.0	5.6	11.1	0.0	0.0	0.0	0.0	5.6	17	75.0	17	12	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	38	0	5	7.0	23.3	18.6	14.0	11.6	9.3	0.0	4.7	0.0	0.0	11.6	35	85.7	7	49	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	39	0	5	0.0	38.6	20.5	11.4	13.6	0.0	0.0	4.5	0.0	0.0	11.4	26	89.8	4	49	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	A	47	0	8	0.0	25.5	34.5	14.5	5.5	5.5	0.0	0.0	0.0	0.0	14.5	15	82.8	7	57	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	D	50	0	7	0.0	21.1	40.4	10.5	7.0	8.8	0.0	0.0	0.0	0.0	12.3	18	84.5	6	57	
	GATWICK	EASYJET UK LTD	S	A	49	0	8	0.0	17.5	15.8	22.8	21.1	3.5	0.0	3.5	1.8	0.0	14.0	41	77.8	11	36	
	GATWICK	EASYJET UK LTD	S	D	49	0	6	0.0	18.2	41.8	10.9	10.9	1.8	1.8	1.8	1.8	0.0	10.9	26	86.1	9	36	
	HEATHROW	LOGANAIR LTD	S	A	30	0	1	22.6	38.7	16.1	3.2	0.0	16.1	0.0	0.0	0.0	0.0	3.2	17	0.0	0	0	
	HEATHROW	LOGANAIR LTD	S	D	30	0	1	0.0	6.5	48.4	19.4	3.2	9.7	9.7	0.0	0.0	0.0	3.2	34	0.0	0	0	
	LONDON CITY	LOGANAIR LTD	S	A	28	0	7	14.3	31.4	11.4	14.3	0.0	8.6	0.0	0.0	0.0	0.0	20.0	13	0.0	0	0	
	LONDON CITY	LOGANAIR LTD	S	D	28	0	8	0.0	19.4	33.3	2.8	13.9	8.3	0.0	0.0	0.0	0.0	22.2	20	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	30	0	5	25.7	25.7	14.3	5.7	2.9	5.7	2.9	0.0	2.9	0.0	14.3	32	96.8	1	31	
	MANCHESTER	EASYJET UK LTD	S	D	31	0	4	0.0	42.9	22.9	5.7	2.9	8.6	0.0	2.9	2.9	0.0	11.4	42	93.5	3	31	
	MANCHESTER	LOGANAIR LTD	S	A	57	0	6	4.8	31.7	31.7	6.3	11.1	1.6	1.6	1.6	0.0	0.0	9.5	15	87.5	7	56	
	MANCHESTER	LOGANAIR LTD	S	D	57	0	5	1.6	27.4	30.6	11.3	9.7	8.1	1.6	1.6	0.0	0.0	8.1	22	80.4	10	56	
<b>TOTAL ISLE OF MAN</b>					<b>704</b>	<b>0</b>	<b>83</b>	<b>4.2</b>	<b>27.6</b>	<b>28.0</b>	<b>10.2</b>	<b>9.0</b>	<b>7.5</b>	<b>1.0</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>10.5</b>	<b>25</b>	<b>85.2</b>	<b>8</b>	<b>566</b>	
ISLES OF SCILLY (ST.MARYS)																							
	EXETER	ISLES OF SCILLY SKYBUS	S	A	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	7	14	
	EXETER	ISLES OF SCILLY SKYBUS	S	D	10	0	0	0.0	60.0	20.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	22	90.0	4	20	
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.2</b>	<b>5</b>	<b>34</b>	
ISTANBUL																							
	BIRMINGHAM	THY TURKISH AIRLINES	S	A	48	0	0	6.3	29.2	43.8	14.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	65.7	8	32	
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	48	0	0	0.0	4.2	41.7	22.9	25.0	6.3	0.0	0.0	0.0	0.0	0.0	23	31.4	28	32	
	EDINBURGH	THY TURKISH AIRLINES	S	A	31	0	0	19.4	25.8	38.7	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	73.7	11	18	
	EDINBURGH	THY TURKISH AIRLINES	S	D	31	0	0	3.2	22.6	41.9	16.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0	14	52.6	15	17	
	GATWICK	THY TURKISH AIRLINES	S	A	68	0	0	8.8	26.5	33.8	19.1	10.3	0.0	1.5	0.0	0.0	0.0	0.0	14	88.1	5	59	
	GATWICK	THY TURKISH AIRLINES	S	D	67	0	1	0.0	10.3	39.7	19.1	25.0	2.9	1.5	0.0	0.0	0.0	1.5	23	73.3	12	58	
	GATWICK	WIZZ AIR UK LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0	
	GATWICK	WIZZ AIR UK LTD	S	D	4	0	0	0.0	25.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	0	0	7.4	22.1	27.9	22.1	11.8	8.8	0.0	0.0	0.0	0.0	0.0	19	81.0	11	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	68	0	0	0.0	0.0	35.3	39.7	11.8	11.8	1.5	0.0	0.0	0.0	0.0	29	25.9	36	56
	HEATHROW	THY TURKISH AIRLINES	S	A	185	0	0	7.0	22.7	36.2	24.3	8.6	1.1	0.0	0.0	0.0	0.0	0.0	12	79.2	8	128
	HEATHROW	THY TURKISH AIRLINES	S	D	185	0	0	1.1	25.9	44.3	12.4	13.5	2.7	0.0	0.0	0.0	0.0	0.0	14	65.9	14	126
	LUTON	WIZZ AIR UK LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	66	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	MANCHESTER	THY TURKISH AIRLINES	S	A	82	0	0	8.5	30.5	32.9	17.1	7.3	1.2	1.2	1.2	0.0	0.0	0.0	15	81.7	7	58
	MANCHESTER	THY TURKISH AIRLINES	S	D	82	0	0	0.0	3.7	35.4	18.3	35.4	3.7	1.2	2.4	0.0	0.0	0.0	32	22.6	38	59
<b>TOTAL ISTANBUL</b>					<b>979</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>19.5</b>	<b>37.2</b>	<b>19.7</b>	<b>14.6</b>	<b>3.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>18</b>	<b>64.5</b>	<b>15</b>	<b>699</b>
ISTANBUL (SABIHA GOKCEN)																						
	STANSTED	PEGASUS AIRLINES	S	A	114	0	0	5.3	18.4	45.6	23.7	7.0	0.0	0.0	0.0	0.0	0.0	0.0	11	78.5	9	104
	STANSTED	PEGASUS AIRLINES	S	D	115	0	0	0.0	29.6	55.7	11.3	2.6	0.9	0.0	0.0	0.0	0.0	0.0	8	78.7	13	104
	STANSTED	THY TURKISH AIRLINES	S	A	65	0	0	4.6	27.7	43.1	12.3	7.7	4.6	0.0	0.0	0.0	0.0	0.0	12	75.4	11	60
	STANSTED	THY TURKISH AIRLINES	S	D	65	0	0	3.1	36.9	35.4	9.2	10.8	4.6	0.0	0.0	0.0	0.0	0.0	13	70.5	15	60
	MANCHESTER	PEGASUS AIRLINES	S	A	31	0	0	0.0	16.1	38.7	32.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	15	80.8	11	26
	MANCHESTER	PEGASUS AIRLINES	S	D	31	0	0	0.0	3.2	29.0	29.0	32.3	6.5	0.0	0.0	0.0	0.0	0.0	28	18.2	41	31
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>421</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>24.5</b>	<b>44.7</b>	<b>17.3</b>	<b>8.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.0</b>	<b>14</b>	<b>385</b>
ISTANBUL ATATURK																						
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	137	1
<b>TOTAL ISTANBUL ATATURK</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>137</b>	<b>1</b>
IZMIR (ADNAN MENDERES)																						
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	33.3	22	3
	GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	37	3
	LUTON	SUNEXPRESS	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
	LUTON	SUNEXPRESS	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	22	1
	STANSTED	PEGASUS AIRLINES	S	A	31	0	0	22.6	35.5	22.6	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	91.3	4	23
	STANSTED	PEGASUS AIRLINES	S	D	31	0	0	0.0	41.9	41.9	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	91.3	5	23
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>36.1</b>	<b>34.7</b>	<b>9.7</b>	<b>6.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.5</b>	<b>8</b>	<b>54</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: J																	MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	C	A	3	0	0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	71	100.0	10	2
	HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	HEATHROW	LA COMPAGNIE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	35	0	3	5.3	26.3	26.3	21.1	10.5	2.6	0.0	0.0	0.0	0.0	7.9	14	60.0	26	30
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	35	0	2	0.0	18.9	37.8	13.5	18.9	5.4	0.0	0.0	0.0	0.0	5.4	20	66.7	21	30
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	22	0	0	4.5	31.8	36.4	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	11	0.0	133	2
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	22	0	0	0.0	36.4	50.0	0.0	9.1	0.0	0.0	0.0	4.5	0.0	0.0	73	0.0	163	2
<b>TOTAL JEDDAH</b>					<b>120</b>	<b>0</b>	<b>5</b>	<b>2.4</b>	<b>26.4</b>	<b>35.2</b>	<b>12.8</b>	<b>13.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>4.0</b>	<b>28</b>	<b>59.7</b>	<b>31</b>	<b>67</b>
JEREZ	STANSTED	RYANAIR	S	A	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	32	100.0	0	2
	STANSTED	RYANAIR	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2
<b>TOTAL JEREZ</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
JERSEY	BELFAST CITY (GEORGE BEST)	BLUE ISLANDS LIMITED	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3
	BELFAST CITY (GEORGE BEST)	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	21	3
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	BIRMINGHAM	BLUE ISLANDS LIMITED	S	A	31	0	0	29.0	45.2	9.7	6.5	6.5	0.0	3.2	0.0	0.0	0.0	0.0	9	75.9	11	27
	BIRMINGHAM	BLUE ISLANDS LIMITED	S	D	31	0	0	0.0	48.4	22.6	9.7	16.1	0.0	3.2	0.0	0.0	0.0	0.0	14	57.1	21	27
	BOURNEMOUTH	GAMA AVIATION (UK) LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
	BOURNEMOUTH	GAMA AVIATION (UK) LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2
	BRISTOL	BLUE ISLANDS LIMITED	S	A	26	0	1	14.8	37.0	11.1	14.8	11.1	0.0	7.4	0.0	0.0	0.0	3.7	22	85.2	8	26
	BRISTOL	BLUE ISLANDS LIMITED	S	D	26	0	2	0.0	39.3	17.9	14.3	14.3	0.0	7.1	0.0	0.0	0.0	7.1	24	85.2	9	26
	EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	A	19	0	1	40.0	30.0	10.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	9	82.4	6	17
	EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	D	19	0	1	5.0	55.0	15.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	11	82.4	6	17
	EXETER	BLUE ISLANDS LIMITED	S	A	30	0	0	0.0	36.7	36.7	6.7	13.3	3.3	3.3	0.0	0.0	0.0	0.0	17	86.2	5	29
	EXETER	BLUE ISLANDS LIMITED	S	D	30	0	0	3.3	53.3	23.3	3.3	13.3	0.0	3.3	0.0	0.0	0.0	0.0	12	83.3	7	30

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	EASYJET UK LTD	S	A	7	0	0	0.0	28.6	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	9	11	
	GLASGOW	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	3	11	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	35	0	1	19.4	36.1	33.3	0.0	5.6	0.0	2.8	0.0	0.0	0.0	2.8	8	88.9	3	26	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	35	0	0	0.0	71.4	17.1	2.9	2.9	2.9	2.9	0.0	0.0	0.0	0.0	9	96.2	2	26	
	GATWICK	EASYJET UK LTD	S	A	114	0	2	28.4	29.3	16.4	5.2	5.2	10.3	0.0	1.7	1.7	0.0	1.7	27	93.8	2	80	
	GATWICK	EASYJET UK LTD	S	D	115	0	2	0.0	42.7	29.1	6.8	6.0	9.4	2.6	0.9	0.9	0.0	1.7	23	92.5	4	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	7	5.6	24.6	31.7	11.1	7.9	7.9	2.4	2.4	0.8	0.0	5.6	28	73.4	14	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	7	0.0	11.9	38.1	21.4	12.7	9.5	0.8	0.0	0.0	0.0	5.6	24	53.2	25	118	
	LUTON	EASYJET UK LTD	S	A	46	0	0	19.6	28.3	17.4	6.5	13.0	10.9	2.2	2.2	0.0	0.0	0.0	25	81.8	14	22	
	LUTON	EASYJET UK LTD	S	D	46	0	0	0.0	43.5	19.6	10.9	13.0	8.7	4.3	0.0	0.0	0.0	0.0	22	87.0	5	23	
	MANCHESTER	EASYJET UK LTD	S	A	30	0	0	50.0	23.3	16.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	5	72.7	8	21		
	MANCHESTER	EASYJET UK LTD	S	D	30	0	0	0.0	53.3	43.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3	86.4	7	22		
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	96	0	3	4.0	64.6	18.2	1.0	4.0	3.0	0.0	2.0	0.0	3.0	10	88.5	7	85		
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	96	0	2	2.0	49.0	34.7	0.0	4.1	3.1	1.0	4.1	0.0	0.0	2.0	16	86.4	10	86	
<b>TOTAL JERSEY</b>					<b>1109</b>	<b>0</b>	<b>29</b>	<b>8.8</b>	<b>38.2</b>	<b>25.8</b>	<b>7.6</b>	<b>8.1</b>	<b>5.6</b>	<b>1.8</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>2.5</b>	<b>19</b>	<b>80.0</b>	<b>10</b>	<b>940</b>	
JOHANNESBURG																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	33.9	29.0	24.2	3.2	6.5	1.6	0.0	0.0	1.6	0.0	0.0	19	70.6	55	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	3.2	19.4	17.7	27.4	22.6	3.2	3.2	3.2	0.0	0.0	84	41.7	71	36	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	13.8	44.8	13.8	3.4	0.0	24.1	0.0	0.0	0.0	0.0	0.0	22	90.3	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	3.3	50.0	30.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	11	31	
<b>TOTAL JOHANNESBURG</b>					<b>183</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>26.2</b>	<b>21.9</b>	<b>10.4</b>	<b>11.5</b>	<b>12.0</b>	<b>1.1</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>68.9</b>	<b>37</b>	<b>132</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KALAMATA		GATWICK		EASYJET UK LTD		S	A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	234	2						
		GATWICK		EASYJET UK LTD		S	D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	243	2						
<b>TOTAL KALAMATA</b>								<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>238</b>	<b>4</b>							
KARLOVY VARY		GATWICK		SMARTLYNX AIRLINES (LATVIA)		C	A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
<b>TOTAL KARLOVY VARY</b>								<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>							
KARLSRUHE/BADEN BADEN		BOURNEMOUTH		DEUTSCHE RETTUNGSFLUGWACHT		S	D	1	0	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		STANSTED		RYANAIR		S	A	33	0	0	0	6.1	27.3	24.2	9.1	15.2	9.1	9.1	0.0	0.0	0.0	33	90.6	9	32						
		STANSTED		RYANAIR		S	D	33	0	0	0	0.0	27.3	33.3	9.1	9.1	15.2	3.0	3.0	0.0	0.0	0.0	31	87.5	10	32					
<b>TOTAL KARLSRUHE/BADEN BADEN</b>								<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>28.4</b>	<b>28.4</b>	<b>9.0</b>	<b>11.9</b>	<b>11.9</b>	<b>6.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>89.1</b>	<b>9</b>	<b>64</b>					
KATOWICE		BIRMINGHAM		RYANAIR		S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8							
		BIRMINGHAM		RYANAIR		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8							
		BIRMINGHAM		WIZZ AIR		S	A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0						
		BRISTOL		WIZZ AIR		S	A	10	0	0	0	10.0	30.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1						
		BRISTOL		WIZZ AIR		S	D	9	0	1	0	0.0	10.0	50.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	21	100.0	0	1					
		DONCASTER SHEFFIELD		WIZZ AIR		S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9						
		DONCASTER SHEFFIELD		WIZZ AIR		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9						
		EDINBURGH		RYANAIR		S	A	11	0	0	0	9.1	45.5	9.1	36.4	0.0	0.0	0.0	0.0	0.0	0.0	11	90.9	3	11						
		EDINBURGH		RYANAIR		S	D	11	0	0	0	0.0	45.5	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	9	100.0	3	11						
		GLASGOW		LOT-POLISH AIRLINES		C	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		GLASGOW		LOT-POLISH AIRLINES		C	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1							
		LEEDS BRADFORD		WIZZ AIR		S	A	10	0	0	0	50.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
		LEEDS BRADFORD		WIZZ AIR		S	D	10	0	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
		LIVERPOOL (JOHN LENNON)		WIZZ AIR		S	A	8	0	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		LIVERPOOL (JOHN LENNON)		WIZZ AIR		S	D	8	0	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1						
		GATWICK		WIZZ AIR		S	A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
		LUTON		WIZZ AIR		S	A	54	0	1	0	21.8	36.4	21.8	9.1	9.1	0.0	0.0	0.0	0.0	1.8	8	97.2	5	36						
		LUTON		WIZZ AIR		S	D	54	0	1	0	0.0	12.7	41.8	20.0	14.5	7.3	1.8	0.0	0.0	1.8	23	66.7	19	36						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	RYANAIR	S	A	58	0	0	13.8	44.8	24.1	8.6	6.9	0.0	1.7	0.0	0.0	0.0	0.0	8	86.8	5	38	
	STANSTED	RYANAIR	S	D	58	0	0	0.0	32.8	37.9	13.8	13.8	0.0	1.7	0.0	0.0	0.0	0.0	14	87.2	8	39	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	92.3	2	13	
	MANCHESTER	RYANAIR	S	D	9	0	0	11.1	22.2	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	76.9	8	13	
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL KATOWICE</b>					<b>321</b>	<b>0</b>	<b>3</b>	<b>9.6</b>	<b>31.5</b>	<b>31.8</b>	<b>13.6</b>	<b>9.6</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.1</b>	<b>7</b>	<b>241</b>	
KAUNAS																							
	BRISTOL	RYANAIR	S	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	10	8	
	EDINBURGH	RYANAIR	S	A	11	0	0	9.1	18.2	45.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	4	10	
	EDINBURGH	RYANAIR	S	D	11	0	0	0.0	45.5	27.3	0.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	15	100.0	2	10	
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	7	9	
	LUTON	RYANAIR	S	A	24	0	0	0.0	54.2	20.8	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	14	83.9	6	31	
	LUTON	RYANAIR	S	D	24	0	0	0.0	8.3	58.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	19	93.5	4	31	
	LUTON	WIZZ AIR UK LTD	S	A	27	0	0	18.5	37.0	29.6	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	9	81.3	11	16	
	LUTON	WIZZ AIR UK LTD	S	D	27	0	0	0.0	40.7	40.7	11.1	3.7	0.0	3.7	0.0	0.0	0.0	0.0	11	87.5	8	16	
	STANSTED	RYANAIR	S	A	22	0	0	4.5	59.1	9.1	9.1	13.6	4.5	0.0	0.0	0.0	0.0	0.0	12	72.7	13	22	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	36.4	27.3	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	90.9	6	22	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	19	7	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	16	7	
<b>TOTAL KAUNAS</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>39.2</b>	<b>32.8</b>	<b>11.3</b>	<b>8.3</b>	<b>3.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.5</b>	<b>7</b>	<b>206</b>	
KEFALLINIA																							
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK LTD	S	A	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	46	75.0	14	4	
	GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	41	75.0	18	4	
	STANSTED	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2	
<b>TOTAL KEFALLINIA</b>					<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>76.9</b>	<b>13</b>	<b>13</b>	
KEFLAVIK																							
	ABERDEEN	WIZZ AIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	ABERDEEN	WIZZ AIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	55.6	77	9	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: K																	MARCH 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
BIRMINGHAM	JET2.COM LTD	S D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	64	9
BRISTOL	EASYJET UK LTD	S A	18	0	0	38.9	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	11
BRISTOL	EASYJET UK LTD	S D	18	0	0	0.0	50.0	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	11
BRISTOL	JET2.COM LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
BRISTOL	TUI AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	176	1
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	33.3	180	3
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3
EDINBURGH	EASYJET UK LTD	S A	15	0	0	20.0	40.0	13.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	9
EDINBURGH	EASYJET UK LTD	S D	15	0	0	0.0	33.3	33.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	90.0	5	10
EDINBURGH	JET2.COM LTD	S A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EDINBURGH	JET2.COM LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GLASGOW	ICELANDAIR	S A	22	0	0	18.2	50.0	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	16	9	
GLASGOW	ICELANDAIR	S D	22	0	0	13.6	59.1	18.2	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	9	
GLASGOW	JET2.COM LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
GLASGOW	JET2.COM LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LEEDS BRADFORD	JET2.COM LTD	S A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
LEEDS BRADFORD	JET2.COM LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
LIVERPOOL (JOHN LENNON)	FLY PLAY HF	S A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
LIVERPOOL (JOHN LENNON)	FLY PLAY HF	S D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
GATWICK	EASYJET UK LTD	S A	41	0	0	19.5	43.9	19.5	7.3	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	28	31	
GATWICK	EASYJET UK LTD	S D	41	0	0	0.0	29.3	51.2	9.8	7.3	2.4	0.0	0.0	0.0	0.0	0.0	0.0	10	83.9	25	31	
GATWICK	ICELANDAIR	S A	31	0	0	22.6	45.2	22.6	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	5	5	
GATWICK	ICELANDAIR	S D	31	0	0	0.0	51.6	38.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	5	
GATWICK	TUI AIRWAYS LTD	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	150	1
HEATHROW	BRITISH AIRWAYS PLC	S A	31	0	0	38.7	25.8	16.1	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	76.7	71	30	
HEATHROW	BRITISH AIRWAYS PLC	S D	31	0	0	0.0	16.1	58.1	9.7	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	17	70.0	74	30	
HEATHROW	ICELANDAIR	S A	62	0	0	24.2	37.1	19.4	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	14	48	
HEATHROW	ICELANDAIR	S D	62	0	0	0.0	33.9	41.9	11.3	11.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	17	48	
LUTON	EASYJET UK LTD	S A	37	0	0	10.8	45.9	18.9	10.8	2.7	10.8	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	15	30	
LUTON	EASYJET UK LTD	S D	37	0	0	0.0	32.4	40.5	10.8	8.1	8.1	0.0	0.0	0.0	0.0	0.0	0.0	16	93.3	9	30	
LUTON	WIZZ AIR UK LTD	S A	14	0	0	14.3	35.7	28.6	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	26	55.6	28	9	
LUTON	WIZZ AIR UK LTD	S D	14	0	0	0.0	42.9	42.9	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	23	70.0	12	10	
STANSTED	FLY PLAY HF	S A	31	0	0	35.5	35.5	25.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	17	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	FLY PLAY HF	S	D	31	0	0	0.0	51.6	32.3	9.7	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	82.4	15	17	
	STANSTED	JET2.COM LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	12	3	
	STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	3	
	MANCHESTER	EASYJET UK LTD	S	A	41	0	0	41.5	39.0	12.2	0.0	4.9	2.4	0.0	0.0	0.0	0.0	0.0	4	88.9	13	36	
	MANCHESTER	EASYJET UK LTD	S	D	41	0	0	0.0	68.3	24.4	2.4	2.4	2.4	0.0	0.0	0.0	0.0	0.0	5	91.7	9	36	
	MANCHESTER	ICELANDAIR	S	A	24	0	0	8.3	58.3	29.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	13	17	
	MANCHESTER	ICELANDAIR	S	D	24	0	0	0.0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	23	17	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	77	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	57	9	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	162	1	
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	465	1	
<b>TOTAL KEFLAVIK</b>					<b>814</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>42.5</b>	<b>29.0</b>	<b>7.6</b>	<b>4.9</b>	<b>2.6</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.3</b>	<b>26</b>	<b>563</b>	
KERRY COUNTY																							
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	RYANAIR	S	A	31	0	0	6.5	22.6	29.0	22.6	12.9	3.2	3.2	0.0	0.0	0.0	0.0	19	83.3	6	24	
	LUTON	RYANAIR	S	D	31	0	0	0.0	41.9	22.6	12.9	19.4	0.0	3.2	0.0	0.0	0.0	0.0	16	95.8	1	24	
	STANSTED	RYANAIR	S	A	22	0	0	0.0	27.3	50.0	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	7	18	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	72.7	22.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	18	
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	100.0	2	4	
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	100.0	0	4	
	MANCHESTER	RYANAIR	S	A	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	7	
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7	
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	2	
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	2	
<b>TOTAL KERRY COUNTY</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>43.4</b>	<b>28.7</b>	<b>11.6</b>	<b>11.6</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.4</b>	<b>6</b>	<b>111</b>	
KIGALI																							
	HEATHROW	RWANDAIR EXPRESS	S	A	18	0	0	0.0	0.0	0.0	16.7	11.1	61.1	0.0	5.6	5.6	0.0	0.0	99	28.6	29	14	
	HEATHROW	RWANDAIR EXPRESS	S	D	18	0	0	0.0	0.0	55.6	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	85.7	14	14	
<b>TOTAL KIGALI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>19.4</b>	<b>13.9</b>	<b>33.3</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>57.1</b>	<b>21</b>	<b>28</b>	
KINGSTON																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	38.5	23.1	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	21	30.8	41	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	0.0	50.0	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	22	53.8	30	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: K										PERCENTAGE OF FLIGHTS LATE				MAR 2022								
										NUMBER OF FLIGHTS																						
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
		GATWICK		INTERSKY LUFTFAHRT GMBH		C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0								
<b>TOTAL KINGSTON</b>								<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.9</b>	<b>35.7</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>21</b>	<b>42.3</b>	<b>35</b>	<b>26</b>							
KIRKWALL																																
		ABERDEEN		LOGANAIR LTD		S	A	74	0	3	19.5	40.3	13.0	9.1	2.6	7.8	2.6	1.3	0.0	0.0	3.9	18	82.5	11	80							
		ABERDEEN		LOGANAIR LTD		S	D	76	0	2	0.0	39.7	33.3	6.4	7.7	6.4	2.6	1.3	0.0	0.0	2.6	19	77.8	13	78							
		BOURNEMOUTH		LOGANAIR LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		EDINBURGH		LOGANAIR LTD		S	A	58	0	2	23.3	40.0	15.0	11.7	0.0	5.0	1.7	0.0	0.0	0.0	3.3	11	83.1	10	55							
		EDINBURGH		LOGANAIR LTD		S	D	60	0	1	0.0	27.9	44.3	14.8	4.9	3.3	3.3	0.0	0.0	0.0	1.6	16	79.6	9	48							
		GLASGOW		LOGANAIR LTD		S	A	29	0	0	41.4	24.1	20.7	0.0	6.9	6.9	0.0	0.0	0.0	0.0	0.0	10	83.3	11	30							
		GLASGOW		LOGANAIR LTD		S	D	30	0	0	0.0	46.7	30.0	10.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	83.3	15	30							
<b>TOTAL KIRKWALL</b>								<b>327</b>	<b>0</b>	<b>8</b>	<b>12.2</b>	<b>37.0</b>	<b>26.0</b>	<b>9.3</b>	<b>4.5</b>	<b>6.0</b>	<b>2.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>81.2</b>	<b>11</b>	<b>322</b>							
KLAGENFURT																																
		STANSTED		RYANAIR		S	A	9	0	0	33.3	44.4	0.0	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	30	0.0	0	0							
		STANSTED		RYANAIR		S	D	9	0	0	0.0	44.4	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0							
		MANCHESTER		RYANAIR		S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0							
		MANCHESTER		RYANAIR		S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
<b>TOTAL KLAGENFURT</b>								<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>42.3</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
KOLKATA																																
		HEATHROW		AIR INDIA		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	3							
		HEATHROW		AIR INDIA		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4							
<b>TOTAL KOLKATA</b>								<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>22</b>	<b>7</b>								
KOS																																
		BRISTOL		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		BRISTOL		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		GLASGOW		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1							
		GLASGOW		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		GATWICK		EASYJET UK LTD		S	A	4	0	0	0.0	0.0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	138	50.0	9	2							
		GATWICK		EASYJET UK LTD		S	D	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	115	25.0	30	3							
		STANSTED		RYANAIR		S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0							
		STANSTED		RYANAIR		S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		MANCHESTER		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		MANCHESTER		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1							
<b>TOTAL KOS</b>								<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>66.7</b>	<b>10</b>	<b>11</b>							
KOSICE																																
		LIVERPOOL (JOHN LENNON)		RYANAIR		S	A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	7	9							
		LIVERPOOL (JOHN LENNON)		RYANAIR		S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	9							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	WIZZ AIR UK LTD	S	A	23	0	0	13.0	39.1	26.1	4.3	0.0	13.0	0.0	4.3	0.0	0.0	0.0	21	33.3	26	15	
	LUTON	WIZZ AIR UK LTD	S	D	23	0	0	0.0	30.4	43.5	4.3	4.3	8.7	0.0	4.3	4.3	0.0	0.0	38	66.7	16	15	
	STANSTED	RYANAIR	S	A	20	0	0	0.0	25.0	55.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	15	14	
	STANSTED	RYANAIR	S	D	20	0	0	0.0	45.0	40.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	3	14	
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	9	1	
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>TOTAL KOSICE</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.0</b>	<b>44.3</b>	<b>8.5</b>	<b>1.9</b>	<b>4.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.2</b>	<b>12</b>	<b>78</b>	
KRAKOW	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	123	100.0	0	1	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71	100.0	0	1	
	BELFAST INTERNATIONAL	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	44.4	11.1	22.2	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	24	85.7	0	6	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	33.3	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	32	85.7	4	6	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	21.4	35.7	14.3	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	19	100.0	1	21	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	38.5	46.2	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	19	90.5	4	21	
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	11.1	22.2	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	34	100.0	3	1	
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	0.0	22.2	11.1	33.3	0.0	22.2	11.1	0.0	0.0	0.0	75	0.0	18	1	
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	8	
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	4	8	
	BRISTOL	EASYJET UK LTD	S	A	16	0	0	6.3	31.3	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	93.3	8	15	
	BRISTOL	EASYJET UK LTD	S	D	16	0	0	0.0	50.0	31.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	93.3	9	15	
	BRISTOL	RYANAIR	S	A	19	0	0	10.5	26.3	36.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	16	
	BRISTOL	RYANAIR	S	D	18	0	1	0.0	26.3	26.3	31.6	10.5	0.0	0.0	0.0	0.0	0.0	5.3	16	93.8	3	16	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	0.0	41.7	25.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	18	100.0	3	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	8.3	25.0	41.7	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	14	85.7	6	14	
	EDINBURGH	EASYJET UK LTD	S	A	14	0	0	28.6	14.3	35.7	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14	66.7	8	9	
	EDINBURGH	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	12	100.0	2	9	
	EDINBURGH	RYANAIR	S	A	19	0	0	10.5	31.6	31.6	15.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10	86.4	7	22	
	EDINBURGH	RYANAIR	S	D	19	0	0	0.0	63.2	31.6	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	4	22	
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	11.1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	100.0	4	6	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	6	
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	42	100.0	3	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	10	0	0	10.0	80.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	6	
	LEEDS BRADFORD	JET2.COM LTD	S	D	10	0	0	10.0	40.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13	83.3	9	6	
	LEEDS BRADFORD	RYANAIR	S	A	20	0	1	0.0	19.0	52.4	4.8	9.5	9.5	0.0	0.0	0.0	0.0	4.8	16	85.7	9	20	
	LEEDS BRADFORD	RYANAIR	S	D	21	0	1	4.5	31.8	22.7	4.5	13.6	18.2	0.0	0.0	0.0	0.0	4.5	24	85.7	21	21	
	LEEDS BRADFORD	WIZZ AIR	S	A	8	0	1	0.0	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	11.1	26	0.0	0	0	
	LEEDS BRADFORD	WIZZ AIR	S	D	8	0	1	0.0	0.0	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	11.1	33	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	17	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	2	16	
	GATWICK	EASYJET UK LTD	S	A	33	0	0	9.1	15.2	42.4	12.1	9.1	12.1	0.0	0.0	0.0	0.0	0.0	18	91.4	4	34	
	GATWICK	EASYJET UK LTD	S	D	33	0	0	0.0	21.2	42.4	9.1	15.2	12.1	0.0	0.0	0.0	0.0	0.0	21	94.3	1	34	
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	WIZZ AIR	S	A	24	0	0	12.5	37.5	16.7	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	GATWICK	WIZZ AIR	S	D	24	0	0	0.0	12.5	37.5	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	12.0	32.0	20.0	8.0	8.0	16.0	0.0	4.0	0.0	0.0	0.0	33	100.0	1	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	12.0	24.0	24.0	28.0	12.0	0.0	0.0	0.0	0.0	0.0	28	78.6	12	14	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	EASYJET UK LTD	S A	26	0	0	0	15.4	30.8	23.1	15.4	7.7	3.8	3.8	0.0	0.0	0.0	0.0	17	88.2	5	34		
LUTON	EASYJET UK LTD	S D	26	0	0	0	0.0	30.8	42.3	3.8	11.5	7.7	3.8	0.0	0.0	0.0	0.0	21	91.2	3	34		
LUTON	RYANAIR	S A	24	0	0	0	8.3	54.2	29.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	6	31		
LUTON	RYANAIR	S D	24	0	0	0	0.0	37.5	41.7	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	4	32		
LUTON	WIZZ AIR	S A	34	0	0	0	5.9	35.3	38.2	5.9	8.8	2.9	2.9	0.0	0.0	0.0	0.0	14	91.4	5	35		
LUTON	WIZZ AIR	S D	34	0	0	0	0.0	23.5	26.5	17.6	29.4	0.0	2.9	0.0	0.0	0.0	0.0	25	82.9	15	35		
STANSTED	ENTER AIR	C A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0		
STANSTED	JET2.COM LTD	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	JET2.COM LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
STANSTED	RYANAIR	S A	85	0	0	0	12.9	32.9	32.9	9.4	10.6	1.2	0.0	0.0	0.0	0.0	0.0	10	92.9	4	85		
STANSTED	RYANAIR	S D	85	0	0	0	0.0	37.6	36.5	10.6	12.9	1.2	1.2	0.0	0.0	0.0	0.0	13	87.1	5	85		
STANSTED	RYANAIR UK LTD	S A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	RYANAIR UK LTD	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S A	11	0	0	0	18.2	27.3	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	5	13		
MANCHESTER	EASYJET UK LTD	S D	11	0	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	13		
MANCHESTER	JET2.COM LTD	S A	19	0	0	0	10.5	47.4	26.3	0.0	10.5	0.0	0.0	5.3	0.0	0.0	0.0	16	91.7	3	12		
MANCHESTER	JET2.COM LTD	S D	18	0	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	7	12		
MANCHESTER	RYANAIR	S A	16	0	0	0	0.0	56.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	6	24		
MANCHESTER	RYANAIR	S D	16	0	0	0	0.0	43.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	17	24		
MANCHESTER	RYANAIR UK LTD	S A	5	0	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	92	1		
MANCHESTER	RYANAIR UK LTD	S D	5	0	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1		
MANCHESTER	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER	TUI AIRWAYS LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
NEWCASTLE	JET2.COM LTD	S A	9	0	0	0	0.0	55.6	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	25	83.3	6	6		
NEWCASTLE	JET2.COM LTD	S D	9	0	0	0	0.0	33.3	44.4	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	35	83.3	5	6		
NEWCASTLE	RYANAIR	S A	10	0	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	5	13		
NEWCASTLE	RYANAIR	S D	10	0	0	0	0.0	10.0	40.0	20.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	40	92.3	6	13		
<b>TOTAL KRAKOW</b>			<b>1041</b>	<b>0</b>	<b>5</b>	<b>5.4</b>	<b>32.4</b>	<b>34.4</b>	<b>10.7</b>	<b>10.1</b>	<b>4.6</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>16</b>	<b>90.6</b>	<b>6</b>	<b>983</b>			
KRISTIANSUND (KUERNBERGET)																							
MANCHESTER	THOMAS COOK SCANDANAVIA	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	THOMAS COOK SCANDANAVIA	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL KRISTIANSUND (KUERNBERGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>			
KUALA LUMPUR (SEPANG)																							
HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S A	62	0	0	0	17.7	21.0	37.1	11.3	9.7	1.6	0.0	1.6	0.0	0.0	0.0	14	88.0	13	25		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	0.0	45.2	37.1	12.9	1.6	1.6	1.6	0.0	0.0	0.0	0.0	9	76.9	23	26
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>33.1</b>	<b>37.1</b>	<b>12.1</b>	<b>5.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.4</b>	<b>18</b>	<b>51</b>
KUWAIT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	1	0.0	4.2	20.8	29.2	20.8	20.8	0.0	0.0	0.0	0.0	4.2	33	63.6	19	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	1	0.0	16.7	37.5	33.3	4.2	4.2	0.0	0.0	0.0	0.0	4.2	16	72.7	17	21
	HEATHROW	KUWAIT AIRWAYS	S	A	49	0	0	14.3	14.3	42.9	18.4	10.2	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	8	35
	HEATHROW	KUWAIT AIRWAYS	S	D	49	0	0	2.0	14.3	51.0	18.4	12.2	2.0	0.0	0.0	0.0	0.0	0.0	15	34.3	26	35
	MANCHESTER	KUWAIT AIRWAYS	S	A	13	0	0	23.1	15.4	30.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	KUWAIT AIRWAYS	S	D	13	0	1	0.0	0.0	0.0	21.4	35.7	28.6	7.1	0.0	0.0	0.0	7.1	63	0.0	0	0
<b>TOTAL KUWAIT</b>					<b>170</b>	<b>0</b>	<b>3</b>	<b>6.4</b>	<b>12.1</b>	<b>37.0</b>	<b>21.4</b>	<b>14.5</b>	<b>6.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>20</b>	<b>61.4</b>	<b>18</b>	<b>112</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS								PERCENTAGE OF FLIGHTS LATE					MAR 2022				
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LA ROCHELLE																											
		BRISTOL	AIR NOSTRUM	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
		GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	101	1				
		GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	1				
		STANSTED	RYANAIR	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	14	9					
		STANSTED	RYANAIR	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	7	9					
<b>TOTAL LA ROCHELLE</b>						<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>19</b>	<b>20</b>					
LAGOS																											
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	45.2	38.7	3.2	6.5	0.0	3.2	0.0	0.0	36	87.1	10	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	25.8	41.9	12.9	9.7	0.0	6.5	0.0	0.0	40	32.3	46	31					
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	64.5	22.6	12.9	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	6	31						
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	41.9	32.3	16.1	6.5	3.2	0.0	0.0	0.0	0.0	10	80.6	10	31					
<b>TOTAL LAGOS</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>28.2</b>	<b>27.4</b>	<b>15.3</b>	<b>6.5</b>	<b>3.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>72.6</b>	<b>18</b>	<b>124</b>				
LAHORE																											
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	33.3	27.8	22.2	11.1	5.6	0.0	0.0	0.0	0.0	5	50.0	31	18						
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	5.6	38.9	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	12	17.6	37	17					
<b>TOTAL LAHORE</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>33.3</b>	<b>27.8</b>	<b>8.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>33.3</b>	<b>34</b>	<b>35</b>					
LAMETIA-TERME																											
		STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	23	80.0	15	10						
		STANSTED	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	10	90.0	4	10					
<b>TOTAL LAMETIA-TERME</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.0</b>	<b>9</b>	<b>20</b>					
LANDS END (ST JUST)																											
		EXETER	ISLES OF SCILLY SKYBUS	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	199	0.0	0	0					
<b>TOTAL LANDS END (ST JUST)</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>199</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
LARNACA																											
		BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	2						
		BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5						
		BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	17	60.0	9	5						
		BRISTOL	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0						
		BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	131	0.0	0	0						
		DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5						
		DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	14	5						
		EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GLASGOW	BH AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	25	1
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	30	1
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	EASYJET UK LTD	S	A	26	0	0	7.7	19.2	19.2	15.4	23.1	11.5	3.8	0.0	0.0	0.0	0.0	29	80.8	11	25
	GATWICK	EASYJET UK LTD	S	D	27	0	0	0.0	0.0	44.4	18.5	25.9	11.1	0.0	0.0	0.0	0.0	0.0	28	73.1	15	26
	GATWICK	WIZZ AIR	S	A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	GATWICK	WIZZ AIR	S	D	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0
	GATWICK	WIZZ AIR UK LTD	S	A	23	0	0	8.7	26.1	17.4	21.7	13.0	13.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	GATWICK	WIZZ AIR UK LTD	S	D	23	0	0	0.0	13.0	52.2	21.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	71	0	3	9.5	18.9	31.1	17.6	13.5	4.1	1.4	0.0	0.0	0.0	4.1	18	84.0	23	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	71	0	2	0.0	1.4	17.8	32.9	28.8	16.4	0.0	0.0	0.0	0.0	2.7	36	57.4	21	94
	LUTON	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	9	9
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	5	9
	LUTON	WIZZ AIR	S	A	28	0	0	3.6	25.0	42.9	17.9	0.0	10.7	0.0	0.0	0.0	0.0	0.0	16	50.0	36	2
	LUTON	WIZZ AIR	S	D	28	0	0	0.0	0.0	21.4	35.7	21.4	14.3	7.1	0.0	0.0	0.0	0.0	40	0.0	52	2
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	16	14	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	14	
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	172	0.0	104	1
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	18	1
<b>TOTAL LARNACA</b>					<b>356</b>	<b>0</b>	<b>5</b>	<b>3.6</b>	<b>13.0</b>	<b>31.0</b>	<b>22.4</b>	<b>17.7</b>	<b>9.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>25</b>	<b>70.8</b>	<b>18</b>	<b>319</b>
LAS PALMAS	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	7	0	0	0.0	14.3	14.3	0.0	57.1	0.0	14.3	0.0	0.0	0.0	0.0	44	75.0	7	8

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	7	0	0	0.0	57.1	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	8		
BELFAST INTERNATIONAL	JET2.COM LTD	S A	9	0	0	44.4	22.2	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	87.5	5	8			
BELFAST INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	9			
BIRMINGHAM	JET2.COM LTD	S A	23	0	0	17.4	34.8	8.7	13.0	8.7	8.7	4.3	4.3	0.0	0.0	0.0	33	100.0	1	17			
BIRMINGHAM	JET2.COM LTD	S D	22	0	0	0.0	18.2	50.0	13.6	9.1	0.0	0.0	9.1	0.0	0.0	0.0	33	94.4	4	18			
BIRMINGHAM	RYANAIR	S A	6	0	0	0.0	33.3	0.0	16.7	0.0	33.3	16.7	0.0	0.0	0.0	0.0	61	100.0	2	6			
BIRMINGHAM	RYANAIR	S D	6	0	0	0.0	0.0	33.3	33.3	0.0	16.7	16.7	0.0	0.0	0.0	0.0	46	100.0	4	6			
BIRMINGHAM	TUI AIRWAYS LTD	C A	13	0	0	0.0	30.8	15.4	0.0	30.8	15.4	0.0	7.7	0.0	0.0	0.0	50	75.0	11	12			
BIRMINGHAM	TUI AIRWAYS LTD	C D	13	0	0	0.0	0.0	38.5	0.0	38.5	15.4	0.0	7.7	0.0	0.0	0.0	55	61.5	11	13			
BOURNEMOUTH	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4			
BOURNEMOUTH	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	9	4			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4			
BRISTOL	EASYJET UK LTD	S A	9	0	0	11.1	11.1	22.2	11.1	22.2	0.0	22.2	0.0	0.0	0.0	0.0	52	77.8	17	9			
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	22.2	44.4	0.0	11.1	0.0	22.2	0.0	0.0	0.0	0.0	39	88.9	8	9			
BRISTOL	JET2.COM LTD	S A	9	0	0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	32	55.6	15	9			
BRISTOL	JET2.COM LTD	S D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	8	9			
BRISTOL	RYANAIR	S A	6	0	0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	42	100.0	3	5			
BRISTOL	RYANAIR	S D	6	0	0	0.0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19	40.0	18	5			
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	12	9			
BRISTOL	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	9			
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	36	75.0	9	4			
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	10	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	13	0	0	46.2	30.8	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	84.6	3	13			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	3	14			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	3			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	5	0	0	0.0	60.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	30	100.0	0	3			
EDINBURGH	JET2.COM LTD	S A	13	0	0	0.0	7.7	46.2	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	88.9	7	9			
EDINBURGH	JET2.COM LTD	S D	14	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	10	9			
EDINBURGH	RYANAIR	S A	10	0	0	20.0	50.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	6	9			
EDINBURGH	RYANAIR	S D	10	0	0	0.0	60.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	3	9			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	4		
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4		
GLASGOW	EASYJET UK LTD	S A	7	0	0	0	42.9	14.3	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	100.0	3	7		
GLASGOW	EASYJET UK LTD	S D	7	0	0	0	0.0	28.6	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	85.7	7	7		
GLASGOW	JET2.COM LTD	S A	17	0	0	0	17.6	29.4	17.6	5.9	17.6	11.8	0.0	0.0	0.0	0.0	0.0	22	82.4	4	17		
GLASGOW	JET2.COM LTD	S D	17	0	0	0	0.0	47.1	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	18		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	4		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	4		
LEEDS BRADFORD	JET2.COM LTD	S A	16	0	1	17.6	23.5	11.8	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	5.9	21	88.2	4	17		
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0	0.0	41.2	35.3	0.0	17.6	5.9	0.0	0.0	0.0	0.0	0.0	12	88.9	9	18		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	11	0	0	0	18.2	18.2	9.1	18.2	9.1	27.3	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	11	0	0	0	0.0	0.0	63.6	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	4	0	0	0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S D	4	0	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	42	0	0	0	2.4	19.0	26.2	14.3	7.1	14.3	9.5	7.1	0.0	0.0	0.0	50	90.2	4	41		
GATWICK	EASYJET UK LTD	S D	43	0	0	0	0.0	16.3	48.8	9.3	9.3	11.6	4.7	0.0	0.0	0.0	0.0	27	92.5	5	40		
GATWICK	TUI AIRWAYS LTD	C A	13	0	0	0	0.0	7.7	30.8	7.7	38.5	15.4	0.0	0.0	0.0	0.0	0.0	39	92.3	5	13		
GATWICK	TUI AIRWAYS LTD	C D	13	0	0	0	0.0	15.4	46.2	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	18	84.6	9	13		
GATWICK	VUELING AIRLINES	S A	6	0	0	0	50.0	0.0	16.7	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	40	0.0	0	0		
GATWICK	VUELING AIRLINES	S D	6	0	0	0	0.0	33.3	16.7	16.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	41	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	13	11		
HEATHROW	BRITISH AIRWAYS PLC	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	11		
LUTON	EASYJET UK LTD	S A	9	0	0	0	0.0	11.1	22.2	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	49	83.3	9	6		
LUTON	EASYJET UK LTD	S D	9	0	0	0	0.0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	83.3	9	6		
LUTON	RYANAIR	S A	9	0	0	0	22.2	22.2	22.2	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	34	100.0	3	8		
LUTON	RYANAIR	S D	9	0	0	0	0.0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	24	100.0	0	8		
LUTON	WIZZ AIR UK LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	37	5		
LUTON	WIZZ AIR UK LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	25	5		
STANSTED	JET2.COM LTD	S A	17	0	1	5.6	11.1	27.8	11.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	5.6	30	94.4	2	18		
STANSTED	JET2.COM LTD	S D	18	0	0	0	0.0	27.8	38.9	5.6	16.7	5.6	0.0	5.6	0.0	0.0	0.0	26	100.0	2	18		
STANSTED	RYANAIR	S A	26	0	0	0	11.5	19.2	19.2	26.9	19.2	0.0	0.0	3.8	0.0	0.0	0.0	26	91.3	2	23		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
STANSTED	RYANAIR	S	D	26	0	1	0.0	22.2	44.4	14.8	14.8	0.0	0.0	0.0	0.0	0.0	3.7	13	100.0	1	23		
STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	24	75.0	10	8		
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8		
MANCHESTER	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9		
MANCHESTER	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	8	9		
MANCHESTER	JET2.COM LTD	S	A	22	0	0	4.5	27.3	27.3	18.2	18.2	4.5	0.0	0.0	0.0	0.0	0.0	18	86.4	8	22		
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	9.1	68.2	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	9	22		
MANCHESTER	RYANAIR	S	A	15	0	0	6.7	0.0	26.7	20.0	20.0	20.0	0.0	6.7	0.0	0.0	0.0	46	82.4	7	17		
MANCHESTER	RYANAIR	S	D	15	0	0	0.0	20.0	46.7	13.3	13.3	0.0	0.0	6.7	0.0	0.0	0.0	27	70.6	10	17		
MANCHESTER	RYANAIR UK LTD	S	A	7	0	0	28.6	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	10	5		
MANCHESTER	RYANAIR UK LTD	S	D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	13	5		
MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	7.7	7.7	15.4	23.1	0.0	46.2	0.0	0.0	0.0	0.0	0.0	53	38.5	51	13		
MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	30.8	30.8	0.0	23.1	7.7	0.0	0.0	0.0	0.0	42	15.4	68	13		
NEWCASTLE	JET2.COM LTD	S	A	13	0	0	15.4	30.8	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	92.3	3	13		
NEWCASTLE	JET2.COM LTD	S	D	13	0	0	0.0	38.5	38.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	85.7	8	14		
NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	43	0.0	70	1		
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	34	0.0	58	1		
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	75.0	7	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	9	4		
<b>TOTAL LAS PALMAS</b>				<b>857</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>22.4</b>	<b>33.8</b>	<b>12.2</b>	<b>12.6</b>	<b>8.3</b>	<b>2.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>26</b>	<b>84.8</b>	<b>8</b>	<b>804</b>		
LAS VEGAS																							
GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	9.7	12.9	6.5	41.9	25.8	3.2	0.0	0.0	0.0	0.0	46	41.9	38	31		
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	9.7	16.1	22.6	45.2	3.2	3.2	0.0	0.0	0.0	65	38.7	39	31		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	26.7	20.0	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	71.0	10	31		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	45.2	35.5	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	71.0	14	31		
<b>TOTAL LAS VEGAS</b>				<b>128</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>18.8</b>	<b>22.7</b>	<b>11.7</b>	<b>20.3</b>	<b>17.2</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>55.6</b>	<b>25</b>	<b>124</b>		
LASHAM																							
GATWICK	EASYJET UK LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	JET2.COM LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: L																MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		C/	A/			CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	S	D	MAT	UNMAT																
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL LASHAM</b>					<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>3</b>	
LEEDS BRADFORD																						
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	32	0	4	16.7	38.9	13.9	0.0	13.9	0.0	5.6	0.0	0.0	0.0	11.1	16	80.0	9	5
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	33	0	3	2.8	30.6	44.4	0.0	5.6	2.8	5.6	0.0	0.0	0.0	8.3	15	100.0	0	5
	BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	11	26	
	BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	1	26	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	52	0	0	17.3	50.0	15.4	1.9	9.6	5.8	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	53	0	0	0.0	52.8	32.1	1.9	9.4	3.8	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	15	0	0	0.0	46.7	20.0	6.7	6.7	20.0	0.0	0.0	0.0	0.0	22	92.9	2	14	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	15	0	0	0.0	53.3	20.0	13.3	6.7	6.7	0.0	0.0	0.0	0.0	15	100.0	0	14	
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BOURNEMOUTH	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	WIZZ AIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	22	3	
	GATWICK	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
	LUTON	WIZZ AIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	62	0.0	0	0	
	SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5	
	SOUTHAMPTON	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
<b>TOTAL LEEDS BRADFORD</b>					<b>205</b>	<b>0</b>	<b>7</b>	<b>7.5</b>	<b>44.3</b>	<b>25.9</b>	<b>2.4</b>	<b>9.4</b>	<b>5.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>13</b>	<b>91.7</b>	<b>5</b>	<b>108</b>
LEIPZIG																						
	STANSTED	RYANAIR	S	A	13	0	0	7.7	15.4	30.8	7.7	23.1	15.4	0.0	0.0	0.0	0.0	27	0.0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	38.5	23.1	7.7	23.1	7.7	0.0	0.0	0.0	0.0	19	0.0	0	0	
	MANCHESTER	ENTER AIR	C	A	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	MANCHESTER	ENTER AIR	C	D	3	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
	MANCHESTER	KLASJET UAB	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: L										MARCH 2022										
										NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
LEIPZIG		MANCHESTER	KLASJET UAB	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0							
		MANCHESTER	TUIFLY (GERMANY)	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0							
		MANCHESTER	TUIFLY (GERMANY)	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0							
<b>TOTAL LEIPZIG</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>25.0</b>	<b>11.1</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
LIBERIA		GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	20.0	68	5							
		GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	84	5							
<b>TOTAL LIBERIA</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>20.0</b>	<b>76</b>	<b>10</b>							
LIEGE		LIVERPOOL (JOHN LENNON)	JETNETHERLANDS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1								
		LIVERPOOL (JOHN LENNON)	JETNETHERLANDS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1								
<b>TOTAL LIEGE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>								
LILLE		GATWICK	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1								
		GATWICK	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1								
		GATWICK	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1								
		GATWICK	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1								
<b>TOTAL LILLE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>4</b>								
LILONGWE		BIRMINGHAM	MALETH AERO	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0							
<b>TOTAL LILONGWE</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
LIMOGES		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	2	8								
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8								
		LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	313	1								
		LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	167	2								
		GATWICK	EASYJET UK LTD	S	A	3	0	0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0								
		GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	80	0.0	0	0								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAR 2022					
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	15	0	1	0.0	12.5	37.5	25.0	6.3	12.5	0.0	0.0	0.0	0.0	6.3	21	64.7	10	17	
	STANSTED	RYANAIR	S	D	15	0	1	0.0	12.5	56.3	6.3	18.8	0.0	0.0	0.0	0.0	6.3	13	88.2	6	17		
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	33.3	11.1	0.0	0.0	11.1	0.0	0.0	61	50.0	13	6		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	48	66.7	12	6		
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3		
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3		
<b>TOTAL LIMOGES</b>					<b>80</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>26.5</b>	<b>31.3</b>	<b>21.7</b>	<b>8.4</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>3.6</b>	<b>27</b>	<b>78.9</b>	<b>16</b>	<b>71</b>	
LISBON																							
	BIRMINGHAM	EASYJET EUROPE	S	A	10	0	0	0.0	40.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	BIRMINGHAM	EASYJET EUROPE	S	D	10	0	0	0.0	0.0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	42	0.0	0	0		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	45	85.7	5	7		
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	25	57.1	20	7		
	BOURNEMOUTH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8		
	BOURNEMOUTH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8		
	BRISTOL	EASYJET EUROPE	S	A	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BRISTOL	EASYJET EUROPE	S	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	A	29	0	1	0.0	10.0	16.7	23.3	23.3	13.3	3.3	6.7	0.0	3.3	50	90.9	7	22		
	BRISTOL	EASYJET UK LTD	S	D	29	0	1	0.0	30.0	30.0	13.3	13.3	3.3	3.3	3.3	0.0	3.3	24	90.9	7	22		
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	0.0	15.4	15.4	23.1	15.4	30.8	0.0	0.0	0.0	0.0	38	77.8	7	9		
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	53.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	12	66.7	13	9		
	EDINBURGH	RYANAIR	S	A	8	4	1	7.7	7.7	15.4	7.7	0.0	23.1	0.0	0.0	30.8	7.7	27	92.3	5	13		
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	23.1	15.4	7.7	0.0	0.0	0.0	0.0	21	84.6	7	13		
	GATWICK	AIR PORTUGAL	S	A	52	0	2	1.9	22.2	31.5	20.4	18.5	1.9	0.0	0.0	0.0	3.7	15	93.8	3	48		
	GATWICK	AIR PORTUGAL	S	D	51	0	2	0.0	5.7	35.8	24.5	20.8	7.5	1.9	0.0	0.0	3.8	27	89.6	6	48		
	GATWICK	EASYJET EUROPE	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	EASYJET EUROPE	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	86	0	0	5.8	15.1	26.7	17.4	16.3	8.1	7.0	0.0	3.5	0.0	45	83.6	16	73		
	GATWICK	EASYJET UK LTD	S	D	86	0	0	0.0	16.3	34.9	19.8	16.3	8.1	4.7	0.0	0.0	0.0	28	83.6	8	73		
	HEATHROW	AIR PORTUGAL	S	A	174	0	0	7.5	21.8	33.3	19.5	12.6	5.2	0.0	0.0	0.0	0.0	16	95.4	2	174		
	HEATHROW	AIR PORTUGAL	S	D	173	0	1	0.6	16.7	47.1	12.1	15.5	7.5	0.0	0.0	0.0	0.6	19	89.7	6	174		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	3	6.8	23.3	19.2	15.8	21.9	9.6	1.4	0.0	0.0	2.1	24	87.7	8	135		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	3	0.0	3.4	29.5	26.7	26.0	8.9	3.4	0.0	0.0	2.1	33	48.6	23	135		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	TITAN AIRWAYS LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	HEATHROW	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	67	0	0	3.0	7.5	22.4	16.4	25.4	17.9	4.5	3.0	0.0	0.0	45	74.2	10	31		
	LUTON	EASYJET UK LTD	S	D	67	0	0	0.0	17.9	43.3	13.4	10.4	7.5	6.0	1.5	0.0	0.0	29	80.6	7	31		
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	A	27	0	0	0.0	22.2	25.9	18.5	11.1	14.8	0.0	7.4	0.0	0.0	43	40.0	33	10		
	LUTON	WIZZ AIR UK LTD	S	D	27	0	0	0.0	22.2	29.6	11.1	14.8	7.4	7.4	7.4	0.0	0.0	46	70.0	24	10		
	STANSTED	RYANAIR	S	A	105	0	1	1.9	14.2	27.4	18.9	21.7	15.1	0.0	0.0	0.0	0.0	29	90.4	5	114		
	STANSTED	RYANAIR	S	D	106	0	0	0.0	25.5	45.3	7.5	14.2	7.5	0.0	0.0	0.0	0.0	16	89.6	9	115		
	STANSTED	RYANAIR UK LTD	S	A	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	24	0.0	0	0		
	STANSTED	RYANAIR UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	MANCHESTER	AIR PORTUGAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	AIR PORTUGAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1		
	MANCHESTER	AIR PORTUGAL	S	A	46	0	0	2.2	17.4	23.9	37.0	15.2	4.3	0.0	0.0	0.0	0.0	19	86.1	13	36		
	MANCHESTER	AIR PORTUGAL	S	D	45	0	0	0.0	8.9	26.7	24.4	33.3	6.7	0.0	0.0	0.0	0.0	27	55.3	27	38		
	MANCHESTER	EASYJET EUROPE	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	MANCHESTER	EASYJET EUROPE	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	A	15	0	0	13.3	26.7	20.0	13.3	13.3	6.7	6.7	0.0	0.0	0.0	23	90.0	4	10		
	MANCHESTER	EASYJET UK LTD	S	D	15	0	0	0.0	46.7	33.3	6.7	6.7	6.7	0.0	0.0	0.0	0.0	10	70.0	10	10		
	MANCHESTER	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
	MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
	MANCHESTER	RYANAIR	S	A	22	0	0	4.5	13.6	13.6	9.1	31.8	22.7	4.5	0.0	0.0	0.0	42	66.7	13	27		
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	19.0	33.3	14.3	19.0	14.3	0.0	0.0	0.0	0.0	26	63.0	12	27		
	MANCHESTER	RYANAIR UK LTD	S	A	8	0	0	0.0	12.5	12.5	12.5	50.0	0.0	12.5	0.0	0.0	0.0	40	0.0	0	0		
	MANCHESTER	RYANAIR UK LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
<b>TOTAL LISBON</b>					<b>1653</b>	<b>4</b>	<b>21</b>	<b>2.3</b>	<b>16.9</b>	<b>31.9</b>	<b>17.6</b>	<b>18.1</b>	<b>8.9</b>	<b>2.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>1.3</b>	<b>27</b>	<b>82.4</b>	<b>10</b>	<b>1439</b>	
LIVERPOOL (JOHN LENNON)																							
	ABERDEEN	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	32	0	1	6.1	48.5	18.2	6.1	12.1	6.1	0.0	0.0	0.0	0.0	3.0	13	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	32	0	1	9.1	30.3	27.3	6.1	15.2	9.1	0.0	0.0	0.0	0.0	3.0	15	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	115	0	0	2.6	53.0	27.0	5.2	7.0	2.6	0.9	1.7	0.0	0.0	0.0	15	92.0	4	176	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	115	0	0	0.9	40.9	32.2	10.4	8.7	2.6	1.7	2.6	0.0	0.0	0.0	20	87.5	7	176	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BOURNEMOUTH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	ISLE OF MAN	EASYJET UK LTD	S	A	37	0	5	2.4	33.3	11.9	11.9	19.0	0.0	0.0	4.8	4.8	0.0	11.9	107	91.8	3	49
	ISLE OF MAN	EASYJET UK LTD	S	D	37	0	5	0.0	26.2	19.0	2.4	21.4	9.5	0.0	4.8	4.8	0.0	11.9	116	83.7	10	49
	ISLE OF MAN	LOGANAIR LTD	S	A	49	0	6	0.0	23.6	30.9	18.2	7.3	9.1	0.0	0.0	0.0	0.0	10.9	19	86.2	6	57
	ISLE OF MAN	LOGANAIR LTD	S	D	47	0	9	0.0	21.4	33.9	17.9	5.4	5.4	0.0	0.0	0.0	0.0	16.1	14	84.5	7	57
	JERSEY	EASYJET UK LTD	S	A	34	0	0	26.5	52.9	14.7	0.0	2.9	0.0	2.9	0.0	0.0	0.0	0.0	6	96.2	2	26
	JERSEY	EASYJET UK LTD	S	D	34	0	1	14.3	42.9	31.4	0.0	5.7	0.0	2.9	0.0	0.0	0.0	2.9	9	80.8	6	26
	GATWICK	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>534</b>	<b>0</b>	<b>29</b>	<b>4.3</b>	<b>38.9</b>	<b>26.3</b>	<b>8.5</b>	<b>9.6</b>	<b>4.1</b>	<b>0.9</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>5.2</b>	<b>29</b>	<b>88.5</b>	<b>6</b>	<b>618</b>
LJUBLJANA																						
	GATWICK	EASYJET UK LTD	S	A	20	0	0	20.0	10.0	35.0	5.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	27	84.2	4	19
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	20.0	45.0	15.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	23	84.2	7	19
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	22.2	33.3	11.1	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	20	50.0	15	2
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	26	100.0	0	2
<b>TOTAL LJUBLJANA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>19.4</b>	<b>33.9</b>	<b>11.3</b>	<b>11.3</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>83.3</b>	<b>5</b>	<b>42</b>
LODZ LUBLINEK																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	7	7	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	STANSTED	RYANAIR	S	A	23	0	0	4.3	26.1	34.8	8.7	13.0	8.7	0.0	4.3	0.0	0.0	0.0	29	83.3	11	18
	STANSTED	RYANAIR	S	D	23	0	0	0.0	52.2	30.4	4.3	4.3	8.7	0.0	0.0	0.0	0.0	0.0	11	83.3	8	18
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
<b>TOTAL LODZ LUBLINEK</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>34.4</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.7</b>	<b>7</b>	<b>56</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: L		NUMBER OF FLIGHTS															PERCENTAGE OF FLIGHTS LATE					MAR 2022		
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
								LONDON CITY																		
	BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	A	83	0	2	44.7	35.3	10.6	3.5	1.2	2.4	0.0	0.0	0.0	0.0	2.4	4	93.8	3	78				
	BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	D	83	0	3	0.0	68.6	18.6	3.5	3.5	2.3	0.0	0.0	0.0	0.0	3.5	5	92.7	4	80				
	EDINBURGH	BA CITYFLYER LTD	S	A	221	0	9	10.9	45.7	19.6	7.4	6.5	5.2	0.9	0.0	0.0	0.0	3.9	12	93.7	3	174				
	EDINBURGH	BA CITYFLYER LTD	S	D	220	0	10	2.2	53.0	22.2	4.3	6.1	4.3	1.3	2.2	0.0	0.0	4.3	17	92.0	4	174				
	EDINBURGH	LOGANAIR LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	100	0.0	0	0				
	GLASGOW	BA CITYFLYER LTD	S	A	125	0	0	11.2	45.6	20.8	12.0	6.4	3.2	0.8	0.0	0.0	0.0	0.0	11	95.1	3	102				
	GLASGOW	BA CITYFLYER LTD	S	D	125	0	0	4.0	57.6	24.0	5.6	4.0	3.2	0.8	0.8	0.0	0.0	0.0	10	94.1	4	102				
	GLASGOW	BRITISH AIRWAYS PLC	S	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
	GLASGOW	BRITISH AIRWAYS PLC	S	D	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
	ISLE OF MAN	LOGANAIR LTD	S	A	28	0	8	11.1	19.4	25.0	5.6	8.3	8.3	0.0	0.0	0.0	0.0	22.2	16	0.0	0	0				
	ISLE OF MAN	LOGANAIR LTD	S	D	29	0	7	0.0	22.2	33.3	11.1	2.8	8.3	2.8	0.0	0.0	0.0	19.4	21	0.0	0	0				
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1				
	GATWICK	BRITISH AIRWAYS PLC	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4				
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4				
<b>TOTAL LONDON CITY</b>					<b>916</b>	<b>0</b>	<b>48</b>	<b>9.4</b>	<b>47.7</b>	<b>20.5</b>	<b>6.4</b>	<b>5.2</b>	<b>4.1</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>12</b>	<b>92.3</b>	<b>4</b>	<b>719</b>				
LONGYEARBYEN (SVALBARD)																										
	STANSTED	ICELANDAIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0				
<b>TOTAL LONGYEARBYEN (SVALBARD)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
LOS ANGELES INTERNATIONAL																										
	BELFAST INTERNATIONAL	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1				
	HEATHROW	AMERICAN AIRLINES	S	A	58	0	0	41.4	10.3	17.2	10.3	12.1	3.4	0.0	1.7	3.4	0.0	0.0	55	77.8	17	36				
	HEATHROW	AMERICAN AIRLINES	S	D	58	0	0	0.0	60.3	20.7	6.9	3.4	1.7	3.4	0.0	3.4	0.0	0.0	47	83.3	12	36				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	3	5.4	10.8	22.6	18.3	23.7	10.8	3.2	2.2	0.0	0.0	3.2	34	60.9	24	64				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	4	0.0	0.0	21.5	30.1	30.1	6.5	6.5	1.1	0.0	0.0	4.3	39	18.8	43	63				
	HEATHROW	DELTA AIRLINES	S	A	6	0	0	0.0	50.0	33.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	33	0.0	0	0				
	HEATHROW	DELTA AIRLINES	S	D	6	0	0	0.0	16.7	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: L		PERCENTAGE OF FLIGHTS LATE											MAR 2022		
								NUMBER OF FLIGHTS															
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
HEATHROW	HEATHROW	UNITED AIRLINES	S	A	37	0	0	40.5	24.3	16.2	8.1	5.4	2.7	0.0	2.7	0.0	0.0	0.0	16	0.0	0	0	
HEATHROW	HEATHROW	UNITED AIRLINES	S	D	37	0	0	0.0	21.6	43.2	13.5	10.8	5.4	2.7	2.7	0.0	0.0	0.0	25	0.0	0	0	
HEATHROW	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	16.1	24.2	19.4	17.7	12.9	8.1	1.6	0.0	0.0	0.0	0.0	22	75.4	11	65	
HEATHROW	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	27.4	33.9	12.9	11.3	11.3	1.6	1.6	0.0	0.0	0.0	25	70.8	14	65	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>505</b>	<b>0</b>	<b>7</b>	<b>10.5</b>	<b>20.3</b>	<b>24.2</b>	<b>16.0</b>	<b>15.6</b>	<b>6.8</b>	<b>2.9</b>	<b>1.4</b>	<b>0.8</b>	<b>0.0</b>	<b>1.4</b>	<b>34</b>	<b>61.9</b>	<b>21</b>	<b>330</b>	
LUBLIN (PORT LOTNICZY)																							
GATWICK	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1	
GATWICK	GATWICK	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1	
LUTON	LUTON	RYANAIR	S	A	22	0	0	9.1	31.8	36.4	9.1	4.5	9.1	0.0	0.0	0.0	0.0	0.0	14	100.0	9	4	
LUTON	LUTON	RYANAIR	S	D	22	0	0	0.0	59.1	27.3	0.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	8	100.0	0	4	
LUTON	LUTON	WIZZ AIR UK LTD	S	A	23	0	0	47.8	21.7	4.3	8.7	4.3	13.0	0.0	0.0	0.0	0.0	0.0	17	92.0	9	25	
LUTON	LUTON	WIZZ AIR UK LTD	S	D	23	0	0	0.0	13.0	47.8	17.4	4.3	13.0	0.0	0.0	4.3	0.0	0.0	42	91.7	3	24	
STANSTED	STANSTED	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>91</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>30.8</b>	<b>28.6</b>	<b>8.8</b>	<b>6.6</b>	<b>9.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>86.9</b>	<b>8</b>	<b>59</b>	
LULEA																							
HEATHROW	HEATHROW	SAS	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
HEATHROW	HEATHROW	SAS	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
HEATHROW	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
HEATHROW	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
<b>TOTAL LULEA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON																							
ABERDEEN	ABERDEEN	EASYJET UK LTD	S	A	26	0	1	11.1	44.4	14.8	7.4	11.1	3.7	3.7	0.0	0.0	0.0	3.7	17	85.2	4	26	
ABERDEEN	ABERDEEN	EASYJET UK LTD	S	D	26	0	1	0.0	29.6	33.3	14.8	3.7	11.1	3.7	0.0	0.0	0.0	3.7	23	81.5	7	26	
ABERDEEN	ABERDEEN	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
ABERDEEN	ABERDEEN	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
BELFAST INTERNATIONAL	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	123	0	0	8.9	36.6	22.0	12.2	6.5	11.4	0.8	1.6	0.0	0.0	0.0	20	83.2	12	95	
BELFAST INTERNATIONAL	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	123	0	1	0.0	40.3	23.4	16.1	8.1	8.1	0.8	2.4	0.0	0.0	0.8	22	82.1	14	95	
EDINBURGH	EDINBURGH	EASYJET UK LTD	S	A	95	0	1	7.3	37.5	24.0	11.5	11.5	4.2	3.1	0.0	0.0	0.0	1.0	17	83.6	9	72	
EDINBURGH	EDINBURGH	EASYJET UK LTD	S	D	95	0	1	5.2	42.7	28.1	8.3	10.4	2.1	2.1	0.0	0.0	0.0	1.0	12	79.5	10	72	
GLASGOW	GLASGOW	EASYJET UK LTD	S	A	80	0	1	7.4	37.0	27.2	12.3	6.2	7.4	1.2	0.0	0.0	0.0	1.2	15	87.1	8	70	
GLASGOW	GLASGOW	EASYJET UK LTD	S	D	79	0	1	0.0	53.8	26.3	7.5	8.8	2.5	0.0	0.0	0.0	0.0	1.3	10	90.0	7	70	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	JERSEY	EASYJET UK LTD	S	A	46	0	0	6.5	39.1	23.9	2.2	15.2	8.7	2.2	2.2	0.0	0.0	0.0	23	81.8	14	22	
	JERSEY	EASYJET UK LTD	S	D	46	0	0	10.9	39.1	17.4	6.5	13.0	10.9	0.0	2.2	0.0	0.0	0.0	23	81.8	14	22	
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93	0.0	0	0	
	GATWICK	EASYJET UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	WIZZ AIR UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	WIZZ AIR UK LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LUTON</b>					<b>746</b>	<b>0</b>	<b>10</b>	<b>5.3</b>	<b>39.8</b>	<b>24.1</b>	<b>11.0</b>	<b>9.3</b>	<b>6.9</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>83.7</b>	<b>10</b>	<b>571</b>	
LUXEMBOURG																							
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST INTERNATIONAL	LUXAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	3	30.8	34.6	9.6	1.9	11.5	1.9	1.9	0.0	1.9	0.0	5.8	38	96.0	3	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	3	0.0	23.1	32.7	15.4	11.5	9.6	1.9	0.0	0.0	0.0	5.8	21	73.1	12	25	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	12	13	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	14	14	
	LONDON CITY	LUXAIR	S	A	130	0	5	0.7	40.7	37.0	5.9	8.9	3.0	0.0	0.0	0.0	0.0	3.7	10	92.9	3	125	
	LONDON CITY	LUXAIR	S	D	128	0	8	0.0	24.3	44.1	13.2	8.1	4.4	0.0	0.0	0.0	0.0	5.9	13	89.0	6	124	
	LUTON	LUXAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	LUTON	LUXAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	STANSTED	LUXAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	6.7	30.0	23.3	20.0	10.0	6.7	3.3	0.0	0.0	0.0	0.0	22	77.8	11	27	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	40.0	40.0	10.0	0.0	6.7	3.3	0.0	0.0	0.0	0.0	14	81.5	11	27	
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL LUXEMBOURG</b>					<b>419</b>	<b>0</b>	<b>19</b>	<b>4.3</b>	<b>31.7</b>	<b>35.2</b>	<b>10.0</b>	<b>8.7</b>	<b>4.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>4.3</b>	<b>17</b>	<b>87.8</b>	<b>6</b>	<b>388</b>	
LUXOR																							
	HEATHROW	EGYPT AIR	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	47	25.0	29	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	75.0	11	4
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>20</b>	<b>8</b>
LYON																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	11	0	0	0.0	27.3	18.2	18.2	18.2	9.1	9.1	0.0	0.0	0.0	0.0	36	83.3	19	6
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	11	0	0	0.0	27.3	36.4	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	16	83.3	14	6
	BRISTOL	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	EASYJET EUROPE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	BRISTOL	EASYJET UK LTD	S	A	8	0	2	0.0	40.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	20.0	17	75.0	9	8
	BRISTOL	EASYJET UK LTD	S	D	8	0	2	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	10	100.0	2	8
	CARDIFF WALES	AIR MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	CARDIFF WALES	AIR MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	2
	CARDIFF WALES	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	2
	CARDIFF WALES	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	CARDIFF WALES	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	EDINBURGH	EASYJET EUROPE	S	A	3	0	1	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	32	80.0	5	5
	EDINBURGH	EASYJET EUROPE	S	D	3	0	1	0.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	38	40.0	19	5
	EDINBURGH	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	86	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	1	0	1	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	47	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	7	0	0	14.3	14.3	0.0	0.0	14.3	57.1	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	7	0	0	0.0	0.0	28.6	14.3	28.6	0.0	28.6	0.0	0.0	0.0	0.0	59	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	1	25.0	12.5	0.0	12.5	12.5	0.0	12.5	12.5	0.0	0.0	12.5	64	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	1	0.0	12.5	50.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	12.5	56	0.0	0	0
	GATWICK	EASYJET EUROPE	S	A	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	EASYJET EUROPE	S	D	0	0	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	EASYJET UK LTD	S	A	78	0	1	6.3	25.3	16.5	13.9	19.0	11.4	3.8	2.5	0.0	0.0	1.3	33	79.2	10	77
	GATWICK	EASYJET UK LTD	S	D	78	0	1	0.0	15.2	34.2	12.7	17.7	11.4	6.3	0.0	1.3	0.0	1.3	36	74.0	15	77
	GATWICK	JET2.COM LTD	C	A	4	0	0	0.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	38	75.0	16	4
	GATWICK	JET2.COM LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	16	4
	GATWICK	MALETH AERO	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	MALETH AERO	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	GATWICK	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4
	GATWICK	WIZZ AIR UK LTD	S	A	11	0	3	0.0	14.3	28.6	14.3	7.1	14.3	0.0	0.0	0.0	0.0	21.4	29	0.0	0	0
	GATWICK	WIZZ AIR UK LTD	S	D	11	0	3	0.0	7.1	21.4	14.3	14.3	14.3	0.0	7.1	0.0	0.0	21.4	53	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	55	25.0	40	4
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	12	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	11	6.4	12.8	20.2	17.0	14.9	8.5	5.3	3.2	0.0	0.0	11.7	39	78.0	12	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	9	0.0	1.1	32.6	28.3	18.5	7.6	1.1	1.1	0.0	0.0	9.8	29	60.0	20	49
	LUTON	EASYJET UK LTD	S	A	31	0	0	6.5	16.1	19.4	6.5	16.1	22.6	12.9	0.0	0.0	0.0	0.0	48	62.5	19	16
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	16.1	29.0	16.1	19.4	12.9	6.5	0.0	0.0	0.0	0.0	32	75.0	14	16
	MANCHESTER	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	3	4
	MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	4
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	71	50.0	23	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	66	100.0	6	4
<b>TOTAL LYON</b>					<b>530</b>	<b>0</b>	<b>49</b>	<b>2.9</b>	<b>14.2</b>	<b>25.4</b>	<b>15.5</b>	<b>15.9</b>	<b>11.4</b>	<b>4.5</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>8.5</b>	<b>36</b>	<b>73.8</b>	<b>14</b>	<b>372</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: M																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MAASTRICHT																							
	STANSTED	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	100.0	2	1	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	100.0	0	1	
<b>TOTAL MAASTRICHT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
MADRID																							
	BIRMINGHAM	RYANAIR	S	A	10	0	0	0.0	40.0	40.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	22	50.0	14	8	
	BIRMINGHAM	RYANAIR	S	D	10	0	0	0.0	30.0	40.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	25	75.0	13	8	
	BRISTOL	EASYJET UK LTD	S	A	21	0	0	9.5	28.6	14.3	9.5	19.0	19.0	0.0	0.0	0.0	0.0	0.0	25	80.0	7	20	
	BRISTOL	EASYJET UK LTD	S	D	21	0	1	0.0	27.3	31.8	4.5	13.6	18.2	0.0	0.0	0.0	0.0	4.5	23	80.0	9	20	
	BRISTOL	RYANAIR	S	A	12	0	0	0.0	8.3	25.0	8.3	41.7	16.7	0.0	0.0	0.0	0.0	0.0	38	78.6	8	14	
	BRISTOL	RYANAIR	S	D	12	0	0	0.0	16.7	25.0	16.7	16.7	8.3	16.7	0.0	0.0	0.0	0.0	43	57.1	13	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	24	0	0	8.3	29.2	16.7	8.3	12.5	25.0	0.0	0.0	0.0	0.0	0.0	28	100.0	1	16	
	EDINBURGH	EASYJET UK LTD	S	D	24	0	0	0.0	25.0	33.3	20.8	8.3	12.5	0.0	0.0	0.0	0.0	0.0	20	100.0	3	16	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	7.7	46.2	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	29	85.7	5	14	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	23.1	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	84.6	7	13	
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	IBERIA	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	AIR HORIZONT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	AIR HORIZONT	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	GATWICK	AIR EUROPA	S	A	62	0	0	0.0	22.6	33.9	19.4	16.1	8.1	0.0	0.0	0.0	0.0	0.0	21	95.2	2	62	
	GATWICK	AIR EUROPA	S	D	62	0	0	0.0	8.1	40.3	19.4	9.7	16.1	4.8	0.0	1.6	0.0	0.0	42	82.3	7	62	
	GATWICK	EASYJET UK LTD	S	A	88	0	1	6.7	42.7	20.2	9.0	10.1	7.9	2.2	0.0	0.0	0.0	1.1	17	94.1	3	68	
	GATWICK	EASYJET UK LTD	S	D	89	0	0	0.0	23.6	49.4	3.4	10.1	10.1	2.2	1.1	0.0	0.0	0.0	23	83.8	8	68	
	GATWICK	IBERIA EXPRESS	S	A	61	0	0	18.0	44.3	21.3	8.2	3.3	4.9	0.0	0.0	0.0	0.0	0.0	9	100.0	0	10	
	GATWICK	IBERIA EXPRESS	S	D	61	0	0	0.0	8.2	42.6	24.6	18.0	4.9	1.6	0.0	0.0	0.0	0.0	23	90.0	5	10	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	7	3.6	23.2	22.6	14.9	18.5	10.1	3.0	0.0	0.0	0.0	4.2	26	79.2	11	104	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	5	0.0	7.2	31.3	28.9	19.9	7.2	2.4	0.0	0.0	0.0	3.0	27	53.8	22	104	
	HEATHROW	IBERIA	S	A	234	0	10	26.2	27.0	23.0	6.1	9.8	3.3	0.4	0.0	0.0	0.0	4.1	11	89.1	6	181	
	HEATHROW	IBERIA	S	D	233	0	11	0.4	22.5	40.2	14.8	12.3	4.5	0.8	0.0	0.0	0.0	4.5	17	76.0	12	181	
	LUTON	EASYJET UK LTD	S	A	13	0	0	23.1	15.4	23.1	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	22	50.0	47	2	
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	15.4	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	STANSTED	RYANAIR	S	A	111	0	1	8.0	33.9	22.3	13.4	12.5	5.4	2.7	0.0	0.9	0.0	0.9	22	88.5	6	104	
	STANSTED	RYANAIR	S	D	113	0	0	0.0	26.5	36.3	16.8	14.2	2.7	2.7	0.9	0.0	0.0	0.0	20	87.5	8	104	
	STANSTED	RYANAIR UK LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	STANSTED	RYANAIR UK LTD	S	D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	MANCHESTER	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		
	MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1		
	MANCHESTER	EVELOP	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
	MANCHESTER	EVELOP	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	IBERIA EXPRESS	S	A	14	0	0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	5	10		
	MANCHESTER	IBERIA EXPRESS	S	D	14	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	9	40.0	27	10		
	MANCHESTER	RYANAIR	S	A	36	0	0	5.6	27.8	30.6	11.1	11.1	8.3	2.8	2.8	0.0	0.0	26	57.1	23	28		
	MANCHESTER	RYANAIR	S	D	36	0	0	0.0	27.8	33.3	13.9	5.6	16.7	2.8	0.0	0.0	0.0	25	67.9	14	28		
	MANCHESTER	RYANAIR UK LTD	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	MANCHESTER	RYANAIR UK LTD	S	D	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL MADRID MAHON</b>					<b>1751</b>	<b>0</b>	<b>36</b>	<b>6.0</b>	<b>24.6</b>	<b>30.6</b>	<b>14.2</b>	<b>13.3</b>	<b>7.3</b>	<b>1.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>21</b>	<b>80.9</b>	<b>9</b>	<b>1285</b>	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	6	0	0	0.0	0.0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	50	81.3	6	15		
	GATWICK	EASYJET UK LTD	S	D	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	13	68.8	9	15		



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: M																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								16.7	33.3	0.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	VUELING AIRLINES	S	A	6	0	0	16.7	33.3	0.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	GATWICK	VUELING AIRLINES	S	D	6	0	0	0.0	33.3	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	2
	MANCHESTER	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	70	100.0	1	1
	MANCHESTER	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	32	1
	NEWCASTLE	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	2
	NEWCASTLE	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	47	2
<b>TOTAL MAHON</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>22.2</b>	<b>25.0</b>	<b>8.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>69.6</b>	<b>11</b>	<b>44</b>
MALAGA																						
	ABERDEEN	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	100.0	0	1
	ABERDEEN	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	86	100.0	5	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	25	0	1	0.0	15.4	34.6	19.2	23.1	3.8	0.0	0.0	0.0	0.0	3.8	21	71.4	12	21
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	25	0	1	0.0	26.9	42.3	7.7	15.4	3.8	0.0	0.0	0.0	0.0	3.8	13	76.2	14	21
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	31	0	0	22.6	32.3	25.8	0.0	6.5	6.5	3.2	3.2	0.0	0.0	0.0	24	96.8	4	31
	BIRMINGHAM	JET2.COM LTD	S	D	31	0	0	0.0	22.6	51.6	6.5	3.2	6.5	6.5	3.2	0.0	0.0	0.0	27	87.1	7	31
	BIRMINGHAM	RYANAIR	S	A	29	0	0	3.4	31.0	13.8	10.3	17.2	17.2	0.0	6.9	0.0	0.0	0.0	43	68.2	13	22
	BIRMINGHAM	RYANAIR	S	D	29	0	0	0.0	13.8	37.9	17.2	3.4	10.3	10.3	6.9	0.0	0.0	0.0	48	72.7	18	22
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	7	6
	BOURNEMOUTH	RYANAIR	S	A	11	0	0	0.0	27.3	45.5	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	17	90.9	3	11
	BOURNEMOUTH	RYANAIR	S	D	11	0	0	0.0	9.1	45.5	18.2	18.2	9.1	0.0	0.0	0.0	0.0	0.0	19	72.7	8	11
	BRISTOL	EASYJET EUROPE	S	A	6	0	0	0.0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	80.0	6	5
	BRISTOL	EASYJET EUROPE	S	D	6	0	0	0.0	0.0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	55	80.0	19	5
	BRISTOL	EASYJET UK LTD	S	A	40	0	1	17.1	29.3	24.4	4.9	9.8	4.9	0.0	4.9	2.4	0.0	2.4	35	89.7	3	29
	BRISTOL	EASYJET UK LTD	S	D	40	0	1	0.0	31.7	36.6	9.8	4.9	9.8	0.0	2.4	2.4	0.0	2.4	27	93.1	4	29

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	RYANAIR	S	A	27	0	0	0	3.7	18.5	22.2	18.5	25.9	11.1	0.0	0.0	0.0	0.0	0.0	28	88.9	5	27	
BRISTOL	RYANAIR	S	D	27	0	0	0	0.0	18.5	25.9	18.5	18.5	18.5	0.0	0.0	0.0	0.0	0.0	31	92.6	5	27	
BRISTOL	TUI AIRWAYS LTD	C	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	54	3	
BRISTOL	TUI AIRWAYS LTD	C	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	49	4	
CARDIFF WALES	RYANAIR	S	A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	50.0	27	2	
CARDIFF WALES	RYANAIR	S	D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	27	2	
CARDIFF WALES	TUI AIRWAYS LTD	C	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4	
CARDIFF WALES	TUI AIRWAYS LTD	C	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
CARDIFF WALES	VUELING AIRLINES	S	A	7	0	0	0	14.3	28.6	42.9	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	22	100.0	2	7	
CARDIFF WALES	VUELING AIRLINES	S	D	8	0	0	0	0.0	25.0	62.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	22	85.7	0	6	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9	
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	15	0	0	0	53.3	13.3	13.3	6.7	6.7	0.0	0.0	6.7	0.0	0.0	0.0	19	100.0	1	14	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	15	0	0	0	0.0	53.3	20.0	0.0	13.3	6.7	0.0	6.7	0.0	0.0	0.0	25	100.0	1	14	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	26	0	0	0	7.7	19.2	38.5	15.4	7.7	7.7	3.8	0.0	0.0	0.0	0.0	22	72.7	13	22	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	26	0	0	0	0.0	38.5	42.3	3.8	3.8	7.7	3.8	0.0	0.0	0.0	0.0	17	86.4	7	22	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	3	0	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	43	50.0	12	4	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	18	5	
EDINBURGH	JET2.COM LTD	S	A	10	0	0	0	0.0	50.0	10.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	24	88.9	7	9	
EDINBURGH	JET2.COM LTD	S	D	10	0	0	0	0.0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	21	77.8	7	9	
EDINBURGH	RYANAIR	S	A	23	0	0	0	0.0	30.4	13.0	0.0	34.8	21.7	0.0	0.0	0.0	0.0	0.0	35	95.2	2	21	
EDINBURGH	RYANAIR	S	D	23	0	0	0	0.0	34.8	26.1	13.0	21.7	4.3	0.0	0.0	0.0	0.0	0.0	16	95.2	1	21	
EXETER	RYANAIR	S	A	6	0	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	5	
EXETER	RYANAIR	S	D	6	0	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	5	
GLASGOW	EASYJET UK LTD	S	A	15	0	1	6.3	18.8	31.3	6.3	12.5	12.5	6.3	0.0	0.0	0.0	6.3	29	73.7	17	19		
GLASGOW	EASYJET UK LTD	S	D	15	0	0	0	0.0	26.7	33.3	13.3	6.7	13.3	6.7	0.0	0.0	0.0	0.0	29	89.5	6	19	
GLASGOW	IBERIA	C	A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
GLASGOW	JET2.COM LTD	S	A	11	0	0	0	18.2	45.5	18.2	0.0	0.0	9.1	9.1	0.0	0.0	0.0	0.0	20	100.0	1	8	
GLASGOW	JET2.COM LTD	S	D	11	0	0	0	0.0	45.5	36.4	0.0	9.1	0.0	9.1	0.0	0.0	0.0	0.0	19	100.0	3	8	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE										MAR 2022		
										NUMBER OF FLIGHTS														
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
GLASGOW	RYANAIR	S	A	11	0	0	27.3	36.4	9.1	0.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	15	90.9	2	11			
GLASGOW	RYANAIR	S	D	11	0	0	0.0	18.2	18.2	36.4	9.1	18.2	0.0	0.0	0.0	0.0	0.0	30	81.8	6	11			
GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1			
LEEDS BRADFORD	JET2.COM LTD	S	A	25	0	0	8.0	36.0	20.0	8.0	16.0	8.0	0.0	4.0	0.0	0.0	0.0	29	96.2	8	26			
LEEDS BRADFORD	JET2.COM LTD	S	D	25	0	0	0.0	36.0	32.0	4.0	12.0	12.0	0.0	4.0	0.0	0.0	0.0	30	96.2	7	26			
LEEDS BRADFORD	RYANAIR	S	A	16	0	1	0.0	29.4	29.4	23.5	11.8	0.0	0.0	0.0	0.0	0.0	5.9	13	81.3	28	16			
LEEDS BRADFORD	RYANAIR	S	D	18	0	0	0.0	16.7	50.0	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	24	81.3	31	16			
LIVERPOOL (JOHN LENNON)	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	19	0	0	5.3	36.8	10.5	5.3	26.3	5.3	5.3	5.3	0.0	0.0	0.0	38	100.0	2	13			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	20	0	0	0.0	35.0	45.0	5.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	21	92.3	3	13			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	21	0	0	4.8	23.8	33.3	9.5	23.8	0.0	0.0	4.8	0.0	0.0	0.0	23	94.7	3	19			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	20	0	0	0.0	50.0	35.0	0.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	15	100.0	2	19			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	29	0	0	10.3	17.2	27.6	20.7	13.8	6.9	0.0	3.4	0.0	0.0	0.0	26	0.0	0	0			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	29	0	0	0.0	6.9	41.4	24.1	17.2	6.9	0.0	3.4	0.0	0.0	0.0	26	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	25.0	31.3	6.3	12.5	6.3	18.8	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	25.0	31.3	18.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
GATWICK	EASYJET UK LTD	S	A	98	0	1	13.1	24.2	20.2	14.1	11.1	9.1	5.1	2.0	0.0	0.0	1.0	28	85.6	16	90			
GATWICK	EASYJET UK LTD	S	D	97	0	0	0.0	15.5	51.5	13.4	9.3	8.2	1.0	1.0	0.0	0.0	0.0	21	86.7	10	90			
GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	22			
GATWICK	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	7	22			
GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	3			
GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	15	6			
GATWICK	VUELING AIRLINES	S	A	55	0	0	16.4	25.5	23.6	16.4	10.9	3.6	3.6	0.0	0.0	0.0	0.0	19	0.0	0	0			
GATWICK	VUELING AIRLINES	S	D	55	0	0	0.0	3.6	36.4	32.7	14.5	7.3	5.5	0.0	0.0	0.0	0.0	31	0.0	0	0			
GATWICK	WIZZ AIR UK LTD	S	A	23	0	0	0.0	21.7	21.7	17.4	13.0	26.1	0.0	0.0	0.0	0.0	0.0	38	60.0	44	5			
GATWICK	WIZZ AIR UK LTD	S	D	23	0	0	0.0	0.0	43.5	17.4	17.4	21.7	0.0	0.0	0.0	0.0	0.0	32	80.0	40	5			
HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	1	0.0	13.9	22.2	11.1	33.3	8.3	2.8	2.8	2.8	0.0	2.8	68	61.6	21	70			
HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	1	0.0	2.9	25.7	34.3	25.7	5.7	0.0	2.9	0.0	0.0	2.9	32	59.4	18	68			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat				
LONDON CITY	BA CITYFLYER LTD	S A	17	0	0	0.0	29.4	23.5	11.8	17.6	17.6	0.0	0.0	0.0	0.0	0.0	27	87.5	5	16	
LONDON CITY	BA CITYFLYER LTD	S D	17	0	0	0.0	0.0	17.6	29.4	23.5	23.5	5.9	0.0	0.0	0.0	0.0	43	68.8	9	15	
LUTON	EASYJET UK LTD	S A	44	0	0	2.3	11.4	25.0	13.6	22.7	15.9	9.1	0.0	0.0	0.0	0.0	41	77.8	9	36	
LUTON	EASYJET UK LTD	S D	44	0	0	0.0	6.8	36.4	13.6	27.3	13.6	2.3	0.0	0.0	0.0	0.0	30	84.2	7	38	
LUTON	RYANAIR	S A	19	0	0	5.3	21.1	26.3	21.1	15.8	10.5	0.0	0.0	0.0	0.0	0.0	24	85.7	3	21	
LUTON	RYANAIR	S D	19	0	0	0.0	31.6	47.4	5.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	11	85.7	3	21	
LUTON	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
LUTON	WIZZ AIR UK LTD	S A	19	0	0	0.0	5.3	21.1	26.3	26.3	15.8	5.3	0.0	0.0	0.0	0.0	39	66.7	17	18	
LUTON	WIZZ AIR UK LTD	S D	19	0	0	0.0	10.5	42.1	10.5	21.1	15.8	0.0	0.0	0.0	0.0	0.0	26	77.8	14	18	
STANSTED	JET2.COM LTD	S A	12	0	0	0.0	16.7	33.3	8.3	25.0	0.0	16.7	0.0	0.0	0.0	0.0	37	92.3	4	13	
STANSTED	JET2.COM LTD	S D	12	0	0	0.0	8.3	41.7	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	32	100.0	2	13	
STANSTED	RYANAIR	S A	72	0	0	5.6	26.4	29.2	13.9	12.5	9.7	1.4	1.4	0.0	0.0	0.0	24	83.0	8	52	
STANSTED	RYANAIR	S D	72	0	0	0.0	22.2	41.7	15.3	8.3	8.3	4.2	0.0	0.0	0.0	0.0	22	88.5	6	52	
STANSTED	RYANAIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
STANSTED	RYANAIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
MANCHESTER	EASYJET EUROPE	S A	5	0	0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	5	
MANCHESTER	EASYJET EUROPE	S D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	37	100.0	1	5	
MANCHESTER	EASYJET UK LTD	S A	28	0	0	21.4	21.4	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18	85.7	6	28	
MANCHESTER	EASYJET UK LTD	S D	28	0	0	0.0	35.7	46.4	7.1	3.6	7.1	0.0	0.0	0.0	0.0	0.0	11	92.9	6	28	
MANCHESTER	JET2.COM LTD	S A	28	0	0	7.1	35.7	21.4	14.3	10.7	7.1	3.6	0.0	0.0	0.0	0.0	20	95.7	3	23	
MANCHESTER	JET2.COM LTD	S D	28	0	0	0.0	10.7	64.3	14.3	7.1	0.0	0.0	3.6	0.0	0.0	0.0	17	87.0	7	23	
MANCHESTER	RYANAIR	S A	31	0	0	3.2	16.1	19.4	12.9	29.0	19.4	0.0	0.0	0.0	0.0	0.0	32	90.6	12	32	
MANCHESTER	RYANAIR	S D	31	0	0	0.0	22.6	54.8	6.5	3.2	12.9	0.0	0.0	0.0	0.0	0.0	18	68.8	19	32	
MANCHESTER	RYANAIR UK LTD	S A	10	0	0	0.0	30.0	20.0	10.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	41	75.0	16	8	
MANCHESTER	RYANAIR UK LTD	S D	10	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	75.0	22	8	
MANCHESTER	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	60.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	54	75.0	8	8	
MANCHESTER	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	50.0	17	10	
NEWCASTLE	JET2.COM LTD	S A	18	0	0	11.1	33.3	16.7	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	91.7	9	12	
NEWCASTLE	JET2.COM LTD	S D	18	0	0	0.0	16.7	55.6	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	91.7	12	12	
NEWCASTLE	RYANAIR	S A	9	0	0	22.2	33.3	0.0	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	29	72.7	8	11	
NEWCASTLE	RYANAIR	S D	9	0	0	0.0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	48	54.5	16	11	
NEWCASTLE	TUI AIRWAYS LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	55	1	
SOUTHEND	EASYJET EUROPE	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
SOUTHEND	EASYJET EUROPE	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>1930</b>	<b>0</b>	<b>9</b>	<b>4.4</b>	<b>21.8</b>	<b>32.2</b>	<b>13.3</b>	<b>14.4</b>	<b>9.4</b>	<b>2.5</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>27</b>	<b>83.4</b>	<b>10</b>	<b>1693</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MALE INTERNATIONAL																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	3.3	16.7	40.0	20.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	19	72.7	16	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	0.0	48.3	34.5	3.4	13.8	0.0	0.0	0.0	0.0	0.0	22	76.2	19	21
<b>TOTAL MALE INTERNATIONAL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>8.5</b>	<b>44.1</b>	<b>27.1</b>	<b>8.5</b>	<b>10.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>74.4</b>	<b>18</b>	<b>43</b>
MALTA																						
	BELFAST INTERNATIONAL	AIR X CHARTER	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	38	1
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	22.2	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	5	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	31	100.0	3	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	105	100.0	0	1
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	1
	BOURNEMOUTH	RYANAIR	S	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BRISTOL	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	124	0.0	0	0
	BRISTOL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	117	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	28	80.0	5	10
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	46	80.0	5	10
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	100.0	0	1
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	0.0	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	100.0	0	7

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	1	7						
GATWICK	AIR MALTA	S	A	16	0	0	6.3	25.0	25.0	18.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	20	100.0	0	2							
GATWICK	AIR MALTA	S	D	16	0	0	0.0	6.3	37.5	12.5	25.0	18.8	0.0	0.0	0.0	0.0	0.0	32	50.0	22	2							
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	10	0	0	0.0	40.0	20.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0							
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	11	0	0	0.0	9.1	45.5	18.2	9.1	9.1	9.1	0.0	0.0	0.0	0.0	30	0.0	0	0							
GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	1	0.0	0.0	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	11.1	52	100.0	2	1							
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0							
GATWICK	EASYJET UK LTD	S	A	57	0	0	7.0	15.8	21.1	15.8	22.8	12.3	5.3	0.0	0.0	0.0	0.0	34	93.1	2	29							
GATWICK	EASYJET UK LTD	S	D	57	0	0	0.0	19.3	43.9	21.1	10.5	1.8	3.5	0.0	0.0	0.0	0.0	20	86.7	5	30							
GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	110	100.0	5	1							
GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1							
HEATHROW	AIR MALTA	S	A	57	0	1	1.7	17.2	13.8	15.5	36.2	12.1	1.7	0.0	0.0	0.0	1.7	33	89.4	5	46							
HEATHROW	AIR MALTA	S	D	57	0	1	1.7	6.9	20.7	13.8	37.9	15.5	1.7	0.0	0.0	0.0	1.7	36	87.2	8	46							
HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	27							
HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	24	28							
LUTON	RYANAIR	S	A	18	0	0	5.6	11.1	33.3	16.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	29	66.7	14	18							
LUTON	RYANAIR	S	D	18	0	0	0.0	16.7	66.7	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	15	88.9	6	18							
STANSTED	JET2.COM LTD	S	A	5	0	0	0.0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	53	100.0	0	1							
STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	1							
STANSTED	RYANAIR	S	A	19	0	0	0.0	5.3	31.6	21.1	31.6	5.3	5.3	0.0	0.0	0.0	0.0	33	70.6	11	16							
STANSTED	RYANAIR	S	D	19	0	0	0.0	5.3	21.1	21.1	36.8	10.5	5.3	0.0	0.0	0.0	0.0	39	75.0	11	16							
MANCHESTER	EASYJET UK LTD	S	A	17	0	0	11.8	35.3	0.0	11.8	23.5	17.6	0.0	0.0	0.0	0.0	0.0	30	76.5	7	17							
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	58.8	23.5	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	76.5	13	17							
MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	11.1	22.2	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	40	80.0	4	5							
MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	7	5							
MANCHESTER	RYANAIR	S	A	15	0	0	0.0	20.0	20.0	40.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	24	66.7	11	9							
MANCHESTER	RYANAIR	S	D	15	0	0	0.0	20.0	40.0	20.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	17	55.6	17	9							
MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	54	71.4	9	7							
MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	71.4	7	7							
MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	130	0.0	53	2							
MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	50	2							
NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	79	0.0	146	1							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE										MAR 2022		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	196	1		
<b>TOTAL MALTA</b>					<b>579</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>17.5</b>	<b>26.6</b>	<b>16.7</b>	<b>22.9</b>	<b>10.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>29</b>	<b>80.4</b>	<b>9</b>	<b>440</b>		
MANCHESTER																								
	ABERDEEN	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
	ABERDEEN	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
	ABERDEEN	LOGANAIR LTD	S	A	68	0	1	10.1	36.2	18.8	10.1	11.6	2.9	7.2	1.4	0.0	0.0	1.4	25	82.1	22	56		
	ABERDEEN	LOGANAIR LTD	S	D	67	0	2	0.0	24.6	40.6	7.2	13.0	5.8	4.3	1.4	0.0	0.0	2.9	26	83.6	14	55		
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	61	0	3	32.8	40.6	9.4	3.1	3.1	6.3	0.0	0.0	0.0	0.0	4.7	8	94.7	5	57		
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	62	0	3	0.0	40.0	35.4	4.6	6.2	6.2	3.1	0.0	0.0	0.0	4.6	16	96.5	2	57		
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	61	0	0	27.9	49.2	8.2	8.2	0.0	3.3	1.6	1.6	0.0	0.0	0.0	11	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	61	0	0	1.6	47.5	39.3	4.9	1.6	1.6	1.6	1.6	0.0	0.0	0.0	10	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	116	0	1	8.5	52.1	20.5	7.7	4.3	3.4	1.7	0.9	0.0	0.0	0.9	12	88.6	7	105		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	116	0	1	0.9	45.3	23.9	13.7	6.8	6.8	0.9	0.9	0.0	0.0	0.9	17	80.0	13	105		
	BELFAST INTERNATIONAL	EMERALD AIRLINES (IRELAND) LIMITED	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
	BELFAST INTERNATIONAL	PEGASUS AIRLINES	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	11	0	0	27.3	54.5	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	11	0	0	9.1	54.5	18.2	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1		
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1		
	BRISTOL	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	519	1		
	CARDIFF WALES	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	CARDIFF WALES	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EDINBURGH	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	72	0.0	0	0		
	ISLE OF MAN	EASYJET UK LTD	S	A	30	0	3	24.2	27.3	12.1	6.1	3.0	6.1	0.0	0.0	12.1	0.0	9.1	184	93.5	2	31		
	ISLE OF MAN	EASYJET UK LTD	S	D	30	0	3	0.0	33.3	21.2	15.2	3.0	6.1	0.0	0.0	12.1	0.0	9.1	180	90.3	3	31		
	ISLE OF MAN	LOGANAIR LTD	S	A	56	0	6	6.5	32.3	16.1	12.9	8.1	9.7	1.6	3.2	0.0	0.0	9.7	30	82.1	9	56		
	ISLE OF MAN	LOGANAIR LTD	S	D	56	0	6	0.0	32.3	40.3	3.2	9.7	1.6	1.6	1.6	0.0	0.0	9.7	14	85.7	8	56		
	JERSEY	EASYJET UK LTD	S	A	30	0	0	53.3	36.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	8	20		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
JERSEY	EASYJET UK LTD	S	D	30	0	0	6.7	66.7	3.3	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	12	20		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
GATWICK	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	60.0	14	4		
GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4		
GATWICK	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0		
GATWICK	JET2.COM LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1		
GATWICK	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
HEATHROW	AMERICAN AIRLINES	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	214	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	9	4.6	26.0	21.9	16.3	16.3	7.7	1.5	1.0	0.0	0.0	4.6	24	58.4	21	150		
HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	6	0.0	2.6	27.6	24.0	26.0	13.8	1.5	1.5	0.0	0.0	3.1	38	37.4	25	150		
LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4		
LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
NEWCASTLE	JET2.COM LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SOUTHAMPTON	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SOUTHAMPTON	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
SOUTHAMPTON	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
SOUTHAMPTON	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
SOUTHAMPTON	EASTERN AIRWAYS	S	A	26	0	1	0.0	40.7	22.2	14.8	3.7	11.1	3.7	0.0	0.0	0.0	3.7	25	80.0	10	35		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										PERCENTAGE OF FLIGHTS LATE				MAR 2022								
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAR 2022		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
	SOUTHAMPTON	EASTERN AIRWAYS	S	D	26	0	1	0.0	44.4	37.0	3.7	0.0	7.4	0.0	3.7	0.0	0.0	3.7	14	97.1	3	35										
<b>TOTAL MANCHESTER</b>					<b>1307</b>	<b>0</b>	<b>50</b>	<b>7.4</b>	<b>33.2</b>	<b>23.4</b>	<b>11.8</b>	<b>10.3</b>	<b>6.6</b>	<b>1.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>3.7</b>	<b>28</b>	<b>74.8</b>	<b>13</b>	<b>1056</b>										
MANILA																																
	HEATHROW	PHILIPPINE AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	67	3										
	HEATHROW	PHILIPPINE AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	56	3										
<b>TOTAL MANILA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>62</b>	<b>6</b>											
MARRAKESH																																
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	50.0	17	4										
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	29	50.0	25	4										
	BRISTOL	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1										
	EDINBURGH	RYANAIR UK LTD	S	A	9	0	0	0.0	11.1	33.3	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	32	88.9	5	9										
	EDINBURGH	RYANAIR UK LTD	S	D	9	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	2	9										
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	30	0	0	16.7	26.7	13.3	13.3	6.7	13.3	3.3	6.7	0.0	0.0	0.0	44	0.0	0	0										
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	30	0	0	0.0	3.3	56.7	6.7	10.0	13.3	3.3	6.7	0.0	0.0	0.0	45	0.0	0	0										
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	20.0	20.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	21	100.0	8	1										
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	30	1										
	GATWICK	EASYJET UK LTD	S	A	63	0	0	15.9	23.8	14.3	11.1	14.3	12.7	6.3	1.6	0.0	0.0	0.0	31	100.0	0	9										
	GATWICK	EASYJET UK LTD	S	D	63	0	0	0.0	6.3	60.3	11.1	11.1	4.8	4.8	1.6	0.0	0.0	0.0	26	55.6	19	9										
	GATWICK	ROYAL AIR MAROC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6										
	GATWICK	ROYAL AIR MAROC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6										
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	0.0	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	77.8	14	9										
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	10	9										
	GATWICK	WIZZ AIR UK LTD	S	A	23	0	1	0.0	4.2	20.8	12.5	20.8	20.8	12.5	4.2	0.0	0.0	4.2	59	0.0	0	0										
	GATWICK	WIZZ AIR UK LTD	S	D	23	0	0	0.0	0.0	47.8	21.7	8.7	17.4	4.3	0.0	0.0	0.0	0.0	34	0.0	0	0										
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	20.8	16.7	20.8	4.2	25.0	4.2	8.3	0.0	0.0	0.0	0.0	31	86.2	10	29										
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	0.0	41.7	33.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	31	62.1	19	29										
	HEATHROW	TITAN AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0										
	HEATHROW	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0										
	LUTON	EASYJET UK LTD	S	A	12	0	0	8.3	16.7	33.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: M																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	53.8	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	23	0.0	21	1
	STANSTED	RYANAIR UK LTD	S	A	42	0	1	0.0	14.0	39.5	16.3	16.3	11.6	0.0	0.0	0.0	0.0	2.3	25	80.0	16	45
	STANSTED	RYANAIR UK LTD	S	D	42	0	0	0.0	35.7	47.6	4.8	9.5	2.4	0.0	0.0	0.0	0.0	0.0	9	82.2	15	45
	MANCHESTER	EASYJET UK LTD	S	A	18	0	0	33.3	33.3	5.6	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	100.0	4	3
	MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	8	3
	MANCHESTER	RYANAIR UK LTD	S	A	18	0	0	5.6	11.1	22.2	27.8	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	66.7	29	18
	MANCHESTER	RYANAIR UK LTD	S	D	18	0	0	0.0	22.2	55.6	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	17	66.7	17	18
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	11.1	0.0	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	23	9
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	13	9
<b>TOTAL MARRAKESH</b>					<b>548</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>15.6</b>	<b>37.6</b>	<b>13.1</b>	<b>13.5</b>	<b>9.6</b>	<b>3.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>27</b>	<b>77.4</b>	<b>14</b>	<b>287</b>
MARSEILLE																						
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
	CARDIFF WALES	AIR MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
	CARDIFF WALES	AIR MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
	CARDIFF WALES	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	EDINBURGH	RYANAIR	S	A	11	0	0	0.0	9.1	18.2	9.1	45.5	18.2	0.0	0.0	0.0	0.0	0.0	35	88.9	4	9
	EDINBURGH	RYANAIR	S	D	11	0	0	0.0	18.2	36.4	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	18	88.9	6	9
	GATWICK	EASYJET UK LTD	S	A	26	0	2	3.6	17.9	3.6	14.3	17.9	21.4	3.6	10.7	0.0	0.0	7.1	62	90.0	3	30
	GATWICK	EASYJET UK LTD	S	D	27	0	2	0.0	6.9	44.8	10.3	6.9	13.8	6.9	3.4	0.0	0.0	6.9	41	93.3	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	10	6.2	13.8	15.4	9.2	16.9	15.4	6.2	1.5	0.0	0.0	15.4	43	74.4	9	38
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	10	0.0	7.7	29.2	13.8	16.9	16.9	0.0	0.0	0.0	0.0	15.4	31	51.3	17	38
	STANSTED	RYANAIR	S	A	32	0	2	0.0	5.9	29.4	17.6	23.5	14.7	0.0	2.9	0.0	0.0	5.9	35	93.3	4	30
	STANSTED	RYANAIR	S	D	33	0	1	0.0	17.6	29.4	23.5	14.7	2.9	2.9	5.9	0.0	0.0	2.9	34	96.7	3	30
	MANCHESTER	RYANAIR	S	A	6	0	0	0.0	16.7	50.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	38	77.8	8	9
	MANCHESTER	RYANAIR	S	D	6	0	0	0.0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	40	66.7	10	9
	MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL MARSEILLE</b>					<b>273</b>	<b>0</b>	<b>27</b>	<b>1.7</b>	<b>12.3</b>	<b>24.7</b>	<b>14.0</b>	<b>18.3</b>	<b>14.3</b>	<b>3.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>38</b>	<b>80.7</b>	<b>7</b>	<b>236</b>
MAURITIUS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	7.7	30.8	30.8	7.7	7.7	7.7	0.0	0.0	7.7	0.0	0.0	80	69.2	64	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	38.5	46.2	0.0	0.0	0.0	0.0	7.7	7.7	0.0	0.0	129	92.3	89	13
	HEATHROW	AIR MAURITIUS LTD	S	A	22	0	0	4.5	18.2	22.7	9.1	22.7	9.1	9.1	4.5	0.0	0.0	0.0	42	92.3	4	13

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										MAR 2022								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		HEATHROW	AIR MAURITIUS LTD	S	D	22	0	0	0.0	18.2	63.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	11	69.2	12	13						
<b>TOTAL MAURITIUS</b>						<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>24.3</b>	<b>41.4</b>	<b>7.1</b>	<b>11.4</b>	<b>4.3</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>80.8</b>	<b>42</b>	<b>52</b>					
MELBOURNE																												
		HEATHROW	QANTAS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0						
		HEATHROW	QANTAS	S	A	19	0	0	5.3	15.8	10.5	36.8	31.6	0.0	0.0	0.0	0.0	0.0	24	63.3	88	29						
		HEATHROW	QANTAS	S	D	21	0	0	0.0	14.3	61.9	23.8	0.0	0.0	0.0	0.0	0.0	0.0	11	76.7	8	28						
<b>TOTAL MELBOURNE</b>						<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>14.6</b>	<b>39.0</b>	<b>29.3</b>	<b>14.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.0</b>	<b>49</b>	<b>57</b>						
MELBOURNE FLATS																												
		BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	43	2						
		DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1						
		GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	8	1						
		MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	2						
		MANCHESTER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	88	4						
<b>TOTAL MELBOURNE FLATS</b>						<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>10.0</b>	<b>59</b>	<b>10</b>						
MEMMINGEN ALLGAU																												
		STANSTED	RYANAIR	S	A	18	0	0	0.0	11.1	50.0	22.2	11.1	5.6	0.0	0.0	0.0	0.0	18	95.0	4	20						
		STANSTED	RYANAIR	S	D	18	0	0	0.0	22.2	50.0	11.1	11.1	5.6	0.0	0.0	0.0	0.0	14	90.0	5	20						
		STANSTED	RYANAIR UK LTD	S	A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	19	0.0	0	0						
		STANSTED	RYANAIR UK LTD	S	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
<b>TOTAL MEMMINGEN ALLGAU</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>43.5</b>	<b>13.0</b>	<b>8.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.5</b>	<b>5</b>	<b>40</b>						
MEXICO CITY																												
		HEATHROW	AEROMEXICO	S	A	31	0	0	6.5	35.5	38.7	6.5	9.7	0.0	0.0	3.2	0.0	0.0	14	0.0	0	0						
		HEATHROW	AEROMEXICO	S	D	31	0	0	0.0	25.8	71.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	17.4	4.3	21.7	13.0	21.7	17.4	4.3	0.0	0.0	0.0	38	74.2	20	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	0.0	16.7	33.3	41.7	4.2	4.2	0.0	0.0	0.0	35	41.9	24	31						
<b>TOTAL MEXICO CITY</b>						<b>109</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>18.3</b>	<b>39.4</b>	<b>12.8</b>	<b>16.5</b>	<b>4.6</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>58.1</b>	<b>22</b>	<b>62</b>						
MIAMI INTERNATIONAL																												
		HEATHROW	AMERICAN AIRLINES	S	A	56	0	0	30.4	19.6	14.3	19.6	10.7	1.8	1.8	0.0	1.8	0.0	40	80.6	9	31						
		HEATHROW	AMERICAN AIRLINES	S	D	56	0	0	1.8	66.1	26.8	5.4	0.0	0.0	0.0	0.0	0.0	0.0	2	74.2	18	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	12.9	17.7	24.2	25.8	8.1	4.8	4.8	0.0	0.0	0.0	21	50.0	31	61						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	2	0.0	0.0	27.4	32.3	17.7	14.5	3.2	1.6	0.0	0.0	40	22.6	44	61						
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	53	0	1	20.4	27.8	31.5	13.0	3.7	0.0	0.0	1.9	0.0	0.0	11	64.5	14	31						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: M											PERCENTAGE OF FLIGHTS LATE					MAR 2022		
								NUMBER OF FLIGHTS																		
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	52	0	0	0.0	11.5	46.2	25.0	13.5	3.8	0.0	0.0	0.0	0.0	0.0	17	61.3	14	31	
<b>TOTAL MIAMI INTERNATIONAL</b>								<b>338</b>	<b>0</b>	<b>4</b>	<b>10.8</b>	<b>23.4</b>	<b>28.1</b>	<b>20.5</b>	<b>9.1</b>	<b>4.4</b>	<b>1.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>22</b>	<b>53.2</b>	<b>25</b>	<b>246</b>	
MIKONOS		BRISTOL		EASYJET UK LTD		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
		BRISTOL		EASYJET UK LTD		S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
		GATWICK		EASYJET UK LTD		S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	5		
		GATWICK		EASYJET UK LTD		S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	5		
<b>TOTAL MIKONOS</b>								<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>10</b>		
MILAN (LINATE)		GATWICK		EASYJET UK LTD		S	A	30	0	0	0.0	20.0	33.3	20.0	16.7	6.7	0.0	3.3	0.0	0.0	0.0	26	93.0	3	57	
		GATWICK		EASYJET UK LTD		S	D	30	0	0	0.0	33.3	50.0	10.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	13	92.9	5	56	
		HEATHROW		(ITA) ITALIA TRASPOTO AEREO		S	A	49	0	5	14.8	25.9	29.6	13.0	7.4	0.0	0.0	0.0	0.0	9.3	9	96.6	1	58		
		HEATHROW		(ITA) ITALIA TRASPOTO AEREO		S	D	50	0	5	0.0	40.0	40.0	1.8	5.5	1.8	1.8	0.0	0.0	0.0	9.1	10	91.5	2	58	
		HEATHROW		BRITISH AIRWAYS PLC		S	A	131	0	6	4.4	16.1	25.5	13.1	23.4	8.8	2.9	1.5	0.0	0.0	4.4	32	77.9	12	120	
		HEATHROW		BRITISH AIRWAYS PLC		S	D	132	0	6	0.0	7.2	33.3	22.5	18.8	11.6	2.2	0.0	0.0	0.0	4.3	29	60.7	18	120	
		LONDON CITY		(ITA) ITALIA TRASPOTO AEREO		S	A	74	0	7	8.6	35.8	18.5	9.9	13.6	3.7	1.2	0.0	0.0	0.0	8.6	16	100.0	3	12	
		LONDON CITY		(ITA) ITALIA TRASPOTO AEREO		S	D	74	0	8	0.0	15.9	32.9	11.0	15.9	11.0	3.7	0.0	0.0	0.0	9.8	29	75.0	11	12	
<b>TOTAL MILAN (LINATE)</b>								<b>570</b>	<b>0</b>	<b>37</b>	<b>3.5</b>	<b>20.8</b>	<b>30.6</b>	<b>13.7</b>	<b>15.7</b>	<b>7.1</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>24</b>	<b>81.4</b>	<b>9</b>	<b>493</b>	
MILAN (MALPENSA)		BRISTOL		EASYJET UK LTD		S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	3	2	
		BRISTOL		EASYJET UK LTD		S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2		
		BRISTOL		RYANAIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	9		
		BRISTOL		RYANAIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9		
		EDINBURGH		EASYJET EUROPE		S	A	25	0	0	40.0	24.0	24.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	7	94.1	2	17		
		EDINBURGH		EASYJET EUROPE		S	D	25	0	0	0.0	44.0	40.0	4.0	8.0	4.0	0.0	0.0	0.0	0.0	10	82.4	5	16		
		EDINBURGH		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
		EDINBURGH		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
		LIVERPOOL (JOHN LENNON)		AIR HORIZONT		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
		LIVERPOOL (JOHN LENNON)		AIR HORIZONT		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
		LIVERPOOL (JOHN LENNON)		NEOS SPA		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LIVERPOOL (JOHN LENNON)	NEOS SPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	1	
	GATWICK	EASYJET EUROPE	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	140	0	0	4.3	7.9	25.7	18.6	26.4	13.6	2.1	1.4	0.0	0.0	0.0	35	81.2	7	101	
	GATWICK	EASYJET UK LTD	S	D	140	0	0	0.0	20.0	27.1	20.0	17.1	10.7	4.3	0.7	0.0	0.0	0.0	30	74.3	10	101	
	GATWICK	WIZZ AIR	S	A	57	0	0	12.3	24.6	22.8	24.6	10.5	3.5	0.0	1.8	0.0	0.0	0.0	21	70.0	12	10	
	GATWICK	WIZZ AIR	S	D	57	0	0	0.0	24.6	35.1	15.8	15.8	5.3	1.8	1.8	0.0	0.0	0.0	25	70.0	15	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	96	0	5	3.0	15.8	16.8	16.8	23.8	16.8	1.0	1.0	0.0	0.0	5.0	35	78.6	17	39	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	96	0	5	0.0	6.9	40.6	17.8	20.8	6.9	1.0	1.0	0.0	0.0	5.0	26	55.8	24	40	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5	
	LUTON	EASYJET EUROPE	S	A	19	0	0	0.0	36.8	31.6	10.5	15.8	0.0	5.3	0.0	0.0	0.0	0.0	17	88.2	4	17	
	LUTON	EASYJET EUROPE	S	D	18	0	1	0.0	5.3	42.1	15.8	21.1	10.5	0.0	0.0	0.0	0.0	5.3	26	82.4	11	17	
	LUTON	EASYJET UK LTD	S	A	20	0	2	0.0	9.1	18.2	13.6	27.3	13.6	9.1	0.0	0.0	0.0	9.1	39	68.4	17	19	
	LUTON	EASYJET UK LTD	S	D	20	0	1	0.0	33.3	14.3	14.3	19.0	9.5	4.8	0.0	0.0	0.0	4.8	28	78.9	11	19	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	16	14	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	10	14	
	STANSTED	RYANAIR	S	A	89	0	1	5.6	30.0	28.9	20.0	7.8	5.6	1.1	0.0	0.0	0.0	1.1	15	85.4	7	89	
	STANSTED	RYANAIR	S	D	90	0	1	0.0	27.5	33.0	15.4	11.0	9.9	1.1	1.1	0.0	0.0	1.1	22	84.3	8	89	
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	124	75.0	12	4	
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	4	
	MANCHESTER	EASYJET EUROPE	S	A	48	0	0	12.5	22.9	33.3	8.3	12.5	6.3	2.1	2.1	0.0	0.0	0.0	22	95.8	2	24	
	MANCHESTER	EASYJET EUROPE	S	D	48	0	1	0.0	38.8	28.6	12.2	8.2	10.2	0.0	0.0	0.0	0.0	2.0	19	87.5	4	24	
	MANCHESTER	EASYJET UK LTD	S	A	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	23	0	0	0.0	39.1	34.8	17.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	14	83.9	14	31	
	MANCHESTER	RYANAIR	S	D	23	0	0	0.0	17.4	56.5	17.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	13	80.6	13	31	
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	100.0	15	1	
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	1	
<b>TOTAL MILAN (MALPENSA)</b>					<b>1048</b>	<b>0</b>	<b>20</b>	<b>3.5</b>	<b>20.8</b>	<b>29.3</b>	<b>16.5</b>	<b>16.4</b>	<b>9.0</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>25</b>	<b>80.5</b>	<b>10</b>	<b>777</b>	
MINNEAPOLIS-ST PAUL	HEATHROW	DELTA AIRLINES	S	A	31	0	0	19.4	32.3	16.1	6.5	12.9	6.5	6.5	0.0	0.0	0.0	0.0	23	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: M																	MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								9.5	23.8	31.7	14.3	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	DELTA AIRLINES	S	D	31	0	1	0.0	15.6	46.9	21.9	6.3	3.1	3.1	0.0	0.0	0.0	3.1	20	0.0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>23.8</b>	<b>31.7</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MOENCHENGLADBACH																						
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL MOENCHENGLADBACH</b>					<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MONTEGO BAY																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	22.2	11.1	33.3	0.0	0.0	11.1	0.0	0.0	0.0	43	70.0	17	10
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	14.3	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	41	27.3	40	11
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	1
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	27	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9
	GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	28.6	0.0	14.3	21.4	35.7	0.0	0.0	0.0	0.0	0.0	0.0	21	35.7	25	14
	GATWICK	TUI AIRWAYS LTD	C	D	12	0	0	0.0	0.0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	24	26.7	28	15
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	30.0	23.3	33.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	77.3	12	22
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	20.0	56.7	10.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	13	81.0	7	21
	MANCHESTER	TUI AIRWAYS LTD	C	A	10	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	55	18
	MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	40.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	28	5.3	72	19
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
<b>TOTAL MONTEGO BAY</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>14.2</b>	<b>35.4</b>	<b>14.2</b>	<b>18.1</b>	<b>5.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>47.0</b>	<b>31</b>	<b>151</b>
MONTPELLIER																						
	GATWICK	EASYJET UK LTD	S	A	29	0	1	3.3	6.7	26.7	6.7	20.0	23.3	10.0	0.0	0.0	0.0	3.3	49	85.3	10	34
	GATWICK	EASYJET UK LTD	S	D	30	0	0	0.0	16.7	46.7	16.7	3.3	16.7	0.0	0.0	0.0	0.0	0.0	23	91.2	9	34
<b>TOTAL MONTPELLIER</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>11.7</b>	<b>36.7</b>	<b>11.7</b>	<b>11.7</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>36</b>	<b>88.2</b>	<b>9</b>	<b>68</b>
MONTREAL (DORVAL)																						
	GATWICK	AIR TRANSAT	S	A	14	0	0	0.0	14.3	7.1	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	GATWICK	AIR TRANSAT	S	D	14	0	0	0.0	7.1	50.0	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: M																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								3.9	7.9	33.6	19.7	20.4	12.5	1.3	0.7	0.0	0.0	0.0	29	56.0	21	73	
	HEATHROW	AIR CANADA	S	A	31	0	0	12.9	16.1	22.6	12.9	12.9	19.4	0.0	3.2	0.0	0.0	0.0	35	62.5	13	15	
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	0.0	61.3	25.8	9.7	0.0	3.2	0.0	0.0	0.0	0.0	18	68.8	13	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	12.9	19.4	12.9	29.0	19.4	0.0	0.0	0.0	0.0	0.0	34	47.6	23	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	35.5	16.1	29.0	16.1	3.2	0.0	0.0	0.0	0.0	36	50.0	31	22	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>7.9</b>	<b>33.6</b>	<b>19.7</b>	<b>20.4</b>	<b>12.5</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>56.0</b>	<b>21</b>	<b>73</b>	
MUMBAI																							
	HEATHROW	AIR CANADA	S	A	25	0	0	8.0	12.0	48.0	20.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	HEATHROW	AIR CANADA	S	D	24	0	0	0.0	41.7	41.7	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	HEATHROW	AIR INDIA	S	A	58	0	0	31.0	22.4	19.0	19.0	5.2	1.7	0.0	1.7	0.0	0.0	0.0	13	73.9	38	23	
	HEATHROW	AIR INDIA	S	D	59	0	0	1.7	42.4	32.2	11.9	3.4	3.4	3.4	1.7	0.0	0.0	0.0	17	52.2	89	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	3.2	11.8	22.6	30.1	25.8	5.4	1.1	0.0	0.0	0.0	0.0	26	76.2	15	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	1.1	38.7	20.4	20.4	16.1	3.2	0.0	0.0	0.0	0.0	33	27.3	44	22	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	6.5	22.6	29.0	16.1	22.6	3.2	0.0	0.0	0.0	0.0	0.0	17	93.5	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	25.8	54.8	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	14	35.5	26	31	
<b>TOTAL MUMBAI</b>					<b>414</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>32.6</b>	<b>19.1</b>	<b>14.7</b>	<b>6.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.3</b>	<b>34</b>	<b>151</b>	
MUNICH																							
	BIRMINGHAM	LUFTHANSA	S	A	54	0	5	6.8	30.5	30.5	22.0	1.7	0.0	0.0	0.0	0.0	0.0	8.5	9	97.0	1	33	
	BIRMINGHAM	LUFTHANSA	S	D	54	0	6	0.0	21.7	31.7	26.7	6.7	1.7	1.7	0.0	0.0	0.0	10.0	16	87.9	5	33	
	BIRMINGHAM	SUNDAIR GMBH	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	SUNDAIR GMBH	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	8	
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	7	8	
	EDINBURGH	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	1	
	GATWICK	EASYJET UK LTD	S	A	61	0	2	9.5	31.7	20.6	14.3	11.1	7.9	0.0	1.6	0.0	0.0	3.2	19	84.8	7	46	
	GATWICK	EASYJET UK LTD	S	D	62	0	2	0.0	43.8	29.7	7.8	7.8	6.3	0.0	1.6	0.0	0.0	3.1	15	89.1	7	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	134	0	22	11.5	18.6	20.5	12.2	10.3	9.0	2.6	0.6	0.6	0.0	14.1	35	80.3	11	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	134	0	22	0.0	14.1	28.8	20.5	11.5	8.3	2.6	0.0	0.0	0.0	14.1	24	67.2	14	118	
	HEATHROW	LUFTHANSA	S	A	204	0	2	16.0	32.5	29.1	10.2	5.8	4.9	0.5	0.0	0.0	0.0	1.0	12	94.5	2	110	
	HEATHROW	LUFTHANSA	S	D	203	0	3	0.5	27.2	35.0	16.5	10.2	7.8	1.5	0.0	0.0	0.0	1.5	20	87.2	6	109	
	MANCHESTER	EASYJET UK LTD	S	A	13	0	1	28.6	50.0	0.0	0.0	7.1	7.1	0.0	0.0	0.0	0.0	7.1	11	91.7	3	12	
	MANCHESTER	EASYJET UK LTD	S	D	13	0	2	0.0	60.0	13.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	13.3	11	75.0	7	12	
	MANCHESTER	LUFTHANSA	S	A	67	0	5	4.2	38.9	36.1	5.6	5.6	2.8	0.0	0.0	0.0	0.0	6.9	8	100.0	0	45	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	LUFTHANSA	S	D	68	0	5	0.0	20.5	49.3	15.1	5.5	1.4	1.4	0.0	0.0	0.0	6.8	12	86.7	5	45
<b>TOTAL MUNICH</b>					<b>1092</b>	<b>0</b>	<b>77</b>	<b>6.2</b>	<b>27.5</b>	<b>29.9</b>	<b>14.4</b>	<b>8.0</b>	<b>5.8</b>	<b>1.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>6.6</b>	<b>18</b>	<b>84.8</b>	<b>7</b>	<b>745</b>
MURCIA INTERNATIONAL																						
	BIRMINGHAM	RYANAIR	S	A	10	0	0	30.0	30.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	3	9
	BIRMINGHAM	RYANAIR	S	D	10	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	4	9
	BOURNEMOUTH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
	BOURNEMOUTH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	BRISTOL	EASYJET UK LTD	S	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	11	5
	BRISTOL	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	11	5
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	4	0	0	0.0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	80	100.0	1	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	4	2
	GATWICK	EASYJET UK LTD	S	A	30	0	0	30.0	13.3	16.7	16.7	10.0	6.7	6.7	0.0	0.0	0.0	0.0	26	95.7	4	23
	GATWICK	EASYJET UK LTD	S	D	30	0	0	0.0	30.0	36.7	13.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	23	78.3	7	23
	LUTON	RYANAIR	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	4
	LUTON	RYANAIR	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	1	4
	STANSTED	RYANAIR	S	A	8	0	1	0.0	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	11.1	19	85.7	5	7
	STANSTED	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	4	7
	MANCHESTER	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	14.3	50.0	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	17	57.1	17	14
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	21.4	57.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	17	14
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
<b>TOTAL MURCIA INTERNATIONAL</b>					<b>150</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>19.9</b>	<b>35.1</b>	<b>16.6</b>	<b>12.6</b>	<b>4.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>79.4</b>	<b>8</b>	<b>134</b>
MUSCAT																						
	HEATHROW	OMAN AIR	S	A	31	0	0	25.8	32.3	32.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.3	4	23
	HEATHROW	OMAN AIR	S	D	31	0	0	9.7	54.8	29.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.6	8	23
<b>TOTAL MUSCAT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>30.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.0</b>	<b>6</b>	<b>46</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: N							PERCENTAGE OF FLIGHTS LATE					MAR 2022				
										NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
NAIROBI																										
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	25.8	32.3	3.2	12.9	3.2	0.0	3.2	0.0	0.0	0.0	23	78.3	11	23				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	32.3	32.3	25.8	3.2	3.2	3.2	0.0	0.0	0.0	37	54.2	25	24				
	HEATHROW	KENYA AIRWAYS	S	A	48	0	0	0.0	16.7	29.2	16.7	16.7	14.6	2.1	4.2	0.0	0.0	0.0	41	80.6	12	31				
	HEATHROW	KENYA AIRWAYS	S	D	47	0	1	2.1	22.9	27.1	12.5	18.8	12.5	0.0	2.1	0.0	0.0	2.1	28	58.1	16	31				
<b>TOTAL NAIROBI</b>					<b>157</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>17.1</b>	<b>29.7</b>	<b>15.8</b>	<b>18.4</b>	<b>9.5</b>	<b>1.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>33</b>	<b>67.9</b>	<b>16</b>	<b>109</b>				
NANTES																										
	CARDIFF WALES	AIR HORIZONT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1				
	CARDIFF WALES	AIR HORIZONT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
	CARDIFF WALES	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1				
	CARDIFF WALES	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1				
	CARDIFF WALES	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1				
	CARDIFF WALES	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	25.0	12.5	0.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	52	100.0	1	9				
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	36	100.0	0	9				
	EDINBURGH	RYANAIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
	EDINBURGH	RYANAIR UK LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
	GATWICK	EASYJET UK LTD	S	A	43	0	5	8.3	20.8	25.0	8.3	16.7	10.4	0.0	0.0	0.0	0.0	10.4	23	83.9	10	31				
	GATWICK	EASYJET UK LTD	S	D	43	0	5	0.0	18.8	37.5	12.5	16.7	2.1	2.1	0.0	0.0	0.0	10.4	20	77.4	13	31				
	STANSTED	RYANAIR	S	A	28	0	0	0.0	25.0	39.3	14.3	10.7	7.1	0.0	3.6	0.0	0.0	0.0	24	93.1	4	29				
	STANSTED	RYANAIR	S	D	29	0	0	0.0	27.6	48.3	6.9	6.9	6.9	3.4	0.0	0.0	0.0	0.0	17	100.0	2	29				
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0				
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0				
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	9	9				
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	77.8	11	9				
	MANCHESTER	RYANAIR UK LTD	S	A	3	0	0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0				
	MANCHESTER	RYANAIR UK LTD	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0				
<b>TOTAL NANTES</b>					<b>187</b>	<b>0</b>	<b>10</b>	<b>2.0</b>	<b>22.8</b>	<b>35.5</b>	<b>11.2</b>	<b>12.2</b>	<b>9.6</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>22</b>	<b>85.8</b>	<b>8</b>	<b>162</b>				
NAPLES																										
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	3	2				
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	2				
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0				
	EDINBURGH	EASYJET UK LTD	S	A	10	0	0	20.0	10.0	20.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	23	33.3	25	3				
	EDINBURGH	EASYJET UK LTD	S	D	10	0	0	0.0	30.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	33.3	22	3				
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	21	1				
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	33	100.0	0	1				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													MAR 2022			
						NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2022		
						MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	GATWICK			BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK			CORENDON DUTCH AIRLINES	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK			EASYJET UK LTD	S	A	46	0	0	6.5	15.2	28.3	17.4	21.7	10.9	0.0	0.0	0.0	0.0	0.0	23	88.9	15	36
	GATWICK			EASYJET UK LTD	S	D	46	0	0	0.0	21.7	58.7	6.5	8.7	4.3	0.0	0.0	0.0	0.0	0.0	13	88.9	6	36
	GATWICK			JET2.COM LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK			TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	GATWICK			WIZZ AIR	S	A	17	0	0	5.9	29.4	35.3	23.5	5.9	0.0	0.0	0.0	0.0	0.0	11	66.7	23	3	
	GATWICK			WIZZ AIR	S	D	17	0	0	0.0	5.9	58.8	17.6	5.9	11.8	0.0	0.0	0.0	0.0	19	66.7	31	3	
	HEATHROW			BRITISH AIRWAYS PLC	S	A	35	0	0	0.0	5.7	5.7	31.4	37.1	17.1	0.0	2.9	0.0	0.0	43	71.0	9	30	
	HEATHROW			BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	11.1	30.6	33.3	16.7	5.6	0.0	2.8	0.0	0.0	26	78.1	11	31	
	LUTON			EASYJET UK LTD	S	A	12	0	0	8.3	33.3	16.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	15	72.7	14	11	
	LUTON			EASYJET UK LTD	S	D	12	0	0	0.0	16.7	58.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	14	90.9	6	11	
	LUTON			RYANAIR	S	A	15	0	0	6.7	13.3	40.0	26.7	0.0	13.3	0.0	0.0	0.0	0.0	20	79.3	7	29	
	LUTON			RYANAIR	S	D	15	0	0	0.0	26.7	40.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	14	100.0	1	29	
	STANSTED			JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED			JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED			RYANAIR	S	A	45	0	0	0.0	24.4	35.6	22.2	8.9	4.4	4.4	0.0	0.0	0.0	21	75.0	8	44	
	STANSTED			RYANAIR	S	D	45	0	0	0.0	26.7	46.7	6.7	11.1	6.7	2.2	0.0	0.0	0.0	17	93.2	5	44	
	MANCHESTER			EASYJET UK LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2	
	MANCHESTER			EASYJET UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
	MANCHESTER			RYANAIR	S	A	7	0	0	0.0	14.3	28.6	14.3	14.3	28.6	0.0	0.0	0.0	0.0	30	80.0	13	10	
	MANCHESTER			RYANAIR	S	D	7	0	0	0.0	14.3	14.3	28.6	0.0	42.9	0.0	0.0	0.0	0.0	43	90.0	9	10	
	MANCHESTER			RYANAIR UK LTD	S	A	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	MANCHESTER			RYANAIR UK LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER			TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NAPLES</b>							<b>403</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>19.0</b>	<b>36.3</b>	<b>18.3</b>	<b>14.8</b>	<b>7.9</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>21</b>	<b>83.2</b>	<b>9</b>	<b>344</b>
NASHVILLE METROPOLITAN																								
	HEATHROW			BRITISH AIRWAYS PLC	S	A	26	0	1	11.1	3.7	29.6	18.5	29.6	0.0	3.7	0.0	0.0	0.0	3.7	24	0.0	0	0
	HEATHROW			BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	3.7	33.3	33.3	22.2	7.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL NASHVILLE METROPOLITAN</b>							<b>53</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>3.7</b>	<b>31.5</b>	<b>25.9</b>	<b>25.9</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NASSAU																								
	GATWICK			AVCON JET AG	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NASSAU</b>							<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE											MAR 2022		
								NUMBER OF FLIGHTS															
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
NEA ANCHIALOS																							
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL NEA ANCHIALOS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
NEOM BAY																							
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL NEOM BAY</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW ORLEANS																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	6.7	6.7	20.0	33.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	33	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	15	0	0	0.0	0.0	33.3	33.3	0.0	26.7	0.0	6.7	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL NEW ORLEANS</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>3.3</b>	<b>26.7</b>	<b>33.3</b>	<b>10.0</b>	<b>16.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																							
	EDINBURGH	DELTA AIRLINES	S	A	22	0	0	18.2	27.3	27.3	9.1	0.0	13.6	0.0	4.5	0.0	0.0	0.0	28	0.0	0	0	
	EDINBURGH	DELTA AIRLINES	S	D	22	0	0	4.5	54.5	22.7	0.0	9.1	4.5	0.0	4.5	0.0	0.0	0.0	19	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	9.4	25.0	28.1	9.4	12.5	3.1	6.3	3.1	0.0	0.0	3.1	27	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	1	0.0	15.6	50.0	12.5	9.4	3.1	3.1	3.1	0.0	0.0	3.1	24	0.0	0	0	
	GATWICK	JETBLUE AIRWAYS CORPORATION	S	A	56	0	0	26.8	32.1	23.2	8.9	5.4	1.8	1.8	0.0	0.0	0.0	0.0	9	83.9	13	31	
	GATWICK	JETBLUE AIRWAYS CORPORATION	S	D	55	0	1	0.0	60.7	30.4	3.6	1.8	1.8	0.0	0.0	0.0	0.0	1.8	4	87.1	6	31	
	GATWICK	NORSE ATLANTIC AIRWAYS AS	S	A	26	0	0	30.8	15.4	11.5	7.7	15.4	3.8	11.5	0.0	3.8	0.0	0.0	45	0.0	0	0	
	GATWICK	NORSE ATLANTIC AIRWAYS AS	S	D	25	0	0	0.0	0.0	56.0	24.0	4.0	8.0	0.0	8.0	0.0	0.0	0.0	31	0.0	0	0	
	HEATHROW	AIR INDIA	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	119	0	1	17.5	23.3	31.7	11.7	12.5	1.7	0.0	0.8	0.0	0.0	0.8	13	65.3	18	72	
	HEATHROW	AMERICAN AIRLINES	S	D	119	0	1	1.7	60.0	24.2	4.2	0.8	2.5	0.8	1.7	3.3	0.0	0.8	43	78.1	15	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	9	5.1	17.7	32.6	16.7	18.6	5.1	0.0	0.0	0.0	0.0	4.2	20	80.0	9	152	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	205	0	11	0.0	2.8	29.6	25.0	26.9	9.7	0.5	0.5	0.0	0.0	5.1	30	51.0	25	154	
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	14.5	24.2	19.4	9.7	21.0	3.2	3.2	4.8	0.0	0.0	0.0	33	47.2	30	36	
	HEATHROW	DELTA AIRLINES	S	D	62	0	0	0.0	46.8	33.9	9.7	1.6	4.8	3.2	0.0	0.0	0.0	0.0	15	69.4	18	36	
	HEATHROW	JETBLUE AIRWAYS CORPORATION	S	A	38	0	1	17.9	17.9	30.8	17.9	7.7	2.6	2.6	0.0	0.0	0.0	2.6	15	71.0	13	31	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE												MAR 2022		
						NUMBER OF FLIGHTS																
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
HEATHROW	JETBLUE AIRWAYS CORPORATION	S	D	37	0	5	0.0	42.9	26.2	9.5	4.8	0.0	2.4	0.0	2.4	0.0	11.9	50	83.9	6	31	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	126	0	4	14.6	18.5	26.2	17.7	13.8	3.1	0.8	2.3	0.0	0.0	3.1	21	83.7	8	123	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	130	0	3	0.0	12.0	51.1	13.5	14.3	5.3	0.8	0.8	0.0	0.0	2.3	20	74.1	11	116	
MANCHESTER	AER LINGUS (UK) LTD	S	A	30	0	0	13.3	26.7	40.0	6.7	10.0	0.0	0.0	3.3	0.0	0.0	0.0	16	83.9	5	29	
MANCHESTER	AER LINGUS (UK) LTD	S	D	30	0	0	0.0	23.3	46.7	16.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	90.3	3	30	
MANCHESTER	AMERICAN AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	4.5	18.2	31.8	27.3	13.6	4.5	0.0	0.0	0.0	0.0	0.0	19	85.7	6	28	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	4.5	54.5	13.6	13.6	4.5	0.0	4.5	4.5	0.0	0.0	0.0	26	82.1	8	28	
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1478</b>	<b>0</b>	<b>38</b>	<b>7.0</b>	<b>24.5</b>	<b>31.6</b>	<b>14.1</b>	<b>13.2</b>	<b>4.4</b>	<b>1.2</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>2.5</b>	<b>23</b>	<b>73.4</b>	<b>13</b>	<b>1001</b>	
NEW YORK (NEWARK)																						
EDINBURGH	UNITED AIRLINES	S	A	31	0	0	3.2	6.5	38.7	22.6	19.4	6.5	0.0	3.2	0.0	0.0	0.0	29	53.8	28	26	
EDINBURGH	UNITED AIRLINES	S	D	31	0	0	0.0	38.7	25.8	9.7	19.4	3.2	0.0	3.2	0.0	0.0	0.0	22	67.9	27	26	
HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	5	5.6	13.3	31.1	24.4	15.6	4.4	0.0	0.0	0.0	0.0	5.6	19	56.3	19	46	
HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	6	0.0	2.2	35.9	25.0	20.7	8.7	0.0	1.1	0.0	0.0	6.5	27	42.9	27	47	
HEATHROW	UNITED AIRLINES	S	A	214	0	0	15.0	22.9	29.9	15.0	10.3	4.7	1.4	0.9	0.0	0.0	0.0	18	71.9	16	95	
HEATHROW	UNITED AIRLINES	S	D	215	0	0	0.9	60.5	30.2	5.1	0.9	0.0	0.0	2.3	0.0	0.0	0.0	9	95.8	2	95	
<b>TOTAL NEW YORK (NEWARK)</b>				<b>662</b>	<b>0</b>	<b>11</b>	<b>5.9</b>	<b>30.8</b>	<b>31.2</b>	<b>14.6</b>	<b>10.3</b>	<b>3.7</b>	<b>0.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>70.5</b>	<b>16</b>	<b>335</b>	
NEWCASTLE																						
ABERDEEN	EASTERN AIRWAYS	S	A	22	0	9	6.5	35.5	19.4	6.5	0.0	0.0	0.0	3.2	0.0	0.0	29.0	14	91.3	10	23	
ABERDEEN	EASTERN AIRWAYS	S	D	21	0	8	0.0	41.4	20.7	3.4	3.4	0.0	0.0	3.4	0.0	0.0	27.6	16	95.7	8	23	
ABERDEEN	LOGANAIR LTD	S	A	11	0	1	0.0	75.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	8.3	10	0.0	0	0	
ABERDEEN	LOGANAIR LTD	S	D	10	0	0	0.0	20.0	50.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	55	0	1	7.1	44.6	21.4	10.7	3.6	8.9	1.8	0.0	0.0	0.0	1.8	17	87.0	9	69	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	55	0	1	0.0	57.1	16.1	8.9	3.6	10.7	1.8	0.0	0.0	0.0	1.8	15	92.8	7	69	
BIRMINGHAM	CORENDON AIRLINES	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	79	0.0	0	0	
BIRMINGHAM	ENTER AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BIRMINGHAM	LOGANAIR LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BRISTOL	EASYJET UK LTD	S	A	49	0	1	6.0	46.0	14.0	14.0	6.0	4.0	8.0	0.0	0.0	0.0	2.0	23	88.4	6	43	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAR 2022				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BRISTOL	EASYJET UK LTD	S	D	50	0	1	2.0	49.0	15.7	11.8	5.9	3.9	7.8	0.0	2.0	0.0	2.0	32	88.4	6	43
	EDINBURGH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EXETER	LOGANAIR LTD	S	A	16	0	0	0.0	50.0	37.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	100.0	1	24
	EXETER	LOGANAIR LTD	S	D	16	0	0	0.0	56.3	25.0	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	12	100.0	0	23
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
	GATWICK	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
	GATWICK	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	5	11.7	24.1	24.8	9.7	13.1	9.0	3.4	0.7	0.0	0.0	3.4	24	80.2	11	98
	HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	6	0.0	11.6	24.7	21.9	24.0	8.9	3.4	1.4	0.0	0.0	4.1	34	62.4	20	98
	SOUTHAMPTON	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	1
	SOUTHAMPTON	LOGANAIR LTD	S	A	55	0	2	5.3	56.1	21.1	1.8	3.5	8.8	0.0	0.0	0.0	0.0	3.5	10	90.2	5	51
	SOUTHAMPTON	LOGANAIR LTD	S	D	57	0	1	1.7	31.0	43.1	6.9	5.2	8.6	1.7	0.0	0.0	0.0	1.7	15	82.4	8	51
<b>TOTAL NEWCASTLE</b>					<b>701</b>	<b>0</b>	<b>36</b>	<b>4.3</b>	<b>35.1</b>	<b>23.5</b>	<b>10.7</b>	<b>9.9</b>	<b>7.7</b>	<b>3.0</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>4.9</b>	<b>22</b>	<b>83.6</b>	<b>10</b>	<b>623</b>
NEWQUAY	ABERDEEN	LOGANAIR LTD	S	A	18	0	0	16.7	38.9	33.3	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	14	69.6	16	23
	ABERDEEN	LOGANAIR LTD	S	D	19	0	0	0.0	47.4	31.6	0.0	10.5	0.0	5.3	5.3	0.0	0.0	0.0	25	91.7	8	24
	EAST MIDLANDS INTERNATIONAL	EASTERN AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	80.0	10	10
	EDINBURGH	LOGANAIR LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	11	10
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	0	3
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	3	4
	GATWICK	EASTERN AIRWAYS	S	A	75	0	2	13.0	48.1	19.5	5.2	3.9	1.3	5.2	1.3	0.0	0.0	2.6	16	88.1	6	40
	GATWICK	EASTERN AIRWAYS	S	D	75	0	2	0.0	45.5	35.1	6.5	1.3	3.9	3.9	1.3	0.0	0.0	2.6	18	88.1	6	40
	GATWICK	JOTA AVIATION LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	GATWICK	JOTA AVIATION LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
STANSTED	RYANAIR UK LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0									
STANSTED	RYANAIR UK LTD	S	D	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0									
MANCHESTER	EASYJET UK LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1									
MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1									
MANCHESTER	LOGANAIR LTD	S	A	31	0	0	29.0	35.5	12.9	9.7	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	14	68.0	21	24									
MANCHESTER	LOGANAIR LTD	S	D	31	0	0	0.0	25.8	41.9	12.9	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	22	76.0	13	24									
NEWCASTLE	LOGANAIR LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8									
NEWCASTLE	LOGANAIR LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9									
TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
<b>TOTAL NEWQUAY NICE</b>				<b>275</b>	<b>0</b>	<b>4</b>	<b>8.6</b>	<b>43.0</b>	<b>27.2</b>	<b>6.5</b>	<b>5.0</b>	<b>2.9</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>17</b>	<b>79.7</b>	<b>10</b>	<b>225</b>										
BELFAST CITY (GEORGE BEST)	VISTAJET LTD MALTA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0									
BELFAST CITY (GEORGE BEST)	VISTAJET LTD MALTA	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0									
BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1									
BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1									
BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	23.1	38.5	0.0	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	1	11									
BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	11									
EDINBURGH	EASYJET UK LTD	S	A	3	0	1	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	16	66.7	5	3										
EDINBURGH	EASYJET UK LTD	S	D	3	0	1	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	100.0	0	3										
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44	100.0	0	2									
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	9	0	0	0.0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0									
GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	2	25.0	18.8	12.5	6.3	6.3	6.3	12.5	0.0	0.0	0.0	12.5	30	100.0	2	1										
GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	1	0.0	14.3	57.1	7.1	0.0	0.0	14.3	0.0	0.0	0.0	7.1	27	0.0	22	1										
GATWICK	EASYJET EUROPE	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0										
GATWICK	EASYJET EUROPE	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0										
GATWICK	EASYJET UK LTD	S	A	90	0	2	6.5	22.8	18.5	16.3	16.3	10.9	5.4	1.1	0.0	0.0	2.2	34	82.1	8	82										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAR 2022		
																More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat								
GATWICK	EASYJET UK LTD	S	D	91	0	3	0.0	19.1	41.5	11.7	10.6	8.5	5.3	0.0	0.0	0.0	3.2	24	76.5	11	82																	
GATWICK	WIZZ AIR UK LTD	S	A	5	0	0	0.0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	73	0.0	0	0																	
GATWICK	WIZZ AIR UK LTD	S	D	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0																	
HEATHROW	AIR FRANCE	S	A	31	0	0	0.0	12.9	38.7	16.1	22.6	9.7	0.0	0.0	0.0	0.0	0.0	25	100.0	6	3																	
HEATHROW	AIR FRANCE	S	D	30	0	0	0.0	10.0	23.3	3.3	33.3	26.7	3.3	0.0	0.0	0.0	0.0	43	100.0	0	3																	
HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	19	5.8	11.0	14.8	9.7	19.4	20.0	5.2	1.9	0.0	0.0	12.3	47	82.5	9	124																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	16	0.0	5.2	31.2	19.5	18.8	13.0	1.9	0.0	0.0	0.0	10.4	31	60.3	18	124																	
LONDON CITY	BA CITYFLYER LTD	S	A	35	0	1	0.0	27.8	16.7	11.1	25.0	16.7	0.0	0.0	0.0	0.0	2.8	30	96.8	4	31																	
LONDON CITY	BA CITYFLYER LTD	S	D	36	0	1	0.0	5.4	40.5	21.6	24.3	5.4	0.0	0.0	0.0	0.0	2.7	24	83.9	7	31																	
LUTON	EASYJET UK LTD	S	A	42	0	1	7.0	14.0	23.3	14.0	20.9	14.0	4.7	0.0	0.0	0.0	2.3	29	75.0	12	12																	
LUTON	EASYJET UK LTD	S	D	43	0	0	0.0	20.9	46.5	14.0	11.6	2.3	2.3	2.3	0.0	0.0	0.0	23	76.9	13	13																	
STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																	
STANSTED	RYANAIR	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	70.0	18	10																	
STANSTED	RYANAIR	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	16	10																	
STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	0	1																	
STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																	
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	15.4	15.4	23.1	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	23	100.0	0	3																	
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	30.8	0.0	15.4	15.4	0.0	0.0	0.0	0.0	0.0	21	100.0	6	3																	
MANCHESTER	JET2.COM LTD	S	A	8	0	0	0.0	12.5	37.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	31	80.0	14	5																	
MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	10	5																	
<b>TOTAL NICE NIEDERRHEIN</b>				<b>820</b>	<b>0</b>	<b>52</b>	<b>2.9</b>	<b>14.4</b>	<b>28.6</b>	<b>14.1</b>	<b>17.7</b>	<b>12.4</b>	<b>3.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>31</b>	<b>77.9</b>	<b>11</b>	<b>579</b>																	
BRISTOL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	113	0.0	31	1																	
BRISTOL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0																	
EDINBURGH	RYANAIR	S	A	15	0	0	0.0	40.0	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	3																	
EDINBURGH	RYANAIR	S	D	15	0	0	0.0	20.0	46.7	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	16	100.0	1	3																	
STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	100.0	0	1																	
STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0																	
<b>TOTAL NIEDERRHEIN</b>				<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>35.3</b>	<b>17.6</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>4</b>	<b>8</b>																	
NIMES	EDINBURGH	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0																	
EDINBURGH	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																	
STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0																	
STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0																	
STANSTED	RYANAIR UK LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0																	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: N																	MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	STANSTED	RYANAIR UK LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL NIMES</b>					<b>4</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NORWICH																						
	ABERDEEN	LOGANAIR LTD	S	A	47	0	3	6.0	38.0	22.0	4.0	14.0	6.0	0.0	4.0	0.0	0.0	6.0	23	71.1	23	44
	ABERDEEN	LOGANAIR LTD	S	D	49	0	2	2.0	33.3	41.2	3.9	3.9	7.8	0.0	3.9	0.0	0.0	3.9	20	75.6	19	44
	DONCASTER SHEFFIELD	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	DONCASTER SHEFFIELD	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
	EDINBURGH	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4
	EDINBURGH	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4
	EXETER	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8
	EXETER	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	7
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1
	GATWICK	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NORWICH</b>					<b>96</b>	<b>0</b>	<b>5</b>	<b>4.0</b>	<b>35.6</b>	<b>31.7</b>	<b>4.0</b>	<b>8.9</b>	<b>6.9</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>21</b>	<b>72.9</b>	<b>19</b>	<b>116</b>
NUREMBERG																						
	GLASGOW	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	2	0.0	15.0	25.0	35.0	5.0	5.0	5.0	0.0	0.0	0.0	10.0	26	100.0	0	3
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	2	0.0	10.0	30.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	10.0	23	100.0	3	3
	STANSTED	RYANAIR	S	A	39	0	3	0.0	19.0	33.3	11.9	14.3	9.5	4.8	0.0	0.0	0.0	7.1	27	78.9	11	19
	STANSTED	RYANAIR	S	D	40	0	0	0.0	30.0	30.0	15.0	10.0	12.5	2.5	0.0	0.0	0.0	0.0	26	77.8	10	18
<b>TOTAL NUREMBERG</b>					<b>122</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>21.7</b>	<b>31.8</b>	<b>17.1</b>	<b>11.6</b>	<b>9.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>25</b>	<b>81.4</b>	<b>9</b>	<b>43</b>
NURSULTAN NAZERBAYEV INTERNATIONAL																						
	HEATHROW	AIR ASTANA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	6
	HEATHROW	AIR ASTANA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	6
<b>TOTAL NURSULTAN NAZERBAYEV INTERNATIONAL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>21</b>	<b>12</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
														NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
														More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
OHRID		LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	2							
		LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	2							
<b>TOTAL OHRID</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>45</b>	<b>4</b>							
OLBIA		BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	1							
		BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	1	1							
		GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	49	50.0	25	4							
		GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	40.0	42	5							
		MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	2							
		MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2							
<b>TOTAL OLBIA</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>47.1</b>	<b>27</b>	<b>15</b>							
OPORTO (PORTUGAL)		BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	23	55.6	12	9							
		BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	12.5	12.5	25.0	25.0	12.5	12.5	0.0	0.0	0.0	48	66.7	17	9							
		BRISTOL	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0							
		BRISTOL	EASYJET EUROPE	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	65	0.0	0	0							
		BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	15.4	30.8	15.4	23.1	7.7	0.0	0.0	0.0	42	76.9	11	13							
		BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	30.8	30.8	0.0	15.4	0.0	0.0	0.0	0.0	24	100.0	5	13							
		BRISTOL	RYANAIR	S	A	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	41	0.0	0	0							
		BRISTOL	RYANAIR	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	40	0.0	0	0							
		EDINBURGH	RYANAIR	S	A	11	0	0	9.1	27.3	18.2	0.0	9.1	36.4	0.0	0.0	0.0	0.0	35	88.9	6	9							
		EDINBURGH	RYANAIR	S	D	11	0	0	0.0	36.4	18.2	0.0	18.2	27.3	0.0	0.0	0.0	0.0	37	77.8	10	9							
		EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0							
		GLASGOW	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		GLASGOW	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0							
		LEEDS BRADFORD	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	61	0.0	0	0							
		LEEDS BRADFORD	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	57	0.0	0	0							
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25	100.0	13	1							
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1							
		GATWICK	AIR PORTUGAL	S	A	47	0	0	2.1	29.8	19.1	25.5	12.8	10.6	0.0	0.0	0.0	0.0	20	97.4	1	38							
		GATWICK	AIR PORTUGAL	S	D	47	0	0	0.0	19.1	29.8	25.5	14.9	10.6	0.0	0.0	0.0	0.0	22	97.4	2	38							
		GATWICK	EASYJET UK LTD	S	A	35	0	0	5.7	28.6	22.9	25.7	5.7	8.6	0.0	2.9	0.0	0.0	24	88.2	5	34							
		GATWICK	EASYJET UK LTD	S	D	35	0	0	0.0	20.0	48.6	20.0	5.7	2.9	0.0	2.9	0.0	0.0	18	85.3	7	34							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: O																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								15 m early	15 m early	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	1	0.0	13.6	27.3	22.7	22.7	0.0	0.0	0.0	9.1	0.0	4.5	117	84.4	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	1	0.0	4.5	13.6	27.3	36.4	9.1	0.0	0.0	4.5	0.0	4.5	81	53.1	21	31	
	LUTON	EASYJET EUROPE	S	A	3	0	1	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	8	0.0	0	0	
	LUTON	EASYJET EUROPE	S	D	3	0	1	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	15	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	15	0	0	0.0	20.0	0.0	33.3	13.3	20.0	13.3	0.0	0.0	0.0	0.0	46	86.7	4	15	
	LUTON	EASYJET UK LTD	S	D	15	0	0	0.0	6.7	26.7	20.0	26.7	20.0	0.0	0.0	0.0	0.0	0.0	34	93.3	5	15	
	LUTON	WIZZ AIR UK LTD	S	A	11	0	0	27.3	9.1	36.4	0.0	9.1	9.1	0.0	9.1	0.0	0.0	0.0	33	0.0	56	2	
	LUTON	WIZZ AIR UK LTD	S	D	11	0	0	0.0	0.0	45.5	27.3	18.2	0.0	0.0	9.1	0.0	0.0	0.0	39	0.0	63	2	
	STANSTED	RYANAIR	S	A	88	0	0	12.5	38.6	22.7	8.0	10.2	5.7	1.1	1.1	0.0	0.0	0.0	17	96.8	2	93	
	STANSTED	RYANAIR	S	D	88	0	0	0.0	22.7	44.3	6.8	13.6	10.2	2.3	0.0	0.0	0.0	0.0	21	92.5	4	93	
	MANCHESTER	EASYJET UK LTD	S	A	10	0	0	10.0	20.0	10.0	10.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	40	50.0	10	2	
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	0.0	32	2	
	MANCHESTER	RYANAIR	S	A	15	0	0	6.7	20.0	53.3	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	73.3	13	15	
	MANCHESTER	RYANAIR	S	D	15	0	0	0.0	0.0	66.7	13.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	24	60.0	20	15	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>574</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>22.1</b>	<b>29.9</b>	<b>16.8</b>	<b>13.5</b>	<b>10.4</b>	<b>1.6</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.7</b>	<b>30</b>	<b>85.9</b>	<b>7</b>	<b>524</b>	
ORADEA																							
	STANSTED	RYANAIR	S	A	7	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	9	
	STANSTED	RYANAIR	S	D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9	
<b>TOTAL ORADEA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
OREBRO																							
	STANSTED	RYANAIR	S	A	9	0	0	22.2	33.3	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1	
<b>TOTAL OREBRO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
ORLANDO																							
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	2	2.0	8.2	20.4	18.4	24.5	14.3	4.1	4.1	0.0	0.0	4.1	47	75.0	6	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	12.0	34.0	30.0	6.0	12.0	6.0	0.0	0.0	0.0	0.0	31	60.0	11	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.9	57	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.2	26	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	36	0	0	44.4	27.8	11.1	8.3	5.6	0.0	2.8	0.0	0.0	0.0	0.0	9	71.4	14	35	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	37	0	0	0.0	24.3	40.5	24.3	10.8	0.0	0.0	0.0	0.0	0.0	0.0	12	63.9	16	36	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: O																		MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								35.3	17.6	23.5	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	AER LINGUS (UK) LTD	S	A	17	0	0	35.3	17.6	23.5	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	61.1	26	17	
	MANCHESTER	AER LINGUS (UK) LTD	S	D	16	0	0	0.0	18.8	31.3	31.3	0.0	12.5	6.3	0.0	0.0	0.0	0.0	28	66.7	14	17	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	36	0	0	22.2	47.2	25.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	65.7	15	33	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	36	0	0	0.0	52.8	36.1	8.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	6	62.9	19	34	
<b>TOTAL ORLANDO</b>					<b>275</b>	<b>0</b>	<b>2</b>	<b>11.2</b>	<b>25.6</b>	<b>27.8</b>	<b>17.7</b>	<b>7.6</b>	<b>6.1</b>	<b>2.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>56.0</b>	<b>23</b>	<b>245</b>	
OSLO (GARDERMOEN)	ABERDEEN	LOGANAIR LTD	S	A	23	0	0	4.3	26.1	39.1	8.7	0.0	13.0	8.7	0.0	0.0	0.0	0.0	31	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	23	0	1	0.0	37.5	29.2	8.3	0.0	8.3	12.5	0.0	0.0	0.0	4.2	28	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	19.4	41.9	12.9	6.5	16.1	3.2	0.0	0.0	0.0	0.0	0.0	11	89.5	4	19	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	3.2	45.2	22.6	12.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	89.5	4	19	
	EDINBURGH	SAS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	SAS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	7	1	
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	NORSE ATLANTIC AIRWAYS AS	S	A	25	0	0	12.0	16.0	28.0	20.0	16.0	0.0	8.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	GATWICK	NORSE ATLANTIC AIRWAYS AS	S	D	25	0	2	0.0	11.1	66.7	0.0	0.0	7.4	7.4	0.0	0.0	0.0	7.4	23	0.0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	106	0	1	40.2	34.6	10.3	4.7	6.5	2.8	0.0	0.0	0.0	0.0	0.9	6	94.3	2	53	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	106	0	1	0.0	51.4	30.8	6.5	7.5	2.8	0.0	0.0	0.0	0.0	0.9	9	90.6	4	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	2	41.9	24.7	12.9	4.3	7.5	5.4	1.1	0.0	0.0	0.0	2.2	11	93.8	3	79	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	1	0.0	8.7	45.7	19.6	16.3	6.5	2.2	0.0	0.0	0.0	1.1	23	61.3	15	79	
	HEATHROW	SAS	S	A	125	0	2	22.0	37.0	18.9	6.3	8.7	5.5	0.0	0.0	0.0	0.0	1.6	11	83.3	6	53	
	HEATHROW	SAS	S	D	126	0	2	0.0	49.2	25.8	8.6	11.7	3.1	0.0	0.0	0.0	0.0	1.6	11	92.5	4	52	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	4	0	0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	87.5	8	40	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	40	
	STANSTED	RYANAIR UK LTD	S	A	41	0	0	7.3	39.0	17.1	17.1	12.2	4.9	2.4	0.0	0.0	0.0	0.0	18	88.1	7	59	
	STANSTED	RYANAIR UK LTD	S	D	41	0	0	0.0	43.9	34.1	12.2	4.9	2.4	2.4	0.0	0.0	0.0	0.0	13	94.9	3	59	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	14	0	0	0.0	7.1	64.3	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	26	77.8	5	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	14	0	1	0.0	33.3	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	6.7	8	77.8	4	9
	MANCHESTER	SAS	S	A	31	0	0	0.0	45.2	32.3	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	11	84.0	8	24
	MANCHESTER	SAS	S	D	31	0	0	0.0	35.5	38.7	6.5	16.1	0.0	3.2	0.0	0.0	0.0	0.0	15	84.0	9	24
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>985</b>	<b>0</b>	<b>13</b>	<b>12.6</b>	<b>35.3</b>	<b>26.7</b>	<b>9.1</b>	<b>9.1</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>86.3</b>	<b>6</b>	<b>675</b>
OSTRAVA																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	100.0	2	8
	STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	21	87.5	4	8
<b>TOTAL OSTRAVA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
OUARZAZATE																						
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL OUARZAZATE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: P																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PALANGA																							
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	66.7	19	6	
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	66.7	14	6	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	21.4	28.6	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	22	100.0	5	10	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	64.3	21.4	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	100.0	0	10	
<b>TOTAL PALANGA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>34.1</b>	<b>13.6</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
PALERMO																							
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	33.3	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	18	66.7	8	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	9	
	GATWICK	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	61	33.3	15	3	
	GATWICK	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	3	
	GATWICK	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	GATWICK	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	100.0	2	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	19	1	
	LUTON	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	87.5	7	8	
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	8	8	
	STANSTED	RYANAIR	S	A	27	0	0	11.1	14.8	40.7	7.4	18.5	7.4	0.0	0.0	0.0	0.0	0.0	18	88.9	7	27	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	25.9	33.3	14.8	14.8	11.1	0.0	0.0	0.0	0.0	0.0	24	92.6	4	27	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
<b>TOTAL PALERMO</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>25.5</b>	<b>34.0</b>	<b>11.7</b>	<b>14.9</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>82.0</b>	<b>8</b>	<b>100</b>	
PALMA DE MALLORCA																							
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	60.0	12	5	
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	60.0	14	5	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	5	0	0	0.0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	BIRMINGHAM	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	EASYJET EUROPE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	JET2.COM LTD	S A	13	0	0	23.1	46.2	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	66.7	22	9			
BIRMINGHAM	JET2.COM LTD	S D	13	0	1	0.0	28.6	50.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	7.1	18	77.8	31	9			
BIRMINGHAM	RYANAIR	S A	9	0	0	0.0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	100.0	1	5			
BIRMINGHAM	RYANAIR	S D	9	0	0	0.0	44.4	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	80.0	10	5			
BIRMINGHAM	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
BIRMINGHAM	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	3			
BIRMINGHAM	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BOURNEMOUTH	RYANAIR	S A	6	0	0	0.0	16.7	16.7	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	43	66.7	22	3			
BOURNEMOUTH	RYANAIR	S D	6	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	22	3			
BRISTOL	EASYJET EUROPE	S A	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
BRISTOL	EASYJET EUROPE	S D	6	0	0	0.0	16.7	16.7	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0			
BRISTOL	EASYJET UK LTD	S A	27	0	0	3.7	29.6	18.5	11.1	25.9	7.4	0.0	0.0	3.7	0.0	0.0	42	80.0	4	19			
BRISTOL	EASYJET UK LTD	S D	27	0	0	0.0	25.9	29.6	14.8	18.5	7.4	0.0	0.0	3.7	0.0	0.0	40	75.0	8	19			
BRISTOL	JET2.COM LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0			
BRISTOL	JET2.COM LTD	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0			
BRISTOL	RYANAIR	S A	6	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	80.0	12	5			
BRISTOL	RYANAIR	S D	6	0	0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	6	5			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5			
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1			
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	10	0	0	40.0	30.0	10.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	26	88.9	17	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	10	0	0	0.0	60.0	20.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	25	88.9	22	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	66.7	12	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	77.8	10	9			
EDINBURGH	EASYJET EUROPE	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0			
EDINBURGH	JET2.COM LTD	S A	10	0	0	30.0	10.0	30.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	20	87.5	3	8			
EDINBURGH	JET2.COM LTD	S D	10	0	0	0.0	20.0	50.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	21	75.0	9	8			
EDINBURGH	RYANAIR	S A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	85.7	9	7			
EDINBURGH	RYANAIR	S D	5	0	0	0.0	60.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	71.4	8	7			
EDINBURGH	RYANAIR UK LTD	S A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0			
EDINBURGH	RYANAIR UK LTD	S D	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	57	100.0	0	1	
	GLASGOW	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	63	100.0	3	1	
	GLASGOW	JET2.COM LTD	S	A	10	0	0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	9		
	GLASGOW	JET2.COM LTD	S	D	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	9		
	LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	23.5	35.3	35.3	0.0	0.0	0.0	0.0	5.9	0.0	0.0	19	72.7	16	11		
	LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	47.1	47.1	0.0	0.0	0.0	0.0	5.9	0.0	0.0	20	81.8	18	11		
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	0.0	12.5	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	12.5	34	0.0	55	5	
	LEEDS BRADFORD	RYANAIR	S	D	7	0	1	0.0	0.0	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	12.5	36	0.0	61	5	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	14	0	0	14.3	28.6	21.4	14.3	7.1	14.3	0.0	0.0	0.0	0.0	19	100.0	2	10		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	14.3	14.3	14.3	7.1	0.0	0.0	0.0	0.0	14	100.0	4	10		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	4	4		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	4		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	9	0	0	11.1	11.1	0.0	11.1	44.4	11.1	11.1	0.0	0.0	0.0	47	0.0	0	0		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	9	0	0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	29	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	0.0	42.9	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	17	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	GATWICK	EASYJET EUROPE	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET EUROPE	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	74	0	0	6.8	23.0	23.0	18.9	16.2	9.5	1.4	1.4	0.0	0.0	26	92.3	4	65		
	GATWICK	EASYJET UK LTD	S	D	74	0	0	0.0	12.2	44.6	14.9	16.2	10.8	0.0	1.4	0.0	0.0	26	87.7	7	65		
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	60	100.0	0	2		
	GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	43	100.0	4	3		
	GATWICK	WIZZ AIR UK LTD	S	A	14	0	0	0.0	35.7	14.3	0.0	21.4	14.3	7.1	7.1	0.0	0.0	49	50.0	15	4		
	GATWICK	WIZZ AIR UK LTD	S	D	14	0	0	0.0	0.0	50.0	7.1	21.4	7.1	0.0	14.3	0.0	0.0	52	0.0	31	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	2	0.0	7.1	21.4	14.3	35.7	7.1	0.0	0.0	0.0	14.3	30	63.2	84	18		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	2	0.0	0.0	28.6	28.6	21.4	7.1	0.0	0.0	0.0	0.0	14.3	31	21.1	43	19	
	LONDON CITY	BA CITYFLYER LTD	S	A	14	0	0	0.0	21.4	7.1	21.4	35.7	14.3	0.0	0.0	0.0	0.0	35	84.6	8	13		
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	0.0	14.3	35.7	21.4	7.1	14.3	7.1	0.0	0.0	0.0	31	76.9	9	12		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	EASYJET EUROPE	S A	3	0	0	0	33.3	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	54	100.0	0	4		
LUTON	EASYJET EUROPE	S D	3	0	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	66	50.0	34	4		
LUTON	EASYJET UK LTD	S A	20	0	0	0	5.0	25.0	15.0	10.0	25.0	15.0	0.0	5.0	0.0	0.0	0.0	35	85.0	5	20		
LUTON	EASYJET UK LTD	S D	21	0	0	0	0.0	9.5	33.3	23.8	19.0	14.3	0.0	0.0	0.0	0.0	0.0	26	90.0	6	20		
LUTON	WIZZ AIR UK LTD	S A	6	0	0	0	0.0	16.7	33.3	16.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	45	0.0	90	3		
LUTON	WIZZ AIR UK LTD	S D	6	0	0	0	0.0	0.0	33.3	16.7	33.3	0.0	0.0	16.7	0.0	0.0	0.0	63	33.3	79	3		
STANSTED	JET2.COM LTD	S A	10	0	0	0	10.0	10.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	9		
STANSTED	JET2.COM LTD	S D	10	0	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	9		
STANSTED	RYANAIR	S A	42	0	0	0	2.4	19.0	35.7	14.3	19.0	7.1	0.0	2.4	0.0	0.0	0.0	25	75.0	11	31		
STANSTED	RYANAIR	S D	42	0	0	0	2.4	4.8	33.3	23.8	23.8	9.5	2.4	0.0	0.0	0.0	0.0	29	80.6	10	31		
MANCHESTER	EASYJET EUROPE	S A	3	0	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
MANCHESTER	EASYJET EUROPE	S D	3	0	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S A	17	0	0	0	23.5	29.4	23.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	5	19		
MANCHESTER	EASYJET UK LTD	S D	18	0	0	0	0.0	44.4	44.4	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	90.0	6	19		
MANCHESTER	JET2.COM LTD	S A	15	0	0	0	13.3	33.3	26.7	6.7	13.3	0.0	0.0	6.7	0.0	0.0	0.0	26	76.9	7	13		
MANCHESTER	JET2.COM LTD	S D	15	0	0	0	0.0	6.7	46.7	26.7	6.7	6.7	0.0	6.7	0.0	0.0	0.0	32	76.9	15	13		
MANCHESTER	RYANAIR	S A	22	0	0	0	0.0	27.3	18.2	18.2	22.7	13.6	0.0	0.0	0.0	0.0	0.0	26	66.7	11	18		
MANCHESTER	RYANAIR	S D	22	0	0	0	0.0	22.7	31.8	13.6	9.1	22.7	0.0	0.0	0.0	0.0	0.0	30	61.1	13	18		
MANCHESTER	RYANAIR UK LTD	S A	4	0	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	40.0	23	5		
MANCHESTER	RYANAIR UK LTD	S D	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	46	6		
MANCHESTER	TUI AIRWAYS LTD	C A	6	0	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	9	4		
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	13	5		
NEWCASTLE	JET2.COM LTD	S A	11	0	0	0	9.1	45.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	24	10		
NEWCASTLE	JET2.COM LTD	S D	11	0	0	0	0.0	18.2	54.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	17	70.0	21	10		
NEWCASTLE	RYANAIR	S A	3	0	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	4		
NEWCASTLE	RYANAIR	S D	3	0	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	21	75.0	11	4		
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S A	2	0	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	1		
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S D	2	0	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1		
<b>TOTAL PALMA DE MALLORCA</b>					<b>936</b>	<b>0</b>	<b>9</b>	<b>3.9</b>	<b>20.7</b>	<b>32.0</b>	<b>14.4</b>	<b>16.3</b>	<b>8.9</b>	<b>1.1</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>27</b>	<b>78.4</b>	<b>13</b>	<b>746</b>	
PAPHOS																							
BELFAST INTERNATIONAL	JET2.COM LTD	S A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	7	1		
BELFAST INTERNATIONAL	JET2.COM LTD	S D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM	JET2.COM LTD	S A	9	0	0	0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	6	9		
BIRMINGHAM	JET2.COM LTD	S D	10	0	0	0	0.0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	7	9		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
BIRMINGHAM	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	5			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	1			
BRISTOL	EASYJET UK LTD	S A	9	0	1	30.0	20.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	5	10			
BRISTOL	EASYJET UK LTD	S D	9	0	1	0.0	20.0	20.0	10.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	42	100.0	0	10			
BRISTOL	JET2.COM LTD	S A	8	0	1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	6	3			
BRISTOL	JET2.COM LTD	S D	8	0	1	0.0	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3			
BRISTOL	TUI AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	40.0	19	5			
BRISTOL	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	6			
BRISTOL	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	12	1			
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	33	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	41	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	9	0	0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	3	9			
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	10	9			
EDINBURGH	JET2.COM LTD	S A	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	3			
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	3			
EXETER	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	1			
GLASGOW	JET2.COM LTD	S A	5	0	0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	12	9			
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9			
GLASGOW	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1			
GLASGOW	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2			
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9			
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	10	0	0	30.0	10.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: P																	MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	10	0	0	0.0	10.0	60.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	100.0	1	2
	GATWICK	EASYJET UK LTD	S	A	41	0	0	9.8	19.5	29.3	14.6	12.2	12.2	2.4	0.0	0.0	0.0	0.0	24	79.5	10	39
	GATWICK	EASYJET UK LTD	S	D	41	0	0	0.0	9.8	48.8	22.0	7.3	12.2	0.0	0.0	0.0	0.0	0.0	21	76.9	12	39
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	12.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	36	75.0	7	8
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	34	81.8	13	11
	GATWICK	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	313	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	10	0	0	0.0	20.0	40.0	20.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	31	85.7	14	7
	LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	0.0	30.0	30.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	40	71.4	6	7
	STANSTED	JET2.COM LTD	S	A	14	0	0	14.3	42.9	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	5
	STANSTED	JET2.COM LTD	S	D	14	0	0	0.0	0.0	64.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	5
	STANSTED	RYANAIR	S	A	34	0	0	17.6	23.5	35.3	20.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	77.1	9	35
	STANSTED	RYANAIR	S	D	34	0	0	0.0	11.8	35.3	32.4	14.7	2.9	2.9	0.0	0.0	0.0	0.0	24	91.4	5	35
	STANSTED	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	STANSTED	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	15	4
	MANCHESTER	EASYJET UK LTD	S	A	11	0	0	45.5	9.1	9.1	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	10	10
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	72.7	15	11
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	6.3	43.8	31.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	86.7	6	15
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	17.6	70.6	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	60.0	14	15
	MANCHESTER	RYANAIR	S	A	14	0	0	7.1	28.6	42.9	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	16	75.0	10	12
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	14.3	57.1	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	19	91.7	7	12
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	42.9	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	32	44.4	46	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	60.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	26	33.3	52	12
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	7	5
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	9	5
	NEWCASTLE	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	52	1
	NEWCASTLE	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	1
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL PAPHOS</b>					<b>526</b>	<b>0</b>	<b>4</b>	<b>7.5</b>	<b>20.2</b>	<b>40.6</b>	<b>15.8</b>	<b>8.9</b>	<b>3.6</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>82.1</b>	<b>10</b>	<b>470</b>
PARIS (CHARLES DE GAULLE)																						
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	54	50.0	17	2
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	3	0	0	0.0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	89	50.0	31	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	22	0	1	0.0	17.4	30.4	21.7	13.0	13.0	0.0	0.0	0.0	0.0	4.3	25	79.2	8	24	
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	22	0	1	0.0	17.4	30.4	34.8	8.7	4.3	0.0	0.0	0.0	0.0	4.3	19	87.5	9	24	
BIRMINGHAM	AIR FRANCE	S A	92	0	3	0.0	37.9	32.6	18.9	6.3	1.1	0.0	0.0	0.0	0.0	3.2	11	89.2	6	65	
BIRMINGHAM	AIR FRANCE	S D	92	0	3	0.0	21.1	46.3	12.6	10.5	3.2	2.1	1.1	0.0	0.0	3.2	18	71.9	12	64	
BIRMINGHAM	JET2.COM LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BRISTOL	EASYJET EUROPE	S A	8	0	0	0.0	25.0	50.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	30	100.0	1	5	
BRISTOL	EASYJET EUROPE	S D	8	0	0	0.0	12.5	37.5	0.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	81	100.0	4	5	
BRISTOL	EASYJET UK LTD	S A	49	0	4	5.7	20.8	18.9	22.6	15.1	5.7	1.9	0.0	1.9	0.0	7.5	35	94.3	2	35	
BRISTOL	EASYJET UK LTD	S D	49	0	4	0.0	30.2	35.8	9.4	11.3	3.8	0.0	0.0	1.9	0.0	7.5	24	91.4	3	35	
CARDIFF WALES	ENTER AIR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	18	3	
CARDIFF WALES	ENTER AIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	3	
CARDIFF WALES	ETF AIRWAYS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
CARDIFF WALES	ETF AIRWAYS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
CARDIFF WALES	VUELING AIRLINES	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CARDIFF WALES	VUELING AIRLINES	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CARDIFF WALES	WIZZ AIR UK LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1	
CARDIFF WALES	WIZZ AIR UK LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
EDINBURGH	AIR FRANCE	S A	62	0	1	3.2	31.7	34.9	17.5	7.9	1.6	0.0	1.6	0.0	0.0	1.6	15	97.9	2	47	
EDINBURGH	AIR FRANCE	S D	62	0	1	0.0	9.5	44.4	20.6	19.0	1.6	0.0	1.6	1.6	0.0	1.6	28	87.2	7	47	
EDINBURGH	EASYJET EUROPE	S A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
EDINBURGH	EASYJET EUROPE	S D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
EDINBURGH	EASYJET UK LTD	S A	50	0	3	3.8	15.1	24.5	13.2	22.6	9.4	3.8	1.9	0.0	0.0	5.7	35	71.9	12	32	
EDINBURGH	EASYJET UK LTD	S D	50	0	3	0.0	22.6	32.1	22.6	5.7	9.4	0.0	1.9	0.0	0.0	5.7	23	65.6	13	32	
GLASGOW	EASYJET UK LTD	S A	34	0	2	2.8	16.7	27.8	25.0	8.3	11.1	2.8	0.0	0.0	0.0	5.6	24	88.2	4	17	
GLASGOW	EASYJET UK LTD	S D	34	0	2	0.0	25.0	30.6	19.4	13.9	5.6	0.0	0.0	0.0	0.0	5.6	19	88.2	5	17	
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	1	11.1	50.0	22.2	5.6	0.0	0.0	0.0	0.0	5.6	0.0	5.6	33	70.6	8	17	
LEEDS BRADFORD	JET2.COM LTD	S D	18	0	0	0.0	33.3	55.6	5.6	0.0	0.0	0.0	0.0	5.6	0.0	0.0	31	94.1	3	17	
LIVERPOOL (JOHN LENNON)	EASYJET EUROPE	S A	10	0	0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
LIVERPOOL (JOHN LENNON)	EASYJET EUROPE	S D	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	15	0	0	0.0	13.3	46.7	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	15	0	0	0.0	20.0	26.7	40.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
GATWICK	EASYJET EUROPE	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK	EASYJET EUROPE	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
GATWICK	EASYJET UK LTD	S	A	105	0	3	11.1	32.4	22.2	6.5	13.0	8.3	3.7	0.0	0.0	0.0	2.8	23	90.7	6	86					
GATWICK	EASYJET UK LTD	S	D	105	0	3	0.0	9.3	43.5	15.7	13.9	9.3	3.7	1.9	0.0	0.0	2.8	32	84.9	9	86					
HEATHROW	AIR FRANCE	S	A	176	0	1	15.8	34.5	20.9	7.3	11.3	7.3	1.7	0.6	0.0	0.0	0.6	18	93.5	4	153					
HEATHROW	AIR FRANCE	S	D	177	0	1	0.0	14.6	43.3	15.7	15.7	7.9	1.7	0.6	0.0	0.0	0.6	24	81.0	8	153					
HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
HEATHROW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	20	3.1	16.9	22.1	19.5	11.8	12.8	2.6	0.5	0.5	0.0	10.3	30	76.6	8	148					
HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	19	0.0	5.2	29.9	22.7	20.1	9.8	2.6	0.0	0.0	0.0	9.8	30	61.0	16	148					
HEATHROW	UNITED AIRLINES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0					
LUTON	EASYJET EUROPE	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	55	33.3	22	3					
LUTON	EASYJET EUROPE	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	33.3	34	3					
LUTON	EASYJET UK LTD	S	A	88	0	2	1.1	32.2	27.8	8.9	13.3	7.8	2.2	4.4	0.0	0.0	2.2	31	82.1	10	78					
LUTON	EASYJET UK LTD	S	D	89	0	2	0.0	20.9	42.9	14.3	7.7	6.6	2.2	2.2	1.1	0.0	2.2	29	85.9	8	78					
LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1					
LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1					
MANCHESTER	AIR FRANCE	S	A	92	0	2	1.1	20.2	40.4	11.7	13.8	6.4	4.3	0.0	0.0	0.0	2.1	23	86.7	7	83					
MANCHESTER	AIR FRANCE	S	D	92	0	1	0.0	15.1	41.9	18.3	9.7	7.5	4.3	2.2	0.0	0.0	1.1	27	72.3	13	83					
MANCHESTER	EASYJET EUROPE	S	A	8	0	0	25.0	12.5	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0					
MANCHESTER	EASYJET EUROPE	S	D	8	0	0	0.0	25.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0					
MANCHESTER	EASYJET UK LTD	S	A	96	0	2	2.0	28.6	20.4	16.3	20.4	8.2	0.0	2.0	0.0	0.0	2.0	25	85.1	7	87					
MANCHESTER	EASYJET UK LTD	S	D	96	0	2	0.0	40.8	32.7	8.2	11.2	3.1	1.0	1.0	0.0	0.0	2.0	14	87.4	7	87					
NEWCASTLE	AIR FRANCE	S	A	49	0	0	0.0	46.9	22.4	16.3	10.2	4.1	0.0	0.0	0.0	0.0	0.0	13	97.6	2	42					
NEWCASTLE	AIR FRANCE	S	D	49	0	0	0.0	10.2	51.0	8.2	22.4	8.2	0.0	0.0	0.0	0.0	0.0	20	76.7	8	43					
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>				<b>2320</b>	<b>0</b>	<b>89</b>	<b>2.6</b>	<b>22.6</b>	<b>32.4</b>	<b>15.5</b>	<b>13.0</b>	<b>7.1</b>	<b>1.8</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.7</b>	<b>24</b>	<b>82.0</b>	<b>8</b>	<b>1862</b>					
PARIS (LE BOURGET)	CARDIFF WALES	BA CITYFLYER LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0					
<b>TOTAL PARIS (LE BOURGET)</b>				<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
PARIS (ORLY)	BIRMINGHAM	VUELING AIRLINES	S	A	10	0	3	15.4	0.0	46.2	7.7	0.0	7.7	0.0	0.0	0.0	23.1	12	100.0	1	13					
BIRMINGHAM	VUELING AIRLINES	S	D	10	0	3	0.0	7.7	23.1	30.8	7.7	7.7	0.0	0.0	0.0	0.0	23.1	23	69.2	9	13					
BRISTOL	EASYJET EUROPE	S	A	17	0	11	7.1	21.4	3.6	10.7	10.7	3.6	3.6	0.0	0.0	0.0	39.3	24	0.0	0	0					
BRISTOL	EASYJET EUROPE	S	D	17	0	12	0.0	17.2	6.9	6.9	17.2	6.9	3.4	0.0	0.0	0.0	41.4	31	0.0	0	0					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET UK LTD		S	A	24	0	4	3.6	14.3	25.0	25.0	14.3	3.6	0.0	0.0	0.0	0.0	14.3	19	71.0	12	31	
BRISTOL	EASYJET UK LTD		S	D	24	0	4	0.0	32.1	39.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14.3	6	90.3	7	31	
CARDIFF WALES	VUELING AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14	
CARDIFF WALES	VUELING AIRLINES		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13	
EDINBURGH	TRANSAVIA FRANCE		S	A	2	0	2	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	1	80.0	1	4	
EDINBURGH	TRANSAVIA FRANCE		S	D	2	0	2	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	13	80.0	0	4	
EDINBURGH	VUELING AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13	
EDINBURGH	VUELING AIRLINES		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13	
GLASGOW	VUELING AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	2	8	
GLASGOW	VUELING AIRLINES		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
GATWICK	VUELING AIRLINES		S	A	23	0	14	2.7	32.4	10.8	13.5	2.7	0.0	0.0	0.0	0.0	0.0	37.8	7	100.0	1	19	
GATWICK	VUELING AIRLINES		S	D	23	0	14	0.0	10.8	24.3	13.5	13.5	0.0	0.0	0.0	0.0	0.0	37.8	17	78.9	8	19	
MANCHESTER	EASYJET EUROPE		S	A	4	0	1	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	10	0.0	0	0	
MANCHESTER	EASYJET EUROPE		S	D	4	0	1	0.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	16	0.0	0	0	
NEWCASTLE	VUELING AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
NEWCASTLE	VUELING AIRLINES		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
SOUTHAMPTON	EASTERN AIRWAYS		S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
SOUTHAMPTON	EASTERN AIRWAYS		S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>					<b>160</b>	<b>0</b>	<b>73</b>	<b>2.6</b>	<b>18.9</b>	<b>21.0</b>	<b>13.7</b>	<b>9.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31.3</b>	<b>16</b>	<b>89.1</b>	<b>4</b>	<b>219</b>	
PARMA																							
CARDIFF WALES	CARPATAIR		C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CARDIFF WALES	CARPATAIR		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CARDIFF WALES	RYANAIR		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
CARDIFF WALES	RYANAIR		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
<b>TOTAL PARMA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>29</b>	<b>2</b>	
PERPIGNAN																							
BIRMINGHAM	RYANAIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
BIRMINGHAM	RYANAIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2	
DONCASTER SHEFFIELD	LOGANAIR LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
DONCASTER SHEFFIELD	LOGANAIR LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: P																	MAR 2022			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LEEDS BRADFORD	JET2.COM LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	LIVERPOOL (JOHN LENNON)	AIR NOSTRUM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	AIR NOSTRUM	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
	STANSTED	RYANAIR	S	A	4	0	1	0.0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	39	0.0	162	2
	STANSTED	RYANAIR	S	D	4	0	1	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	4	50.0	26	2
<b>TOTAL PERPIGNAN</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>12</b>	<b>50.0</b>	<b>39</b>	<b>12</b>
PERTH (AUSTRALIA)																						
	HEATHROW	QANTAS	S	A	11	0	0	9.1	27.3	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	HEATHROW	QANTAS	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>55.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PERUGIA																						
	STANSTED	RYANAIR	S	A	21	0	0	0.0	9.5	28.6	23.8	23.8	14.3	0.0	0.0	0.0	0.0	0.0	31	83.3	9	18
	STANSTED	RYANAIR	S	D	21	0	0	0.0	38.1	28.6	9.5	14.3	9.5	0.0	0.0	0.0	0.0	0.0	16	88.9	7	18
<b>TOTAL PERUGIA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>28.6</b>	<b>16.7</b>	<b>19.0</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>86.1</b>	<b>8</b>	<b>36</b>
PESCARA																						
	STANSTED	RYANAIR	S	A	20	0	0	15.0	25.0	30.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	12	95.5	5	22
	STANSTED	RYANAIR	S	D	20	0	0	0.0	40.0	25.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	22
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	138	1
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	124	1
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL PESCARA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>35.4</b>	<b>25.0</b>	<b>12.5</b>	<b>16.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>93.8</b>	<b>9</b>	<b>48</b>
PHILADELPHIA INTERNATIONAL																						
	HEATHROW	AMERICAN AIRLINES	S	A	37	0	0	32.4	29.7	21.6	8.1	0.0	8.1	0.0	0.0	0.0	0.0	0.0	10	94.4	4	36
	HEATHROW	AMERICAN AIRLINES	S	D	37	0	0	0.0	62.2	21.6	5.4	5.4	0.0	5.4	0.0	0.0	0.0	0.0	14	100.0	0	36
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	22.6	12.9	25.8	19.4	9.7	3.2	0.0	0.0	0.0	0.0	26	87.1	6	31

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: P																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	22.6	32.3	35.5	3.2	6.5	0.0	0.0	0.0	0.0	36	41.9	25	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>30.1</b>	<b>19.9</b>	<b>16.9</b>	<b>14.0</b>	<b>5.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.1</b>	<b>8</b>	<b>133</b>
PHOENIX																						
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	38.7	25.8	22.6	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	87.1	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	0.0	12.9	6.5	9.7	25.8	29.0	6.5	6.5	0.0	0.0	3.2	66	29.0	57	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	0.0	30.0	13.3	30.0	23.3	3.3	0.0	0.0	0.0	0.0	42	29.0	49	31
<b>TOTAL PHOENIX</b>					<b>122</b>	<b>0</b>	<b>1</b>	<b>9.8</b>	<b>31.7</b>	<b>17.1</b>	<b>6.5</b>	<b>17.1</b>	<b>13.0</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>29.0</b>	<b>53</b>	<b>62</b>
PHUKET																						
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	24	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	30	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	70	0.0	0	0
<b>TOTAL PHUKET</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>22.2</b>	<b>11.1</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>27</b>	<b>8</b>
PISA																						
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	30.8	23.1	30.8	0.0	7.7	0.0	0.0	0.0	0.0	28	66.7	11	3
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	53.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	100.0	8	3
	BRISTOL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	5	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	4	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	6	0	0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	42	0	0	2.4	31.0	16.7	21.4	19.0	7.1	2.4	0.0	0.0	0.0	0.0	23	82.9	7	34
	GATWICK	EASYJET UK LTD	S	D	42	0	0	0.0	19.0	50.0	11.9	11.9	4.8	2.4	0.0	0.0	0.0	0.0	18	82.9	7	34
	GATWICK	VUELING AIRLINES	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	151	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	0.0	5.0	20.0	25.0	30.0	15.0	5.0	0.0	0.0	0.0	0.0	43	66.7	29	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	10.0	5.0	40.0	35.0	10.0	0.0	0.0	0.0	0.0	0.0	34	53.3	41	14
	LUTON	EASYJET UK LTD	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	STANSTED	RYANAIR	S	A	50	0	0	2.0	18.0	28.0	16.0	22.0	12.0	2.0	0.0	0.0	0.0	0.0	29	83.3	7	48
	STANSTED	RYANAIR	S	D	50	0	0	0.0	20.0	22.0	18.0	26.0	6.0	8.0	0.0	0.0	0.0	0.0	33	89.6	6	48

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P																						
NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE							MAR 2022				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	EASYJET UK LTD	S	A	11	0	0	9.1	36.4	36.4	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	17	100.0	4	4
	MANCHESTER	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	54.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	5	4
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	8	1
	MANCHESTER	RYANAIR	S	A	10	0	0	0.0	40.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	81.8	13	11
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	0.0	50.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	20	54.5	17	11
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
<b>TOTAL PISA</b>					<b>339</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>20.4</b>	<b>31.3</b>	<b>17.4</b>	<b>20.1</b>	<b>6.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>80.6</b>	<b>11</b>	<b>248</b>
PITTSBURGH																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	1	5.6	11.1	38.9	22.2	16.7	0.0	0.0	0.0	0.0	0.0	5.6	18	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	1	0.0	0.0	44.4	27.8	22.2	0.0	0.0	0.0	0.0	0.0	5.6	22	0.0	0	0
<b>TOTAL PITTSBURGH</b>					<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>5.6</b>	<b>41.7</b>	<b>25.0</b>	<b>19.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PLOVDIV																						
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	23	4
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	3
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	0.0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	36	33.3	22	9
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	88.9	4	9
	STANSTED	RYANAIR	S	A	17	0	0	5.9	35.3	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	17	18
	STANSTED	RYANAIR	S	D	17	0	0	0.0	35.3	52.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	7	18
<b>TOTAL PLOVDIV</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.1</b>	<b>44.1</b>	<b>10.2</b>	<b>8.5</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.8</b>	<b>12</b>	<b>61</b>
PODGORICA																						
	GATWICK	WIZZ AIR UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
	GATWICK	WIZZ AIR UK LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	A	16	0	0	0.0	37.5	18.8	6.3	25.0	6.3	0.0	6.3	0.0	0.0	0.0	35	72.7	10	11
	STANSTED	RYANAIR UK LTD	S	D	16	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	90.9	6	11
	MANCHESTER	RYANAIR UK LTD	S	A	9	0	0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL PODGORICA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>38.9</b>	<b>31.5</b>	<b>7.4</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.8</b>	<b>8</b>	<b>22</b>
POITIERS																						
	EDINBURGH	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	24	1
	EDINBURGH	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	STANSTED	RYANAIR	S	A	11	0	0	0.0	18.2	27.3	18.2	27.3	9.1	0.0	0.0	0.0	0.0	0.0	26	100.0	2	9



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: P																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	RYANAIR	S	D	11	0	0	0.0	27.3	27.3	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	9
<b>TOTAL POITIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>23.1</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>95.0</b>	<b>3</b>	<b>20</b>
PORT OF SPAIN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	44.4	27.8	5.6	0.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	18	76.5	64	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	5.9	23.5	23.5	23.5	17.6	5.9	0.0	0.0	0.0	0.0	43	77.8	28	18
<b>TOTAL PORT OF SPAIN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>17.1</b>	<b>14.3</b>	<b>11.4</b>	<b>17.1</b>	<b>11.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>77.1</b>	<b>46</b>	<b>35</b>
PORTLAND (OREGON)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	5.9	23.5	11.8	41.2	17.6	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	0.0	22.2	27.8	44.4	5.6	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL PORTLAND (OREGON)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>22.9</b>	<b>20.0</b>	<b>42.9</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
POZNAN																						
	BIRMINGHAM	RYANAIR	S	A	8	0	0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	2	9
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	5	9
	BRISTOL	RYANAIR	S	A	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	6	10
	BRISTOL	RYANAIR	S	D	10	0	0	0.0	10.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	90.0	6	10
	DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2
	DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	9
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	44.4	22.2	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	0	9
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	100.0	1	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	2	10
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10
	LUTON	WIZZ AIR UK LTD	S	A	28	0	0	7.1	60.7	14.3	0.0	7.1	10.7	0.0	0.0	0.0	0.0	0.0	12	58.8	22	17
	LUTON	WIZZ AIR UK LTD	S	D	28	0	0	0.0	35.7	39.3	7.1	7.1	7.1	0.0	3.6	0.0	0.0	0.0	24	70.6	12	17
	STANSTED	RYANAIR	S	A	39	0	0	10.3	25.6	20.5	20.5	10.3	12.8	0.0	0.0	0.0	0.0	0.0	21	100.0	1	40
	STANSTED	RYANAIR	S	D	39	0	0	0.0	25.6	30.8	15.4	15.4	12.8	0.0	0.0	0.0	0.0	0.0	22	92.5	4	40
	MANCHESTER	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	9
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	66.7	12	9
<b>TOTAL POZNAN</b>					<b>244</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>36.5</b>	<b>27.0</b>	<b>10.7</b>	<b>10.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.7</b>	<b>6</b>	<b>230</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
PRAGUE	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	9	0	0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	7	9	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	33.3	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	75.0	11	8	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	75.0	12	8	
	BRISTOL	EASYJET UK LTD	S	A	17	0	0	0.0	17.6	29.4	23.5	5.9	17.6	0.0	0.0	5.9	0.0	0.0	57	81.8	9	11	
	BRISTOL	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	29.4	23.5	17.6	5.9	0.0	5.9	0.0	0.0	0.0	31	81.8	7	11	
	BRISTOL	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
	BRISTOL	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	2	8		
	CARDIFF WALES	EASYJET UK LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	CARDIFF WALES	RYANAIR SUN	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	CARDIFF WALES	RYANAIR SUN	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EDINBURGH	RYANAIR	S	A	14	0	0	14.3	35.7	28.6	7.1	0.0	14.3	0.0	0.0	0.0	0.0	17	100.0	2	12		
	EDINBURGH	RYANAIR	S	D	14	0	0	7.1	35.7	28.6	14.3	0.0	7.1	7.1	0.0	0.0	0.0	21	100.0	1	12		
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9		
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9		
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	22.2	55.6	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	12	87.5	6	8		
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	9	75.0	10	8		
	GATWICK	EASYJET UK LTD	S	A	34	0	1	0.0	22.9	31.4	11.4	20.0	8.6	2.9	0.0	0.0	0.0	2.9	26	73.3	12	30	
	GATWICK	EASYJET UK LTD	S	D	34	0	1	0.0	8.6	60.0	14.3	8.6	2.9	2.9	0.0	0.0	0.0	2.9	18	93.3	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	126	0	3	8.5	17.1	31.8	13.2	15.5	10.1	1.6	0.0	0.0	0.0	2.3	23	86.7	6	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	126	0	3	0.0	7.0	33.3	20.2	19.4	14.0	3.1	0.8	0.0	0.0	2.3	32	64.0	16	73	
	HEATHROW	SMARTWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	15		
	HEATHROW	SMARTWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	6	15		
	LONDON CITY	BA CITYFLYER LTD	S	A	10	0	0	0.0	70.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	D	10	0	0	0.0	50.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	39	25.0	31	4		
	LUTON	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	34	100.0	8	4		
	LUTON	WIZZ AIR UK LTD	S	A	32	0	0	3.1	18.8	50.0	6.3	9.4	6.3	3.1	3.1	0.0	0.0	25	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	33	0	0	0.0	33.3	48.5	0.0	6.1	6.1	3.0	0.0	3.0	0.0	31	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	RYANAIR	S	A	72	0	0	9.7	37.5	25.0	13.9	8.3	5.6	0.0	0.0	0.0	0.0	0.0	12	87.5	5	71	
	STANSTED	RYANAIR	S	D	72	0	0	0.0	41.7	30.6	12.5	11.1	2.8	1.4	0.0	0.0	0.0	0.0	15	85.9	6	71	
	STANSTED	RYANAIR UK LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	25	0	0	8.0	36.0	16.0	20.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	16	88.9	4	18	
	MANCHESTER	EASYJET UK LTD	S	D	25	0	0	0.0	40.0	24.0	20.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	13	94.4	4	18	
	MANCHESTER	JET2.COM LTD	S	A	18	0	1	5.3	31.6	26.3	10.5	5.3	15.8	0.0	0.0	0.0	0.0	5.3	17	87.5	2	8	
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	0.0	26.3	52.6	5.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	9	100.0	4	8	
	MANCHESTER	RYANAIR	S	A	20	0	0	0.0	15.0	70.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	13	14	
	MANCHESTER	RYANAIR	S	D	20	0	0	0.0	15.0	50.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	18	14	
	MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	9	8	
	MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	13	8	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	3	8	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	100.0	2	8	
<b>TOTAL PRAGUE</b>					<b>852</b>	<b>1</b>	<b>9</b>	<b>3.5</b>	<b>26.1</b>	<b>34.1</b>	<b>14.0</b>	<b>11.3</b>	<b>7.8</b>	<b>1.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>1.0</b>	<b>21</b>	<b>83.3</b>	<b>8</b>	<b>631</b>	
PRAIA																							
	NEWCASTLE	CORENDON DUTCH AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
<b>TOTAL PRAIA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
PRESTWICK																							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
	GATWICK	EASYJET UK LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
<b>TOTAL PRESTWICK</b>					<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>2</b>		
PREVEZA																							
	GATWICK	EASYJET UK LTD	S	A	3	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	3	
	GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	1	3	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PREVEZA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.9</b>	<b>5</b>	<b>12</b>	
PRISTINA																							
	LUTON	WIZZ AIR UK LTD	S	A	19	0	0	21.1	26.3	21.1	5.3	5.3	15.8	5.3	0.0	0.0	0.0	0.0	28	72.2	14	18	
	LUTON	WIZZ AIR UK LTD	S	D	20	0	0	0.0	15.0	20.0	25.0	15.0	15.0	5.0	0.0	5.0	0.0	0.0	57	78.9	13	19	
<b>TOTAL PRISTINA</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>20.5</b>	<b>20.5</b>	<b>15.4</b>	<b>10.3</b>	<b>15.4</b>	<b>5.1</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>75.7</b>	<b>14</b>	<b>37</b>	
PROVIDENCIALES																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	2	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: P																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	92	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	42.9	30	7
<b>TOTAL PROVIDENCIALES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>48</b>	<b>18</b>
PUERTO VALLARTA																						
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	35	5
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	56	60.0	16	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	31	40.0	26	5
<b>TOTAL PUERTO VALLARTA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>47.4</b>	<b>25</b>	<b>19</b>
PULA																						
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	0	1
	GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	0	1
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	6	2
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	2
<b>TOTAL PULA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>3</b>	<b>6</b>
PUNTA CANA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	1	33.3	20.0	0.0	0.0	6.7	20.0	0.0	0.0	13.3	0.0	6.7	191	71.4	19	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	1	0.0	14.3	50.0	7.1	0.0	7.1	14.3	0.0	0.0	0.0	7.1	39	66.7	18	15
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	38.5	23.1	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	85.7	7	14
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	64.3	12	14
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	53.8	42	13
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	30	15.4	73	13
<b>TOTAL PUNTA CANA</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>13.9</b>	<b>13.9</b>	<b>29.2</b>	<b>18.1</b>	<b>6.9</b>	<b>9.7</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>56</b>	<b>60.2</b>	<b>28</b>	<b>83</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
QINGDAO	HEATHROW	BEIJING CAPITAL AIRLINES	S	A	7	0	0	0.0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	6	0	2	0.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	25.0	17	0.0	0	0
<b>TOTAL QINGDAO</b>					<b>13</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.7</b>	<b>40.0</b>	<b>20.0</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAR 2022				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
RABAT																						
	HEATHROW	ROYAL AIR MAROC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	24	8
	HEATHROW	ROYAL AIR MAROC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	24	8
	STANSTED	RYANAIR UK LTD	S	A	9	0	0	33.3	11.1	0.0	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	28.6	21	7
	STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	15	7
<b>TOTAL RABAT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.3</b>	<b>21</b>	<b>30</b>
RALEIGH																						
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	1	41.9	41.9	6.5	3.2	0.0	0.0	0.0	0.0	3.2	0.0	3.2	14	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	1	0.0	74.2	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	3.2	5	0.0	0	0
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>58.1</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RAS AL KHAIMAH																						
	EAST MIDLANDS INTERNATIONAL	SMARTWINGS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL RAS AL KHAIMAH</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
RENNES																						
	BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
	CARDIFF WALES	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	110	1
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	EAST MIDLANDS INTERNATIONAL	VOLOTEA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	VOLOTEA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1
	JERSEY	CHALAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1
	GATWICK	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL RENNES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>28.6</b>	<b>34</b>	<b>7</b>
REUS																						
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1
	LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
	LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2
	STANSTED	RYANAIR	S	A	4	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	4	2
	STANSTED	RYANAIR	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	9	2
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	41	2
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	70	2
<b>TOTAL REUS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>45.8</b>	<b>8.3</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.0</b>	<b>13</b>	<b>20</b>
RHODES																							
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	EASYJET UK LTD	S	A	6	0	0	0.0	50.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	7	2
	BRISTOL	EASYJET UK LTD	S	D	6	0	0	0.0	50.0	16.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	5	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	20	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	2
	EDINBURGH	EASYJET UK LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	14	0	1	6.7	20.0	26.7	0.0	20.0	20.0	0.0	0.0	0.0	0.0	6.7	29	57.1	9	6	
	GATWICK	EASYJET UK LTD	S	D	14	0	1	0.0	13.3	60.0	0.0	6.7	13.3	0.0	0.0	0.0	0.0	6.7	15	57.1	12	6	
	LUTON	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	STANSTED	RYANAIR	S	A	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	21	5
	STANSTED	RYANAIR	S	D	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	5
	MANCHESTER	EASYJET UK LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	MANCHESTER	RYANAIR	S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	36	3
	MANCHESTER	RYANAIR	S	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33	33.3	19	3
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
<b>TOTAL RHODES</b>					<b>86</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>23.9</b>	<b>38.6</b>	<b>8.0</b>	<b>13.6</b>	<b>10.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.5</b>	<b>13</b>	<b>38</b>
RIGA																							
	BRISTOL	RYANAIR	S	A	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	9
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	7	0	0	14.3	28.6	14.3	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	7
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	7	0	0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	7

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2022			
												NUMBER OF FLIGHTS											AVERAGE DELAY			Mat
												More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can
EDINBURGH	RYANAIR	S	A	19	0	0	26.3	31.6	26.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	12	22				
EDINBURGH	RYANAIR	S	D	19	0	0	5.3	68.4	15.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3	95.5	2	22					
LEEDS BRADFORD	RYANAIR	S	A	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	17	15					
LEEDS BRADFORD	RYANAIR	S	D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	15	15					
GATWICK	AIR BALTIC	S	A	47	0	1	8.3	27.1	29.2	10.4	10.4	8.3	4.2	0.0	0.0	0.0	2.1	22	97.3	2	37					
GATWICK	AIR BALTIC	S	D	47	0	1	0.0	20.8	29.2	22.9	6.3	14.6	4.2	0.0	0.0	0.0	2.1	28	94.6	2	37					
LUTON	WIZZ AIR UK LTD	S	A	28	0	0	7.1	46.4	21.4	7.1	3.6	10.7	0.0	0.0	3.6	0.0	0.0	29	84.6	11	26					
LUTON	WIZZ AIR UK LTD	S	D	28	0	0	0.0	28.6	50.0	7.1	0.0	10.7	0.0	0.0	3.6	0.0	0.0	29	92.3	9	26					
STANSTED	RYANAIR	S	A	64	0	0	21.9	39.1	21.9	9.4	6.3	0.0	0.0	0.0	1.6	0.0	0.0	20	85.7	5	49					
STANSTED	RYANAIR	S	D	64	0	0	0.0	56.3	29.7	6.3	6.3	0.0	1.6	0.0	0.0	0.0	0.0	8	90.0	6	50					
MANCHESTER	AIR BALTIC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4					
MANCHESTER	AIR BALTIC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4					
MANCHESTER	RYANAIR	S	A	12	0	0	25.0	41.7	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	15	16					
MANCHESTER	RYANAIR	S	D	12	0	0	0.0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	11	16					
MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	53	0.0	0	0					
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	44.4	11.1	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	44	0.0	0	0					
<b>TOTAL RIGA</b>				<b>404</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>37.7</b>	<b>28.6</b>	<b>11.6</b>	<b>6.7</b>	<b>4.9</b>	<b>1.2</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>89.5</b>	<b>7</b>	<b>371</b>					
RIJEKA																										
GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0					
GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2					
STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2					
<b>TOTAL RIJEKA</b>				<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>4</b>					
RIMINI																										
BELFAST INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
BELFAST INTERNATIONAL	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0					
<b>TOTAL RIMINI</b>				<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
RIO DE JANEIRO (GALEAO)																										
HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	13.0	17.4	26.1	17.4	13.0	8.7	4.3	0.0	0.0	0.0	0.0	28	94.7	5	19					
HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	4.5	45.5	13.6	18.2	13.6	0.0	4.5	0.0	0.0	0.0	36	57.9	27	19					
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>				<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>11.1</b>	<b>35.6</b>	<b>15.6</b>	<b>15.6</b>	<b>11.1</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>76.3</b>	<b>16</b>	<b>38</b>					



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
														NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
														More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
RIYADH		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	50.0	16.7	0.0	3.3	3.3	0.0	0.0	3.3	0.0	0.0	18	77.4	20	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	0.0	24.1	31.0	31.0	10.3	0.0	0.0	3.4	0.0	0.0	45	35.5	47	31						
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	61	0	2	14.3	33.3	25.4	12.7	7.9	3.2	0.0	0.0	0.0	0.0	3.2	11	66.7	11	33						
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	62	0	2	1.6	35.9	32.8	15.6	7.8	3.1	0.0	0.0	0.0	0.0	3.1	11	84.4	10	32						
<b>TOTAL RIYADH</b>						<b>182</b>	<b>0</b>	<b>4</b>	<b>9.1</b>	<b>31.7</b>	<b>26.3</b>	<b>14.5</b>	<b>10.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>66.1</b>	<b>22</b>	<b>127</b>						
ROME (CIAMPINO)		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0						
		EDINBURGH	RYANAIR	S	A	24	0	0	16.7	50.0	8.3	16.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	9	91.7	2	24						
		EDINBURGH	RYANAIR	S	D	24	0	0	0.0	50.0	33.3	4.2	8.3	4.2	0.0	0.0	0.0	0.0	0.0	8	100.0	1	24						
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	0.0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0						
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	12	0	0	0.0	16.7	58.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
		STANSTED	RYANAIR	S	A	148	0	0	13.5	29.7	26.4	12.8	9.5	6.8	0.7	0.7	0.0	0.0	0.0	17	89.9	5	89						
		STANSTED	RYANAIR	S	D	148	0	0	0.0	39.2	39.9	8.1	8.1	4.7	0.0	0.0	0.0	0.0	0.0	11	87.6	6	89						
		STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	15	1						
		STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1						
		MANCHESTER	RYANAIR	S	A	32	0	0	12.5	28.1	40.6	6.3	6.3	3.1	3.1	0.0	0.0	0.0	0.0	13	81.3	12	32						
		MANCHESTER	RYANAIR	S	D	32	0	0	0.0	31.3	50.0	12.5	0.0	3.1	3.1	0.0	0.0	0.0	0.0	11	78.1	11	32						
		MANCHESTER	RYANAIR UK LTD	S	A	10	0	0	10.0	40.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	50.0	0	1						
		MANCHESTER	RYANAIR UK LTD	S	D	10	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	85	1						
<b>TOTAL ROME (CIAMPINO)</b>						<b>456</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>35.3</b>	<b>34.2</b>	<b>10.5</b>	<b>7.9</b>	<b>4.8</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>6</b>	<b>294</b>						
ROME (FIUMICINO)		BIRMINGHAM	JET2.COM LTD	S	A	20	0	0	0.0	25.0	35.0	10.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	33	82.4	7	17						
		BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	10.5	52.6	26.3	0.0	5.3	0.0	5.3	0.0	0.0	0.0	26	82.4	13	17						
		BRISTOL	EASYJET UK LTD	S	A	26	0	0	3.8	26.9	23.1	7.7	30.8	0.0	3.8	3.8	0.0	0.0	0.0	31	87.5	2	16						
		BRISTOL	EASYJET UK LTD	S	D	26	0	0	0.0	46.2	23.1	15.4	7.7	3.8	0.0	3.8	0.0	0.0	0.0	24	93.8	3	16						
		CARDIFF WALES	BA CITYFLYER LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0						
		CARDIFF WALES	JET2.COM LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0						
		CARDIFF WALES	JET2.COM LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		CARDIFF WALES	RYANAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1						
		CARDIFF WALES	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0						
		CARDIFF WALES	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	AIR ONE	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1		
EDINBURGH	AIR ONE	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1		
EDINBURGH	ENTER AIR	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1		
EDINBURGH	ENTER AIR	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
EDINBURGH	JET2.COM LTD	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
EDINBURGH	JET2.COM LTD	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
EDINBURGH	RYANAIR	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EDINBURGH	RYANAIR	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1		
EDINBURGH	TRANSAVIA	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EDINBURGH	TRANSAVIA	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	ALBA STAR	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
GLASGOW	ALBA STAR	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
GLASGOW	JET2.COM LTD	S A	9	0	0	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	15	100.0	1	10		
GLASGOW	JET2.COM LTD	S D	9	0	0	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	3	10		
GLASGOW	TRANSAVIA	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	TRANSAVIA	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0	0	0.0	44.4	11.1	0.0	11.1	11.1	22.2	0.0	0.0	0.0	45	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	16		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	18	17		
GATWICK	BRITISH AIRWAYS PLC	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	CORENDON DUTCH AIRLINES	C A	0	0	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	84	0	0	0	6.0	25.0	17.9	19.0	17.9	10.7	3.6	0.0	0.0	0.0	0.0	27	82.1	7	39		
GATWICK	EASYJET UK LTD	S D	84	0	0	0	0.0	26.2	47.6	11.9	4.8	7.1	2.4	0.0	0.0	0.0	0.0	17	84.6	9	39		
GATWICK	VUELING AIRLINES	S A	73	0	0	0	15.1	21.9	30.1	13.7	9.6	6.8	2.7	0.0	0.0	0.0	0.0	18	100.0	0	17		
GATWICK	VUELING AIRLINES	S D	72	0	1	0	0.0	16.4	34.2	15.1	17.8	11.0	1.4	2.7	0.0	0.0	1.4	30	88.2	5	17		
GATWICK	WIZZ AIR	S A	40	0	0	0	12.5	17.5	22.5	25.0	15.0	2.5	2.5	2.5	0.0	0.0	0.0	26	80.0	5	5		
GATWICK	WIZZ AIR	S D	40	0	0	0	0.0	12.5	30.0	15.0	22.5	10.0	5.0	5.0	0.0	0.0	0.0	43	0.0	27	5		
HEATHROW	(ITA) ITALIA TRASPOTO AEREO	S A	54	0	0	0	33.3	20.4	27.8	11.1	5.6	1.9	0.0	0.0	0.0	0.0	0.0	7	100.0	0	50		
HEATHROW	(ITA) ITALIA TRASPOTO AEREO	S D	54	0	0	0	3.7	31.5	35.2	16.7	11.1	1.9	0.0	0.0	0.0	0.0	0.0	12	98.0	1	50		
HEATHROW	BRITISH AIRWAYS PLC	S A	166	0	4	7.1	11.2	19.4	22.4	21.8	14.1	1.8	0.0	0.0	0.0	0.0	2.4	31	79.4	12	129		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAR 2022		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
HEATHROW	BRITISH AIRWAYS PLC	S	D	167	0	3	0.0	7.1	34.7	22.4	22.9	9.4	1.2	0.6	0.0	0.0	1.8	30	49.2	26	130																	
HEATHROW	DELTA AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0																	
HEATHROW	TITAN AIRWAYS LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0																	
HEATHROW	TITAN AIRWAYS LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0																	
LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2																	
LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2																	
LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	10																	
LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	14	10																	
STANSTED	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0																	
STANSTED	JET2.COM LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0																	
STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0																	
MANCHESTER	EASYJET UK LTD	S	A	10	0	0	40.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	40	3																	
MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	60	3																	
MANCHESTER	JET2.COM LTD	S	A	20	0	0	20.0	45.0	15.0	0.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	17																	
MANCHESTER	JET2.COM LTD	S	D	20	0	0	0.0	30.0	45.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	10	94.1	5	17																	
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	55.6	0.0	11.1	0.0	0.0	11.1	11.1	11.1	0.0	0.0	0.0	52	100.0	0	8																	
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	38	100.0	2	8																	
<b>TOTAL ROME (FIUMICINO)</b>				<b>1058</b>	<b>0</b>	<b>9</b>	<b>6.3</b>	<b>19.4</b>	<b>30.1</b>	<b>16.5</b>	<b>16.1</b>	<b>7.7</b>	<b>2.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>25</b>	<b>79.5</b>	<b>11</b>	<b>698</b>																	
ROTTERDAM																																						
EDINBURGH	TRANSAVIA	S	A	12	0	0	0.0	16.7	58.3	0.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	19	100.0	12	1																	
EDINBURGH	TRANSAVIA	S	D	12	0	0	0.0	50.0	25.0	0.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	17	100.0	4	1																	
LONDON CITY	BA CITYFLYER LTD	S	A	111	0	3	4.4	49.1	25.4	12.3	4.4	0.9	0.9	0.0	0.0	0.0	2.6	8	93.8	11	16																	
LONDON CITY	BA CITYFLYER LTD	S	D	112	0	3	0.0	29.6	37.4	13.9	13.9	1.7	0.9	0.0	0.0	0.0	2.6	14	88.9	3	17																	
STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																	
<b>TOTAL ROTTERDAM</b>				<b>248</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>38.6</b>	<b>32.7</b>	<b>11.8</b>	<b>9.4</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>12</b>	<b>91.7</b>	<b>7</b>	<b>35</b>																	
ROVANIEMI																																						
GATWICK	EASYJET UK LTD	S	A	7	0	0	14.3	14.3	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	85.7	4	7																	
GATWICK	EASYJET UK LTD	S	D	7	0	0	0.0	57.1	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	11	100.0	2	7																	
STANSTED	RYANAIR	S	A	14	0	0	0.0	0.0	14.3	42.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0																	
STANSTED	RYANAIR	S	D	14	0	0	0.0	50.0	21.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0																	
<b>TOTAL ROVANIEMI</b>				<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>28.6</b>	<b>21.4</b>	<b>23.8</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.9</b>	<b>3</b>	<b>14</b>																	
RZESZOW																																						
BRISTOL	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	62.5	15	8																	
BRISTOL	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	62.5	17	8																	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	20	85.7	6	7	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	8	7	
	EDINBURGH	SUN AIR OF SCANDINAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	71	1	
	LUTON	RYANAIR	S	A	9	0	0	11.1	22.2	22.2	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	35	64.3	11	14	
	LUTON	RYANAIR	S	D	9	0	0	0.0	44.4	0.0	11.1	22.2	11.1	0.0	11.1	0.0	0.0	0.0	43	85.7	12	14	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	RYANAIR	S	A	30	0	0	3.3	36.7	36.7	3.3	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	88.0	6	25	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	56.7	26.7	0.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	10	92.0	3	25	
	STANSTED	RYANAIR SUN	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0	
	STANSTED	RYANAIR SUN	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	85.7	7	7	
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	100.0	3	7	
	MANCHESTER	RYANAIR UK LTD	S	A	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	RYANAIR UK LTD	S	D	7	0	0	0.0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL RZESZOW</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>40.9</b>	<b>30.3</b>	<b>5.3</b>	<b>12.9</b>	<b>7.6</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.4</b>	<b>8</b>	<b>125</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: S																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
SAINT HELENA																							
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
<b>TOTAL SAINT HELENA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
SALONIKA																							
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	24	0	0	4.2	33.3	25.0	8.3	25.0	0.0	0.0	4.2	0.0	0.0	0.0	24	87.5	5	24	
	GATWICK	EASYJET UK LTD	S	D	24	0	0	0.0	16.7	45.8	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	91.7	5	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	1	0.0	20.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	16	60.0	20	10	
	LUTON	WIZZ AIR UK LTD	S	D	9	0	1	0.0	0.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	16	80.0	11	10	
	STANSTED	RYANAIR	S	A	26	0	1	7.4	33.3	18.5	22.2	11.1	3.7	0.0	0.0	0.0	0.0	3.7	15	85.2	7	27	
	STANSTED	RYANAIR	S	D	26	0	1	0.0	22.2	33.3	18.5	18.5	3.7	0.0	0.0	0.0	0.0	3.7	15	96.3	3	27	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
	MANCHESTER	KLASJET UAB	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7	
<b>TOTAL SALONIKA</b>					<b>124</b>	<b>0</b>	<b>5</b>	<b>2.3</b>	<b>22.5</b>	<b>31.8</b>	<b>18.6</b>	<b>16.3</b>	<b>3.9</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>18</b>	<b>88.7</b>	<b>6</b>	<b>142</b>	
SALT LAKE CITY																							
	HEATHROW	DELTA AIRLINES	S	A	24	0	1	32.0	28.0	16.0	4.0	12.0	4.0	0.0	0.0	0.0	0.0	4.0	12	0.0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	24	0	0	0.0	54.2	29.2	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL SALT LAKE CITY</b>					<b>48</b>	<b>0</b>	<b>1</b>	<b>16.3</b>	<b>40.8</b>	<b>22.4</b>	<b>8.2</b>	<b>8.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	3	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3	
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	75.0	6	4	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	70	100.0	5	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BIRMINGHAM	TUI AIRWAYS LTD		C	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	34	66.7	24	3
BIRMINGHAM	TUI AIRWAYS LTD		C	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	22	50.0	44	2	
BOURNEMOUTH	DEUTSCHE RETTUNGSFLUGW ACHT		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BRISTOL	EASYJET UK LTD		S	A	8	0	1	0.0	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	11.1	19	62.5	12	8
BRISTOL	EASYJET UK LTD		S	D	8	0	1	0.0	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	11.1	17	75.0	9	8
BRISTOL	JET2.COM LTD		S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	24	4	
BRISTOL	JET2.COM LTD		S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	4	4	
BRISTOL	TUI AIRWAYS LTD		C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	28	0.0	16	1	
BRISTOL	TUI AIRWAYS LTD		C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	20	4	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD		C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
EDINBURGH	JET2.COM LTD		S	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	13	4	
EDINBURGH	JET2.COM LTD		S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	4	
GLASGOW	TUI AIRWAYS LTD		C	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	20	1	
GLASGOW	TUI AIRWAYS LTD		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
LEEDS BRADFORD	JET2.COM LTD		S	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	14	50.0	8	4	
LEEDS BRADFORD	JET2.COM LTD		S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD		S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	14	75.0	86	4	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD		S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4	
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	20	0	0	5.0	25.0	35.0	10.0	15.0	10.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	20	0	0	0.0	20.0	45.0	15.0	5.0	10.0	5.0	0.0	0.0	0.0	23	0.0	0	0	
GATWICK	BRITISH AIRWAYS PLC		S	A	30	0	0	10.0	30.0	16.7	13.3	13.3	0.0	10.0	6.7	0.0	0.0	35	0.0	0	0	
GATWICK	BRITISH AIRWAYS PLC		S	D	30	0	0	0.0	26.7	36.7	3.3	16.7	3.3	6.7	6.7	0.0	0.0	37	0.0	0	0	
GATWICK	EASYJET UK LTD		S	A	24	0	0	16.7	20.8	29.2	12.5	12.5	0.0	8.3	0.0	0.0	0.0	22	78.9	13	19	
GATWICK	EASYJET UK LTD		S	D	24	0	0	0.0	45.8	33.3	12.5	4.2	4.2	0.0	0.0	0.0	0.0	10	84.2	8	19	
GATWICK	TUI AIRWAYS LTD		C	A	7	0	0	0.0	0.0	42.9	14.3	28.6	0.0	0.0	14.3	0.0	0.0	44	100.0	4	5	
GATWICK	TUI AIRWAYS LTD		C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	35	50.0	12	4	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE											MAR 2022		
								NUMBER OF FLIGHTS															
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	1	6.3	18.8	37.5	6.3	0.0	18.8	6.3	0.0	0.0	0.0	6.3	32	61.8	16	34		
HEATHROW	BRITISH AIRWAYS PLC	S	D	15	0	1	0.0	6.3	31.3	18.8	12.5	18.8	6.3	0.0	0.0	0.0	6.3	42	58.8	17	34		
LONDON CITY	BA CITYFLYER LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	4	6		
LONDON CITY	BA CITYFLYER LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	8	6		
LUTON	EASYJET UK LTD	S	A	7	0	0	0.0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	30	85.7	9	7		
LUTON	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	7		
STANSTED	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	7	4		
STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	11	4		
STANSTED	RYANAIR	S	A	26	0	0	0.0	3.8	34.6	26.9	7.7	19.2	7.7	0.0	0.0	0.0	0.0	41	84.0	9	25		
STANSTED	RYANAIR	S	D	26	0	0	0.0	30.8	15.4	15.4	19.2	15.4	3.8	0.0	0.0	0.0	0.0	29	88.0	4	25		
STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	1		
STANSTED	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	40.0	12	5		
MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	100.0	10	5		
MANCHESTER	RYANAIR	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	9	4		
MANCHESTER	RYANAIR	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	4		
MANCHESTER	TUI AIRWAYS LTD	C	A	6	0	0	0.0	0.0	16.7	16.7	33.3	16.7	0.0	16.7	0.0	0.0	0.0	81	33.3	117	3		
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	80	2		
NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	3		
NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	3		
NEWCASTLE	TUI AIRWAYS LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	76	100.0	0	1		
NEWCASTLE	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	164	0.0	0	0		
SOUTHAMPTON	BA CITYFLYER LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	44	100.0	0	4		
SOUTHAMPTON	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	44	100.0	0	4		
<b>TOTAL SALZBURG</b>				<b>404</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>24.8</b>	<b>32.1</b>	<b>14.0</b>	<b>11.3</b>	<b>8.1</b>	<b>4.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>26</b>	<b>74.5</b>	<b>13</b>	<b>316</b>		
SAN DIEGO																							
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	16.1	25.8	9.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	13	74.1	20	27		
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	41.9	29.0	16.1	9.7	0.0	0.0	0.0	0.0	0.0	24	48.1	32	27		
<b>TOTAL SAN DIEGO</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>9.7</b>	<b>33.9</b>	<b>19.4</b>	<b>16.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.1</b>	<b>26</b>	<b>54</b>		
SAN FRANCISCO																							
HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	3	10.9	17.2	17.2	7.8	28.1	4.7	6.3	1.6	1.6	0.0	4.7	40	78.0	13	58		
HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	0.0	27.4	22.6	24.2	14.5	3.2	3.2	3.2	0.0	1.6	74	40.7	35	58		
HEATHROW	UNITED AIRLINES	S	A	68	0	0	17.6	33.8	23.5	10.3	4.4	5.9	2.9	1.5	0.0	0.0	0.0	19	83.3	8	36		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: S																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
	HEATHROW	UNITED AIRLINES	S	D	67	0	0	0.0	26.9	41.8	6.0	10.4	13.4	1.5	0.0	0.0	0.0	0.0	22	88.9	5	36
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	36	0	0	27.8	22.2	22.2	5.6	16.7	2.8	0.0	2.8	0.0	0.0	0.0	17	82.4	7	34
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	37	0	0	0.0	10.8	29.7	16.2	24.3	16.2	2.7	0.0	0.0	0.0	0.0	32	58.8	16	33
<b>TOTAL SAN FRANCISCO</b>					<b>330</b>	<b>0</b>	<b>4</b>	<b>8.7</b>	<b>19.2</b>	<b>27.2</b>	<b>11.4</b>	<b>17.4</b>	<b>9.6</b>	<b>3.0</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>1.2</b>	<b>35</b>	<b>69.8</b>	<b>16</b>	<b>255</b>
SAN JOSE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	2	4.8	38.1	14.3	14.3	14.3	4.8	0.0	0.0	0.0	0.0	9.5	16	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	3	0.0	4.2	29.2	29.2	16.7	4.2	4.2	0.0	0.0	0.0	12.5	25	0.0	0	0
<b>TOTAL SAN JOSE</b>					<b>40</b>	<b>0</b>	<b>5</b>	<b>2.2</b>	<b>20.0</b>	<b>22.2</b>	<b>22.2</b>	<b>15.6</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SAN JOSE COST RICA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	0.0	7.1	35.7	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	34	75.0	21	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	7.7	46.2	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	21	84.6	19	13
	GATWICK	EXECUJET SCANDINAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
	HEATHROW	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
<b>TOTAL SAN JOSE COST RICA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.4</b>	<b>40.7</b>	<b>14.8</b>	<b>25.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>74.1</b>	<b>22</b>	<b>27</b>
SANDEFJORD(TORP)																						
	STANSTED	RYANAIR UK LTD	S	A	18	0	0	22.2	33.3	16.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	10
	STANSTED	RYANAIR UK LTD	S	D	18	0	0	0.0	61.1	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	10
	MANCHESTER	RYANAIR UK LTD	S	A	18	0	0	11.1	44.4	27.8	0.0	5.6	5.6	0.0	5.6	0.0	0.0	0.0	27	87.5	9	16
	MANCHESTER	RYANAIR UK LTD	S	D	18	0	0	0.0	66.7	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	68.8	14	16
<b>TOTAL SANDEFJORD (TORP)</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>51.4</b>	<b>20.8</b>	<b>5.6</b>	<b>9.7</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.5</b>	<b>7</b>	<b>52</b>
SANTA CRUZ DE LA PALMA																						
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	0.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	38	100.0	0	3
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	28	60.0	13	5
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	31	100.0	0	3
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	41	60.0	25	5
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>30.0</b>	<b>15.0</b>	<b>15.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>75.0</b>	<b>12</b>	<b>16</b>
SANTANDER																						
	BIRMINGHAM	RYANAIR	S	A	9	0	0	33.3	44.4	0.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	29	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	55.6	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	31	0.0	0	0
	EDINBURGH	RYANAIR	S	A	10	0	0	0.0	10.0	40.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	26	77.8	10	9
	EDINBURGH	RYANAIR	S	D	10	0	0	10.0	10.0	30.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	77.8	10	9
	STANSTED	RYANAIR	S	A	24	0	0	8.3	29.2	25.0	12.5	20.8	4.2	0.0	0.0	0.0	0.0	0.0	18	82.6	11	23
	STANSTED	RYANAIR	S	D	24	0	0	0.0	37.5	29.2	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	91.3	7	23



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER		RYANAIR		S	A	9	0	0	0.0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	85.7	8	7					
MANCHESTER		RYANAIR		S	D	9	0	0	0.0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	85.7	8	7					
<b>TOTAL SANTANDER</b>						<b>104</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>29.8</b>	<b>23.1</b>	<b>14.4</b>	<b>22.1</b>	<b>2.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>84.6</b>	<b>9</b>	<b>78</b>					
SANTIAGO DE CHILE																														
HEATHROW		BRITISH AIRWAYS PLC		S	A	14	0	0	14.3	50.0	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	4	17					
HEATHROW		BRITISH AIRWAYS PLC		S	D	14	0	0	0.0	21.4	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	64.7	12	17					
<b>TOTAL SANTIAGO DE CHILE</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>28.6</b>	<b>17.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.4</b>	<b>8</b>	<b>34</b>					
SANTIAGO DE COMPOSTELA (SPAIN)																														
EDINBURGH		RYANAIR		S	A	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	1						
EDINBURGH		RYANAIR		S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1					
GATWICK		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
GATWICK		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
GATWICK		VUELING AIRLINES		S	A	22	0	0	27.3	40.9	18.2	4.5	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	5					
GATWICK		VUELING AIRLINES		S	D	22	0	0	0.0	45.5	27.3	13.6	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	5					
STANSTED		RYANAIR		S	A	23	0	0	4.3	39.1	34.8	8.7	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	16	90.9	4	22					
STANSTED		RYANAIR		S	D	23	0	0	0.0	13.0	34.8	26.1	17.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	90.9	10	22					
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>						<b>106</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>34.9</b>	<b>30.2</b>	<b>13.2</b>	<b>6.6</b>	<b>4.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>93.1</b>	<b>5</b>	<b>58</b>					
SAO PAULO (GUARULHOS)																														
HEATHROW		BRITISH AIRWAYS PLC		S	A	20	0	0	30.0	20.0	25.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
HEATHROW		BRITISH AIRWAYS PLC		S	D	20	0	0	0.0	5.0	35.0	20.0	15.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0					
HEATHROW		TAM LINHAS AEREAS		S	A	31	0	0	3.2	19.4	29.0	25.8	19.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	24	68.2	13	22					
HEATHROW		TAM LINHAS AEREAS		S	D	31	0	0	0.0	29.0	41.9	9.7	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	16	95.5	2	22					
<b>TOTAL SAO PAULO (GUARULHOS)</b>						<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>19.6</b>	<b>33.3</b>	<b>17.6</b>	<b>14.7</b>	<b>4.9</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.8</b>	<b>8</b>	<b>44</b>					
SARAJEVO																														
GATWICK		TUI AIRWAYS LTD		C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0					
GATWICK		TUI AIRWAYS LTD		C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0					
LUTON		WIZZ AIR UK LTD		S	A	7	0	0	14.3	42.9	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	38	1					
LUTON		WIZZ AIR UK LTD		S	D	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	40	1					
<b>TOTAL SARAJEVO</b>						<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>27.3</b>	<b>9.1</b>	<b>4.5</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>39</b>	<b>2</b>					
SATU MARE																														
LUTON		WIZZ AIR UK LTD		S	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	11	7					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: S										PERCENTAGE OF FLIGHTS LATE				MAR 2022								
										NUMBER OF FLIGHTS																						
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	4	7										
<b>TOTAL SATU MARE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>68.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.7</b>	<b>8</b>	<b>14</b>										
SEATTLE (TACOMA)																																
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	25.8	29.0	19.4	12.9	3.2	0.0	3.2	0.0	6.5	0.0	0.0	41	73.1	13	26										
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	6.5	48.4	29.0	3.2	3.2	6.5	0.0	0.0	3.2	0.0	0.0	22	96.0	4	25										
	HEATHROW	BRITISH AIRWAYS PLC	S	A	46	0	1	8.5	17.0	21.3	21.3	23.4	6.4	0.0	0.0	0.0	0.0	2.1	23	69.0	31	29										
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	2	0.0	2.1	21.3	12.8	36.2	21.3	2.1	0.0	0.0	0.0	4.3	40	27.6	50	29										
	HEATHROW	DELTA AIRLINES	S	A	26	0	0	15.4	34.6	26.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0										
	HEATHROW	DELTA AIRLINES	S	D	26	0	0	0.0	46.2	38.5	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0										
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	1	41.4	20.7	24.1	10.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4	4	62.5	16	16										
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	1	0.0	41.4	37.9	3.4	13.8	0.0	0.0	0.0	0.0	0.0	3.4	9	70.6	11	17										
<b>TOTAL SEATTLE (TACOMA)</b>					<b>261</b>	<b>0</b>	<b>5</b>	<b>11.3</b>	<b>27.1</b>	<b>26.3</b>	<b>11.7</b>	<b>13.9</b>	<b>6.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>65.5</b>	<b>23</b>	<b>142</b>										
SEOUL (INCHEON)																																
	HEATHROW	ASIANA AIRLINES	S	A	27	0	0	51.9	18.5	25.9	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	15	9										
	HEATHROW	ASIANA AIRLINES	S	D	27	0	0	0.0	0.0	81.5	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	7	8										
	HEATHROW	KOREAN AIR	S	A	31	0	0	6.5	19.4	41.9	16.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0	14	69.2	19	13										
	HEATHROW	KOREAN AIR	S	D	31	0	0	3.2	38.7	48.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	12	13										
<b>TOTAL SEOUL (INCHEON)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>19.8</b>	<b>49.1</b>	<b>11.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.4</b>	<b>14</b>	<b>43</b>										
SEVILLE																																
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7										
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7										
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	100.0	2	9										
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	88.9	4	9										
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	16	0	0	25.0	18.8	6.3	12.5	12.5	6.3	6.3	12.5	0.0	0.0	0.0	48	0.0	0	0										
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	17	0	0	0.0	5.9	47.1	11.8	11.8	0.0	17.6	5.9	0.0	0.0	0.0	46	0.0	0	0										
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	0.0	38.5	38.5	0.0	0.0	15.4	0.0	0.0	0.0	0.0	7.7	16	0.0	0	0										
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	1	0.0	0.0	53.8	23.1	0.0	15.4	0.0	0.0	0.0	0.0	7.7	24	0.0	0	0										
	GATWICK	EASYJET UK LTD	S	A	50	0	0	14.0	32.0	20.0	16.0	10.0	4.0	2.0	0.0	2.0	0.0	0.0	25	94.1	3	34										
	GATWICK	EASYJET UK LTD	S	D	50	0	0	0.0	36.0	40.0	10.0	8.0	4.0	0.0	0.0	2.0	0.0	0.0	20	82.4	5	34										
	GATWICK	VUELING AIRLINES	S	A	19	0	0	5.3	26.3	26.3	10.5	15.8	10.5	5.3	0.0	0.0	0.0	0.0	30	0.0	0	0										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
GATWICK		VUELING AIRLINES		S	D	19	0	0	0.0	10.5	42.1	15.8	21.1	5.3	5.3	0.0	0.0	0.0	0.0	26	0.0	0	0					
HEATHROW		BRITISH AIRWAYS PLC		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	9	30						
HEATHROW		BRITISH AIRWAYS PLC		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.9	23	31						
LUTON		RYANAIR		S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9						
LUTON		RYANAIR		S	D	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	9						
STANSTED		JET2.COM LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
STANSTED		JET2.COM LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
STANSTED		RYANAIR		S	A	35	0	1	0.0	11.1	44.4	16.7	19.4	2.8	2.8	0.0	0.0	2.8	23	90.9	4	33						
STANSTED		RYANAIR		S	D	36	0	0	0.0	19.4	16.7	16.7	30.6	13.9	2.8	0.0	0.0	0.0	32	93.9	2	33						
STANSTED		RYANAIR UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4						
STANSTED		RYANAIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4						
MANCHESTER		AIR HORIZONT		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
MANCHESTER		AIR HORIZONT		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
MANCHESTER		INTERSKY LUFTFAHRT GMBH		C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	83	0.0	0	0						
MANCHESTER		INTERSKY LUFTFAHRT GMBH		C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0						
MANCHESTER		JET2.COM LTD		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0						
MANCHESTER		JET2.COM LTD		C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
MANCHESTER		RYANAIR		S	A	14	0	0	7.1	21.4	21.4	7.1	21.4	14.3	7.1	0.0	0.0	0.0	34	66.7	17	9						
MANCHESTER		RYANAIR		S	D	14	0	0	0.0	0.0	50.0	7.1	21.4	14.3	0.0	7.1	0.0	0.0	37	66.7	17	9						
MANCHESTER		RYANAIR UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	4						
MANCHESTER		RYANAIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	4						
<b>TOTAL SEVILLE</b>						<b>334</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>22.8</b>	<b>32.9</b>	<b>12.8</b>	<b>13.9</b>	<b>7.7</b>	<b>3.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>83.3</b>	<b>7</b>	<b>281</b>					
SHANGHAI (PU DONG)																												
HEATHROW		AIR CHINA		S	A	4	0	12	0.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	75.0	14	100.0	0	1							
HEATHROW		AIR CHINA		S	D	4	0	8	0.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	7	100.0	10	1						
HEATHROW		CHINA EASTERN AIRLINES		S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0						
HEATHROW		CHINA EASTERN AIRLINES		S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1						
<b>TOTAL SHANGHAI (PU DONG)</b>						<b>18</b>	<b>0</b>	<b>20</b>	<b>0.0</b>	<b>5.3</b>	<b>26.3</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52.6</b>	<b>12</b>	<b>75.0</b>	<b>12</b>	<b>4</b>					
SHANNON																												
BIRMINGHAM		RYANAIR		S	A	19	0	0	10.5	52.6	21.1	0.0	5.3	10.5	0.0	0.0	0.0	12	100.0	2	9							
BIRMINGHAM		RYANAIR		S	D	19	0	0	0.0	47.4	31.6	0.0	5.3	15.8	0.0	0.0	0.0	17	88.9	3	9							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CARDIFF WALES	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
CARDIFF WALES	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1						
EDINBURGH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
EDINBURGH	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0						
EDINBURGH	RYANAIR	S	A	14	0	0	21.4	14.3	14.3	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	90.0	7	10						
EDINBURGH	RYANAIR	S	D	14	0	0	0.0	14.3	42.9	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	70.0	10	10						
GLASGOW	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
GLASGOW	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
GATWICK	RYANAIR	S	A	31	0	0	12.9	22.6	41.9	6.5	6.5	9.7	0.0	0.0	0.0	0.0	0.0	16	87.5	6	32						
GATWICK	RYANAIR	S	D	31	0	0	0.0	9.7	38.7	25.8	12.9	3.2	9.7	0.0	0.0	0.0	0.0	29	83.9	6	31						
HEATHROW	AER LINGUS	S	A	86	0	0	11.6	29.1	26.7	14.0	9.3	8.1	1.2	0.0	0.0	0.0	0.0	17	92.1	3	62						
HEATHROW	AER LINGUS	S	D	86	0	0	0.0	17.4	37.2	22.1	12.8	8.1	2.3	0.0	0.0	0.0	0.0	22	87.3	6	62						
LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	14						
LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14						
STANSTED	RYANAIR	S	A	65	0	0	20.0	35.4	15.4	13.8	4.6	9.2	1.5	0.0	0.0	0.0	0.0	16	90.0	5	40						
STANSTED	RYANAIR	S	D	65	0	0	0.0	38.5	21.5	13.8	10.8	13.8	1.5	0.0	0.0	0.0	0.0	23	85.0	7	40						
MANCHESTER	RYANAIR	S	A	15	0	0	6.7	46.7	20.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12	78.6	9	14						
MANCHESTER	RYANAIR	S	D	15	0	0	0.0	26.7	40.0	20.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	16	86.7	10	15						
MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	50.0	18	6						
MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	50.0	20	6						
NEWCASTLE	RYANAIR	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
NEWCASTLE	RYANAIR	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
<b>TOTAL SHANNON</b>				<b>476</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>29.4</b>	<b>28.4</b>	<b>15.8</b>	<b>8.4</b>	<b>9.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>86.5</b>	<b>6</b>	<b>376</b>						
SHARM EL SHEIKH (OPHIRA)																											
BIRMINGHAM	TUI AIRWAYS LTD	S	A	14	0	0	0.0	14.3	57.1	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	100.0	3	9						
BIRMINGHAM	TUI AIRWAYS LTD	S	D	14	0	0	0.0	7.1	50.0	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	21	60.0	11	10						
BRISTOL	EASYJET UK LTD	S	A	8	0	1	0.0	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	11.1	19	100.0	4	8						
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	78	100.0	0	8						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		C/ S A/ D		Origin/Destinations: S		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										MAR 2022							
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BRISTOL	TUI AIRWAYS LTD	S	A	7	0	0	14.3	14.3	42.9	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	28	0.0	0	0						
BRISTOL	TUI AIRWAYS LTD	S	D	7	0	0	0.0	28.6	42.9	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	34	0.0	0	0						
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1						
GATWICK	EASYJET UK LTD	S	A	23	0	7	0.0	3.3	6.7	23.3	23.3	20.0	0.0	0.0	0.0	0.0	23.3	39	70.6	23	17						
GATWICK	EASYJET UK LTD	S	D	24	0	0	0.0	0.0	25.0	37.5	12.5	20.8	4.2	0.0	0.0	0.0	0.0	39	88.2	17	17						
GATWICK	TUI AIRWAYS LTD	S	A	10	0	0	10.0	20.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	71.4	11	14						
GATWICK	TUI AIRWAYS LTD	S	D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	78.6	11	14						
GATWICK	WIZZ AIR UK LTD	S	A	8	0	0	0.0	0.0	25.0	12.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	71	0.0	0	0						
GATWICK	WIZZ AIR UK LTD	S	D	7	0	0	0.0	0.0	14.3	14.3	28.6	28.6	14.3	0.0	0.0	0.0	0.0	71	0.0	0	0						
LUTON	EASYJET UK LTD	S	A	16	0	0	0.0	43.8	12.5	18.8	6.3	18.8	0.0	0.0	0.0	0.0	0.0	25	77.8	11	9						
LUTON	EASYJET UK LTD	S	D	16	0	0	0.0	0.0	50.0	37.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	23	77.8	9	9						
LUTON	WIZZ AIR UK LTD	S	A	8	0	0	0.0	12.5	0.0	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	42	0.0	0	0						
LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	11.1	11.1	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0						
STANSTED	TUI AIRWAYS LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	4						
STANSTED	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	8	4						
MANCHESTER	EASYJET UK LTD	S	A	19	0	1	5.0	35.0	25.0	5.0	10.0	15.0	0.0	0.0	0.0	0.0	5.0	20	72.7	11	10						
MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	38.9	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	90.0	4	10						
MANCHESTER	TUI AIRWAYS LTD	S	A	14	0	0	7.1	50.0	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	53.8	19	13						
MANCHESTER	TUI AIRWAYS LTD	S	D	14	0	0	0.0	0.0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	14.3	40	14						
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>				<b>263</b>	<b>0</b>	<b>9</b>	<b>1.5</b>	<b>15.8</b>	<b>31.6</b>	<b>21.3</b>	<b>12.9</b>	<b>10.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>3.3</b>	<b>28</b>	<b>74.4</b>	<b>14</b>	<b>171</b>						
SHENZHEN (HUANGTIAN)																											
HEATHROW	SHENZHEN AIRLINES	S	A	4	0	2	0.0	16.7	0.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	33.3	35	0.0	0	0						
HEATHROW	SHENZHEN AIRLINES	S	D	4	0	2	0.0	0.0	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	33.3	29	0.0	0	0						
<b>TOTAL SHENZHEN (HUANGTIAN)</b>				<b>8</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>8.3</b>	<b>8.3</b>	<b>25.0</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
SIBIU																											
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	45	9						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	10						
LUTON	WIZZ AIR	S	A	27	0	0	22.2	48.1	18.5	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	4	19						
LUTON	WIZZ AIR	S	D	27	0	0	0.0	29.6	40.7	14.8	11.1	3.7	0.0	0.0	0.0	0.0	0.0	14	52.6	23	19						
<b>TOTAL SIBIU</b>				<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>29.6</b>	<b>13.0</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.2</b>	<b>17</b>	<b>57</b>						
SINGAPORE																											
GATWICK	SCOOT TIGERAIR PTE.LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
GATWICK	SCOOT TIGERAIR PTE.LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: S																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	25.8	25.8	29.0	19.4	12.1	3.2	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	25.8	25.8	29.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	19	56.3	22	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	19.4	38.7	25.8	16.1	0.0	0.0	0.0	0.0	0.0	38	26.7	31	15
	HEATHROW	SINGAPORE AIRLINES	S	A	124	0	0	14.5	34.7	16.1	16.9	12.1	3.2	1.6	0.8	0.0	0.0	0.0	17	20.4	40	93
	HEATHROW	SINGAPORE AIRLINES	S	D	124	0	0	0.8	32.3	46.0	12.9	1.6	4.8	0.8	0.8	0.0	0.0	0.0	13	54.3	21	92
	MANCHESTER	SINGAPORE AIRLINES	S	A	19	0	0	21.1	36.8	15.8	0.0	21.1	5.3	0.0	0.0	0.0	0.0	0.0	14	23.1	38	13
	MANCHESTER	SINGAPORE AIRLINES	S	D	19	0	0	0.0	21.1	57.9	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	30.8	59	13
<b>TOTAL SINGAPORE</b>					<b>348</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>29.3</b>	<b>30.2</b>	<b>17.2</b>	<b>10.6</b>	<b>4.6</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>36.9</b>	<b>32</b>	<b>244</b>
SKOPJE																						
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	30.8	38.5	7.7	0.0	7.7	7.7	7.7	0.0	0.0	0.0	37	100.0	3	10
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	0.0	69.2	0.0	7.7	0.0	7.7	7.7	7.7	0.0	0.0	73	50.0	17	10
<b>TOTAL SKOPJE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>53.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>75.0</b>	<b>10</b>	<b>20</b>
SOFIA																						
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	93.8	3	16
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	8	16
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BOURNEMOUTH	AIRBUS INTER TRANSPORT	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	25.0	12.5	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	33	50.0	20	4
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	25.0	12.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	46	50.0	19	4
	BRISTOL	JET2.COM LTD	C	A	3	0	0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	36	33.3	40	3
	BRISTOL	JET2.COM LTD	C	D	3	0	0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	37	0.0	55	3
	BRISTOL	RYANAIR	S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	4
	BRISTOL	RYANAIR	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	14	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	10	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	8	9
	GATWICK	EASYJET UK LTD	S	A	46	0	0	8.7	41.3	23.9	10.9	4.3	8.7	0.0	2.2	0.0	0.0	0.0	17	90.5	13	42

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat				
GATWICK	EASYJET UK LTD	S D	46	0	0	0.0	37.0	43.5	4.3	8.7	6.5	0.0	0.0	0.0	0.0	0.0	11	85.7	5	42	
GATWICK	JET2.COM LTD	C A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
GATWICK	JET2.COM LTD	C D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	9	3	
GATWICK	TUI AIRWAYS LTD	C A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	67	100.0	10	2	
GATWICK	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	103	0.0	16	1	
GATWICK	WIZZ AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5	
GATWICK	WIZZ AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	20	5	
HEATHROW	BRITISH AIRWAYS PLC	S A	27	0	0	18.5	7.4	25.9	22.2	11.1	14.8	0.0	0.0	0.0	0.0	0.0	23	93.3	9	15	
HEATHROW	BRITISH AIRWAYS PLC	S D	27	0	0	0.0	3.7	33.3	37.0	18.5	7.4	0.0	0.0	0.0	0.0	0.0	26	66.7	12	15	
HEATHROW	BULGARIA AIR	S A	15	0	0	6.7	40.0	20.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	12	
HEATHROW	BULGARIA AIR	S D	15	0	0	0.0	26.7	26.7	26.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	91.7	5	12	
LUTON	WIZZ AIR	S A	65	0	0	24.6	36.9	23.1	7.7	3.1	3.1	1.5	0.0	0.0	0.0	0.0	9	79.7	10	59	
LUTON	WIZZ AIR	S D	65	0	0	0.0	18.5	29.2	24.6	16.9	6.2	4.6	0.0	0.0	0.0	0.0	26	63.3	22	60	
STANSTED	RYANAIR	S A	79	0	0	3.8	31.6	35.4	13.9	6.3	7.6	0.0	1.3	0.0	0.0	0.0	18	75.0	16	63	
STANSTED	RYANAIR	S D	79	0	0	0.0	30.4	38.0	10.1	12.7	7.6	0.0	1.3	0.0	0.0	0.0	19	92.1	5	63	
STANSTED	RYANAIR UK LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	70	1	
STANSTED	RYANAIR UK LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	48	1	
MANCHESTER	EASYJET UK LTD	S A	26	0	0	26.9	53.8	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	5	24	
MANCHESTER	EASYJET UK LTD	S D	26	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	6	24	
MANCHESTER	JET2.COM LTD	C A	3	0	0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	24	100.0	5	3	
MANCHESTER	JET2.COM LTD	C D	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	66.7	11	3	
MANCHESTER	JET2.COM LTD	S A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	67	50.0	10	2	
MANCHESTER	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	122	0.0	45	1	
NEWCASTLE	JET2.COM LTD	S A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	42	2	
NEWCASTLE	JET2.COM LTD	S D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	131	1	
<b>TOTAL SOFIA</b>			<b>642</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>31.3</b>	<b>31.6</b>	<b>12.8</b>	<b>8.6</b>	<b>6.1</b>	<b>0.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.0</b>	<b>11</b>	<b>558</b>	
SOUTHAMPTON																					
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S A	22	0	3	16.0	48.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	2	0.0	0	0
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S D	22	0	3	0.0	56.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	1	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	3	27	
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	3	27	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S A	32	0	0	6.3	53.1	18.8	9.4	9.4	0.0	3.1	0.0	0.0	0.0	11	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	32	0	0	0.0	43.8	40.6	6.3	6.3	0.0	3.1	0.0	0.0	0.0	0.0	9	0.0	0	0					
BOURNEMOUTH	GAMA AVIATION (UK) LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1					
BOURNEMOUTH	GAMA AVIATION (UK) LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
EDINBURGH	BA CITYFLYER LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4					
EDINBURGH	BA CITYFLYER LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3					
EDINBURGH	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1					
EDINBURGH	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1					
EDINBURGH	LOGANAIR LTD	S	A	104	0	0	20.2	40.4	20.2	7.7	5.8	2.9	1.0	1.9	0.0	0.0	0.0	13	76.5	13	80					
EDINBURGH	LOGANAIR LTD	S	D	104	0	0	0.0	45.2	35.6	4.8	10.6	1.9	1.0	1.0	0.0	0.0	0.0	14	79.0	12	80					
GLASGOW	LOGANAIR LTD	S	A	103	0	0	26.2	41.7	20.4	7.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	5	88.9	6	80					
GLASGOW	LOGANAIR LTD	S	D	104	0	0	0.0	56.7	26.9	9.6	4.8	1.9	0.0	0.0	0.0	0.0	0.0	8	85.2	7	80					
JERSEY	BLUE ISLANDS LIMITED	S	A	96	0	2	14.3	54.1	15.3	3.1	3.1	4.1	0.0	4.1	0.0	0.0	2.0	16	88.4	8	85					
JERSEY	BLUE ISLANDS LIMITED	S	D	97	0	2	0.0	40.4	46.5	2.0	3.0	4.0	0.0	2.0	0.0	0.0	2.0	12	87.4	8	85					
LEEDS BRADFORD	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.7	0	5					
LEEDS BRADFORD	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	12	5					
MANCHESTER	EASTERN AIRWAYS	S	A	26	0	1	11.1	48.1	22.2	3.7	0.0	7.4	0.0	3.7	0.0	0.0	3.7	15	100.0	1	34					
MANCHESTER	EASTERN AIRWAYS	S	D	26	0	0	0.0	26.9	38.5	15.4	3.8	11.5	0.0	3.8	0.0	0.0	0.0	26	82.9	10	35					
NEWCASTLE	LOGANAIR LTD	S	A	57	0	1	12.1	37.9	25.9	5.2	8.6	6.9	1.7	0.0	0.0	0.0	1.7	14	90.2	5	51					
NEWCASTLE	LOGANAIR LTD	S	D	56	0	2	0.0	34.5	44.8	5.2	1.7	10.3	0.0	0.0	0.0	0.0	3.4	13	92.2	5	51					
<b>TOTAL SOUTHAMPTON SPLIT</b>				<b>890</b>	<b>0</b>	<b>14</b>	<b>8.6</b>	<b>45.1</b>	<b>28.8</b>	<b>5.9</b>	<b>4.8</b>	<b>3.5</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>85.4</b>	<b>8</b>	<b>736</b>					
BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	0	3					
BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	1	3					
CARDIFF WALES	CORENDON DUTCH AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0					
CARDIFF WALES	CORENDON DUTCH AIRLINES	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
CARDIFF WALES	JET2.COM LTD	C	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
CARDIFF WALES	JET2.COM LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
GLASGOW	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2					
GLASGOW	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2					
GATWICK	EASYJET UK LTD	S	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	85.7	16	7					



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		GATWICK		EASYJET UK LTD		S D		5 0		0 0		0.0 0.0		80.0 20.0		0.0 0.0		0.0 0.0		0.0 0.0		12 85.7 18		7							
		LUTON		EASYJET UK LTD		S A		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		15 0.0 0		0							
		LUTON		EASYJET UK LTD		S D		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		7 0.0 0		0							
		MANCHESTER		EASYJET UK LTD		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 50.0 34		2							
		MANCHESTER		EASYJET UK LTD		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 50.0 10		2							
<b>TOTAL SPLIT</b>								<b>18 0</b>		<b>0 0</b>		<b>5.6 11.1</b>		<b>50.0 22.2</b>		<b>11.1 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>12 80.0 12</b>		<b>28</b>							
ST KITTS																															
		GATWICK		BRITISH AIRWAYS PLC		S A		9 0		0 0		33.3 33.3		11.1 22.2		0.0 0.0		0.0 0.0		0.0 0.0		6 100.0 0		8							
		GATWICK		BRITISH AIRWAYS PLC		S D		9 0		0 0		0.0 0.0		88.9 11.1		0.0 0.0		0.0 0.0		0.0 0.0		7 62.5 15		8							
<b>TOTAL ST KITTS</b>								<b>18 0</b>		<b>0 0</b>		<b>16.7 16.7</b>		<b>50.0 16.7</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>6 81.3 7</b>		<b>16</b>							
ST LUCIA (HEWANORRA)																															
		GATWICK		TUI AIRWAYS LTD		C A		5 0		0 0		0.0 80.0		20.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 80.0 4		5							
		GATWICK		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		0.0 0.0		11 20.0 32		5							
		HEATHROW		BRITISH AIRWAYS PLC		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 58.3 24		12							
		HEATHROW		BRITISH AIRWAYS PLC		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 58.3 21		12							
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		C A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0 21		1							
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		C D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0 11		1							
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		11 0		0 0		63.6 18.2		0.0 18.2		0.0 0.0		0.0 0.0		0.0 0.0		5 84.6 4		13							
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		11 0		0 0		0.0 63.6		9.1 18.2		9.1 0.0		0.0 0.0		0.0 0.0		8 78.6 10		14							
<b>TOTAL ST LUCIA (HEWANORRA)</b>								<b>31 0</b>		<b>0 0</b>		<b>22.6 41.9</b>		<b>12.9 19.4</b>		<b>3.2 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>6 66.7 15</b>		<b>63</b>							
STANSTED																															
		BELFAST INTERNATIONAL		EASYJET UK LTD		S A		97 0		0 0		4.1 47.4		25.8 7.2		7.2 4.1		2.1 2.1		0.0 0.0		17 86.7 7		98							
		BELFAST INTERNATIONAL		EASYJET UK LTD		S D		98 0		0 0		0.0 66.3		17.3 1.0		8.2 4.1		2.0 1.0		0.0 0.0		13 94.9 2		98							
		BELFAST INTERNATIONAL		RYANAIR UK LTD		S A		9 0		0 0		0.0 44.4		44.4 0.0		11.1 0.0		0.0 0.0		0.0 0.0		9 0.0 0		0							
		BELFAST INTERNATIONAL		RYANAIR UK LTD		S D		9 0		0 0		0.0 55.6		22.2 11.1		0.0 11.1		0.0 0.0		0.0 0.0		12 0.0 0		0							
		BIRMINGHAM		RYANAIR		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0 31		1							
		BRISTOL		RYANAIR		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0 12		1							
		EDINBURGH		EASYJET UK LTD		S A		103 0		0 0		5.8 44.7		16.5 15.5		10.7 5.8		0.0 1.0		0.0 0.0		16 87.1 7		62							
		EDINBURGH		EASYJET UK LTD		S D		103 0		0 0		4.9 57.3		16.5 5.8		8.7 5.8		0.0 1.0		0.0 0.0		13 88.7 6		62							
		EDINBURGH		RYANAIR UK LTD		S A		64 0		0 0		4.7 20.3		28.1 17.2		20.3 6.3		3.1 0.0		0.0 0.0		23 0.0 0		0							
		EDINBURGH		RYANAIR UK LTD		S D		65 0		0 0		0.0 50.8		20.0 10.8		12.3 3.1		3.1 0.0		0.0 0.0		16 0.0 0		0							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	EASYJET UK LTD	S	A	59	0	0	13.6	37.3	23.7	10.2	6.8	3.4	3.4	1.7	0.0	0.0	0.0	18	90.5	6	63	
	GLASGOW	EASYJET UK LTD	S	D	59	0	0	0.0	54.2	22.0	11.9	6.8	5.1	0.0	0.0	0.0	0.0	0.0	12	93.7	4	63	
	GLASGOW	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	JERSEY	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1	
	JERSEY	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	2	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	2	
	GATWICK	CORENDON DUTCH AIRLINES	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0	
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
	LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	3	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	209	3	
	MANCHESTER	KLASJET UAB	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0	
	TEESSIDE INTERNATIONAL AIRPORT	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	TEESSIDE INTERNATIONAL AIRPORT	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL STANSTED</b>					<b>668</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>48.6</b>	<b>20.9</b>	<b>9.2</b>	<b>9.8</b>	<b>4.8</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>88.3</b>	<b>7</b>	<b>469</b>	
STAVANGER																							
	ABERDEEN	SAS	S	A	48	0	1	6.1	18.4	38.8	16.3	10.2	4.1	4.1	0.0	0.0	0.0	2.0	19	91.8	3	49	
	ABERDEEN	SAS	S	D	48	0	1	4.1	32.7	36.7	6.1	10.2	4.1	4.1	0.0	0.0	0.0	2.0	18	90.0	4	50	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2022		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	46	0	3	10.2	38.8	34.7	8.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	4	92.0	1	23						
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	46	0	3	20.4	53.1	14.3	4.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	2	92.0	1	23						
EDINBURGH	LOGANAIR LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
EDINBURGH	LOGANAIR LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
LIVERPOOL (JOHN LENNON)	BRAATHENS REGIONAL AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
LIVERPOOL (JOHN LENNON)	BRAATHENS REGIONAL AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1						
LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1						
LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
LIVERPOOL (JOHN LENNON)	MALMO AVIATION	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
LIVERPOOL (JOHN LENNON)	MALMO AVIATION	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0						
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	39	0	1	20.0	47.5	22.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	2.5	4	90.0	3	20							
GATWICK	NORWEGIAN AIR SHUTTLE	S	D	39	0	1	2.5	62.5	22.5	5.0	5.0	0.0	0.0	0.0	0.0	0.0	2.5	5	90.0	3	20							
HEATHROW	SAS	S	A	24	0	0	0.0	16.7	41.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	20	50.0	17	4							
HEATHROW	SAS	S	D	24	0	0	0.0	33.3	41.7	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	4							
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0							
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	22.2	11.1	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0							
NEWCASTLE	LOGANAIR LTD	S	A	18	0	1	26.3	21.1	21.1	15.8	0.0	10.5	0.0	0.0	0.0	0.0	5.3	13	0.0	0	0							
NEWCASTLE	LOGANAIR LTD	S	D	18	0	1	0.0	26.3	47.4	5.3	5.3	10.5	0.0	0.0	0.0	0.0	5.3	15	0.0	0	0							
<b>TOTAL STAVANGER</b>				<b>374</b>	<b>0</b>	<b>12</b>	<b>9.8</b>	<b>36.5</b>	<b>31.3</b>	<b>8.5</b>	<b>6.5</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>11</b>	<b>90.0</b>	<b>3</b>	<b>197</b>						
STOCKHOLM (ARLANDA)																												
BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	37.5	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0							
BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0							
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	2							
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	2							
EDINBURGH	SAS	S	A	14	0	0	0.0	21.4	35.7	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EDINBURGH	SAS	S	D	14	0	0	0.0	42.9	7.1	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0									
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	5	9									
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	2	9									
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	111	0	1	20.5	33.9	28.6	6.3	5.4	3.6	0.9	0.0	0.0	0.0	0.9	10	88.0	5	50										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	110	0	2	0.0	48.2	30.4	9.8	5.4	3.6	0.9	0.0	0.0	0.0	1.8	10	90.0	8	50										
HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	6	12.4	24.0	30.2	10.1	10.9	5.4	1.6	0.8	0.0	0.0	4.7	18	88.9	8	88										
HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	5	0.0	10.2	29.7	25.8	20.3	8.6	0.8	0.8	0.0	0.0	3.9	28	60.0	17	88										
HEATHROW	SAS	S	A	129	0	1	9.2	37.7	23.1	11.5	8.5	6.9	0.8	1.5	0.0	0.0	0.8	17	89.4	7	65										
HEATHROW	SAS	S	D	130	0	1	0.0	37.4	39.7	9.2	6.9	3.8	0.8	1.5	0.0	0.0	0.8	14	86.4	6	65										
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	11	0	0	0.0	36.4	18.2	0.0	36.4	9.1	0.0	0.0	0.0	0.0	0.0	23	89.5	4	38										
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	10	0	0	0.0	40.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	18	94.6	2	37										
STANSTED	RYANAIR	S	A	58	0	0	5.2	22.4	15.5	25.9	13.8	12.1	3.4	1.7	0.0	0.0	0.0	33	54.8	16	31										
STANSTED	RYANAIR	S	D	58	0	0	0.0	22.4	43.1	10.3	19.0	3.4	1.7	0.0	0.0	0.0	0.0	18	77.4	8	31										
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	16	1										
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	100.0	0	1										
MANCHESTER	SAS	S	A	24	0	1	0.0	12.0	60.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	4.0	14	90.5	9	21										
MANCHESTER	SAS	S	D	23	0	2	0.0	12.0	52.0	12.0	12.0	4.0	0.0	0.0	0.0	0.0	8.0	14	81.0	11	21										
<b>TOTAL STOCKHOLM (ARLANDA)</b>				<b>1009</b>	<b>0</b>	<b>19</b>	<b>5.4</b>	<b>29.0</b>	<b>32.2</b>	<b>12.8</b>	<b>11.2</b>	<b>5.7</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>82.5</b>	<b>8</b>	<b>611</b>										
STORNOWAY																															
EDINBURGH	LOGANAIR LTD	S	A	27	0	2	27.6	27.6	17.2	10.3	3.4	3.4	0.0	3.4	0.0	0.0	6.9	14	80.6	14	31										
EDINBURGH	LOGANAIR LTD	S	D	29	0	0	0.0	44.8	27.6	13.8	10.3	3.4	0.0	0.0	0.0	0.0	0.0	12	71.0	19	31										
GLASGOW	LOGANAIR LTD	S	A	77	0	2	15.2	58.2	15.2	2.5	0.0	6.3	0.0	0.0	0.0	0.0	2.5	7	90.2	7	82										
GLASGOW	LOGANAIR LTD	S	D	79	0	0	1.3	49.4	31.6	11.4	1.3	5.1	0.0	0.0	0.0	0.0	0.0	9	89.2	7	81										
SOUTHAMPTON	LOGANAIR LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0										
SOUTHAMPTON	LOGANAIR LTD	S	D	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0										
<b>TOTAL STORNOWAY</b>				<b>220</b>	<b>0</b>	<b>4</b>	<b>10.3</b>	<b>48.7</b>	<b>23.2</b>	<b>8.5</b>	<b>2.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>85.9</b>	<b>10</b>	<b>225</b>										
STUTTGAERT																															
HEATHROW	BRITISH AIRWAYS PLC	S	A	65	0	4	0.0	29.0	27.5	18.8	7.2	8.7	0.0	2.9	0.0	0.0	5.8	24	79.2	5	23										
HEATHROW	BRITISH AIRWAYS PLC	S	D	65	0	7	0.0	18.1	26.4	20.8	18.1	4.2	2.8	0.0	0.0	0.0	9.7	24	66.7	15	23										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: S																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late	Unmat	Can				
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	73	0	4	19.5	31.2	26.0	13.0	2.6	1.3	1.3	0.0	0.0	0.0	5.2	9	90.2	2	49
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	73	0	4	0.0	33.8	42.9	11.7	2.6	2.6	1.3	0.0	0.0	0.0	5.2	11	90.2	4	50
<b>TOTAL STUTT GART</b>					<b>276</b>	<b>0</b>	<b>19</b>	<b>5.1</b>	<b>28.1</b>	<b>30.8</b>	<b>15.9</b>	<b>7.5</b>	<b>4.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>17</b>	<b>84.7</b>	<b>5</b>	<b>145</b>
SUCEAVA																						
	LUTON	WIZZ AIR	S	A	48	0	0	35.4	43.8	14.6	2.1	2.1	2.1	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LUTON	WIZZ AIR	S	D	48	0	0	0.0	39.6	27.1	10.4	14.6	6.3	2.1	0.0	0.0	0.0	0.0	19	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	4	0	0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	57.6	19	33
	LUTON	WIZZ AIR UK LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	84.8	5	33
	MANCHESTER	RYANAIR	S	A	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	42.9	31	7
	MANCHESTER	RYANAIR	S	D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	7
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL SUCEAVA</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>37.3</b>	<b>25.4</b>	<b>8.5</b>	<b>9.3</b>	<b>3.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.0</b>	<b>12</b>	<b>82</b>
SUMBURGH																						
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	3
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	15	3
	ABERDEEN	LOGANAIR LTD	S	A	75	0	7	3.7	20.7	13.4	15.9	15.9	11.0	6.1	4.9	0.0	0.0	8.5	45	58.1	29	71
	ABERDEEN	LOGANAIR LTD	S	D	74	0	6	0.0	13.8	41.3	11.3	10.0	10.0	5.0	1.3	0.0	0.0	7.5	30	60.3	27	72
	EDINBURGH	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	132	0.0	0	0
	EDINBURGH	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	5
	EDINBURGH	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4
	EDINBURGH	LOGANAIR LTD	S	A	50	0	4	9.3	37.0	20.4	5.6	11.1	3.7	5.6	0.0	0.0	0.0	7.4	20	85.7	12	49
	EDINBURGH	LOGANAIR LTD	S	D	53	0	1	0.0	27.8	42.6	5.6	11.1	7.4	3.7	0.0	0.0	0.0	1.9	20	78.3	12	57
	GLASGOW	LOGANAIR LTD	S	A	29	0	2	9.7	35.5	32.3	3.2	9.7	0.0	3.2	0.0	0.0	0.0	6.5	11	77.1	11	35
	GLASGOW	LOGANAIR LTD	S	D	31	0	1	0.0	28.1	50.0	6.3	9.4	0.0	3.1	0.0	0.0	0.0	3.1	14	77.1	19	35
	MANCHESTER	LOGANAIR LTD	S	A	9	0	0	0.0	33.3	11.1	11.1	22.2	11.1	0.0	11.1	0.0	0.0	0.0	51	0.0	120	1
	MANCHESTER	LOGANAIR LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	56	3
<b>TOTAL SUMBURGH</b>					<b>331</b>	<b>0</b>	<b>21</b>	<b>3.1</b>	<b>24.7</b>	<b>31.3</b>	<b>9.7</b>	<b>11.9</b>	<b>6.8</b>	<b>4.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>27</b>	<b>69.0</b>	<b>20</b>	<b>338</b>
SYDNEY																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	9.7	38.7	32.3	6.5	0.0	3.2	0.0	0.0	0.0	0.0	17	0.0	125	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	19.4	45.2	19.4	9.7	3.2	0.0	0.0	0.0	0.0	31	20.0	29	5
	HEATHROW	QANTAS	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	HEATHROW	QANTAS	S	A	31	0	0	0.0	0.0	0.0	19.4	35.5	35.5	6.5	3.2	0.0	0.0	0.0	70	63.3	63	30

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	QANTAS	S	D	31	0	0	0.0	12.9	48.4	29.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	15	80.0	52	30
<b>TOTAL SYDNEY</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>6.4</b>	<b>26.4</b>	<b>32.0</b>	<b>16.0</b>	<b>12.8</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>65.7</b>	<b>58</b>	<b>67</b>
SZCZECIN (GOLENOW)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	7
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	7
	STANSTED	RYANAIR	S	A	15	0	0	0.0	26.7	0.0	46.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	25	83.3	4	22
	STANSTED	RYANAIR	S	D	15	0	0	0.0	40.0	26.7	13.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	86.4	3	22
	STANSTED	RYANAIR UK LTD	S	A	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>28.8</b>	<b>13.6</b>	<b>13.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.3</b>	<b>3</b>	<b>58</b>
SZYMANY (MAZURY)	LUTON	WIZZ AIR UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
	LUTON	WIZZ AIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	STANSTED	RYANAIR	S	A	8	0	0	12.5	12.5	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8
	STANSTED	RYANAIR	S	D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0
<b>TOTAL SZYMANY (MAZURY)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.9</b>	<b>6</b>	<b>18</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: T								PERCENTAGE OF FLIGHTS LATE				MAR 2022		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
TAIPEI		HEATHROW	CHINA AIRLINES	S	A	18	0	0	11.1	27.8	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	11	0.0	95	3		
		HEATHROW	CHINA AIRLINES	S	D	18	0	0	0.0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	15	66.7	7	3		
		HEATHROW	EVA AIR	S	A	31	0	0	0.0	6.5	29.0	29.0	29.0	6.5	0.0	0.0	0.0	0.0	26	33.3	44	3		
		HEATHROW	EVA AIR	S	D	31	0	0	0.0	3.2	25.8	35.5	25.8	9.7	0.0	0.0	0.0	0.0	29	66.7	19	3		
<b>TOTAL TAIPEI</b>						<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>9.2</b>	<b>33.7</b>	<b>28.6</b>	<b>21.4</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>41.7</b>	<b>41</b>	<b>12</b>		
TALLIN		EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9			
		EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9			
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9			
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9			
		GATWICK	AIR BALTIC	S	A	13	0	0	0.0	53.8	30.8	0.0	7.7	0.0	0.0	7.7	0.0	0.0	21	100.0	2	13		
		GATWICK	AIR BALTIC	S	D	13	0	0	0.0	23.1	53.8	7.7	7.7	0.0	0.0	7.7	0.0	0.0	23	100.0	4	13		
		LUTON	WIZZ AIR UK LTD	S	A	13	0	0	7.7	23.1	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	22	0.0	0	0		
		LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	38.5	23.1	15.4	7.7	15.4	0.0	0.0	0.0	0.0	21	0.0	0	0		
		STANSTED	RYANAIR	S	A	17	0	0	5.9	11.8	23.5	35.3	23.5	0.0	0.0	0.0	0.0	0.0	19	82.4	10	17		
		STANSTED	RYANAIR	S	D	17	0	0	0.0	52.9	11.8	29.4	5.9	0.0	0.0	0.0	0.0	0.0	10	88.2	3	17		
<b>TOTAL TALLIN</b>						<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>33.7</b>	<b>26.7</b>	<b>19.8</b>	<b>11.6</b>	<b>3.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>94.8</b>	<b>3</b>	<b>96</b>		
TAMPA		GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	13.0	17.4	21.7	13.0	21.7	4.3	8.7	0.0	0.0	0.0	29	81.8	12	22		
		GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	16.7	37.5	25.0	8.3	8.3	4.2	0.0	0.0	0.0	28	66.7	16	21		
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	1	15.6	18.8	25.0	15.6	15.6	6.3	0.0	0.0	0.0	3.1	17	0.0	0	0		
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	32.3	45.2	19.4	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL TAMPA</b>						<b>109</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>21.8</b>	<b>32.7</b>	<b>18.2</b>	<b>11.8</b>	<b>4.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>74.4</b>	<b>14</b>	<b>43</b>		
TAMPERE		STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	0.0	66.7	11.1	0.0	0.0	0.0	0.0	41	44.4	19	9		
		STANSTED	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9		
<b>TOTAL TAMPERE</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>72.2</b>	<b>11</b>	<b>18</b>		
TANGIERS (IBN BATUTA)		GATWICK	AIR ARABIA MAROC	S	A	13	0	0	0.0	46.2	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	13	100.0	0	9		
		GATWICK	AIR ARABIA MAROC	S	D	13	0	0	0.0	23.1	46.2	15.4	7.7	0.0	7.7	0.0	0.0	0.0	19	88.9	6	9		
		STANSTED	RYANAIR UK LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	32	0.0	45	1		
		STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	15	0.0	24	1		
<b>TOTAL TANGIERS (IBN BATUTA)</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>40.9</b>	<b>11.4</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.0</b>	<b>6</b>	<b>20</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: T																	MAR 2022				
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
		-----						-----											-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TARBES-LOURDES INTERNATIONAL																							
	STANSTED	RYANAIR	S	A	12	0	0	8.3	16.7	16.7	8.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	35	100.0	2	9	
	STANSTED	RYANAIR	S	D	12	0	0	0.0	25.0	25.0	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	21	100.0	0	9	
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>20.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>1</b>	<b>20</b>	
TASHKENT																							
	HEATHROW	UZBEKISTAN AIRLINES	S	A	10	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	85.7	7	7	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	10	0	0	0.0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	4	7	
<b>TOTAL TASHKENT</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.9</b>	<b>6</b>	<b>14</b>	
TATRY-POPRAD																							
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	37.5	16	8	
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	6	8	
<b>TOTAL TATRY-POPRAD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>11</b>	<b>16</b>	
TEESSIDE INTERNATIONAL AIRPORT																							
	ABERDEEN	LOGANAIR LTD	S	A	41	0	0	12.2	65.9	17.1	0.0	2.4	0.0	2.4	0.0	0.0	0.0	0.0	5	75.0	20	32	
	ABERDEEN	LOGANAIR LTD	S	D	40	0	1	2.4	58.5	19.5	2.4	2.4	7.3	4.9	0.0	0.0	0.0	2.4	17	69.6	26	46	
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	13	0	1	35.7	42.9	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7.1	4	93.8	4	16	
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	14	0	0	7.1	78.6	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	3	16	
	BIRMINGHAM	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	CARDIFF WALES	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	GATWICK	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	HEATHROW	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	27	
	HEATHROW	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.5	21	27	
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>					<b>110</b>	<b>0</b>	<b>3</b>	<b>10.6</b>	<b>60.2</b>	<b>15.9</b>	<b>1.8</b>	<b>3.5</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>9</b>	<b>80.2</b>	<b>17</b>	<b>166</b>	
TEHRAN IMAM KHOMEINI																							
	HEATHROW	IRAN AIR	S	A	13	0	0	0.0	0.0	30.8	30.8	30.8	0.0	0.0	7.7	0.0	0.0	0.0	37	37.5	15	16	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		PERCENTAGE OF FLIGHTS LATE												MAR 2022			
						NUMBER OF FLIGHTS																	
C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
		HEATHROW	IRAN AIR	S	D	13	0	0	15.4	30.8	46.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	18.8	37	16
<b>TOTAL TEHRAN IMAM KHOMEINI</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>28.1</b>	<b>26</b>	<b>32</b>
TEL AVIV																							
		GATWICK	EASYJET UK LTD	S	A	14	0	0	7.1	14.3	28.6	21.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	25	63.6	22	11
		GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	7.1	71.4	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	81.8	18	11
		GATWICK	WIZZ AIR UK LTD	S	A	28	0	1	0.0	10.3	20.7	24.1	24.1	17.2	0.0	0.0	0.0	0.0	3.4	33	0.0	86	3
		GATWICK	WIZZ AIR UK LTD	S	D	28	0	1	0.0	0.0	34.5	27.6	13.8	17.2	3.4	0.0	0.0	0.0	3.4	35	0.0	67	4
		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	11.3	22.6	21.0	16.1	11.3	9.7	4.8	3.2	0.0	0.0	0.0	33	67.7	37	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	8.1	37.1	14.5	22.6	12.9	3.2	1.6	0.0	0.0	0.0	35	41.9	46	31
		HEATHROW	EL AL	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
		HEATHROW	EL AL	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		HEATHROW	EL AL	S	A	48	0	1	36.7	30.6	18.4	6.1	6.1	0.0	0.0	0.0	0.0	2.0	6	92.2	3	51	
		HEATHROW	EL AL	S	D	47	0	1	2.1	18.8	37.5	20.8	14.6	4.2	0.0	0.0	0.0	0.0	2.1	16	76.5	11	51
		HEATHROW	UNITED AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	37	0	0	32.4	13.5	24.3	16.2	8.1	2.7	0.0	0.0	2.7	0.0	0.0	26	87.0	5	23
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	37	0	0	0.0	59.5	24.3	13.5	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5	95.8	4	24
		LUTON	EASYJET UK LTD	S	A	50	0	2	3.8	3.8	17.3	25.0	28.8	11.5	1.9	3.8	0.0	0.0	3.8	44	25.0	35	32
		LUTON	EASYJET UK LTD	S	D	50	0	0	0.0	8.0	42.0	28.0	14.0	4.0	2.0	2.0	0.0	0.0	0.0	26	59.4	16	32
		LUTON	EL AL	S	A	29	0	0	6.9	27.6	24.1	17.2	20.7	0.0	0.0	3.4	0.0	0.0	0.0	22	72.7	5	9
		LUTON	EL AL	S	D	29	0	0	0.0	3.4	37.9	13.8	31.0	10.3	0.0	3.4	0.0	0.0	0.0	35	20.0	25	9
		LUTON	WIZZ AIR UK LTD	S	A	27	0	2	0.0	20.7	24.1	20.7	17.2	10.3	0.0	0.0	0.0	0.0	6.9	25	15.4	45	13
		LUTON	WIZZ AIR UK LTD	S	D	28	0	1	0.0	0.0	44.8	27.6	13.8	10.3	0.0	0.0	0.0	0.0	3.4	24	46.7	25	15
		MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	7.7	15.4	53.8	15.4	0.0	0.0	0.0	0.0	0.0	42	45.5	28	11
		MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	16	54.5	15	11
<b>TOTAL TEL AVIV</b>						<b>618</b>	<b>0</b>	<b>9</b>	<b>6.9</b>	<b>15.8</b>	<b>30.3</b>	<b>18.7</b>	<b>16.3</b>	<b>8.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>26</b>	<b>62.8</b>	<b>21</b>	<b>373</b>
TENERIFE (SURREINA SOFIA)																							
		ABERDEEN	TUI AIRWAYS LTD	C	A	9	0	0	22.2	44.4	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	22	9
		ABERDEEN	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	11.1	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	40	66.7	28	9
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	10	0	0	30.0	30.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	9
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	10	0	0	0.0	20.0	60.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	9
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	26	0	0	30.8	38.5	7.7	15.4	3.8	0.0	3.8	0.0	0.0	0.0	0.0	12	95.5	2	22
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	27	0	0	0.0	22.2	44.4	11.1	14.8	3.7	0.0	3.7	0.0	0.0	0.0	21	100.0	2	22

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	JET2.COM LTD	C A	6	0	0	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	87	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	C D	6	0	0	0.0	33.3	33.3	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	47	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S A	53	0	0	43.4	18.9	15.1	7.5	3.8	5.7	1.9	1.9	1.9	0.0	0.0	36	98.1	1	52			
BIRMINGHAM	JET2.COM LTD	S D	53	0	0	0.0	20.8	49.1	7.5	11.3	5.7	3.8	1.9	0.0	0.0	0.0	23	84.9	8	53			
BIRMINGHAM	RYANAIR	S A	21	0	0	4.8	42.9	14.3	4.8	9.5	14.3	4.8	4.8	0.0	0.0	0.0	34	88.9	7	18			
BIRMINGHAM	RYANAIR	S D	21	0	0	0.0	23.8	52.4	4.8	4.8	4.8	4.8	4.8	0.0	0.0	0.0	24	88.9	4	18			
BIRMINGHAM	TUI AIRWAYS LTD	C A	17	0	0	5.9	17.6	29.4	23.5	11.8	5.9	0.0	5.9	0.0	0.0	0.0	38	83.3	23	18			
BIRMINGHAM	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	66.7	16.7	5.6	5.6	0.0	0.0	5.6	0.0	0.0	34	66.7	24	18			
BOURNEMOUTH	RYANAIR	S A	5	0	0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	12	8			
BOURNEMOUTH	RYANAIR	S D	5	0	0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	13	87.5	19	8			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	18	9			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	11	9			
BRISTOL	EASYJET UK LTD	S A	29	0	1	30.0	26.7	13.3	10.0	10.0	6.7	0.0	0.0	0.0	0.0	3.3	13	96.6	2	29			
BRISTOL	EASYJET UK LTD	S D	29	0	0	0.0	37.9	41.4	6.9	3.4	6.9	0.0	3.4	0.0	0.0	0.0	19	89.7	6	29			
BRISTOL	JET2.COM LTD	S A	32	0	0	21.9	28.1	15.6	12.5	12.5	9.4	0.0	0.0	0.0	0.0	0.0	17	72.7	10	22			
BRISTOL	JET2.COM LTD	S D	32	0	0	0.0	28.1	53.1	6.3	9.4	0.0	0.0	3.1	0.0	0.0	0.0	15	77.3	11	22			
BRISTOL	RYANAIR	S A	18	0	0	11.1	16.7	11.1	16.7	16.7	16.7	5.6	5.6	0.0	0.0	0.0	53	92.9	3	14			
BRISTOL	RYANAIR	S D	18	0	0	0.0	27.8	11.1	27.8	16.7	5.6	5.6	5.6	0.0	0.0	0.0	46	100.0	3	14			
BRISTOL	TUI AIRWAYS LTD	C A	13	0	0	7.7	7.7	46.2	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	9	13			
BRISTOL	TUI AIRWAYS LTD	C D	13	0	0	0.0	15.4	84.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	17	13			
CARDIFF WALES	TUI AIRWAYS LTD	C A	13	0	0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	92.3	4	13			
CARDIFF WALES	TUI AIRWAYS LTD	C D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	14			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	5	14			
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	6			
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	40	0	0	45.0	17.5	17.5	5.0	5.0	7.5	0.0	2.5	0.0	0.0	0.0	14	100.0	0	40			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	39	0	0	0.0	35.9	41.0	17.9	0.0	0.0	0.0	2.6	2.6	0.0	0.0	21	95.0	2	40			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	23	0	0	4.3	21.7	43.5	21.7	0.0	8.7	0.0	0.0	0.0	0.0	0.0	15	90.0	2	20			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	23	0	0	0.0	47.8	34.8	4.3	4.3	8.7	0.0	0.0	0.0	0.0	0.0	12	89.5	4	19			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	14	0	0	14.3	21.4	14.3	7.1	14.3	21.4	7.1	0.0	0.0	0.0	0.0	36	100.0	2	13			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	92.3	3	13			

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S A	14	0	0	21.4	21.4	21.4	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	22	92.9	4	14			
EDINBURGH	EASYJET UK LTD	S D	14	0	0	0.0	7.1	42.9	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	30	84.6	6	13			
EDINBURGH	JET2.COM LTD	S A	31	0	0	29.0	29.0	12.9	12.9	6.5	9.7	0.0	0.0	0.0	0.0	0.0	13	86.7	4	30			
EDINBURGH	JET2.COM LTD	S D	31	0	0	0.0	38.7	41.9	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	86.7	15	30			
EDINBURGH	RYANAIR	S A	28	0	0	10.7	28.6	28.6	21.4	3.6	3.6	3.6	0.0	0.0	0.0	0.0	17	90.5	4	21			
EDINBURGH	RYANAIR	S D	28	0	0	0.0	32.1	42.9	10.7	10.7	3.6	0.0	0.0	0.0	0.0	0.0	12	100.0	1	21			
EDINBURGH	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9			
EDINBURGH	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	9			
EXETER	TUI AIRWAYS LTD	C A	9	0	0	22.2	22.2	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	7	9			
EXETER	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	2	9			
GLASGOW	EASYJET UK LTD	S A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	13	11			
GLASGOW	EASYJET UK LTD	S D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	19	11			
GLASGOW	JET2.COM LTD	S A	46	0	0	43.5	19.6	17.4	8.7	4.3	4.3	2.2	0.0	0.0	0.0	0.0	12	93.0	7	43			
GLASGOW	JET2.COM LTD	S D	47	0	0	0.0	42.6	38.3	12.8	4.3	2.1	0.0	0.0	0.0	0.0	0.0	8	93.2	7	44			
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	11.1	0.0	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	83.3	6	6			
GLASGOW	TUI AIRWAYS LTD	C D	11	0	0	0.0	27.3	45.5	0.0	9.1	18.2	0.0	0.0	0.0	0.0	0.0	20	71.4	9	7			
JERSEY	SMARTWINGS	C A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	4			
JERSEY	SMARTWINGS	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	4			
LEEDS BRADFORD	JET2.COM LTD	S A	40	0	1	31.7	34.1	12.2	9.8	0.0	0.0	4.9	4.9	0.0	0.0	2.4	22	97.7	3	43			
LEEDS BRADFORD	JET2.COM LTD	S D	41	0	0	0.0	39.0	41.5	12.2	2.4	0.0	0.0	4.9	0.0	0.0	0.0	16	95.3	5	43			
LEEDS BRADFORD	RYANAIR	S A	13	0	0	15.4	15.4	7.7	15.4	15.4	15.4	0.0	15.4	0.0	0.0	0.0	66	92.3	1	13			
LEEDS BRADFORD	RYANAIR	S D	13	0	0	0.0	46.2	23.1	0.0	23.1	0.0	0.0	7.7	0.0	0.0	0.0	37	92.3	4	13			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	16	0	1	58.8	17.6	5.9	0.0	5.9	0.0	0.0	5.9	0.0	0.0	5.9	15	100.0	1	13			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	16	0	0	0.0	43.8	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	13			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	14	0	0	0.0	28.6	28.6	21.4	7.1	0.0	14.3	0.0	0.0	0.0	0.0	34	100.0	0	8			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	14	0	0	0.0	42.9	42.9	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	22	100.0	0	8			
GATWICK	AIR X CHARTER	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	69	0.0	0	0			
GATWICK	AIR X CHARTER	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	39	0	0	25.6	10.3	23.1	5.1	17.9	7.7	5.1	5.1	0.0	0.0	0.0	35	0.0	0	0			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	40	0	0	0.0	7.5	37.5	17.5	20.0	12.5	2.5	2.5	0.0	0.0	0.0	35	0.0	0	0			

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GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	30.8	7.7	7.7	7.7	15.4	15.4	0.0	7.7	0.0	0.0	7.7	47	100.0	2	2		
GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	1	0.0	0.0	53.8	7.7	7.7	7.7	7.7	7.7	0.0	0.0	7.7	43	50.0	15	2		
GATWICK	EASYJET UK LTD	S	A	92	0	1	9.7	21.5	16.1	11.8	15.1	18.3	4.3	1.1	1.1	0.0	1.1	39	90.9	4	77		
GATWICK	EASYJET UK LTD	S	D	93	0	0	0.0	6.5	54.8	21.5	11.8	2.2	2.2	1.1	0.0	0.0	0.0	20	80.8	10	78		
GATWICK	JET2.COM LTD	C	A	6	0	0	16.7	33.3	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
GATWICK	JET2.COM LTD	C	D	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C	A	25	0	0	0.0	24.0	20.0	28.0	8.0	16.0	0.0	4.0	0.0	0.0	0.0	34	85.2	8	27		
GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	42.3	34.6	3.8	7.7	7.7	0.0	3.8	0.0	0.0	0.0	22	70.4	13	27		
GATWICK	VUELING AIRLINES	S	A	7	0	0	0.0	14.3	28.6	0.0	28.6	14.3	14.3	0.0	0.0	0.0	0.0	51	0.0	0	0		
GATWICK	VUELING AIRLINES	S	D	7	0	0	0.0	14.3	42.9	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
GATWICK	WIZZ AIR UK LTD	S	A	18	0	0	0.0	38.9	16.7	11.1	22.2	5.6	5.6	0.0	0.0	0.0	0.0	24	50.0	21	4		
GATWICK	WIZZ AIR UK LTD	S	D	18	0	0	0.0	0.0	44.4	22.2	5.6	27.8	0.0	0.0	0.0	0.0	0.0	32	25.0	16	4		
HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	0.0	20.0	20.0	13.3	26.7	6.7	13.3	0.0	0.0	0.0	0.0	46	76.2	10	62		
HEATHROW	BRITISH AIRWAYS PLC	S	D	15	0	0	0.0	0.0	20.0	33.3	40.0	6.7	0.0	0.0	0.0	0.0	0.0	30	67.7	15	62		
LUTON	EASYJET UK LTD	S	A	31	0	1	18.8	12.5	18.8	6.3	21.9	12.5	3.1	3.1	0.0	0.0	3.1	35	93.5	4	31		
LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	9.7	38.7	22.6	19.4	3.2	6.5	0.0	0.0	0.0	0.0	28	87.1	5	31		
LUTON	RYANAIR	S	A	6	0	0	50.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	9		
LUTON	RYANAIR	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9		
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	32	75.0	6	4		
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	80.0	8	5		
LUTON	WIZZ AIR UK LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	92.9	3	14		
LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	3	14		
STANSTED	JET2.COM LTD	S	A	50	0	0	16.0	30.0	20.0	12.0	16.0	4.0	2.0	0.0	0.0	0.0	0.0	17	92.2	4	51		
STANSTED	JET2.COM LTD	S	D	50	0	0	0.0	22.0	60.0	14.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	10	90.2	5	51		
STANSTED	RYANAIR	S	A	66	0	1	10.4	22.4	22.4	14.9	14.9	11.9	1.5	0.0	0.0	0.0	1.5	23	94.8	4	58		
STANSTED	RYANAIR	S	D	68	0	0	0.0	42.6	32.4	16.2	5.9	2.9	0.0	0.0	0.0	0.0	0.0	10	100.0	1	58		
STANSTED	RYANAIR UK LTD	S	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
STANSTED	RYANAIR UK LTD	S	D	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	28	66.7	30	9		
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	16	9		
MANCHESTER	EASYJET UK LTD	S	A	53	0	3	26.8	25.0	12.5	14.3	7.1	5.4	1.8	0.0	1.8	0.0	5.4	22	95.7	4	46		
MANCHESTER	EASYJET UK LTD	S	D	54	0	0	0.0	37.0	42.6	13.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	8	89.4	5	47		
MANCHESTER	JET2.COM LTD	C	A	6	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0		
MANCHESTER	JET2.COM LTD	C	D	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
MANCHESTER	JET2.COM LTD	S A	70	0	0	24.3	28.6	18.6	10.0	12.9	4.3	1.4	0.0	0.0	0.0	0.0	16	92.4	5	79	
MANCHESTER	JET2.COM LTD	S D	70	0	0	0.0	7.1	61.4	14.3	15.7	1.4	0.0	0.0	0.0	0.0	0.0	14	67.1	16	79	
MANCHESTER	RYANAIR	S A	44	0	1	4.4	28.9	24.4	11.1	22.2	6.7	0.0	0.0	0.0	0.0	2.2	20	76.5	10	34	
MANCHESTER	RYANAIR	S D	44	0	0	0.0	40.9	43.2	0.0	11.4	2.3	2.3	0.0	0.0	0.0	0.0	12	67.6	12	34	
MANCHESTER	RYANAIR UK LTD	S A	11	0	0	9.1	18.2	27.3	9.1	27.3	9.1	0.0	0.0	0.0	0.0	0.0	26	91.7	2	12	
MANCHESTER	RYANAIR UK LTD	S D	11	0	0	0.0	45.5	27.3	0.0	9.1	18.2	0.0	0.0	0.0	0.0	0.0	19	100.0	4	12	
MANCHESTER	TUI AIRWAYS LTD	C A	22	0	0	0.0	18.2	27.3	22.7	13.6	13.6	4.5	0.0	0.0	0.0	0.0	32	53.8	23	26	
MANCHESTER	TUI AIRWAYS LTD	C D	23	0	0	0.0	8.7	47.8	17.4	17.4	4.3	4.3	0.0	0.0	0.0	0.0	23	40.7	27	27	
NEWCASTLE	JET2.COM LTD	S A	41	0	0	29.3	34.1	17.1	4.9	4.9	4.9	4.9	0.0	0.0	0.0	0.0	16	89.7	5	39	
NEWCASTLE	JET2.COM LTD	S D	43	0	0	0.0	14.0	44.2	25.6	7.0	4.7	2.3	2.3	0.0	0.0	0.0	21	89.7	8	39	
NEWCASTLE	RYANAIR	S A	10	0	0	0.0	20.0	30.0	0.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	38	100.0	0	1	
NEWCASTLE	RYANAIR	S D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	6	1	
NEWCASTLE	TUI AIRWAYS LTD	S A	14	0	0	14.3	14.3	0.0	35.7	7.1	7.1	21.4	0.0	0.0	0.0	0.0	50	64.3	17	14	
NEWCASTLE	TUI AIRWAYS LTD	S D	14	0	0	0.0	14.3	50.0	14.3	0.0	14.3	7.1	0.0	0.0	0.0	0.0	29	57.1	24	14	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>2469</b>	<b>0</b>	<b>21</b>	<b>9.8</b>	<b>24.5</b>	<b>32.0</b>	<b>13.1</b>	<b>10.1</b>	<b>6.1</b>	<b>2.1</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>22</b>	<b>86.3</b>	<b>7</b>	<b>2309</b>	
THIRA (SANTORINI)																					
BRISTOL	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BRISTOL	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
GATWICK	EASYJET UK LTD	S A	7	0	2	0.0	22.2	11.1	22.2	0.0	22.2	0.0	0.0	0.0	0.0	22.2	35	33.3	25	3	
GATWICK	EASYJET UK LTD	S D	9	0	0	0.0	0.0	66.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	66.7	22	3	
HEATHROW	BRITISH AIRWAYS PLC	S A	4	0	0	25.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	35	100.0	1	3	
HEATHROW	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	26	66.7	14	3	
STANSTED	RYANAIR	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	47	2	
STANSTED	RYANAIR	S D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
MANCHESTER	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
MANCHESTER	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL THIRA (SANTORINI)</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>15.6</b>	<b>34.4</b>	<b>9.4</b>	<b>15.6</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>25</b>	<b>65.0</b>	<b>17</b>	<b>20</b>	
TIANJIN																					
HEATHROW	TIANJIN AIRLINES	S A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
HEATHROW	TIANJIN AIRLINES	S D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL TIANJIN</b>			<b>0</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TIMISOARA																															
		LUTON	WIZZ AIR	S	A	37	0	0	13.5	64.9	13.5	2.7	0.0	2.7	0.0	2.7	0.0	0.0	0.0	11	92.6	3	27								
		LUTON	WIZZ AIR	S	D	37	0	0	0.0	24.3	45.9	18.9	2.7	2.7	2.7	2.7	0.0	0.0	0.0	20	55.6	18	27								
<b>TOTAL TIMISOARA</b>						<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>44.6</b>	<b>29.7</b>	<b>10.8</b>	<b>1.4</b>	<b>2.7</b>	<b>1.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.1</b>	<b>11</b>	<b>54</b>								
TIRANA																															
		BIRMINGHAM	EUROATLANTIC AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0								
		LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0								
		LIVERPOOL (JOHN LENNON)	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8								
		LIVERPOOL (JOHN LENNON)	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	8								
		GATWICK	ALBA STAR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0								
		GATWICK	CORENDON DUTCH AIRLINES	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
		GATWICK	EASYJET UK LTD	S	A	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	90.9	16	11								
		GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	11								
		GATWICK	EUROATLANTIC AIRWAYS	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0								
		GATWICK	PRIVILEGE STYLE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4								
		HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	4.2	12.5	16.7	25.0	12.5	25.0	0.0	0.0	4.2	0.0	0.0	52	66.7	10	23								
		HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	4.2	37.5	16.7	16.7	20.8	0.0	0.0	4.2	0.0	0.0	48	54.2	13	23								
		LUTON	WIZZ AIR UK LTD	S	A	64	0	1	18.5	23.1	20.0	7.7	15.4	9.2	1.5	3.1	0.0	0.0	1.5	29	77.4	19	62								
		LUTON	WIZZ AIR UK LTD	S	D	65	0	1	0.0	7.6	36.4	13.6	12.1	10.6	1.5	3.0	13.6	0.0	1.5	113	61.3	21	62								
		STANSTED	AIR ALBANIA SHPK	S	A	7	0	2	0.0	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	22.2	19	100.0	0	1								
		STANSTED	AIR ALBANIA SHPK	S	D	7	0	2	0.0	22.2	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	22.2	26	100.0	11	1								
		STANSTED	EUROATLANTIC AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0								
		STANSTED	PRIVILEGE STYLE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1								
<b>TOTAL TIRANA</b>						<b>218</b>	<b>0</b>	<b>6</b>	<b>5.8</b>	<b>15.2</b>	<b>30.4</b>	<b>13.4</b>	<b>12.9</b>	<b>12.1</b>	<b>0.9</b>	<b>1.8</b>	<b>4.9</b>	<b>0.0</b>	<b>2.7</b>	<b>56</b>	<b>72.0</b>	<b>15</b>	<b>215</b>								
TIREE																															
		GLASGOW	LOGANAIR LTD	S	A	50	0	4	18.5	35.2	20.4	5.6	1.9	5.6	3.7	1.9	0.0	0.0	7.4	18	53.7	38	45								
		GLASGOW	LOGANAIR LTD	S	D	50	0	4	1.9	31.5	38.9	5.6	3.7	7.4	3.7	0.0	0.0	0.0	7.4	18	48.2	43	44								
<b>TOTAL TIREE</b>						<b>100</b>	<b>0</b>	<b>8</b>	<b>10.2</b>	<b>33.3</b>	<b>29.6</b>	<b>5.6</b>	<b>2.8</b>	<b>6.5</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>18</b>	<b>50.9</b>	<b>40</b>	<b>89</b>								
TIRGU MURES																															
		LUTON	WIZZ AIR UK LTD	S	A	9	0	0	11.1	22.2	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	100.0	2	7								
		LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	100.0	3	7								
<b>TOTAL TIRGU MURES</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>11.1</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>3</b>	<b>14</b>								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: T																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TIVAT																							
	GATWICK	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	63	1	
	GATWICK	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	41	100.0	2	2	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2	
<b>TOTAL TIVAT</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>24</b>	<b>7</b>	
TOBAGO																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	4	16.7	0.0	16.7	0.0	16.7	8.3	0.0	8.3	0.0	0.0	33.3	51	88.9	22	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	32	87.5	5	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9	
<b>TOTAL TOBAGO</b>					<b>17</b>	<b>0</b>	<b>4</b>	<b>9.5</b>	<b>0.0</b>	<b>28.6</b>	<b>9.5</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>41</b>	<b>94.1</b>	<b>8</b>	<b>34</b>	
TOKYO (HANEDA)																							
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	58.1	32.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	5.6	0	1	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	6.5	71.0	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	32	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	14.7	26.5	14.7	17.6	20.6	2.9	2.9	0.0	0.0	0.0	0.0	20	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	0.0	0.0	40.0	31.4	25.7	2.9	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	35.5	38.7	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3	81.3	17	45		
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	12.9	59.7	19.4	6.5	1.6	0.0	0.0	0.0	0.0	0.0	12	75.0	16	51	
<b>TOTAL TOKYO (HANEDA)</b>					<b>255</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>20.8</b>	<b>36.5</b>	<b>13.7</b>	<b>9.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.1</b>	<b>16</b>	<b>98</b>	
TORONTO																							
	GLASGOW	AIR TRANSAT	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	77.8	9	9	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9	
	GATWICK	AIR TRANSAT	S	A	31	0	0	0.0	3.2	16.1	16.1	48.4	12.9	0.0	0.0	3.2	0.0	0.0	64	83.3	7	18	
	GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	6.5	51.6	12.9	19.4	6.5	0.0	0.0	3.2	0.0	0.0	47	100.0	5	18	
	GATWICK	WEST JET AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	15	11	
	GATWICK	WEST JET AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	18.2	28	11	
	HEATHROW	AIR CANADA	S	A	91	0	1	6.5	16.3	16.3	18.5	15.2	10.9	7.6	7.6	0.0	0.0	1.1	50	60.8	22	51	
	HEATHROW	AIR CANADA	S	D	92	0	2	0.0	11.7	45.7	25.5	9.6	3.2	2.1	0.0	0.0	0.0	2.1	18	62.7	18	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	0.0	12.9	19.4	11.3	27.4	14.5	8.1	3.2	1.6	0.0	1.6	72	85.7	10	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	0.0	8.1	22.6	40.3	21.0	3.2	3.2	1.6	0.0	0.0	75	41.1	31	56	
	MANCHESTER	AIR TRANSAT	S	A	9	0	0	0.0	22.2	22.2	0.0	22.2	11.1	0.0	22.2	0.0	0.0	0.0	78	100.0	1	9	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	AIR TRANSAT	S	D	9	0	0	0.0	11.1	22.2	11.1	22.2	11.1	0.0	22.2	0.0	0.0	0.0	79	66.7	11	9	
<b>TOTAL TORONTO</b>					<b>394</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>10.6</b>	<b>25.9</b>	<b>18.6</b>	<b>22.9</b>	<b>10.8</b>	<b>4.0</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>51</b>	<b>66.6</b>	<b>17</b>	<b>308</b>	
TOULOUSE (BLAGNAC)	BELFAST CITY (GEORGE BEST)	GERMAN AIRWAYS GMBH & CO KG	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BIRMINGHAM	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	0.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	53	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	3	2	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	9	1	
	BRISTOL	EASYJET EUROPE	S	A	8	0	2	20.0	20.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	9	100.0	0	4	
	BRISTOL	EASYJET EUROPE	S	D	8	0	2	0.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	11	100.0	1	4	
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	10.0	40.0	20.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	35	71.4	16	14	
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	30.0	40.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	26	71.4	15	14	
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	CARDIFF WALES	AIR HORIZONT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
	CARDIFF WALES	AIR HORIZONT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	AIR MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	CARDIFF WALES	AIR MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	CARDIFF WALES	WIZZ AIR UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	CARDIFF WALES	WIZZ AIR UK LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	11.1	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	35	87.5	31	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	87.5	17	8	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK LTD	S	A	35	0	1	13.9	19.4	16.7	5.6	8.3	16.7	13.9	2.8	0.0	0.0	2.8	48	94.1	3	34	
	GATWICK	EASYJET UK LTD	S	D	35	0	1	0.0	16.7	44.4	5.6	5.6	13.9	11.1	0.0	0.0	0.0	2.8	35	91.2	6	34	
	GATWICK	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	GATWICK	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4	
	GATWICK	TITAN AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	GATWICK	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2022				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	12.5	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	40	100.0	0	4									
GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	25.0	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	31	25.0	21	4									
HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	9	9.4	17.6	16.5	11.8	16.5	15.3	1.2	1.2	0.0	0.0	10.6	31	91.7	4	60									
HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	8	0.0	8.3	27.4	19.0	19.0	14.3	2.4	0.0	0.0	0.0	9.5	32	67.8	14	59									
LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0									
LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1									
LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
STANSTED	RYANAIR	S	A	47	0	5	3.8	21.2	23.1	3.8	21.2	11.5	0.0	5.8	0.0	0.0	9.6	37	81.8	7	33									
STANSTED	RYANAIR	S	D	47	0	5	0.0	17.3	30.8	13.5	7.7	15.4	3.8	1.9	0.0	0.0	9.6	33	90.9	7	33									
STANSTED	RYANAIR UK LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0									
STANSTED	RYANAIR UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0									
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	34	4									
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	25.0	24	4									
<b>TOTAL TOULOUSE (BLAGNAC)</b>				<b>434</b>	<b>0</b>	<b>33</b>	<b>4.3</b>	<b>18.8</b>	<b>27.0</b>	<b>11.1</b>	<b>14.6</b>	<b>12.0</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>32</b>	<b>81.7</b>	<b>9</b>	<b>344</b>									
TOURS																														
STANSTED	RYANAIR	S	A	9	0	1	0.0	0.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	24	77.8	16	9									
STANSTED	RYANAIR	S	D	9	0	1	0.0	30.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	12	88.9	7	9									
<b>TOTAL TOURS</b>				<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.0</b>	<b>40.0</b>	<b>15.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>18</b>	<b>83.3</b>	<b>11</b>	<b>18</b>									
TRAPANI																														
STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	72	100.0	3	9									
STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	100.0	2	9									
MANCHESTER	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0									
MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
<b>TOTAL TRAPANI</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>100.0</b>	<b>2</b>	<b>18</b>									
TREVISO																														
BRISTOL	RYANAIR	S	A	10	0	0	10.0	10.0	20.0	10.0	30.0	10.0	0.0	0.0	10.0	0.0	0.0	80	78.6	12	14									
BRISTOL	RYANAIR	S	D	10	0	0	0.0	30.0	30.0	10.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	64	71.4	20	14									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	1	2									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2									
EDINBURGH	RYANAIR	S	A	7	0	0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	11	8									
EDINBURGH	RYANAIR	S	D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	8									
STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.1	3	63									
STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.7	2	63									
STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3									
STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: T										MAR 2022									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		MANCHESTER	RYANAIR	S	A	14	0	0	0.0	14.3	50.0	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	46.7	26	15						
		MANCHESTER	RYANAIR	S	D	14	0	0	0.0	64.3	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	40.0	19	15						
<b>TOTAL TREVISO</b>						<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>31.8</b>	<b>34.8</b>	<b>10.6</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>83.3</b>	<b>7</b>	<b>210</b>						
		TRIESTE (RONCHI DEI LEGIONARI)																											
		BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		STANSTED	RYANAIR	S	A	13	0	1	0.0	7.1	35.7	21.4	14.3	7.1	7.1	0.0	0.0	0.0	7.1	29	100.0	2	8						
		STANSTED	RYANAIR	S	D	14	0	0	0.0	50.0	14.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	17	100.0	1	8							
		STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4							
		STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4							
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>						<b>28</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.0</b>	<b>24.1</b>	<b>20.7</b>	<b>10.3</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>22</b>	<b>95.8</b>	<b>3</b>	<b>24</b>						
		TROMSOE																											
		GATWICK	NORWEGIAN AIR SHUTTLE	S	A	7	0	0	28.6	14.3	0.0	14.3	28.6	0.0	0.0	14.3	0.0	0.0	0.0	57	100.0	0	8						
		GATWICK	NORWEGIAN AIR SHUTTLE	S	D	7	0	0	0.0	42.9	28.6	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	46	100.0	0	8						
		LUTON	WIZZ AIR UK LTD	S	A	7	0	0	0.0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0						
		LUTON	WIZZ AIR UK LTD	S	D	7	0	0	0.0	42.9	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0						
<b>TOTAL TROMSOE</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>25.0</b>	<b>10.7</b>	<b>17.9</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>100.0</b>	<b>0</b>	<b>16</b>						
		TRONDHEIM (VAERNES)																											
		GATWICK	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	16.7	8.3	50.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	87.5	3	8						
		GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	0.0	33.3	41.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	100.0	2	8						
		MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0							
		MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	11.1	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	38	0.0	0	0						
<b>TOTAL TRONDHEIM (VAERNES)</b>						<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>26.2</b>	<b>40.5</b>	<b>9.5</b>	<b>9.5</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.8</b>	<b>2</b>	<b>16</b>						
		TUNIS																											
		GATWICK	NOUVELAIR TUNISIE	S	A	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	0.0	34	1						
		GATWICK	NOUVELAIR TUNISIE	S	D	8	0	0	0.0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	34	0.0	20	1						
		GATWICK	TUNISAIR	S	A	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	11	4						
		GATWICK	TUNISAIR	S	D	8	0	0	0.0	0.0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	30	25.0	18	4						
		HEATHROW	TUNISAIR	S	A	15	0	0	0.0	13.3	6.7	13.3	6.7	53.3	0.0	6.7	0.0	0.0	0.0	64	66.7	19	9						
		HEATHROW	TUNISAIR	S	D	15	0	0	0.0	13.3	6.7	6.7	13.3	53.3	0.0	6.7	0.0	0.0	0.0	67	55.6	27	9						
		STANSTED	TUNISAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1							
		STANSTED	TUNISAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1							
<b>TOTAL TUNIS</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.1</b>	<b>21.0</b>	<b>21.0</b>	<b>17.7</b>	<b>29.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>47.1</b>	<b>20</b>	<b>30</b>						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
TURIN	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	4	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	10	4	
	BIRMINGHAM	RYANAIR	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	24	4	
	BIRMINGHAM	RYANAIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	8	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	12	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	17	4	
	BRISTOL	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BRISTOL	RYANAIR	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	53	75.0	10	4	
	BRISTOL	RYANAIR	S	D	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	53	50.0	14	4	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	4	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	7	4	
	EDINBURGH	RYANAIR	S	A	6	0	0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	5	
	EDINBURGH	RYANAIR	S	D	6	0	0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	5	
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	35	4	
	GLASGOW	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	14	4	
	LIVERPOOL (JOHN LENNON)	COPENHAGEN AIRTAXI	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	LIVERPOOL (JOHN LENNON)	COPENHAGEN AIRTAXI	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	34	0	0	17.6	29.4	14.7	14.7	17.6	2.9	0.0	2.9	0.0	0.0	0.0	21	0.0	0	0	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	34	0	0	0.0	38.2	32.4	14.7	11.8	0.0	0.0	2.9	0.0	0.0	0.0	16	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	26.7	20.0	16.7	3.3	13.3	6.7	6.7	6.7	0.0	0.0	0.0	41	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	33.3	30.0	10.0	3.3	13.3	3.3	6.7	0.0	0.0	0.0	41	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	45	0	0	11.1	6.7	24.4	17.8	15.6	20.0	2.2	2.2	0.0	0.0	0.0	37	100.0	2	18	
	GATWICK	EASYJET UK LTD	S	D	45	0	0	0.0	15.6	42.2	6.7	13.3	17.8	2.2	2.2	0.0	0.0	0.0	32	100.0	3	18	
	GATWICK	JET2.COM LTD	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	4	
	GATWICK	JET2.COM LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	4	
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	12.5	0.0	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	8	
	GATWICK	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	9	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.9	15	36	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.2	22	36
	LUTON	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	LUTON	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	30	75.0	5	4
	LUTON	RYANAIR	S	D	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	4
	STANSTED	RYANAIR	S	A	38	0	0	13.2	36.8	18.4	5.3	21.1	2.6	2.6	0.0	0.0	0.0	0.0	16	83.7	7	43
	STANSTED	RYANAIR	S	D	38	0	0	0.0	36.8	39.5	7.9	13.2	0.0	2.6	0.0	0.0	0.0	0.0	13	97.7	2	43
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	4
	STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	4
	MANCHESTER	EASYJET UK LTD	S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	35	100.0	4	3
	MANCHESTER	EASYJET UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4
	MANCHESTER	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	MANCHESTER	RYANAIR	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	33.3	63	6
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	74	6
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	21	3
	NEWCASTLE	TUI AIRWAYS LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	2
<b>TOTAL TURIN</b>					<b>469</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>24.9</b>	<b>35.0</b>	<b>13.4</b>	<b>11.7</b>	<b>6.0</b>	<b>1.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>76.8</b>	<b>11</b>	<b>332</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: V																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VAGAR																							
	EDINBURGH	ATLANTIC AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
	EDINBURGH	ATLANTIC AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL VAGAR</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCE																							
	CARDIFF WALES	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
	CARDIFF WALES	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1	
<b>TOTAL VALENCE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43</b>	<b>2</b>	
VALENCIA																							
	BOURNEMOUTH	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	129	0.0	0	0	
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	43	8	
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	44	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	5	1	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	1	
	EDINBURGH	RYANAIR	S	A	9	0	0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	41	1	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	15	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	72	0	2	8.1	20.3	25.7	21.6	12.2	8.1	1.4	0.0	0.0	0.0	2.7	20	92.5	4	40	
	GATWICK	EASYJET UK LTD	S	D	72	0	2	0.0	18.9	51.4	14.9	4.1	8.1	0.0	0.0	0.0	0.0	2.7	15	92.5	4	40	
	GATWICK	VUELING AIRLINES	S	A	20	0	0	10.0	25.0	25.0	10.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	GATWICK	VUELING AIRLINES	S	D	20	0	0	0.0	20.0	15.0	25.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	4.2	20.8	25.0	16.7	20.8	12.5	0.0	0.0	0.0	0.0	0.0	22	78.3	12	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	0.0	20.8	33.3	29.2	16.7	0.0	0.0	0.0	0.0	0.0	31	65.2	16	23	
	STANSTED	RYANAIR	S	A	48	0	0	6.3	25.0	29.2	16.7	20.8	2.1	0.0	0.0	0.0	0.0	0.0	17	93.0	5	43	
	STANSTED	RYANAIR	S	D	48	0	0	0.0	12.5	25.0	31.3	16.7	14.6	0.0	0.0	0.0	0.0	0.0	29	90.7	5	43	
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	60	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	12	0	0	0.0	41.7	8.3	25.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	24	87.5	9	8	
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	8.3	58.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	17	75.0	12	8	
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL VALENCIA</b>					<b>407</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>20.2</b>	<b>30.4</b>	<b>20.7</b>	<b>14.1</b>	<b>8.3</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>84.9</b>	<b>9</b>	<b>252</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: V																		MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VAN NUYS		BELFAST INTERNATIONAL	PEGASUS AIRLINES	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL VAN NUYS</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VANCOUVER		HEATHROW	AIR CANADA	S	A	31	0	0	12.9	16.1	19.4	29.0	19.4	3.2	0.0	0.0	0.0	0.0	0.0	18	87.5	6	24
		HEATHROW	AIR CANADA	S	D	31	0	0	0.0	0.0	48.4	25.8	16.1	9.7	0.0	0.0	0.0	0.0	0.0	22	91.7	5	24
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	16.1	19.4	29.0	19.4	6.5	0.0	6.5	0.0	0.0	0.0	35	45.2	41	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	9.7	32.3	29.0	25.8	0.0	3.2	0.0	0.0	0.0	45	25.8	43	31
<b>TOTAL VANCOUVER</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>8.1</b>	<b>24.2</b>	<b>29.0</b>	<b>21.0</b>	<b>11.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>59.1</b>	<b>26</b>	<b>110</b>
VARADERO		MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	55.6	66	9
		MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	57	0.0	92	9
<b>TOTAL VARADERO</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>27.8</b>	<b>79</b>	<b>18</b>
VARNA		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1
		LUTON	WIZZ AIR	S	A	27	0	0	3.7	44.4	33.3	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	5	22
		LUTON	WIZZ AIR	S	D	27	0	0	0.0	0.0	33.3	40.7	25.9	0.0	0.0	0.0	0.0	0.0	0.0	24	68.2	16	22
<b>TOTAL VARNA</b>						<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>22.9</b>	<b>35.7</b>	<b>24.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.4</b>	<b>10</b>	<b>46</b>
VASTERAS		STANSTED	RYANAIR	S	A	12	0	0	0.0	41.7	16.7	8.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	20	81.3	7	16
		STANSTED	RYANAIR	S	D	12	0	0	0.0	33.3	25.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	16	93.8	4	16
<b>TOTAL VASTERAS</b>						<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>20.8</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>6</b>	<b>32</b>
VAXJO		STANSTED	RYANAIR	S	A	9	0	0	55.6	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	66.7	3	2
		STANSTED	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	50.0	9	2
<b>TOTAL VAXJO</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.0</b>	<b>6</b>	<b>4</b>
VENICE		BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
		BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
		BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
		BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
		BOURNEMOUTH	RYANAIR	S	A	9	0	0	11.1	11.1	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
		BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
		BRISTOL	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET EUROPE	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1		
BRISTOL	EASYJET UK LTD	S A	11	0	1	0.0	8.3	33.3	16.7	16.7	8.3	8.3	0.0	0.0	0.0	8.3	34	87.5	9	8			
BRISTOL	EASYJET UK LTD	S D	10	0	1	0.0	27.3	36.4	9.1	18.2	0.0	0.0	0.0	0.0	0.0	9.1	11	87.5	6	8			
BRISTOL	RYANAIR	S A	3	0	0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0			
BRISTOL	RYANAIR	S D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
EDINBURGH	EASYJET EUROPE	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	4			
EDINBURGH	EASYJET UK LTD	S A	9	0	0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	19	2			
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	8	2			
EDINBURGH	RYANAIR	S A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0			
EDINBURGH	RYANAIR	S D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0			
JERSEY	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1			
JERSEY	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
GATWICK	EASYJET EUROPE	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	EASYJET EUROPE	S D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	70	0	0	18.6	34.3	17.1	14.3	11.4	4.3	0.0	0.0	0.0	0.0	0.0	13	88.0	6	50			
GATWICK	EASYJET UK LTD	S D	70	0	0	0.0	27.1	44.3	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	16	84.0	8	50			
GATWICK	WIZZ AIR	S A	19	0	0	21.1	21.1	42.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	31	4			
GATWICK	WIZZ AIR	S D	19	0	0	0.0	10.5	47.4	26.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	19	50.0	31	4			
HEATHROW	BRITISH AIRWAYS PLC	S A	100	0	0	14.0	24.0	25.0	13.0	16.0	7.0	1.0	0.0	0.0	0.0	0.0	19	84.1	6	80			
HEATHROW	BRITISH AIRWAYS PLC	S D	100	0	0	0.0	3.0	28.0	26.0	28.0	12.0	3.0	0.0	0.0	0.0	0.0	34	50.0	25	81			
LUTON	EASYJET UK LTD	S A	10	0	0	0.0	0.0	40.0	20.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	37	50.0	23	4			
LUTON	EASYJET UK LTD	S D	10	0	0	0.0	20.0	20.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	30	50.0	14	4			
LUTON	WIZZ AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	11	14			
LUTON	WIZZ AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	9	14			
STANSTED	RYANAIR	S A	88	0	1	2.2	16.9	39.3	18.0	12.4	7.9	2.2	0.0	0.0	0.0	1.1	22	42.9	26	14			
STANSTED	RYANAIR	S D	89	0	1	0.0	26.7	32.2	13.3	15.6	8.9	2.2	0.0	0.0	0.0	1.1	22	78.6	15	14			
STANSTED	RYANAIR UK LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1		
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1		
	MANCHESTER	EASYJET EUROPE	S	A	7	0	0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9		
	MANCHESTER	EASYJET EUROPE	S	D	7	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	9		
	MANCHESTER	EASYJET UK LTD	S	A	20	0	0	5.0	35.0	40.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	27	6		
	MANCHESTER	EASYJET UK LTD	S	D	20	0	0	0.0	15.0	60.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	24	6		
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	10.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	17	9		
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	17	9		
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL VENICE</b>					<b>772</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>21.3</b>	<b>33.3</b>	<b>16.6</b>	<b>14.8</b>	<b>6.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>72.6</b>	<b>13</b>	<b>417</b>		
VERONA VILLAFRANCA																								
	BELFAST CITY (GEORGE BEST)	AER LINGUS	C	A	3	0	0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	AER LINGUS	C	D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	AIR DOLOMITI	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	AIR DOLOMITI	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
	BIRMINGHAM	RYANAIR	S	A	10	0	0	0.0	10.0	30.0	10.0	10.0	30.0	0.0	10.0	0.0	0.0	0.0	62	20.0	30	5		
	BIRMINGHAM	RYANAIR	S	D	10	0	0	0.0	30.0	40.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	22	0.0	34	5		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	57	4		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	73	3		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
	BRISTOL	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	30	2		
	BRISTOL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	88	1		
	CARDIFF WALES	RYANAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	218	1		
	EDINBURGH	RYANAIR	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	EDINBURGH	RYANAIR	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0		
	EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	15	0	0	13.3	13.3	26.7	40.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	15	0	0	0.0	20.0	40.0	6.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	1	25.0	16.7	8.3	8.3	16.7	0.0	8.3	8.3	0.0	0.0	8.3	43	0.0	0	0		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2022			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	1	0.0	41.7	8.3	8.3	16.7	16.7	0.0	0.0	0.0	0.0	8.3	32	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	25	0	1	7.7	7.7	26.9	7.7	23.1	15.4	7.7	0.0	0.0	0.0	3.8	40	80.8	8	25
	GATWICK	EASYJET UK LTD	S	D	25	0	1	0.0	19.2	30.8	23.1	3.8	11.5	7.7	0.0	0.0	0.0	3.8	33	76.9	8	25
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	52	75.0	12	4
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	19	4
	GATWICK	WIZZ AIR UK LTD	S	A	11	0	0	0.0	27.3	27.3	9.1	27.3	0.0	0.0	9.1	0.0	0.0	0.0	38	0.0	0	0
	GATWICK	WIZZ AIR UK LTD	S	D	11	0	0	0.0	27.3	36.4	9.1	9.1	9.1	0.0	9.1	0.0	0.0	0.0	31	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	3	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	11	
	STANSTED	RYANAIR	S	A	22	0	0	0.0	4.5	40.9	27.3	13.6	9.1	0.0	4.5	0.0	0.0	0.0	33	93.3	5	15
	STANSTED	RYANAIR	S	D	22	0	0	0.0	36.4	36.4	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	93.3	4	15
	STANSTED	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	8	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8	
	MANCHESTER	RYANAIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	108	0.0	20	1
	MANCHESTER	RYANAIR UK LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	113	100.0	10	1
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	75	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	106	4
<b>TOTAL VERONA VILLAGRANCA</b>					<b>247</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>17.1</b>	<b>29.9</b>	<b>15.1</b>	<b>17.1</b>	<b>10.0</b>	<b>2.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>31</b>	<b>70.6</b>	<b>18</b>	<b>158</b>
<b>VIENNA</b>																						
	BRISTOL	RYANAIR	S	A	7	0	0	0.0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	9
	BRISTOL	RYANAIR	S	D	7	0	0	0.0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	27	100.0	0	9
	CARDIFF WALES	RYANAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2
	CARDIFF WALES	RYANAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	2
	CARDIFF WALES	RYANAIR SUN	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
	CARDIFF WALES	RYANAIR SUN	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2
	EDINBURGH	RYANAIR	S	A	14	0	0	7.1	14.3	42.9	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	19	88.9	4	9
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	42.9	28.6	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	77.8	13	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	7	0	0	14.3	14.3	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	9
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	WIZZ AIR	S	A	54	0	0	1.9	11.1	37.0	25.9	11.1	9.3	3.7	0.0	0.0	0.0	0.0	25	80.0	13	10

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: V																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	WIZZ AIR	S	D	54	0	0	0.0	3.7	29.6	24.1	27.8	11.1	3.7	0.0	0.0	0.0	0.0	33	40.0	28	10
	HEATHROW	AUSTRIAN AIRLINES	S	A	124	0	0	8.9	38.7	36.3	9.7	2.4	4.0	0.0	0.0	0.0	0.0	0.0	9	94.6	4	74
	HEATHROW	AUSTRIAN AIRLINES	S	D	124	0	0	0.0	18.5	54.0	15.3	7.3	4.0	0.8	0.0	0.0	0.0	0.0	15	79.5	9	73
	HEATHROW	BRITISH AIRWAYS PLC	S	A	103	0	5	13.9	27.8	25.9	10.2	11.1	5.6	0.9	0.0	0.0	0.0	4.6	15	65.5	14	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	104	0	5	0.0	5.5	38.5	22.9	16.5	8.3	2.8	0.9	0.0	0.0	4.6	29	48.3	23	58
	HEATHROW	TITAN AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0
	HEATHROW	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	36.4	28	11
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	15	11
	STANSTED	RYANAIR	S	A	66	0	0	10.6	33.3	28.8	16.7	4.5	6.1	0.0	0.0	0.0	0.0	0.0	12	90.3	5	62
	STANSTED	RYANAIR	S	D	66	0	0	0.0	18.2	36.4	15.2	18.2	10.6	1.5	0.0	0.0	0.0	0.0	24	72.6	14	62
	MANCHESTER	AUSTRIAN AIRLINES	S	A	14	0	0	7.1	28.6	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	12
	MANCHESTER	AUSTRIAN AIRLINES	S	D	14	0	0	14.3	35.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	12
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	38.5	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL VIENNA</b>					<b>808</b>	<b>0</b>	<b>11</b>	<b>4.9</b>	<b>22.5</b>	<b>37.9</b>	<b>15.6</b>	<b>10.3</b>	<b>6.2</b>	<b>1.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>77.4</b>	<b>11</b>	<b>517</b>
<b>VIGO</b>																						
	STANSTED	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	STANSTED	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL VIGO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>VILNIUS</b>																						
	BELFAST INTERNATIONAL	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	RYANAIR	S	A	7	0	0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	9	9
	BIRMINGHAM	RYANAIR	S	D	7	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2
	LEEDS BRADFORD	RYANAIR	S	A	6	0	0	0.0	33.3	50.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	26	85.7	15	14
	LEEDS BRADFORD	RYANAIR	S	D	6	0	0	0.0	16.7	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	20	78.6	16	14

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	8	12	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	12	
	GATWICK	AIR BALTIC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	GATWICK	AIR BALTIC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
	GATWICK	PRIVILEGE STYLE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	LONDON CITY	LOT-POLISH AIRLINES	S	A	27	0	0	25.9	48.1	14.8	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	27	
	LONDON CITY	LOT-POLISH AIRLINES	S	D	27	0	0	0.0	14.8	66.7	3.7	14.8	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	27	
	LUTON	RYANAIR	S	A	24	0	0	4.2	37.5	16.7	8.3	12.5	16.7	4.2	0.0	0.0	0.0	0.0	27	93.5	3	31	
	LUTON	RYANAIR	S	D	24	0	0	0.0	45.8	29.2	0.0	20.8	4.2	0.0	0.0	0.0	0.0	0.0	14	100.0	1	31	
	LUTON	WIZZ AIR	S	A	25	0	0	12.0	52.0	28.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	6	71.4	14	7	
	LUTON	WIZZ AIR	S	D	25	0	0	0.0	28.0	32.0	16.0	12.0	4.0	4.0	4.0	0.0	0.0	0.0	27	42.9	41	7	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	24	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.8	2	24	
	STANSTED	RYANAIR	S	A	40	0	0	2.5	37.5	25.0	5.0	20.0	5.0	0.0	5.0	0.0	0.0	0.0	28	93.5	2	31	
	STANSTED	RYANAIR	S	D	40	0	0	0.0	45.0	32.5	10.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	11	96.8	2	31	
<b>TOTAL VILNIUS</b>					<b>258</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.8</b>	<b>31.4</b>	<b>6.6</b>	<b>11.6</b>	<b>4.3</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>92.2</b>	<b>5</b>	<b>321</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: W																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
WARSAW (CHOPIN)																						
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	33.3	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	20	1
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	0.0	44.4	11.1	22.2	11.1	0.0	11.1	0.0	0.0	0.0	52	0.0	58	1
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	17	6
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	17	6
	EDINBURGH	WIZZ AIR	S	A	7	0	0	28.6	28.6	0.0	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18	100.0	0	2
	EDINBURGH	WIZZ AIR	S	D	7	0	1	0.0	0.0	37.5	0.0	25.0	0.0	25.0	0.0	0.0	0.0	12.5	61	100.0	9	2
	LEEDS BRADFORD	WIZZ AIR	S	A	8	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	41	0.0	0	0
	LEEDS BRADFORD	WIZZ AIR	S	D	8	0	0	0.0	0.0	12.5	25.0	37.5	0.0	12.5	12.5	0.0	0.0	0.0	75	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	3	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	27	88.9	3	9
	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	1	5.7	17.2	29.9	10.3	21.8	11.5	2.3	0.0	0.0	0.0	1.1	26	67.9	17	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	1	0.0	3.4	36.8	27.6	21.8	4.6	4.6	0.0	0.0	0.0	1.1	29	50.0	24	55
	HEATHROW	LOT-POLISH AIRLINES	S	A	82	0	0	11.0	25.6	36.6	17.1	7.3	2.4	0.0	0.0	0.0	0.0	0.0	12	79.5	11	39
	HEATHROW	LOT-POLISH AIRLINES	S	D	81	0	0	0.0	7.4	49.4	19.8	19.8	3.7	0.0	0.0	0.0	0.0	0.0	18	51.3	24	39
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	1	1
	LUTON	WIZZ AIR	S	A	82	0	1	10.8	36.1	25.3	15.7	4.8	4.8	1.2	0.0	0.0	0.0	1.2	13	84.5	7	58
	LUTON	WIZZ AIR	S	D	81	0	1	0.0	15.9	30.5	23.2	19.5	4.9	3.7	1.2	0.0	0.0	1.2	29	74.1	15	58
<b>TOTAL WARSAW (CHOPIN)</b>					<b>564</b>	<b>0</b>	<b>5</b>	<b>4.9</b>	<b>17.0</b>	<b>34.1</b>	<b>18.6</b>	<b>15.8</b>	<b>5.4</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>23</b>	<b>69.2</b>	<b>15</b>	<b>343</b>
WARSAW (MODLIN MASOVIA)																						
	BIRMINGHAM	RYANAIR	S	A	11	0	0	18.2	63.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	14
	BIRMINGHAM	RYANAIR	S	D	11	0	0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	9	14
	BRISTOL	RYANAIR	S	A	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	5	17
	BRISTOL	RYANAIR	S	D	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	5	17
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	4	15
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	30.0	10.0	40.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	56	73.3	9	15

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: W																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	EDINBURGH	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	EDINBURGH	RYANAIR UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GLASGOW	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GLASGOW	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
	LEEDS BRADFORD	RYANAIR	S	A	10	0	0	0.0	20.0	60.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	40	84.6	14	13
	LEEDS BRADFORD	RYANAIR	S	D	10	0	0	0.0	0.0	70.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	41	78.6	20	14
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	2	13
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	3	13
	STANSTED	RYANAIR	S	A	100	0	0	8.0	42.0	32.0	7.0	7.0	3.0	1.0	0.0	0.0	0.0	0.0	10	92.0	4	100
	STANSTED	RYANAIR	S	D	100	0	0	0.0	36.0	31.0	11.0	12.0	6.0	3.0	1.0	0.0	0.0	0.0	20	89.0	5	100
	MANCHESTER	RYANAIR	S	A	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	9
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	13	9
	MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
	MANCHESTER	RYANAIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>323</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>37.2</b>	<b>35.0</b>	<b>9.6</b>	<b>6.5</b>	<b>3.4</b>	<b>1.2</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.8</b>	<b>6</b>	<b>383</b>
WASHINGTON (DULLES)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	1.6	16.1	27.4	19.4	21.0	11.3	3.2	0.0	0.0	0.0	0.0	30	79.7	13	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	1	0.0	1.6	17.5	28.6	25.4	19.0	3.2	3.2	0.0	0.0	1.6	46	27.1	39	57
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1276	0.0	0	0
	HEATHROW	UNITED AIRLINES	S	A	92	0	1	15.1	31.2	29.0	11.8	7.5	1.1	1.1	2.2	0.0	0.0	1.1	15	84.5	7	58
	HEATHROW	UNITED AIRLINES	S	D	92	0	2	0.0	56.4	29.8	4.3	5.3	0.0	0.0	2.1	0.0	0.0	2.1	9	89.7	12	58
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	22.6	6.5	35.5	22.6	9.7	0.0	0.0	0.0	0.0	0.0	3.2	12	80.0	16	15
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	0.0	38.7	41.9	9.7	3.2	3.2	0.0	0.0	0.0	0.0	3.2	7	68.8	12	16
<b>TOTAL WASHINGTON (DULLES)</b>					<b>369</b>	<b>0</b>	<b>6</b>	<b>5.9</b>	<b>28.5</b>	<b>28.5</b>	<b>14.7</b>	<b>12.0</b>	<b>5.6</b>	<b>1.3</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>70.6</b>	<b>17</b>	<b>263</b>
WICK JOHN O GROATS																						
	ABERDEEN	EASTERN AIRWAYS	S	A	49	0	10	1.7	35.6	27.1	5.1	6.8	1.7	3.4	1.7	0.0	0.0	16.9	21	0.0	0	0
	ABERDEEN	EASTERN AIRWAYS	S	D	49	0	3	0.0	30.8	50.0	1.9	3.8	3.8	3.8	0.0	0.0	0.0	5.8	15	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>					<b>98</b>	<b>0</b>	<b>13</b>	<b>0.9</b>	<b>33.3</b>	<b>37.8</b>	<b>3.6</b>	<b>5.4</b>	<b>2.7</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WROCLAW																						
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: W																	MAR 2022			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	9
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	9
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	0	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	3	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	0.0	33.3	16.7	8.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	20	90.9	6	11
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	15.4	15.4	38.5	23.1	0.0	0.0	7.7	0.0	0.0	0.0	34	90.9	6	11
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	9	10
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	70.0	13	10
	GLASGOW	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	8
	GLASGOW	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	0.0	50.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	12.5	19	88.9	2	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	16	77.8	9	9
	LEEDS BRADFORD	WIZZ AIR	S	A	7	0	1	0.0	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	0.0	0	0
	LEEDS BRADFORD	WIZZ AIR	S	D	7	0	1	0.0	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	4	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	3	10
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	10	10
	LUTON	WIZZ AIR	S	A	38	0	0	15.8	57.9	13.2	2.6	0.0	10.5	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1
	LUTON	WIZZ AIR	S	D	38	0	0	0.0	26.3	47.4	10.5	2.6	13.2	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	10	21
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	12	21
	STANSTED	RYANAIR	S	A	52	0	0	13.5	38.5	32.7	9.6	3.8	1.9	0.0	0.0	0.0	0.0	0.0	7	96.2	2	52
	STANSTED	RYANAIR	S	D	52	0	0	0.0	38.5	40.4	7.7	9.6	3.8	0.0	0.0	0.0	0.0	0.0	12	92.3	4	52
	MANCHESTER	RYANAIR	S	A	8	0	0	25.0	25.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	100.0	0	7
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	13	7
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
	NEWCASTLE	RYANAIR	S	A	10	0	0	10.0	30.0	20.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	9
	NEWCASTLE	RYANAIR	S	D	10	0	0	0.0	30.0	30.0	0.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	26	88.9	6	9
<b>TOTAL WROCLAW</b>					<b>364</b>	<b>0</b>	<b>3</b>	<b>6.8</b>	<b>36.8</b>	<b>31.3</b>	<b>11.4</b>	<b>7.6</b>	<b>4.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>90.1</b>	<b>5</b>	<b>324</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: Y

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
YEREVAN	GLASGOW	BH AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0
<b>TOTAL YEREVAN</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

		Origin/Destinations: Z																	MAR 2022				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ZADAR																							
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1	
	NEWCASTLE	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	NEWCASTLE	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>TOTAL ZADAR</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>16</b>	<b>8</b>	
ZAGREB																							
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	99	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	1	3.8	26.9	19.2	7.7	19.2	19.2	0.0	0.0	0.0	0.0	3.8	29	83.3	5	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	1	0.0	7.7	23.1	26.9	19.2	19.2	0.0	0.0	0.0	0.0	3.8	34	61.1	9	17	
	HEATHROW	CROATIA AIRLINES	S	A	18	0	0	0.0	5.6	44.4	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	21	94.1	2	17	
	HEATHROW	CROATIA AIRLINES	S	D	18	0	0	0.0	0.0	22.2	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	36	88.2	6	17	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	137	1	
	STANSTED	RYANAIR	S	A	31	0	0	22.6	25.8	29.0	16.1	0.0	3.2	3.2	0.0	0.0	0.0	0.0	13	100.0	1	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	29.0	29.0	19.4	12.9	6.5	3.2	0.0	0.0	0.0	0.0	23	87.1	6	31	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	13	9	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	77.8	32	9	
<b>TOTAL ZAGREB</b>					<b>164</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>18.1</b>	<b>28.9</b>	<b>21.7</b>	<b>13.3</b>	<b>10.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>24</b>	<b>85.5</b>	<b>8</b>	<b>150</b>	
ZAKINTHOS																							
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
<b>TOTAL ZAKINTHOS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
ZARAGOZA																							
	STANSTED	RYANAIR	S	A	20	0	0	5.0	15.0	35.0	20.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	19	87.0	5	23	
	STANSTED	RYANAIR	S	D	20	0	0	0.0	35.0	40.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	95.7	1	23	
<b>TOTAL ZARAGOZA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>25.0</b>	<b>37.5</b>	<b>17.5</b>	<b>12.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.3</b>	<b>3</b>	<b>46</b>	
ZURICH																							
	BIRMINGHAM	SWISS AIRLINES	S	A	29	0	0	0.0	20.7	27.6	24.1	10.3	17.2	0.0	0.0	0.0	0.0	0.0	26	100.0	3	10	
	BIRMINGHAM	SWISS AIRLINES	S	D	29	0	0	0.0	6.9	34.5	20.7	20.7	17.2	0.0	0.0	0.0	0.0	0.0	32	60.0	21	10	
	BRISTOL	SWISS AIRLINES	S	A	5	0	1	0.0	33.3	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	16.7	24	0.0	0	0	
	BRISTOL	SWISS AIRLINES	S	D	5	0	1	0.0	33.3	0.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	16.7	24	0.0	0	0	
	EDINBURGH	EDELWEISS AIR	S	A	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	1	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2023

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	EDELWEISS AIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1	
	GATWICK	BA CITYFLYER LTD	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	52	0	0	5.8	36.5	23.1	9.6	11.5	9.6	3.8	0.0	0.0	0.0	22	88.9	4	36		
	GATWICK	EASYJET UK LTD	S	D	52	0	0	0.0	34.6	38.5	7.7	11.5	7.7	0.0	0.0	0.0	0.0	16	83.3	7	36		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	20	4.0	15.4	27.4	14.9	14.3	9.1	2.3	1.1	0.0	0.0	11.4	28	77.9	11	101	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	20	0.0	8.6	34.9	22.9	14.9	6.3	0.6	0.6	0.0	0.0	11.4	24	55.8	20	101	
	HEATHROW	SWISS AIRLINES	S	A	214	0	3	4.1	27.2	32.7	16.6	13.8	4.1	0.0	0.0	0.0	0.0	1.4	15	90.3	4	145	
	HEATHROW	SWISS AIRLINES	S	D	214	0	3	0.0	14.7	34.6	21.7	21.7	4.6	1.4	0.0	0.0	0.0	1.4	22	78.5	9	143	
	HEATHROW	TITAN AIRWAYS LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	HEATHROW	TITAN AIRWAYS LTD	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	A	73	0	2	9.3	26.7	20.0	26.7	8.0	5.3	1.3	0.0	0.0	0.0	2.7	17	89.6	4	77	
	LONDON CITY	BA CITYFLYER LTD	S	D	75	0	2	0.0	22.1	42.9	18.2	10.4	2.6	1.3	0.0	0.0	0.0	2.6	14	84.4	7	77	
	LONDON CITY	SWISS AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1		
	LONDON CITY	SWISS AIRLINES	S	A	114	0	6	2.5	24.2	36.7	19.2	10.0	1.7	0.8	0.0	0.0	5.0	14	85.7	4	67		
	LONDON CITY	SWISS AIRLINES	S	D	114	0	7	0.0	2.5	28.9	33.9	21.5	5.8	1.7	0.0	0.0	5.8	28	55.7	16	67		
	LUTON	EASYJET UK LTD	S	A	22	0	0	9.1	13.6	31.8	18.2	22.7	4.5	0.0	0.0	0.0	0.0	17	88.2	3	16		
	LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	22.7	36.4	22.7	9.1	9.1	0.0	0.0	0.0	0.0	17	93.8	8	16		
	STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	1		
	MANCHESTER	SWISS AIRLINES	S	A	62	0	0	0.0	16.1	37.1	29.0	12.9	4.8	0.0	0.0	0.0	0.0	18	90.9	5	33		
	MANCHESTER	SWISS AIRLINES	S	D	62	0	0	0.0	11.3	25.8	35.5	21.0	6.5	0.0	0.0	0.0	0.0	23	78.8	12	33		
<b>TOTAL ZURICH</b>					<b>1478</b>	<b>0</b>	<b>65</b>	<b>2.1</b>	<b>18.1</b>	<b>32.3</b>	<b>21.2</b>	<b>14.9</b>	<b>6.0</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>21</b>	<b>79.4</b>	<b>9</b>	<b>972</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	20	0	0	10.0	35.0	15.0	10.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	25	72.2	25	18
SCHEDULED FLIGHTS(ALL ROUTES)	2425	1	147	4.2	33.3	28.6	9.8	8.7	5.6	2.8	1.3	0.1	0.0	5.7	21	79.3	12	1989
<b>AIRPORT TOTAL</b>	<b>2445</b>	<b>1</b>	<b>147</b>	<b>4.2</b>	<b>33.4</b>	<b>28.5</b>	<b>9.8</b>	<b>8.8</b>	<b>5.6</b>	<b>2.8</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>5.7</b>	<b>21</b>	<b>79.3</b>	<b>12</b>	<b>2007</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: BELFAST CITY (GEORGE BEST) (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	17	0	0	11.8	0.0	29.4	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	20	80.0	9	10
SCHEDULED FLIGHTS(ALL ROUTES)	2077	0	77	8.9	42.8	24.7	7.2	6.7	4.1	1.5	0.4	0.0	0.0	3.6	13	90.9	5	1257
<b>AIRPORT TOTAL</b>	<b>2094</b>	<b>0</b>	<b>77</b>	<b>8.9</b>	<b>42.5</b>	<b>24.7</b>	<b>7.5</b>	<b>6.8</b>	<b>4.1</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>13</b>	<b>90.9</b>	<b>5</b>	<b>1267</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	26	0	0	11.5	26.9	26.9	19.2	11.5	0.0	3.8	0.0	0.0	0.0	0.0	15	93.8	7	16
SCHEDULED FLIGHTS(ALL ROUTES)	2799	0	34	3.9	40.4	26.6	9.6	8.3	7.0	1.5	1.2	0.2	0.0	1.2	20	87.9	7	2690
<b>AIRPORT TOTAL</b>	<b>2825</b>	<b>0</b>	<b>34</b>	<b>4.0</b>	<b>40.3</b>	<b>26.6</b>	<b>9.7</b>	<b>8.4</b>	<b>7.0</b>	<b>1.5</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>20</b>	<b>87.9</b>	<b>7</b>	<b>2706</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	296	0	0	5.1	14.9	34.1	16.6	17.2	5.7	2.0	3.0	1.4	0.0	0.0	36	56.8	29	257
SCHEDULED FLIGHTS(ALL ROUTES)	5206	0	102	6.6	29.5	31.5	12.6	8.7	5.5	2.1	1.5	0.1	0.0	1.9	21	81.7	9	3946
<b>AIRPORT TOTAL</b>	<b>5502</b>	<b>0</b>	<b>102</b>	<b>6.5</b>	<b>28.7</b>	<b>31.6</b>	<b>12.8</b>	<b>9.1</b>	<b>5.5</b>	<b>2.1</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>	<b>22</b>	<b>80.2</b>	<b>10</b>	<b>4203</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	57	0	0	5.3	40.4	29.8	8.8	8.8	5.3	1.8	0.0	0.0	0.0	0.0	14	80.9	11	47
SCHEDULED FLIGHTS(ALL ROUTES)	242	0	0	3.7	27.3	28.5	14.9	16.1	7.4	0.8	0.8	0.4	0.0	0.0	28	86.6	7	277
<b>AIRPORT TOTAL</b>	<b>299</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>29.8</b>	<b>28.8</b>	<b>13.7</b>	<b>14.7</b>	<b>7.0</b>	<b>1.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>85.8</b>	<b>8</b>	<b>324</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	138	0	0	3.6	15.9	45.7	15.2	8.0	5.8	5.1	0.7	0.0	0.0	0.0	24	68.4	21	136
SCHEDULED FLIGHTS(ALL ROUTES)	4397	0	143	3.4	30.0	28.8	13.0	11.2	6.8	1.9	1.2	0.5	0.0	3.1	24	84.7	8	3622
<b>AIRPORT TOTAL</b>	<b>4535</b>	<b>0</b>	<b>143</b>	<b>3.4</b>	<b>29.6</b>	<b>29.3</b>	<b>13.0</b>	<b>11.1</b>	<b>6.8</b>	<b>2.0</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>3.1</b>	<b>24</b>	<b>84.1</b>	<b>9</b>	<b>3758</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: CARDIFF WALES (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	99	1	0	3.0	27.0	38.0	18.0	7.0	6.0	0.0	0.0	0.0	1.0	0.0	13	73.5	14	150
SCHEDULED FLIGHTS(ALL ROUTES)	316	8	4	3.7	31.7	28.0	13.7	11.0	4.3	2.1	1.8	0.0	2.4	1.2	22	82.4	8	186
<b>AIRPORT TOTAL</b>	<b>415</b>	<b>9</b>	<b>4</b>	<b>3.5</b>	<b>30.6</b>	<b>30.4</b>	<b>14.7</b>	<b>10.0</b>	<b>4.7</b>	<b>1.6</b>	<b>1.4</b>	<b>0.0</b>	<b>2.1</b>	<b>0.9</b>	<b>20</b>	<b>78.4</b>	<b>11</b>	<b>336</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.1	5	141
SCHEDULED FLIGHTS(ALL ROUTES)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	10	176
<b>AIRPORT TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.0</b>	<b>8</b>	<b>317</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	87	0	0	4.6	23.0	29.9	9.2	11.5	14.9	4.6	2.3	0.0	0.0	0.0	34	77.8	10	72
SCHEDULED FLIGHTS(ALL ROUTES)	1086	0	2	8.2	34.3	27.8	12.5	9.4	4.6	1.6	1.4	0.1	0.0	0.2	18	90.8	5	1011
<b>AIRPORT TOTAL</b>	<b>1173</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>33.4</b>	<b>28.0</b>	<b>12.3</b>	<b>9.5</b>	<b>5.4</b>	<b>1.8</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>90.0</b>	<b>6</b>	<b>1083</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	37	0	0	5.4	8.1	24.3	13.5	16.2	16.2	10.8	5.4	0.0	0.0	0.0	53	58.3	25	58
SCHEDULED FLIGHTS(ALL ROUTES)	7698	4	155	5.4	33.6	28.9	12.0	10.9	5.4	1.1	0.5	0.1	0.1	2.0	17	84.4	8	5783
<b>AIRPORT TOTAL</b>	<b>7735</b>	<b>4</b>	<b>155</b>	<b>5.4</b>	<b>33.4</b>	<b>28.8</b>	<b>12.0</b>	<b>10.9</b>	<b>5.5</b>	<b>1.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.1</b>	<b>2.0</b>	<b>17</b>	<b>84.1</b>	<b>8</b>	<b>5841</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	52	0	0	7.7	44.2	23.1	13.5	1.9	5.8	1.9	1.9	0.0	0.0	0.0	17	85.7	5	49
SCHEDULED FLIGHTS(ALL ROUTES)	324	5	0	5.8	42.6	31.3	4.6	9.1	2.4	2.4	0.3	0.0	1.5	0.0	13	87.2	6	281
<b>AIRPORT TOTAL</b>	<b>376</b>	<b>5</b>	<b>0</b>	<b>6.0</b>	<b>42.8</b>	<b>30.2</b>	<b>5.8</b>	<b>8.1</b>	<b>2.9</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>14</b>	<b>87.0</b>	<b>6</b>	<b>330</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: GATWICK (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	645	0	39	4.1	14.0	32.2	15.5	16.4	8.2	2.5	1.3	0.1	0.0	5.7	31	66.8	16	601
SCHEDULED FLIGHTS(ALL ROUTES)	17893	0	345	6.0	24.7	30.7	13.4	12.1	7.8	2.3	1.1	0.1	0.0	1.9	24	84.5	8	11341
<b>AIRPORT TOTAL</b>	<b>18538</b>	<b>0</b>	<b>384</b>	<b>5.9</b>	<b>24.3</b>	<b>30.7</b>	<b>13.4</b>	<b>12.2</b>	<b>7.8</b>	<b>2.3</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>24</b>	<b>83.6</b>	<b>9</b>	<b>11942</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	84	0	0	2.4	15.5	34.5	13.1	14.3	15.5	3.6	0.0	1.2	0.0	0.0	44	61.4	18	101
SCHEDULED FLIGHTS(ALL ROUTES)	4543	0	128	6.5	39.2	27.3	10.0	7.2	4.9	1.4	0.6	0.1	0.0	2.7	15	85.1	9	3947
<b>AIRPORT TOTAL</b>	<b>4627</b>	<b>0</b>	<b>128</b>	<b>6.4</b>	<b>38.8</b>	<b>27.4</b>	<b>10.1</b>	<b>7.4</b>	<b>5.0</b>	<b>1.5</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>84.5</b>	<b>9</b>	<b>4048</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	39	0	0	10.3	10.3	28.2	10.3	17.9	17.9	2.6	2.6	0.0	0.0	0.0	37	52.9	25	49
SCHEDULED FLIGHTS(ALL ROUTES)	36285	0	1159	6.1	20.9	29.8	16.1	14.4	7.4	1.4	0.6	0.2	0.0	3.1	23	71.1	15	26685
<b>AIRPORT TOTAL</b>	<b>36324</b>	<b>0</b>	<b>1159</b>	<b>6.1</b>	<b>20.9</b>	<b>29.8</b>	<b>16.1</b>	<b>14.4</b>	<b>7.4</b>	<b>1.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>3.1</b>	<b>23</b>	<b>71.1</b>	<b>15</b>	<b>26734</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
SCHEDULED FLIGHTS(ALL ROUTES)	749	0	90	3.0	25.9	26.3	10.4	10.3	7.7	1.2	1.2	3.3	0.0	10.7	72	84.1	9	598
<b>AIRPORT TOTAL</b>	<b>749</b>	<b>0</b>	<b>90</b>	<b>3.0</b>	<b>25.9</b>	<b>26.3</b>	<b>10.4</b>	<b>10.3</b>	<b>7.7</b>	<b>1.2</b>	<b>1.2</b>	<b>3.3</b>	<b>0.0</b>	<b>10.7</b>	<b>72</b>	<b>84.1</b>	<b>9</b>	<b>598</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	12	0	0	0.0	8.3	66.7	8.3	8.3	0.0	0.0	8.3	0.0	0.0	0.0	39	70.6	12	17
SCHEDULED FLIGHTS(ALL ROUTES)	1283	0	27	7.9	40.3	26.0	7.3	8.0	5.0	1.8	1.4	0.3	0.0	2.1	18	80.9	10	1090
<b>AIRPORT TOTAL</b>	<b>1295</b>	<b>0</b>	<b>27</b>	<b>7.8</b>	<b>40.0</b>	<b>26.4</b>	<b>7.3</b>	<b>8.0</b>	<b>4.9</b>	<b>1.7</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>18</b>	<b>80.7</b>	<b>10</b>	<b>1107</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	1743	0	98	6.1	33.7	29.6	9.1	7.9	4.3	1.9	1.2	0.7	0.0	5.3	22	82.5	12	1304
<b>AIRPORT TOTAL</b>	<b>1749</b>	<b>0</b>	<b>98</b>	<b>6.1</b>	<b>33.8</b>	<b>29.6</b>	<b>9.0</b>	<b>7.9</b>	<b>4.3</b>	<b>1.9</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>5.3</b>	<b>22</b>	<b>82.5</b>	<b>12</b>	<b>1304</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: LIVERPOOL (JOHN LENNON) (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	17	0	0	5.9	11.8	23.5	29.4	17.6	11.8	0.0	0.0	0.0	0.0	0.0	28	58.8	15	34
SCHEDULED FLIGHTS(ALL ROUTES)	2112	0	35	4.4	38.5	30.0	10.8	8.3	3.7	1.5	1.1	0.0	0.0	1.6	16	88.0	6	1974
<b>AIRPORT TOTAL</b>	<b>2129</b>	<b>0</b>	<b>35</b>	<b>4.4</b>	<b>38.3</b>	<b>30.0</b>	<b>10.9</b>	<b>8.4</b>	<b>3.7</b>	<b>1.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>87.5</b>	<b>6</b>	<b>2008</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
SCHEDULED FLIGHTS(ALL ROUTES)	4175	0	197	7.4	30.3	31.0	11.3	9.7	4.4	1.0	0.3	0.0	0.0	4.5	15	85.6	7	3029
<b>AIRPORT TOTAL</b>	<b>4175</b>	<b>0</b>	<b>197</b>	<b>7.4</b>	<b>30.3</b>	<b>31.0</b>	<b>11.3</b>	<b>9.7</b>	<b>4.4</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>85.6</b>	<b>7</b>	<b>3030</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	45	0	0	2.2	4.4	42.2	22.2	17.8	11.1	0.0	0.0	0.0	0.0	0.0	25	71.4	12	35
SCHEDULED FLIGHTS(ALL ROUTES)	7514	0	45	5.2	25.8	30.4	14.0	12.6	7.9	2.0	1.1	0.3	0.0	0.6	24	78.9	11	5892
<b>AIRPORT TOTAL</b>	<b>7559</b>	<b>0</b>	<b>45</b>	<b>5.2</b>	<b>25.7</b>	<b>30.5</b>	<b>14.1</b>	<b>12.6</b>	<b>7.9</b>	<b>2.0</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>24</b>	<b>78.9</b>	<b>11</b>	<b>5927</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	514	0	0	3.3	9.3	33.5	19.6	19.5	9.5	4.3	1.0	0.0	0.0	0.0	32	36.4	46	528
SCHEDULED FLIGHTS(ALL ROUTES)	11586	0	142	5.1	30.0	33.0	12.8	10.7	5.3	1.2	0.6	0.1	0.0	1.2	18	75.2	13	9591
<b>AIRPORT TOTAL</b>	<b>12100</b>	<b>0</b>	<b>142</b>	<b>5.0</b>	<b>29.1</b>	<b>33.0</b>	<b>13.0</b>	<b>11.1</b>	<b>5.4</b>	<b>1.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>73.2</b>	<b>14</b>	<b>10119</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	15	6
SCHEDULED FLIGHTS(ALL ROUTES)	2227	0	49	4.3	27.2	32.7	12.7	9.9	7.0	2.6	1.1	0.2	0.0	2.2	23	83.2	11	1789
<b>AIRPORT TOTAL</b>	<b>2233</b>	<b>0</b>	<b>49</b>	<b>4.3</b>	<b>27.3</b>	<b>32.7</b>	<b>12.8</b>	<b>9.9</b>	<b>7.0</b>	<b>2.6</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>2.1</b>	<b>23</b>	<b>83.1</b>	<b>11</b>	<b>1795</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	22	6
SCHEDULED FLIGHTS(ALL ROUTES)	1451	0	58	5.6	46.3	27.3	6.3	5.9	3.4	0.6	0.8	0.0	0.0	3.8	11	83.5	9	1162
<b>AIRPORT TOTAL</b>	<b>1453</b>	<b>0</b>	<b>58</b>	<b>5.6</b>	<b>46.3</b>	<b>27.3</b>	<b>6.3</b>	<b>5.9</b>	<b>3.4</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>11</b>	<b>83.5</b>	<b>9</b>	<b>1168</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SCHEDULED FLIGHTS(ALL ROUTES)	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>AIRPORT TOTAL</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	78	0	0	3.8	20.5	41.0	14.1	11.5	3.8	3.8	1.3	0.0	0.0	0.0	23	72.6	13	72
SCHEDULED FLIGHTS(ALL ROUTES)	12415	0	83	4.0	30.8	32.1	13.2	11.3	6.1	1.3	0.5	0.1	0.0	0.7	18	87.1	7	10686
<b>AIRPORT TOTAL</b>	<b>12493</b>	<b>0</b>	<b>83</b>	<b>4.0</b>	<b>30.7</b>	<b>32.1</b>	<b>13.2</b>	<b>11.3</b>	<b>6.1</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>87.0</b>	<b>7</b>	<b>10758</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2023

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2022

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2022			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	28	5
SCHEDULED FLIGHTS(ALL ROUTES)	246	0	2	4.8	45.6	31.0	6.0	4.8	4.0	2.8	0.0	0.0	0.0	0.8	13	84.8	11	231
<b>AIRPORT TOTAL</b>	<b>248</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>45.6</b>	<b>31.2</b>	<b>6.0</b>	<b>4.8</b>	<b>4.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>84.7</b>	<b>12</b>	<b>236</b>