

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

April 2024

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

2 ENQUIRIES

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

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: ABERDEEN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|--------------------------|-------------------|------------|----------|-----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| COPENHAGEN | SAS | S | 16 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 13 | 8 | |
| TOTAL COPENHAGEN | | | 16 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 13 | 8 | |
| ESBJERG | LOGANAIR LTD | S | 40 | 0 | 2 | 21.4 | 33.3 | 31.0 | 2.4 | 2.4 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 84.2 | 7 | 38 | |
| TOTAL ESBJERG | | | 40 | 0 | 2 | 21.4 | 33.3 | 31.0 | 2.4 | 2.4 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 84.2 | 7 | 38 | |
| TOTAL DENMARK | | | 56 | 0 | 2 | 15.5 | 34.5 | 36.2 | 5.2 | 1.7 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 3.4 | 10 | 78.3 | 8 | 46 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 60 | 0 | 0 | 5.0 | 40.0 | 40.0 | 6.7 | 3.3 | 1.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 17 | 60 | |
| DUBLIN | LOGANAIR LTD | S | 58 | 0 | 3 | 4.9 | 29.5 | 31.1 | 9.8 | 8.2 | 4.9 | 6.6 | 0.0 | 0.0 | 0.0 | 4.9 | 22 | 68.3 | 21 | 60 | |
| TOTAL DUBLIN | | | 118 | 0 | 3 | 5.0 | 34.7 | 35.5 | 8.3 | 5.8 | 3.3 | 3.3 | 1.7 | 0.0 | 0.0 | 2.5 | 19 | 63.3 | 19 | 120 | |
| TOTAL IRISH REPUBLIC | | | 118 | 0 | 3 | 5.0 | 34.7 | 35.5 | 8.3 | 5.8 | 3.3 | 3.3 | 1.7 | 0.0 | 0.0 | 2.5 | 19 | 63.3 | 19 | 120 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 16 | 0 | 5 | 0.0 | 42.9 | 19.0 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.8 | 6 | 28.6 | 21 | 10 | |
| AMSTERDAM | KLM CITYHOPPER | S | 261 | 0 | 0 | 0.0 | 21.8 | 47.1 | 14.9 | 12.6 | 3.1 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 15 | 82.4 | 9 | 233 | |
| TOTAL AMSTERDAM | | | 277 | 0 | 5 | 0.0 | 23.4 | 45.0 | 14.5 | 12.1 | 2.8 | 0.0 | 0.4 | 0.0 | 0.0 | 1.8 | 14 | 79.4 | 10 | 243 | |
| TOTAL NETHERLANDS | | | 277 | 0 | 5 | 0.0 | 23.4 | 45.0 | 14.5 | 12.1 | 2.8 | 0.0 | 0.4 | 0.0 | 0.0 | 1.8 | 14 | 79.4 | 10 | 243 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | S | 94 | 0 | 18 | 5.4 | 36.6 | 28.6 | 5.4 | 4.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 9 | 94.4 | 4 | 90 | |
| TOTAL BERGEN | | | 94 | 0 | 18 | 5.4 | 36.6 | 28.6 | 5.4 | 4.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 9 | 94.4 | 4 | 90 | |
| HAUGESUND | EASTERN AIRWAYS | C | 5 | 0 | 0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 0.0 | 0 | 0 | |
| TOTAL HAUGESUND | | | 5 | 0 | 0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 0.0 | 0 | 0 | |
| OSLO (GARDERMOEN) | 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 | 81.8 | 10 | 42 | |
| TOTAL OSLO (GARDERMOEN) | | | 0 | 0 | 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 | 10 | 42 | |
| STAVANGER | SAS | S | 84 | 0 | 2 | 10.5 | 58.1 | 19.8 | 4.7 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 5 | 87.8 | 5 | 80 | |
| STAVANGER | WIDEROE FLYVESELSKAP A/S | S | 74 | 0 | 12 | 7.0 | 52.3 | 24.4 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 2 | 90.5 | 4 | 72 | |
| TOTAL STAVANGER | | | 158 | 0 | 14 | 8.7 | 55.2 | 22.1 | 3.5 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 4 | 89.1 | 5 | 152 | |
| TOTAL NORWAY | | | 257 | 0 | 32 | 7.6 | 47.1 | 24.2 | 4.5 | 2.4 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 7 | 89.7 | 5 | 284 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 18 | 0 | 0 | 11.1 | 44.4 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 65.0 | 20 | 20 | |
| TOTAL GDANSK | | | 18 | 0 | 0 | 11.1 | 44.4 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 65.0 | 20 | 20 | |
| TOTAL POLAND | | | 18 | 0 | 0 | 11.1 | 44.4 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 65.0 | 20 | 20 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 16 | 0 | 0 | 6.3 | 25.0 | 50.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 24 | 18 | |
| TOTAL FARO | | | 16 | 0 | 0 | 6.3 | 25.0 | 50.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 24 | 18 | |
| TOTAL PORTUGAL | | | 16 | 0 | 0 | 6.3 | 25.0 | 50.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 24 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: ABERDEEN (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|--|---------------------|------------|-------------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|------------|------------------|-----------------|------------------|-----------|--|
| | | | 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 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 26 | 0 | 0 | 3.8 | 7.7 | 26.9 | 26.9 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 18.8 | 40 | 16 | |
| TOTAL ALICANTE | | | 26 | 0 | 0 | 3.8 | 7.7 | 26.9 | 26.9 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 18.8 | 40 | 16 | |
| MALAGA | RYANAIR | S | 18 | 0 | 0 | 11.1 | 16.7 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 28 | 44.4 | 30 | 18 | | |
| TOTAL MALAGA | | | 18 | 0 | 0 | 11.1 | 16.7 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 28 | 44.4 | 30 | 18 | | |
| TOTAL SPAIN | | | 44 | 0 | 0 | 6.8 | 11.4 | 27.3 | 29.5 | 20.5 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 25 | 32.4 | 35 | 34 | | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 14.3 | 7.1 | 50.0 | 0.0 | 7.1 | 0.0 | 14.3 | 0.0 | 7.1 | 0.0 | 76 | 72.2 | 17 | 18 | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 14 | 0 | 0 | 14.3 | 7.1 | 50.0 | 0.0 | 7.1 | 0.0 | 14.3 | 0.0 | 7.1 | 0.0 | 76 | 72.2 | 17 | 18 | | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 14 | 0 | 0 | 14.3 | 7.1 | 50.0 | 0.0 | 7.1 | 0.0 | 14.3 | 0.0 | 7.1 | 0.0 | 76 | 72.2 | 17 | 18 | | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | 57 | 0 | 0 | 10.5 | 49.1 | 15.8 | 8.8 | 10.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 22 | 50 | | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 57 | 0 | 0 | 10.5 | 49.1 | 15.8 | 8.8 | 10.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 22 | 50 | | |
| BELFAST INTERNATIONAL | LOGANAIR 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 | 336 | 0.0 | 0 | 0 | | |
| TOTAL BELFAST INTERNATIONAL | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 336 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | LOGANAIR LTD | S | 138 | 0 | 4 | 7.0 | 47.2 | 27.5 | 8.5 | 2.1 | 4.2 | 0.7 | 0.0 | 0.0 | 2.8 | 9 | 82.4 | 10 | 131 | | |
| TOTAL BIRMINGHAM | | | 138 | 0 | 4 | 7.0 | 47.2 | 27.5 | 8.5 | 2.1 | 4.2 | 0.7 | 0.0 | 0.0 | 2.8 | 9 | 82.4 | 10 | 131 | | |
| BRISTOL | LOGANAIR LTD | S | 50 | 0 | 2 | 26.9 | 46.2 | 9.6 | 0.0 | 3.8 | 9.6 | 0.0 | 0.0 | 0.0 | 3.8 | 9 | 80.0 | 6 | 48 | | |
| TOTAL BRISTOL | | | 50 | 0 | 2 | 26.9 | 46.2 | 9.6 | 0.0 | 3.8 | 9.6 | 0.0 | 0.0 | 0.0 | 3.8 | 9 | 80.0 | 6 | 48 | | |
| EAST MIDLANDS INTERNATIONAL | EASTERN 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 | 13 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | EASTERN AIRWAYS | S | 0 | 0 | 10 | 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 | | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 1 | 0 | 10 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 90.9 | 13 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S | 120 | 0 | 0 | 7.5 | 46.7 | 27.5 | 9.2 | 4.2 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 10 | 81.1 | 13 | 120 | | |
| TOTAL GATWICK | | | 120 | 0 | 0 | 7.5 | 46.7 | 27.5 | 9.2 | 4.2 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 10 | 81.1 | 13 | 120 | | |
| GLASGOW | EASYJET UK 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 | 52 | 0.0 | 0 | 0 | | |
| TOTAL GLASGOW | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 0.0 | 0 | 0 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 379 | 0 | 16 | 4.8 | 41.5 | 25.6 | 13.2 | 7.6 | 2.8 | 0.0 | 0.5 | 0.0 | 4.1 | 11 | 70.8 | 13 | 280 | | |
| TOTAL HEATHROW | | | 379 | 0 | 16 | 4.8 | 41.5 | 25.6 | 13.2 | 7.6 | 2.8 | 0.0 | 0.5 | 0.0 | 4.1 | 11 | 70.8 | 13 | 280 | | |
| HUMBERSIDE | EASTERN AIRWAYS | S | 70 | 0 | 21 | 2.2 | 37.4 | 19.8 | 5.5 | 6.6 | 4.4 | 0.0 | 1.1 | 0.0 | 23.1 | 14 | 67.2 | 19 | 59 | | |
| TOTAL HUMBERSIDE | | | 70 | 0 | 21 | 2.2 | 37.4 | 19.8 | 5.5 | 6.6 | 4.4 | 0.0 | 1.1 | 0.0 | 23.1 | 14 | 67.2 | 19 | 59 | | |
| KIRKWALL | 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 | 100.0 | 4 | 1 | | | |
| KIRKWALL | LOGANAIR LTD | S | 102 | 0 | 1 | 5.8 | 48.5 | 30.1 | 4.9 | 3.9 | 3.9 | 1.0 | 1.0 | 0.0 | 1.0 | 12 | 87.3 | 7 | 142 | | |
| TOTAL KIRKWALL | | | 102 | 0 | 1 | 5.8 | 48.5 | 30.1 | 4.9 | 3.9 | 3.9 | 1.0 | 1.0 | 0.0 | 1.0 | 12 | 87.4 | 7 | 143 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: ABERDEEN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-----------------|-------------------|-------------|----------|------------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|-------------|
| 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 |
| LUTON | EASYJET UK LTD | S | 70 | 0 | 0 | 1.4 | 51.4 | 31.4 | 7.1 | 2.9 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 13 | 53.8 | 34 | 52 |
| TOTAL LUTON | | | 70 | 0 | 0 | 1.4 | 51.4 | 31.4 | 7.1 | 2.9 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 13 | 53.8 | 34 | 52 |
| MANCHESTER | LOGANAIR LTD | S | 148 | 0 | 6 | 16.9 | 40.9 | 20.1 | 7.8 | 4.5 | 5.2 | 0.0 | 0.6 | 0.0 | 0.0 | 3.9 | 11 | 75.6 | 16 | 160 |
| TOTAL MANCHESTER | | | 148 | 0 | 6 | 16.9 | 40.9 | 20.1 | 7.8 | 4.5 | 5.2 | 0.0 | 0.6 | 0.0 | 0.0 | 3.9 | 11 | 75.6 | 16 | 160 |
| NEWCASTLE | 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 | 67.4 | 18 | 39 |
| NEWCASTLE | LOGANAIR LTD | S | 30 | 0 | 1 | 19.4 | 45.2 | 19.4 | 3.2 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 7 | 77.1 | 10 | 78 |
| TOTAL NEWCASTLE | | | 30 | 0 | 1 | 19.4 | 45.2 | 19.4 | 3.2 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 7 | 73.6 | 13 | 117 |
| NEWQUAY | EASTERN AIRWAYS | 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 | 26 | 0.0 | 0 | 0 |
| NEWQUAY | LOGANAIR LTD | S | 40 | 0 | 1 | 12.2 | 39.0 | 31.7 | 9.8 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 8 | 81.8 | 9 | 22 |
| TOTAL NEWQUAY | | | 42 | 0 | 1 | 11.6 | 37.2 | 32.6 | 9.3 | 2.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 9 | 81.8 | 9 | 22 |
| NORWICH | LOGANAIR LTD | S | 90 | 0 | 4 | 23.4 | 42.6 | 14.9 | 3.2 | 3.2 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 4.3 | 13 | 84.9 | 8 | 86 |
| TOTAL NORWICH | | | 90 | 0 | 4 | 23.4 | 42.6 | 14.9 | 3.2 | 3.2 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 4.3 | 13 | 84.9 | 8 | 86 |
| SOUTHAMPTON | LOGANAIR LTD | S | 21 | 0 | 0 | 9.5 | 38.1 | 4.8 | 0.0 | 4.8 | 38.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 21 | 0 | 0 | 9.5 | 38.1 | 4.8 | 0.0 | 4.8 | 38.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 |
| SUMBURGH | LOGANAIR LTD | S | 159 | 0 | 13 | 9.3 | 32.6 | 21.5 | 3.5 | 5.8 | 11.0 | 7.0 | 1.7 | 0.0 | 0.0 | 7.6 | 30 | 67.2 | 18 | 176 |
| TOTAL SUMBURGH | | | 159 | 0 | 13 | 9.3 | 32.6 | 21.5 | 3.5 | 5.8 | 11.0 | 7.0 | 1.7 | 0.0 | 0.0 | 7.6 | 30 | 67.2 | 18 | 176 |
| TEESSIDE INTERNATIONAL AIRPORT | LOGANAIR LTD | S | 48 | 0 | 2 | 24.0 | 44.0 | 14.0 | 0.0 | 4.0 | 6.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 15 | 81.6 | 8 | 48 |
| TOTAL TEESSIDE INTERNATIONAL AIRPORT | | | 48 | 0 | 2 | 24.0 | 44.0 | 14.0 | 0.0 | 4.0 | 6.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 15 | 59.7 | 8 | 48 |
| WICK JOHN O GROATS | EASTERN AIRWAYS | S | 86 | 0 | 14 | 2.0 | 38.0 | 28.0 | 10.0 | 0.0 | 5.0 | 0.0 | 2.0 | 1.0 | 0.0 | 14.0 | 21 | 82.4 | 10 | 87 |
| TOTAL WICK JOHN O GROATS | | | 86 | 0 | 14 | 2.0 | 38.0 | 28.0 | 10.0 | 0.0 | 5.0 | 0.0 | 2.0 | 1.0 | 0.0 | 14.0 | 21 | 82.4 | 10 | 87 |
| TOTAL UNITED KINGDOM | | | 1613 | 0 | 95 | 9.3 | 41.9 | 23.2 | 7.7 | 5.0 | 5.4 | 1.2 | 0.8 | 0.1 | 0.0 | 5.6 | 14 | 75.0 | 13 | 1579 |
| TOTAL ABERDEEN | | | 2413 | 0 | 137 | 8.0 | 39.1 | 27.1 | 8.3 | 5.8 | 4.5 | 1.1 | 0.7 | 0.1 | 0.0 | 5.4 | 14 | 75.9 | 13 | 2362 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|------------------------------------|-------------------|------------|----------|-----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|--------------|------------------|-----------------|------------------|-----------|------------|--|
| 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 | | | | | | | | | | | | | | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| PARIS (LE BOURGET) | 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 | 100.0 | 6 | 1 | | |
| TOTAL PARIS (LE BOURGET) | | | 0 | 0 | 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 | | |
| TOTAL FRANCE | | | 0 | 0 | 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 | | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | LUFTHANSA | S | 44 | 0 | 0 | 6.8 | 29.5 | 43.2 | 11.4 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 8 | | |
| TOTAL FRANKFURT MAIN | | | 44 | 0 | 0 | 6.8 | 29.5 | 43.2 | 11.4 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 8 | | |
| TOTAL GERMANY | | | 44 | 0 | 0 | 6.8 | 29.5 | 43.2 | 11.4 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 8 | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | EMERALD AIRLINES (IRELAND) LIMITED | 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 | | |
| TOTAL DUBLIN | | | 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 | | |
| TOTAL IRISH REPUBLIC | | | 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 | | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| VERONA VILLAFRANCA | BA CITYFLYER 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 | | |
| TOTAL VERONA VILLAFRANCA | | | 0 | 0 | 0 | 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 | | |
| TOTAL ITALY | | | 0 | 0 | 0 | 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 | | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 53 | 0 | 7 | 0.0 | 46.7 | 23.3 | 10.0 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 11 | 84.1 | 6 | 44 | |
| TOTAL AMSTERDAM | | | 53 | 0 | 7 | 0.0 | 46.7 | 23.3 | 10.0 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 11 | 84.1 | 6 | 44 | |
| MAASTRICHT | 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 | 100.0 | 15 | 1 | | |
| TOTAL MAASTRICHT | | | 0 | 0 | 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 | | |
| TOTAL NETHERLANDS | | | 53 | 0 | 7 | 0.0 | 46.7 | 23.3 | 10.0 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 11 | 84.4 | 6 | 45 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 56 | 0 | 1 | 15.8 | 40.4 | 22.8 | 1.8 | 12.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 12 | 68.0 | 26 | 50 | |
| TOTAL ABERDEEN | | | 56 | 0 | 1 | 15.8 | 40.4 | 22.8 | 1.8 | 12.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 12 | 68.0 | 26 | 50 | |
| BIRMINGHAM | AER LINGUS | S | 33 | 0 | 15 | 0.0 | 14.6 | 8.3 | 10.4 | 10.4 | 10.4 | 12.5 | 0.0 | 2.1 | 0.0 | 31.3 | 61 | 56.3 | 21 | 28 | |
| BIRMINGHAM | EMERALD AIRLINES UK LTD | S | 276 | 0 | 7 | 3.9 | 44.9 | 26.5 | 11.0 | 8.8 | 1.8 | 0.7 | 0.0 | 0.0 | 0.0 | 2.5 | 11 | 79.6 | 12 | 196 | |
| TOTAL BIRMINGHAM | | | 309 | 0 | 22 | 3.3 | 40.5 | 23.9 | 10.9 | 9.1 | 3.0 | 2.4 | 0.0 | 0.3 | 0.0 | 6.6 | 16 | 76.3 | 13 | 224 | |
| BRISTOL | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 43.8 | 50.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.6 | 13 | 34 | |
| TOTAL BRISTOL | | | 16 | 0 | 0 | 0.0 | 0.0 | 43.8 | 50.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.6 | 13 | 34 | |
| CARDIFF WALES | 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 | 14.3 | 46 | 4 | | |
| CARDIFF WALES | EMERALD AIRLINES UK LTD | S | 58 | 0 | 2 | 11.7 | 40.0 | 23.3 | 8.3 | 6.7 | 3.3 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 14 | 81.1 | 6 | 53 | |
| TOTAL CARDIFF WALES | | | 58 | 0 | 2 | 11.7 | 40.0 | 23.3 | 8.3 | 6.7 | 3.3 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 14 | 73.3 | 9 | 57 | |
| 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 | 100.0 | 0 | 18 | | |
| TOTAL DUNDEE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 18 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|------------------------------------|-------------------|------------|----------|-----------|----------------------------|---------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------------|-----------------|------------------|------------|------------|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | 15 m | 15 m | 16 m | 31 m | 61 m | 121 m | 181 m | More | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | |
| | | | | | | to 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 | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | AER LINGUS | S | 2 | 0 | 4 | 0.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 3 | 81.3 | 4 | 44 |
| EAST MIDLANDS INTERNATIONAL | EMERALD AIRLINES UK LTD | S | 56 | 0 | 0 | 10.7 | 53.6 | 25.0 | 3.6 | 0.0 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 11 | 71.4 | 35 | 14 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 58 | 0 | 4 | 9.7 | 50.0 | 24.2 | 3.2 | 0.0 | 3.2 | 3.2 | 0.0 | 0.0 | 6.5 | 11 | 79.0 | 12 | 58 | |
| EDINBURGH | AER LINGUS | S | 44 | 0 | 5 | 0.0 | 14.3 | 18.4 | 16.3 | 8.2 | 20.4 | 8.2 | 4.1 | 0.0 | 0.0 | 10.2 | 49 | 38.2 | 26 | 22 |
| EDINBURGH | EMERALD AIRLINES UK LTD | S | 162 | 0 | 5 | 5.4 | 37.1 | 25.7 | 7.8 | 6.0 | 6.0 | 3.0 | 6.0 | 0.0 | 0.0 | 3.0 | 30 | 89.2 | 8 | 186 |
| TOTAL EDINBURGH | | | 206 | 0 | 10 | 4.2 | 31.9 | 24.1 | 9.7 | 6.5 | 9.3 | 4.2 | 5.6 | 0.0 | 0.0 | 4.6 | 34 | 81.4 | 9 | 208 |
| EXETER | 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 | 100.0 | 0 | 0.0 | 0 | 0 | |
| EXETER | EMERALD AIRLINES UK LTD | S | 40 | 0 | 2 | 9.5 | 45.2 | 26.2 | 0.0 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 10 | 90.0 | 7 | 60 |
| TOTAL EXETER | | | 40 | 0 | 4 | 9.1 | 43.2 | 25.0 | 0.0 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 10 | 90.0 | 7 | 60 |
| FARNBOROUGH | GAMA AVIATION (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 | 0.0 | 18 | 1 |
| TOTAL FARNBOROUGH | | | 0 | 0 | 0 | 0.0 | 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 |
| GATWICK | EASYJET UK LTD | S | 180 | 0 | 0 | 5.6 | 48.3 | 28.3 | 8.3 | 8.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 79.0 | 11 | 116 |
| TOTAL GATWICK | | | 180 | 0 | 0 | 5.6 | 48.3 | 28.3 | 8.3 | 8.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 79.0 | 11 | 116 |
| GLASGOW | AER LINGUS | S | 22 | 0 | 6 | 0.0 | 7.1 | 25.0 | 3.6 | 14.3 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 21.4 | 49 | 78.0 | 8 | 46 |
| GLASGOW | EASYJET UK LTD | S | 34 | 0 | 0 | 11.8 | 32.4 | 38.2 | 0.0 | 2.9 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 7 | 16 | |
| GLASGOW | EMERALD AIRLINES UK LTD | S | 62 | 0 | 4 | 6.1 | 53.0 | 30.3 | 1.5 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | 6.1 | 6 | 88.6 | 8 | 70 | |
| TOTAL GLASGOW | | | 118 | 0 | 10 | 6.3 | 37.5 | 31.3 | 1.6 | 3.9 | 8.6 | 3.1 | 0.0 | 0.0 | 0.0 | 7.8 | 17 | 84.6 | 8 | 132 |
| HAWARDEN | SAXONAIR CHARTER 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 | 23 | 2 |
| TOTAL HAWARDEN | | | 0 | 0 | 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 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 362 | 0 | 11 | 1.3 | 31.6 | 33.5 | 16.4 | 9.9 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 14 | 75.4 | 10 | 340 |
| TOTAL HEATHROW | | | 362 | 0 | 11 | 1.3 | 31.6 | 33.5 | 16.4 | 9.9 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 14 | 75.4 | 10 | 340 |
| INVERNESS | LOGANAIR LTD | S | 42 | 0 | 0 | 2.4 | 59.5 | 28.6 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.3 | 2 | 52 | |
| TOTAL INVERNESS | | | 42 | 0 | 0 | 2.4 | 59.5 | 28.6 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.3 | 2 | 52 | |
| ISLE OF MAN | EMERALD AIRLINES 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 | 5 | |
| TOTAL ISLE OF MAN | | | 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 | 2 | 5 | |
| LEEDS BRADFORD | AER LINGUS | S | 12 | 0 | 9 | 0.0 | 9.5 | 28.6 | 0.0 | 9.5 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 42.9 | 35 | 44.4 | 26 | 12 |
| LEEDS BRADFORD | EMERALD AIRLINES UK LTD | S | 201 | 0 | 7 | 16.8 | 51.4 | 19.2 | 3.4 | 3.4 | 2.4 | 0.0 | 0.0 | 0.0 | 3.4 | 5 | 80.4 | 10 | 153 | |
| TOTAL LEEDS BRADFORD | | | 213 | 0 | 16 | 15.3 | 47.6 | 20.1 | 3.1 | 3.9 | 2.6 | 0.0 | 0.4 | 0.0 | 0.0 | 7.0 | 7 | 76.6 | 12 | 165 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 68 | 0 | 2 | 10.0 | 61.4 | 12.9 | 2.9 | 2.9 | 4.3 | 2.9 | 0.0 | 0.0 | 2.9 | 12 | 82.4 | 6 | 95 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 68 | 0 | 2 | 10.0 | 61.4 | 12.9 | 2.9 | 2.9 | 4.3 | 2.9 | 0.0 | 0.0 | 2.9 | 12 | 82.4 | 6 | 95 | |
| LONDON CITY | BA CITYFLYER LTD | S | 134 | 0 | 2 | 5.1 | 62.5 | 19.1 | 7.4 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 5 | 91.0 | 3 | 163 | |
| TOTAL LONDON CITY | | | 134 | 0 | 2 | 5.1 | 62.5 | 19.1 | 7.4 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 5 | 91.0 | 3 | 163 | |
| LUTON | EASYJET UK LTD | S | 52 | 0 | 0 | 21.2 | 48.1 | 21.2 | 1.9 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|----------------------------|-------------------|-------------|----------|------------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|-------------|--|
| 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 | |
| TOTAL LUTON | | | 52 | 0 | 0 | 21.2 | 48.1 | 21.2 | 1.9 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| MANCHESTER | AER LINGUS | S | 13 | 0 | 6 | 5.3 | 26.3 | 10.5 | 5.3 | 0.0 | 10.5 | 10.5 | 0.0 | 0.0 | 0.0 | 31.6 | 43 | 44.0 | 7 | 14 | |
| 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 | 0.0 | 23 | 1 | |
| MANCHESTER | EASYJET UK LTD | S | 82 | 0 | 0 | 37.8 | 43.9 | 11.0 | 3.7 | 2.4 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| MANCHESTER | EMERALD AIRLINES UK LTD | S | 155 | 0 | 6 | 12.4 | 51.6 | 20.5 | 6.2 | 3.1 | 1.9 | 0.0 | 0.6 | 0.0 | 0.0 | 3.7 | 8 | 90.5 | 5 | 262 | |
| TOTAL MANCHESTER | | | 250 | 0 | 12 | 19.8 | 47.3 | 16.8 | 5.3 | 2.7 | 1.9 | 1.1 | 0.4 | 0.0 | 0.0 | 4.6 | 8 | 86.1 | 5 | 277 | |
| NEWCASTLE | EMERALD AIRLINES UK LTD | S | 50 | 0 | 2 | 26.9 | 42.3 | 13.5 | 5.8 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 12 | 100.0 | 2 | 6 | |
| TOTAL NEWCASTLE | | | 50 | 0 | 2 | 26.9 | 42.3 | 13.5 | 5.8 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 12 | 100.0 | 2 | 6 | |
| NEWQUAY | AER LINGUS | S | 3 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 40.0 | 145 | 77.8 | 14 | 18 | |
| NEWQUAY | EMERALD AIRLINES UK LTD | S | 11 | 0 | 0 | 18.2 | 63.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 85.7 | 9 | 14 | |
| TOTAL NEWQUAY | | | 14 | 0 | 2 | 12.5 | 43.8 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 12.5 | 32 | 81.3 | 11 | 32 | |
| NORTHOLT | NETJETS TRANSPORTES AEREOS | 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 | |
| TOTAL NORTHOLT | | | 0 | 0 | 0 | 0.0 | 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 | |
| SOUTHAMPTON | 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 | 85.4 | 13 | 46 | |
| SOUTHAMPTON | EMERALD AIRLINES UK LTD | S | 110 | 0 | 2 | 8.0 | 47.3 | 29.5 | 5.4 | 2.7 | 3.6 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 8 | 93.5 | 3 | 62 | |
| TOTAL SOUTHAMPTON | | | 110 | 0 | 2 | 8.0 | 47.3 | 29.5 | 5.4 | 2.7 | 3.6 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 8 | 90.0 | 8 | 108 | |
| TOTAL UNITED KINGDOM | | | 2336 | 0 | 102 | 8.5 | 42.9 | 24.5 | 8.0 | 6.1 | 3.9 | 1.3 | 0.7 | 0.0 | 0.0 | 4.2 | 13 | 81.3 | 9 | 2205 | |
| USA | | | | | | | | | | | | | | | | | | | | | |
| WHITE PLAINS | 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 | 50.0 | 48 | 2 | |
| TOTAL WHITE PLAINS | | | 0 | 0 | 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 | 48 | 2 | |
| TOTAL USA | | | 0 | 0 | 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 | 48 | 2 | |
| TOTAL BELFAST CITY | | | 2433 | 0 | 117 | 8.2 | 42.6 | 24.7 | 8.0 | 6.0 | 3.8 | 1.2 | 0.7 | 0.0 | 0.0 | 4.6 | 13 | 81.2 | 9 | 2262 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|-----------------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | More than 360 m late | | | | | | | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| ST JOHNS | WEST JET 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 | 22 | 0.0 | 0 | 0 | |
| TOTAL ST JOHNS | | | 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 | 22 | 0.0 | 0 | 0 | |
| TOTAL CANADA | | | 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 | 22 | 0.0 | 0 | 0 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | 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 | 0 | 2 | |
| TOTAL DUBROVNIK | | | 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 | 0 | 2 | |
| TOTAL CROATIA | | | 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 | 0 | 2 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| PAPHOS | JET2.COM LTD | S | 8 | 0 | 0 | 50.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.5 | 4 | 8 | |
| TOTAL PAPHOS | | | 8 | 0 | 0 | 50.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.5 | 4 | 8 | |
| TOTAL CYPRUS | | | 8 | 0 | 0 | 50.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.5 | 4 | 8 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 25.0 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL HURGHADA | | | 16 | 0 | 0 | 6.3 | 25.0 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL EGYPT | | | 16 | 0 | 0 | 6.3 | 25.0 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| FAROE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| VAGAR | ATLANTIC 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 | 21 | 2 | |
| TOTAL VAGAR | | | 0 | 0 | 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 | |
| TOTAL FAROE ISLANDS | | | 0 | 0 | 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 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR UK LTD | S | 18 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 21 | 16 | |
| TOTAL BEAUVAIS | | | 18 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 21 | 16 | |
| CLERMONT FERRAND | GLOBAL REACH AVIATION | 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 | 7 | 0.0 | 0 | 0 | |
| TOTAL CLERMONT FERRAND | | | 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 | |
| MONTPELLIER | GLOBAL REACH AVIATION | 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 | 37 | 0.0 | 0 | 0 | |
| TOTAL MONTPELLIER | | | 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 | 0.0 | 0 | 0 | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 24 | 0 | 2 | 3.8 | 11.5 | 34.6 | 19.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 22 | 16.7 | 56 | 24 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 38.2 | 44.1 | 8.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 42.9 | 22 | 28 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 58 | 0 | 2 | 3.3 | 26.7 | 40.0 | 13.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 30.8 | 38 | 52 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 0.0 | 20 | 2 | |
| TARBES-LOURDES INTERNATIONAL | TRAVEL SERVICE KFT | 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 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 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 | 20 | 2 | |
| TOTAL FRANCE | | | 81 | 0 | 2 | 6.0 | 30.1 | 36.1 | 12.0 | 4.8 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 14 | 32.9 | 33 | 70 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|-----------------------------|----------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| CORFU | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 55.6 | 16.7 | 5.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.1 | 28 | 18 | |
| TOTAL CORFU | | | 18 | 0 | 0 | 5.6 | 55.6 | 16.7 | 5.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.1 | 28 | 18 | |
| HERAKLION | JET2.COM 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 | |
| TOTAL HERAKLION | | | 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 | |
| RHODES | JET2.COM 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 | 1 | 0.0 | 0 | 0 | |
| TOTAL RHODES | | | 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 | |
| TOTAL GREECE | | | 24 | 0 | 0 | 8.3 | 50.0 | 20.8 | 8.3 | 4.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.1 | 28 | 18 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 18 | 0 | 0 | 5.6 | 38.9 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.8 | 4 | 16 | |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 5.6 | 38.9 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.8 | 4 | 16 | |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 5.6 | 38.9 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.8 | 4 | 16 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| KERRY COUNTY | 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 | 30 | 0.0 | 0 | 0 | |
| TOTAL KERRY COUNTY | | | 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 | |
| TOTAL IRISH REPUBLIC | | | 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 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 16 | 0 | 0 | 0.0 | 18.8 | 56.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| BERGAMO | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 70.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 38.5 | 39 | 26 | |
| TOTAL BERGAMO | | | 26 | 0 | 0 | 0.0 | 38.5 | 42.3 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 38.5 | 39 | 26 | |
| TREVISO | LUXWING | 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 | 129 | 0.0 | 0 | 0 | |
| TOTAL TREVISO | | | 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 | |
| VENICE | LUXWING | 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 | 96 | 0.0 | 0 | 0 | |
| TOTAL VENICE | | | 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 | 96 | 0.0 | 0 | 0 | |
| TOTAL ITALY | | | 28 | 0 | 0 | 0.0 | 35.7 | 39.3 | 10.7 | 7.1 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 38.5 | 39 | 26 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | 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 | 8 | 0.0 | 0 | 0 | |
| MALTA | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 27.8 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL MALTA | | | 26 | 0 | 0 | 3.8 | 34.6 | 26.9 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL MALTA | | | 26 | 0 | 0 | 3.8 | 34.6 | 26.9 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET UK LTD | S | 32 | 0 | 2 | 0.0 | 38.2 | 32.4 | 8.8 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 10 | 47.1 | 33 | 32 | |
| TOTAL AMSTERDAM | | | 32 | 0 | 2 | 0.0 | 38.2 | 32.4 | 8.8 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 10 | 47.1 | 33 | 32 | |
| TOTAL NETHERLANDS | | | 32 | 0 | 2 | 0.0 | 38.2 | 32.4 | 8.8 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 10 | 47.1 | 33 | 32 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 88.9 | 4 | 18 | |
| GDANSK | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 61.1 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 28 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 GDANSK | | | 26 | 0 | 0 | 0.0 | 42.3 | 38.5 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.5 | 11 | 26 |
| KRAKOW | EASYJET UK LTD | S | 18 | 0 | 0 | 22.2 | 50.0 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 55.6 | 21 | 18 |
| KRAKOW | RYANAIR | S | 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 | 12 | 80.0 | 6 | 10 |
| KRAKOW | 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 | 4 | 100.0 | 8 | 8 |
| TOTAL KRAKOW | | | 36 | 0 | 0 | 11.1 | 47.2 | 33.3 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 72.2 | 14 | 36 |
| TOTAL POLAND | | | 62 | 0 | 0 | 6.5 | 45.2 | 35.5 | 6.5 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 67.7 | 13 | 62 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET UK LTD | S | 94 | 0 | 0 | 0.0 | 45.7 | 27.7 | 12.8 | 7.4 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 52.2 | 26 | 88 |
| FARO | JET2.COM LTD | S | 34 | 0 | 0 | 14.7 | 35.3 | 44.1 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 18 | 36 |
| FARO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 16.7 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 100.0 | 4 | 8 |
| FARO | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 75.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 65.4 | 32 | 26 |
| TOTAL FARO | | | 154 | 0 | 0 | 3.2 | 40.3 | 29.9 | 11.0 | 9.1 | 5.8 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 24 | 158 |
| OPORTO (PORTUGAL) | RYANAIR | S | 8 | 0 | 0 | 12.5 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| OPORTO (PORTUGAL) | RYANAIR UK LTD | S | 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 | 0.0 | 0 | 0 |
| TOTAL OPORTO (PORTUGAL) | | | 16 | 0 | 0 | 18.8 | 37.5 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| TOTAL PORTUGAL | | | 170 | 0 | 0 | 4.7 | 40.0 | 31.2 | 10.0 | 8.2 | 5.3 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 13 | 62.5 | 24 | 158 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET EUROPE | S | 40 | 0 | 0 | 12.5 | 30.0 | 35.0 | 15.0 | 5.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| ALICANTE | EASYJET UK LTD | S | 20 | 0 | 0 | 0.0 | 20.0 | 35.0 | 0.0 | 20.0 | 15.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 54 | 66.0 | 25 | 53 |
| ALICANTE | JET2.COM LTD | S | 34 | 0 | 0 | 14.7 | 44.1 | 35.3 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.8 | 7 | 26 |
| ALICANTE | RYANAIR | S | 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 | 0.0 | 0 | 0 |
| ALICANTE | RYANAIR UK LTD | S | 52 | 0 | 0 | 13.5 | 40.4 | 36.5 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 42.3 | 22 | 26 |
| TOTAL ALICANTE | | | 154 | 0 | 0 | 11.0 | 35.7 | 35.7 | 6.5 | 5.8 | 3.9 | 0.6 | 0.0 | 0.6 | 0.0 | 0.0 | 13 | 63.8 | 20 | 105 |
| BARCELONA | EASYJET EUROPE | S | 18 | 0 | 0 | 11.1 | 22.2 | 50.0 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.3 | 21 | 16 |
| BARCELONA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 31.3 | 12.5 | 0.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 13 | 8 |
| TOTAL BARCELONA | | | 34 | 0 | 0 | 5.9 | 29.4 | 41.2 | 8.8 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 19 | 24 |
| GIRONA | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 56.3 | 6.3 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 7 | 26 |
| TOTAL GIRONA | | | 16 | 0 | 0 | 0.0 | 56.3 | 6.3 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 7 | 26 |
| IBIZA | JET2.COM LTD | S | 8 | 0 | 0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 66.7 | 7 | 3 |
| TOTAL IBIZA | | | 8 | 0 | 0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 66.7 | 7 | 3 |
| 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 | 6 | 8 |
| TOTAL MAHON | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 6 | 8 |
| MALAGA | EASYJET UK LTD | S | 78 | 0 | 0 | 2.6 | 30.8 | 39.7 | 12.8 | 5.1 | 5.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.3 | 20 | 68 |
| MALAGA | JET2.COM LTD | S | 26 | 0 | 0 | 11.5 | 42.3 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 76.9 | 9 | 26 |
| MALAGA | RYANAIR | S | 24 | 0 | 0 | 12.5 | 37.5 | 37.5 | 8.3 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.5 | 13 | 8 |
| MALAGA | RYANAIR UK LTD | S | 10 | 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 | 72.2 | 19 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | |
|--|----------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| TOTAL MALAGA | | | 138 | 0 | 0 | 5.8 | 35.5 | 38.4 | 10.1 | 4.3 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 65.8 | 17 | 120 |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 44 | 0 | 0 | 2.3 | 15.9 | 25.0 | 27.3 | 15.9 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 29.5 | 39 | 44 |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 42 | 0 | 1 | 0.0 | 23.3 | 30.2 | 11.6 | 14.0 | 7.0 | 9.3 | 2.3 | 0.0 | 0.0 | 2.3 | 36 | 48.1 | 22 | 50 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 34 | 0 | 0 | 5.9 | 44.1 | 44.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 89.3 | 5 | 28 |
| PALMA DE MALLORCA | RYANAIR | S | 8 | 0 | 0 | 12.5 | 12.5 | 62.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 0 | 1 |
| PALMA DE MALLORCA | 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 | 5 | 55.6 | 35 | 18 |
| TOTAL PALMA DE MALLORCA | | | 136 | 0 | 1 | 2.9 | 27.0 | 35.0 | 13.1 | 10.9 | 6.6 | 2.9 | 0.7 | 0.0 | 0.0 | 0.7 | 22 | 51.7 | 26 | 141 |
| REUS | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 68.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 5 | 8 |
| TOTAL REUS | | | 16 | 0 | 0 | 18.8 | 68.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 5 | 8 |
| SALAMANCA | 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 |
| TOTAL SALAMANCA | | | 0 | 0 | 0 | 0.0 | 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 |
| VALENCIA | RYANAIR | S | 16 | 0 | 0 | 18.8 | 31.3 | 37.5 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL VALENCIA | | | 16 | 0 | 0 | 18.8 | 31.3 | 37.5 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| VALLADOLID | 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 | 52 | 1 |
| TOTAL VALLADOLID | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL SPAIN | | | 518 | 0 | 1 | 7.3 | 35.1 | 34.5 | 9.6 | 6.7 | 4.2 | 1.9 | 0.2 | 0.2 | 0.0 | 0.2 | 14 | 62.0 | 20 | 437 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 16 | 0 | 0 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| ARRECIFE | JET2.COM LTD | S | 40 | 0 | 0 | 22.5 | 37.5 | 27.5 | 7.5 | 0.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.5 | 14 | 34 |
| ARRECIFE | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 56.3 | 37.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL ARRECIFE | | | 72 | 0 | 0 | 15.3 | 44.4 | 29.2 | 5.6 | 0.0 | 1.4 | 1.4 | 2.8 | 0.0 | 0.0 | 0.0 | 12 | 76.5 | 14 | 34 |
| FUERTEVENTURA | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 31.3 | 37.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.5 | 22 | 16 |
| TOTAL FUERTEVENTURA | | | 16 | 0 | 0 | 18.8 | 31.3 | 37.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.5 | 22 | 16 |
| LAS PALMAS | JET2.COM LTD | S | 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 | 3 | 53.3 | 20 | 15 |
| TOTAL LAS PALMAS | | | 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 | 3 | 53.3 | 20 | 15 |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 34 | 0 | 0 | 8.8 | 47.1 | 26.5 | 8.8 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 69.2 | 21 | 26 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 59 | 0 | 0 | 20.3 | 45.8 | 22.0 | 3.4 | 5.1 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.6 | 22 | 48 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 93 | 0 | 0 | 16.1 | 46.2 | 23.7 | 5.4 | 4.3 | 3.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.2 | 21 | 74 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 198 | 0 | 0 | 15.7 | 44.9 | 27.3 | 5.1 | 2.0 | 3.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 10 | 66.9 | 20 | 139 |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| GENEVA | EASYJET UK LTD | S | 14 | 0 | 0 | 21.4 | 42.9 | 7.1 | 7.1 | 0.0 | 7.1 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 |
| TOTAL GENEVA | | | 14 | 0 | 0 | 21.4 | 42.9 | 7.1 | 7.1 | 0.0 | 7.1 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 |
| TOTAL SWITZERLAND | | | 14 | 0 | 0 | 21.4 | 42.9 | 7.1 | 7.1 | 0.0 | 7.1 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 |
| TUNISIA | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|-------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL TUNISIA TURKEY | | | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| ANTALYA | EASYJET UK LTD | S | 16 | 1 | 0 | 17.6 | 17.6 | 29.4 | 5.9 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 15 | 47.1 | 36 | 17 | |
| ANTALYA | JET2.COM LTD | S | 26 | 0 | 0 | 15.4 | 15.4 | 53.8 | 3.8 | 0.0 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 28 | 72.0 | 12 | 25 | |
| TOTAL ANTALYA | | | 42 | 1 | 0 | 16.3 | 16.3 | 44.2 | 4.7 | 7.0 | 7.0 | 0.0 | 0.0 | 2.3 | 2.3 | 0.0 | 23 | 61.9 | 22 | 42 | |
| DALAMAN | EASYJET UK LTD | S | 25 | 0 | 1 | 11.5 | 34.6 | 34.6 | 0.0 | 11.5 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 14 | 27.8 | 43 | 18 | |
| DALAMAN | JET2.COM LTD | S | 18 | 0 | 0 | 22.2 | 27.8 | 27.8 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 70.0 | 7 | 10 | |
| TOTAL DALAMAN | | | 43 | 0 | 1 | 15.9 | 31.8 | 31.8 | 4.5 | 11.4 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 2.3 | 11 | 42.9 | 30 | 28 | |
| TOTAL TURKEY | | | 85 | 1 | 1 | 16.1 | 24.1 | 37.9 | 4.6 | 9.2 | 3.4 | 0.0 | 1.1 | 1.1 | 1.1 | 1.1 | 17 | 54.3 | 25 | 70 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | C | 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 | 95 | 0.0 | 0 | 0 | |
| TOTAL ABERDEEN | | | 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 | 95 | 0.0 | 0 | 0 | |
| BIRMINGHAM | EASYJET UK LTD | S | 230 | 1 | 2 | 3.0 | 56.7 | 24.0 | 6.0 | 3.4 | 4.7 | 0.0 | 0.9 | 0.0 | 0.4 | 0.9 | 10 | 61.3 | 19 | 220 | |
| TOTAL BIRMINGHAM | | | 230 | 1 | 2 | 3.0 | 56.7 | 24.0 | 6.0 | 3.4 | 4.7 | 0.0 | 0.9 | 0.0 | 0.4 | 0.9 | 10 | 61.3 | 19 | 220 | |
| BRISTOL | EASYJET UK LTD | S | 178 | 0 | 2 | 3.9 | 34.4 | 28.3 | 11.1 | 11.7 | 4.4 | 5.0 | 0.0 | 0.0 | 0.0 | 1.1 | 21 | 66.7 | 15 | 228 | |
| BRISTOL | 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 | 8 | 0.0 | 0 | 0 | |
| TOTAL BRISTOL | | | 179 | 0 | 2 | 3.9 | 34.3 | 28.7 | 11.0 | 11.6 | 4.4 | 5.0 | 0.0 | 0.0 | 0.0 | 1.1 | 21 | 66.7 | 15 | 228 | |
| CARDIFF WALES | 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 | 83.3 | 15 | 18 | |
| TOTAL CARDIFF WALES | | | 0 | 0 | 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 | 15 | 18 | |
| CITY OF DERRY (EGLINTON) | 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 | 24 | 1 | |
| TOTAL CITY OF DERRY (EGLINTON) | | | 0 | 0 | 0 | 0.0 | 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 | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR UK LTD | S | 32 | 0 | 0 | 9.4 | 65.6 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.3 | 10 | 34 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 32 | 0 | 0 | 9.4 | 65.6 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.3 | 10 | 34 | |
| EDINBURGH | EASYJET UK LTD | S | 249 | 0 | 1 | 8.0 | 44.8 | 24.8 | 8.0 | 6.8 | 6.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.4 | 13 | 61.1 | 25 | 224 | |
| EDINBURGH | RYANAIR UK LTD | S | 112 | 0 | 0 | 1.8 | 42.9 | 23.2 | 13.4 | 13.4 | 4.5 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 14 | 84.9 | 10 | 86 | |
| TOTAL EDINBURGH | | | 361 | 0 | 1 | 6.1 | 44.2 | 24.3 | 9.7 | 8.8 | 5.5 | 0.8 | 0.3 | 0.0 | 0.0 | 0.3 | 13 | 67.6 | 21 | 310 | |
| GATWICK | EASYJET UK LTD | S | 314 | 0 | 2 | 8.9 | 49.7 | 22.8 | 9.8 | 4.4 | 2.8 | 0.3 | 0.6 | 0.0 | 0.0 | 0.6 | 10 | 71.0 | 19 | 336 | |
| TOTAL GATWICK | | | 314 | 0 | 2 | 8.9 | 49.7 | 22.8 | 9.8 | 4.4 | 2.8 | 0.3 | 0.6 | 0.0 | 0.0 | 0.6 | 10 | 71.0 | 19 | 336 | |
| GLASGOW | EASYJET UK LTD | S | 222 | 0 | 0 | 8.1 | 64.0 | 19.8 | 2.7 | 3.2 | 1.8 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.3 | 9 | 218 | |
| TOTAL GLASGOW | | | 222 | 0 | 0 | 8.1 | 64.0 | 19.8 | 2.7 | 3.2 | 1.8 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.3 | 9 | 218 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|-------------------------|-------------------|-------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| HEATHROW | BRITISH AIRWAYS PLC | 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 |
| TOTAL HEATHROW | | | 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 |
| ISLE OF MAN | EASYJET UK LTD | S | 27 | 0 | 2 | 3.4 | 41.4 | 10.3 | 31.0 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 13 | 62.5 | 35 | 16 |
| TOTAL ISLE OF MAN | | | 27 | 0 | 2 | 3.4 | 41.4 | 10.3 | 31.0 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 13 | 62.5 | 35 | 16 |
| JERSEY | EASYJET UK 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 | 0.0 | 11 | 78.9 | 10 | 18 |
| TOTAL JERSEY | | | 18 | 0 | 0 | 16.7 | 38.9 | 27.8 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 78.9 | 10 | 18 |
| LEEDS BRADFORD | EASYJET UK LTD | S | 36 | 0 | 0 | 16.7 | 66.7 | 5.6 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 61.8 | 19 | 34 |
| LEEDS BRADFORD | EMERALD AIRLINES UK LTD | 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 |
| TOTAL LEEDS BRADFORD | | | 38 | 0 | 0 | 15.8 | 63.2 | 10.5 | 7.9 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 61.8 | 19 | 34 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 278 | 0 | 2 | 3.2 | 52.5 | 23.9 | 6.1 | 6.1 | 4.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.7 | 13 | 75.8 | 14 | 320 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 278 | 0 | 2 | 3.2 | 52.5 | 23.9 | 6.1 | 6.1 | 4.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.7 | 13 | 75.8 | 14 | 320 |
| LUTON | EASYJET UK LTD | S | 230 | 0 | 4 | 5.6 | 47.9 | 25.6 | 8.1 | 8.1 | 1.7 | 0.9 | 0.4 | 0.0 | 0.0 | 1.7 | 10 | 59.6 | 21 | 211 |
| TOTAL LUTON | | | 230 | 0 | 4 | 5.6 | 47.9 | 25.6 | 8.1 | 8.1 | 1.7 | 0.9 | 0.4 | 0.0 | 0.0 | 1.7 | 10 | 59.6 | 21 | 211 |
| MANCHESTER | EASYJET UK LTD | S | 222 | 0 | 4 | 10.2 | 50.0 | 20.8 | 8.0 | 6.2 | 2.7 | 0.0 | 0.4 | 0.0 | 0.0 | 1.8 | 9 | 72.8 | 12 | 247 |
| MANCHESTER | RYANAIR UK LTD | S | 120 | 0 | 0 | 5.8 | 53.3 | 27.5 | 1.7 | 4.2 | 1.7 | 2.5 | 2.5 | 0.8 | 0.0 | 0.0 | 17 | 77.5 | 17 | 120 |
| TOTAL MANCHESTER | | | 342 | 0 | 4 | 8.7 | 51.2 | 23.1 | 5.8 | 5.5 | 2.3 | 0.9 | 1.2 | 0.3 | 0.0 | 1.2 | 12 | 74.3 | 13 | 367 |
| NEWCASTLE | EASYJET UK LTD | S | 146 | 0 | 0 | 3.4 | 55.5 | 23.3 | 5.5 | 6.8 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 46.1 | 37 | 128 |
| TOTAL NEWCASTLE | | | 146 | 0 | 0 | 3.4 | 55.5 | 23.3 | 5.5 | 6.8 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 46.1 | 37 | 128 |
| SOUTHAMPTON | EASYJET UK LTD | S | 42 | 0 | 1 | 14.0 | 58.1 | 20.9 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 4 | 0.0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 42 | 0 | 1 | 14.0 | 58.1 | 20.9 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 4 | 0.0 | 0 | 0 |
| STANSTED | EASYJET UK LTD | S | 220 | 0 | 0 | 5.5 | 46.8 | 28.6 | 5.9 | 5.5 | 5.9 | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 | 16 | 68.0 | 16 | 194 |
| STANSTED | JET2.COM 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 | 34 | 0.0 | 0 | 0 |
| STANSTED | RYANAIR UK LTD | S | 120 | 0 | 0 | 5.8 | 53.3 | 23.3 | 7.5 | 4.2 | 5.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 13 | 73.3 | 20 | 120 |
| STANSTED | 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 |
| TOTAL STANSTED | | | 341 | 0 | 0 | 5.6 | 49.0 | 26.7 | 6.5 | 5.3 | 5.6 | 0.0 | 0.9 | 0.6 | 0.0 | 0.0 | 15 | 70.2 | 18 | 315 |
| TOTAL UNITED KINGDOM | | | 2803 | 1 | 20 | 6.3 | 50.5 | 23.7 | 7.4 | 6.1 | 3.8 | 1.0 | 0.5 | 0.1 | 0.0 | 0.7 | 12 | 69.2 | 18 | 2774 |
| USA | | | | | | | | | | | | | | | | | | | | |
| TETERBORO | 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 | 25.0 | 24 | 4 |
| TOTAL TETERBORO | | | 0 | 0 | 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 | 24 | 4 |
| TOTAL USA | | | 0 | 0 | 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 | 24 | 4 |
| TOTAL BELFAST | | | 4096 | 2 | 26 | 7.1 | 46.2 | 26.5 | 7.9 | 6.1 | 3.9 | 1.0 | 0.5 | 0.1 | 0.0 | 0.6 | 12 | 66.7 | 19 | 3818 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|----------------------|-------------------|-----------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| 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 |
| ALBANIA | | | | | | | | | | | | | | | | | | | | |
| TIRANA | RYANAIR UK LTD | S | 15 | 0 | 1 | 0.0 | 0.0 | 68.8 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 13 | 0.0 | 0 | 0 |
| TOTAL TIRANA | | | 15 | 0 | 1 | 0.0 | 0.0 | 68.8 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 13 | 0.0 | 0 | 0 |
| TOTAL ALBANIA | | | 15 | 0 | 1 | 0.0 | 0.0 | 68.8 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 13 | 0.0 | 0 | 0 |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | JET2.COM 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 | 2 | 83.3 | 7 | 6 |
| INNSBRUCK | TUI AIRWAYS LTD | 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 | 52 | 100.0 | 6 | 6 |
| TOTAL INNSBRUCK | | | 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 | 19 | 91.7 | 6 | 12 |
| SALZBURG | JET2.COM 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 | 50.0 | 51 | 6 |
| TOTAL SALZBURG | | | 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 | 50.0 | 51 | 6 |
| VIENNA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TOTAL VIENNA | | | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TOTAL AUSTRIA | | | 28 | 0 | 0 | 3.6 | 35.7 | 42.9 | 7.1 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 21 | 18 |
| BARBADOS | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 42.9 | 0.0 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 28.6 | 25 | 14 |
| TOTAL BRIDGETOWN | | | 14 | 0 | 0 | 42.9 | 0.0 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 28.6 | 25 | 14 |
| TOTAL BARBADOS | | | 14 | 0 | 0 | 42.9 | 0.0 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 28.6 | 25 | 14 |
| BELGIUM | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS 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 | 87.2 | 5 | 75 |
| TOTAL BRUSSELS | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.2 | 5 | 75 |
| TOTAL BELGIUM | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.2 | 5 | 75 |
| BULGARIA | | | | | | | | | | | | | | | | | | | | |
| SOFIA | RYANAIR | S | 18 | 0 | 0 | 11.1 | 22.2 | 38.9 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 18 | 18 |
| TOTAL SOFIA | | | 18 | 0 | 0 | 11.1 | 22.2 | 38.9 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 18 | 18 |
| TOTAL BULGARIA | | | 18 | 0 | 0 | 11.1 | 22.2 | 38.9 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 18 | 18 |
| CANADA | | | | | | | | | | | | | | | | | | | | |
| OTTAWA INTERNATIONAL | SUNWING AIRLINES INC | 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 |
| TOTAL OTTAWA INTERNATIONAL | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL CANADA | | | 0 | 0 | 0 | 0.0 | 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 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | TUI AIRWAYS LTD | S | 24 | 0 | 0 | 16.7 | 37.5 | 37.5 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.4 | 3 | 18 |
| TOTAL BOA VISTA (RABIL) | | | 24 | 0 | 0 | 16.7 | 37.5 | 37.5 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.4 | 3 | 18 |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 33.3 | 11.1 | 38.9 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.5 | 5 | 16 |
| TOTAL ILHA DO SAL C.VERDE | | | 18 | 0 | 0 | 33.3 | 11.1 | 38.9 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.5 | 5 | 16 |
| TOTAL CAPE VERDE | | | 42 | 0 | 0 | 23.8 | 26.2 | 38.1 | 4.8 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 91.2 | 4 | 34 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| DUBROVNIK | JET2.COM LTD | S | 18 | 0 | 0 | 44.4 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 7 | 18 | |
| TOTAL DUBROVNIK | | | 18 | 0 | 0 | 44.4 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 7 | 18 | |
| SPLIT | 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 | 2 | |
| TOTAL SPLIT | | | 0 | 0 | 0 | 0.0 | 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 | |
| ZADAR | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 56.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| TOTAL ZADAR | | | 16 | 0 | 0 | 0.0 | 31.3 | 56.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| TOTAL CROATIA | | | 34 | 0 | 0 | 23.5 | 29.4 | 38.2 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 6 | 20 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 43.8 | 31.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| LARNACA | JET2.COM LTD | S | 23 | 0 | 0 | 4.3 | 26.1 | 47.8 | 13.0 | 4.3 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 9 | 28 | |
| LARNACA | 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 | 53 | 2 | |
| LARNACA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 4.2 | 37.5 | 37.5 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.3 | 4 | 23 | |
| TOTAL LARNACA | | | 63 | 0 | 0 | 3.2 | 23.8 | 42.9 | 17.5 | 7.9 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 79.2 | 9 | 53 | |
| PAPHOS | JET2.COM LTD | S | 35 | 0 | 0 | 22.9 | 31.4 | 28.6 | 8.6 | 0.0 | 5.7 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 43 | 76.5 | 5 | 34 | |
| PAPHOS | RYANAIR | S | 8 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| PAPHOS | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 4.2 | 41.7 | 16.7 | 16.7 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.4 | 12 | 26 | |
| TOTAL PAPHOS | | | 67 | 0 | 0 | 14.9 | 34.3 | 26.9 | 10.4 | 9.0 | 3.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 29 | 71.7 | 8 | 60 | |
| TOTAL CYPRUS | | | 130 | 0 | 0 | 9.2 | 29.2 | 34.6 | 13.8 | 8.5 | 3.1 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 22 | 75.2 | 8 | 113 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| BRNO (TURANY) | 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 | 3 | 1 | |
| TOTAL BRNO (TURANY) | | | 0 | 0 | 0 | 0.0 | 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 | |
| PRAGUE | EUROWINGS LUFTVERKEHRS | S | 18 | 0 | 0 | 0.0 | 38.9 | 38.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 8 | 16 | |
| PRAGUE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 33.3 | 27.8 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 93.8 | 2 | 16 | |
| PRAGUE | SMARTWINGS | C | 6 | 0 | 0 | 0.0 | 50.0 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TOTAL PRAGUE | | | 42 | 0 | 0 | 0.0 | 33.3 | 35.7 | 21.4 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 84.4 | 5 | 32 | |
| TOTAL CZECH REPUBLIC | | | 42 | 0 | 0 | 0.0 | 33.3 | 35.7 | 21.4 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 84.8 | 5 | 33 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| BILLUND | 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 | 94.4 | 3 | 18 | |
| TOTAL BILLUND | | | 0 | 0 | 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 | |
| COPENHAGEN | SAS | S | 46 | 0 | 0 | 0.0 | 15.2 | 37.0 | 28.3 | 15.2 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 42.9 | 30 | 40 | |
| TOTAL COPENHAGEN | | | 46 | 0 | 0 | 0.0 | 15.2 | 37.0 | 28.3 | 15.2 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 42.9 | 30 | 40 | |
| TOTAL DENMARK | | | 46 | 0 | 0 | 0.0 | 15.2 | 37.0 | 28.3 | 15.2 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 58.3 | 22 | 58 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 0.0 | 17.6 | 52.9 | 11.8 | 5.9 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 73 | 79.2 | 9 | 24 | |
| TOTAL HURGHADA | | | 17 | 0 | 0 | 0.0 | 17.6 | 52.9 | 11.8 | 5.9 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 73 | 79.2 | 9 | 24 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|------------------|-------------------|------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 61.1 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 37.5 | 18.8 | 31.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 69.2 | 11 | 26 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 34 | 0 | 0 | 17.6 | 20.6 | 47.1 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 69.2 | 11 | 26 | |
| TOTAL EGYPT | | | 51 | 0 | 0 | 11.8 | 19.6 | 49.0 | 7.8 | 5.9 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 30 | 74.0 | 10 | 50 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 58 | 0 | 2 | 6.7 | 23.3 | 23.3 | 15.0 | 23.3 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 3.3 | 21 | 0.0 | 0 | 0 | |
| TOTAL BEAUVAIS | | | 58 | 0 | 2 | 6.7 | 23.3 | 23.3 | 15.0 | 23.3 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 3.3 | 21 | 0.0 | 0 | 0 | |
| BORDEAUX | RYANAIR | S | 16 | 0 | 2 | 0.0 | 0.0 | 38.9 | 22.2 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 32 | 66.7 | 21 | 18 | |
| TOTAL BORDEAUX | | | 16 | 0 | 2 | 0.0 | 0.0 | 38.9 | 22.2 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 32 | 66.7 | 21 | 18 | |
| CHAMBERY | 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 | 3 | 50.0 | 42 | 6 | |
| CHAMBERY | TUI AIRWAYS LTD | C | 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 | 80.0 | 78 | 5 | |
| TOTAL CHAMBERY | | | 11 | 0 | 0 | 36.4 | 36.4 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 63.6 | 59 | 11 | |
| GRENOBLE | 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 | 3 | 75.0 | 10 | 12 | |
| TOTAL GRENOBLE | | | 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 | 10 | 12 | |
| LILLE | AIR NOSTRUM | 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 | 43 | 0.0 | 0 | 0 | |
| TOTAL LILLE | | | 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 | |
| NICE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL NICE | | | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 192 | 0 | 7 | 9.0 | 41.7 | 28.1 | 5.5 | 9.0 | 1.0 | 2.0 | 0.0 | 0.0 | 0.0 | 3.5 | 11 | 50.6 | 22 | 227 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 52 | 0 | 0 | 9.6 | 38.5 | 34.6 | 7.7 | 3.8 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 244 | 0 | 7 | 9.2 | 41.0 | 29.5 | 6.0 | 8.0 | 1.2 | 2.4 | 0.0 | 0.0 | 0.0 | 2.8 | 12 | 50.6 | 22 | 227 | |
| 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 | 50.0 | 12 | 20 | |
| TOTAL PARIS (ORLY) | | | 0 | 0 | 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 | 20 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 52 | 0.0 | 82 | 2 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 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 | 82 | 2 | |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 0.0 | 11.1 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 26 | 18 | |
| TOULOUSE (BLAGNAC) | 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 | 39 | 0.0 | 0 | 0 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 19 | 0 | 0 | 0.0 | 26.3 | 47.4 | 0.0 | 15.8 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 26 | 18 | |
| VALENCE | ENTER AIR | 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 | 42 | 0.0 | 0 | 0 | |
| TOTAL VALENCE | | | 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 | 42 | 0.0 | 0 | 0 | |
| TOTAL FRANCE | | | 374 | 0 | 11 | 8.1 | 34.8 | 29.9 | 8.1 | 11.9 | 2.3 | 1.8 | 0.3 | 0.0 | 0.0 | 2.9 | 15 | 52.5 | 22 | 308 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|------------------------------|-------------------|------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | EASYJET UK LTD | S | 33 | 0 | 1 | 0.0 | 26.5 | 29.4 | 14.7 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 18 | 0.0 | 0 | 0 |
| BERLIN BRANDENBURG | RYANAIR | S | 18 | 0 | 0 | 11.1 | 27.8 | 16.7 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| TOTAL BERLIN BRANDENBURG | | | 51 | 0 | 1 | 3.8 | 26.9 | 25.0 | 17.3 | 21.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 16 | 0.0 | 0 | 0 |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 108 | 0 | 2 | 0.0 | 30.9 | 39.1 | 11.8 | 11.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 13 | 67.6 | 14 | 100 |
| TOTAL DUSSELDORF | | | 108 | 0 | 2 | 0.0 | 30.9 | 39.1 | 11.8 | 11.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 13 | 67.6 | 14 | 100 |
| FRANKFURT MAIN | LUFTHANSA | S | 230 | 0 | 8 | 0.0 | 23.5 | 43.7 | 17.2 | 11.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 13 | 79.8 | 9 | 203 |
| TOTAL FRANKFURT MAIN | | | 230 | 0 | 8 | 0.0 | 23.5 | 43.7 | 17.2 | 11.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 13 | 79.8 | 9 | 203 |
| MUNICH | LUFTHANSA | S | 105 | 0 | 3 | 0.0 | 16.7 | 35.2 | 15.7 | 18.5 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 23 | 81.0 | 9 | 100 |
| TOTAL MUNICH | | | 105 | 0 | 3 | 0.0 | 16.7 | 35.2 | 15.7 | 18.5 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 23 | 81.0 | 9 | 100 |
| NUREMBERG | 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 | 1 |
| TOTAL NUREMBERG | | | 0 | 0 | 0 | 0.0 | 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 |
| STUTTART | AVANTI AIR BEDARFSFLUGGES | C | 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 | 21 | 0.0 | 0 | 0 |
| TOTAL STUTTART | | | 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 | 21 | 0.0 | 0 | 0 |
| TOTAL GERMANY | | | 500 | 0 | 14 | 0.4 | 23.9 | 39.1 | 15.6 | 14.2 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 15 | 77.1 | 10 | 404 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 31.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 22.2 | 35 | 18 |
| ATHENS | 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 |
| TOTAL ATHENS | | | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 31.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 26.3 | 34 | 19 |
| CORFU | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 33.3 | 16.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| CORFU | RYANAIR | S | 26 | 0 | 0 | 0.0 | 30.8 | 34.6 | 15.4 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 17 | 16 |
| TOTAL CORFU | | | 44 | 0 | 0 | 2.3 | 27.3 | 34.1 | 15.9 | 11.4 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 62.5 | 17 | 16 |
| HERAKLION | EASYJET UK LTD | 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 | 3 | 0.0 | 0 | 0 |
| HERAKLION | JET2.COM LTD | S | 20 | 0 | 0 | 20.0 | 20.0 | 40.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.8 | 7 | 18 |
| HERAKLION | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 6.3 | 25.0 | 37.5 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.2 | 6 | 17 |
| TOTAL HERAKLION | | | 44 | 0 | 0 | 15.9 | 25.0 | 38.6 | 13.6 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 82.9 | 6 | 35 |
| RHODES | EASYJET UK LTD | S | 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 |
| RHODES | JET2.COM LTD | S | 22 | 0 | 0 | 0.0 | 59.1 | 22.7 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.6 | 14 | 23 |
| RHODES | RYANAIR | S | 16 | 0 | 0 | 6.3 | 12.5 | 43.8 | 6.3 | 0.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 77.8 | 20 | 18 |
| RHODES | TUI AIRWAYS LTD | C | 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 | 7 | 50.0 | 16 | 16 |
| TOTAL RHODES | | | 58 | 0 | 0 | 3.4 | 36.2 | 34.5 | 13.8 | 3.4 | 5.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 16 | 57 |
| SALONIKA | 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 | 75.0 | 7 | 8 |
| TOTAL SALONIKA | | | 0 | 0 | 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 |
| THIRA (SANTORINI) | 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 | 2 | 0.0 | 0 | 0 |
| TOTAL THIRA (SANTORINI) | | | 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 |
| TOTAL GREECE | | | 163 | 0 | 0 | 6.1 | 27.6 | 36.2 | 16.0 | 8.0 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.2 | 16 | 135 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|------------|------------------|-----------------|------------------|-----------|------------|--|
| 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 | | |
| BUDAPEST | JET2.COM LTD | S | 18 | 0 | 0 | 27.8 | 22.2 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 87.5 | 15 | 16 | |
| BUDAPEST | RYANAIR | S | 26 | 0 | 0 | 0.0 | 34.6 | 34.6 | 15.4 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 36 | 1 | |
| BUDAPEST | WIZZ AIR | S | 16 | 0 | 0 | 18.8 | 12.5 | 31.3 | 6.3 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 26 | 18 | |
| TOTAL BUDAPEST | | | 60 | 0 | 0 | 13.3 | 25.0 | 33.3 | 11.7 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 65.7 | 21 | 35 | |
| TOTAL HUNGARY | | | 60 | 0 | 0 | 13.3 | 25.0 | 33.3 | 11.7 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 65.7 | 21 | 35 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | JET2.COM LTD | S | 14 | 0 | 0 | 7.1 | 50.0 | 35.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 0 | 14 | |
| TOTAL KEFLAVIK | | | 14 | 0 | 0 | 7.1 | 50.0 | 35.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 0 | 14 | |
| TOTAL ICELAND | | | 14 | 0 | 0 | 7.1 | 50.0 | 35.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 0 | 14 | |
| INDIA | | | | | | | | | | | | | | | | | | | | |
| AMRITSAR | AIR INDIA | S | 25 | 0 | 0 | 32.0 | 24.0 | 20.0 | 8.0 | 8.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 13 | 26 | |
| TOTAL AMRITSAR | | | 25 | 0 | 0 | 32.0 | 24.0 | 20.0 | 8.0 | 8.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 13 | 26 | |
| DELHI | AIR INDIA | S | 25 | 0 | 0 | 12.0 | 36.0 | 28.0 | 12.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.5 | 12 | 26 | |
| TOTAL DELHI | | | 25 | 0 | 0 | 12.0 | 36.0 | 28.0 | 12.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.5 | 12 | 26 | |
| TOTAL INDIA | | | 50 | 0 | 0 | 22.0 | 30.0 | 24.0 | 10.0 | 10.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 84.6 | 13 | 52 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 32 | 0 | 0 | 0.0 | 34.4 | 31.3 | 9.4 | 21.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 59.6 | 27 | 52 | |
| TOTAL CORK | | | 32 | 0 | 0 | 0.0 | 34.4 | 31.3 | 9.4 | 21.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 59.6 | 27 | 52 | |
| DUBLIN | AER LINGUS | S | 112 | 0 | 0 | 10.7 | 42.0 | 29.5 | 16.1 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 63.6 | 14 | 110 | |
| DUBLIN | JET2.COM 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 | |
| DUBLIN | RYANAIR | S | 255 | 0 | 3 | 1.9 | 41.1 | 23.6 | 13.2 | 10.1 | 5.0 | 2.3 | 1.2 | 0.4 | 0.0 | 21 | 50.0 | 27 | 274 | |
| DUBLIN | STOBART AIR | S | 126 | 0 | 2 | 3.1 | 40.6 | 32.8 | 10.9 | 7.0 | 1.6 | 0.0 | 1.6 | 0.8 | 0.0 | 17 | 59.2 | 23 | 128 | |
| TOTAL DUBLIN | | | 494 | 0 | 5 | 4.2 | 41.3 | 27.3 | 13.2 | 7.2 | 3.2 | 1.2 | 1.0 | 0.4 | 0.0 | 17 | 55.3 | 23 | 512 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 16 | 0 | 0 | 0.0 | 43.8 | 6.3 | 12.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 41 | 58.3 | 32 | 24 | |
| TOTAL IRELAND WEST (KNOCK) | | | 16 | 0 | 0 | 0.0 | 43.8 | 6.3 | 12.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 41 | 58.3 | 32 | 24 | |
| SHANNON | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 11.1 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.8 | 15 | 34 | |
| TOTAL SHANNON | | | 18 | 0 | 0 | 0.0 | 22.2 | 11.1 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.8 | 15 | 34 | |
| TOTAL IRISH REPUBLIC | | | 560 | 0 | 5 | 3.7 | 40.4 | 26.4 | 13.3 | 9.4 | 3.4 | 1.1 | 1.2 | 0.4 | 0.0 | 18 | 56.1 | 23 | 622 | |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BARI (PALESE) | 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 | 17 | 0.0 | 0 | 0 | |
| TOTAL BARI (PALESE) | | | 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 | |
| BERGAMO | RYANAIR | S | 22 | 0 | 0 | 0.0 | 0.0 | 13.6 | 27.3 | 40.9 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 48 | 58.8 | 30 | 34 | |
| TOTAL BERGAMO | | | 22 | 0 | 0 | 0.0 | 0.0 | 13.6 | 27.3 | 40.9 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 48 | 58.8 | 30 | 34 | |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 18 | 0 | 0 | 27.8 | 11.1 | 44.4 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | 18 | 0 | 0 | 27.8 | 11.1 | 44.4 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| NAPLES | 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 | 94.4 | 4 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| NAPLES | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 22.2 | 55.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 77.8 | 17 | 18 | |
| NAPLES | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 73.3 | 9 | 15 | |
| TOTAL NAPLES | | | 26 | 0 | 0 | 11.5 | 26.9 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.4 | 10 | 51 | |
| PISA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 44.4 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| TOTAL PISA | | | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 44.4 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 5.9 | 50.0 | 26.5 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.5 | 11 | 34 | |
| TOTAL ROME (FIUMICINO) | | | 34 | 0 | 0 | 0.0 | 5.9 | 50.0 | 26.5 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.5 | 11 | 34 | |
| TURIN | 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 | 12 | 100.0 | 6 | 4 | |
| TURIN | 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 | 13 | 100.0 | 10 | 1 | |
| TOTAL TURIN | | | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 6 | 5 | |
| VENICE | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 43.8 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 9 | 18 | |
| VENICE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 50.0 | 6.3 | 6.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 88.9 | 8 | 18 | |
| TOTAL VENICE | | | 32 | 0 | 0 | 0.0 | 15.6 | 46.9 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 8 | 36 | |
| VERONA VILLAFRANCA | RYANAIR | S | 26 | 1 | 0 | 0.0 | 11.1 | 14.8 | 22.2 | 7.4 | 33.3 | 7.4 | 0.0 | 0.0 | 3.7 | 48 | 58.3 | 19 | 24 | |
| VERONA VILLAFRANCA | 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 | 33.3 | 41 | 3 | |
| TOTAL VERONA VILLAFRANCA | | | 27 | 1 | 0 | 0.0 | 14.3 | 14.3 | 21.4 | 7.1 | 32.1 | 7.1 | 0.0 | 0.0 | 3.6 | 46 | 55.6 | 21 | 27 | |
| TOTAL ITALY | | | 181 | 1 | 0 | 4.4 | 11.5 | 36.8 | 21.4 | 13.7 | 9.3 | 2.2 | 0.0 | 0.0 | 0.5 | 24 | 73.8 | 15 | 187 | |
| JAMAICA | | | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 35.3 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 23 | 10 | |
| TOTAL MONTEGO BAY | | | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 35.3 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 23 | 10 | |
| TOTAL JAMAICA | | | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 35.3 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 23 | 10 | |
| JAPAN | | | | | | | | | | | | | | | | | | | | |
| NAGOYA | KOREAN AIR | C | 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 | |
| TOTAL NAGOYA | | | 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 | |
| TOTAL JAPAN | | | 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 | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | |
| PALANGA | 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 | 13 | 1 | |
| TOTAL PALANGA | | | 0 | 0 | 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 | |
| TOTAL LITHUANIA | | | 0 | 0 | 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 | |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 18 | 0 | 0 | 27.8 | 27.8 | 33.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 15 | 16 | |
| MALTA | RYANAIR | S | 26 | 0 | 0 | 3.8 | 23.1 | 42.3 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.1 | 17 | 18 | |
| MALTA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 0.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 62.5 | 20 | 8 | |
| TOTAL MALTA | | | 52 | 0 | 0 | 11.5 | 23.1 | 34.6 | 11.5 | 13.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.9 | 17 | 42 | |
| TOTAL MALTA | | | 52 | 0 | 0 | 11.5 | 23.1 | 34.6 | 11.5 | 13.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.9 | 17 | 42 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|-----------------|-------------------|------------|----------|-----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| CANCUN | TUI AIRWAYS LTD | S | 25 | 0 | 0 | 16.0 | 20.0 | 48.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 112 | 70.6 | 14 | 17 | |
| TOTAL CANCUN | | | 25 | 0 | 0 | 16.0 | 20.0 | 48.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 112 | 70.6 | 14 | 17 | |
| TOTAL MEXICO | | | 25 | 0 | 0 | 16.0 | 20.0 | 48.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 112 | 70.6 | 14 | 17 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 28 | 0 | 0 | 7.1 | 32.1 | 46.4 | 10.7 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| AGADIR (AL MASSIRA) | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 0.0 | 29.4 | 17.6 | 29.4 | 0.0 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 12.5 | 34 | 8 | |
| TOTAL AGADIR (AL MASSIRA) | | | 45 | 0 | 0 | 4.4 | 31.1 | 35.6 | 17.8 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 12.5 | 34 | 8 | |
| MARRAKESH | RYANAIR UK LTD | S | 34 | 0 | 0 | 0.0 | 29.4 | 41.2 | 17.6 | 5.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| MARRAKESH | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 5.6 | 38.9 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 2 | 8 | |
| TOTAL MARRAKESH | | | 52 | 0 | 0 | 1.9 | 32.7 | 36.5 | 19.2 | 5.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 2 | 8 | |
| TOTAL MOROCCO | | | 97 | 0 | 0 | 3.1 | 32.0 | 36.1 | 18.6 | 3.1 | 6.2 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 56.3 | 18 | 16 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | 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 | |
| AMSTERDAM | EASYJET EUROPE | S | 128 | 0 | 0 | 1.6 | 35.9 | 28.9 | 20.3 | 4.7 | 6.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.0 | 15 | 119 | |
| AMSTERDAM | 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 | |
| AMSTERDAM | KLM | S | 265 | 0 | 10 | 0.4 | 17.5 | 46.5 | 18.5 | 9.1 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 3.6 | 16 | 77.6 | 11 | 245 | |
| TOTAL AMSTERDAM | | | 394 | 0 | 10 | 0.7 | 23.5 | 40.8 | 19.1 | 7.7 | 4.2 | 1.5 | 0.0 | 0.0 | 0.0 | 2.5 | 16 | 78.1 | 12 | 365 | |
| MAASTRICHT | 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 | 33 | 1 | |
| TOTAL MAASTRICHT | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL NETHERLANDS | | | 394 | 0 | 10 | 0.7 | 23.5 | 40.8 | 19.1 | 7.7 | 4.2 | 1.5 | 0.0 | 0.0 | 0.0 | 2.5 | 16 | 77.9 | 12 | 366 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 16 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 88.5 | 25 | 26 | |
| TOTAL BYDGOSZCZ | | | 16 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 88.5 | 25 | 26 | |
| KRAKOW | JET2.COM LTD | S | 18 | 0 | 0 | 22.2 | 16.7 | 33.3 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 1 | 16 | |
| KRAKOW | RYANAIR | S | 44 | 0 | 0 | 9.1 | 50.0 | 22.7 | 13.6 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 47.4 | 30 | 19 | |
| 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 | 0.0 | 0 | 50.0 | 30 | 18 | |
| TOTAL KRAKOW | | | 62 | 0 | 0 | 12.9 | 40.3 | 25.8 | 12.9 | 3.2 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.2 | 21 | 53 | |
| POZNAN | RYANAIR | S | 16 | 0 | 0 | 6.3 | 18.8 | 25.0 | 18.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 9 | 18 | |
| TOTAL POZNAN | | | 16 | 0 | 0 | 6.3 | 18.8 | 25.0 | 18.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 9 | 18 | |
| 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 | 0.0 | 0 | 50.0 | 35 | 18 | |
| TOTAL WARSAW (CHOPIN) | | | 0 | 0 | 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 | 35 | 18 | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 18 | 0 | 0 | 5.6 | 11.1 | 72.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 46 | 18 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 18 | 0 | 0 | 5.6 | 11.1 | 72.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 46 | 18 | |
| 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 | 0.0 | 0 | 72.2 | 15 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|----------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|------------|-----------|
| 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 | | | | | | | | | | | | | |
| TOTAL WROCLAW | | | 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 | 15 | 18 | |
| TOTAL POLAND | | | 112 | 0 | 0 | 8.9 | 26.8 | 29.5 | 12.5 | 16.1 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.2 | 24 | 151 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET UK LTD | S | 16 | 0 | 1 | 0.0 | 47.1 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 3 | 0.0 | 0 | 0 | |
| FARO | JET2.COM LTD | S | 60 | 0 | 0 | 3.3 | 31.7 | 51.7 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 86.7 | 12 | 60 | |
| FARO | RYANAIR | S | 60 | 0 | 0 | 10.0 | 16.7 | 41.7 | 18.3 | 8.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.3 | 18 | 77 | |
| FARO | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 11 | 9 | |
| TOTAL FARO | | | 144 | 0 | 1 | 5.5 | 27.6 | 46.2 | 13.1 | 4.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.7 | 9 | 73.3 | 15 | 146 | |
| LISBON | EASYJET EUROPE | S | 26 | 0 | 0 | 19.2 | 26.9 | 26.9 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 15 | 24 | |
| LISBON | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 33 | 57.9 | 23 | 19 | |
| TOTAL LISBON | | | 42 | 0 | 0 | 11.9 | 21.4 | 31.0 | 16.7 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 21 | 62.2 | 19 | 43 | |
| OPORTO (PORTUGAL) | RYANAIR | S | 26 | 0 | 0 | 3.8 | 50.0 | 42.3 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.2 | 17 | 18 | |
| TOTAL OPORTO (PORTUGAL) | | | 26 | 0 | 0 | 3.8 | 50.0 | 42.3 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.2 | 17 | 18 | |
| TOTAL PORTUGAL | | | 212 | 0 | 1 | 6.6 | 29.1 | 42.7 | 12.2 | 5.2 | 2.8 | 0.9 | 0.0 | 0.0 | 0.5 | 11 | 70.8 | 16 | 207 | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 38.9 | 27.8 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.4 | 31 | 14 | |
| FUNCHAL | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 38.9 | 27.8 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 88 | 87.5 | 4 | 16 | |
| TOTAL FUNCHAL | | | 36 | 0 | 0 | 11.1 | 38.9 | 27.8 | 11.1 | 8.3 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 48 | 80.0 | 17 | 30 | |
| TOTAL PORTUGAL | | | 36 | 0 | 0 | 11.1 | 38.9 | 27.8 | 11.1 | 8.3 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 48 | 80.0 | 17 | 30 | |
| QATAR | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 60 | 0 | 0 | 1.7 | 23.3 | 41.7 | 15.0 | 13.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL DOHA HAMAD | | | 60 | 0 | 0 | 1.7 | 23.3 | 41.7 | 15.0 | 13.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL QATAR | | | 60 | 0 | 0 | 1.7 | 23.3 | 41.7 | 15.0 | 13.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| ROMANIA | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 42 | 0 | 0 | 0.0 | 9.5 | 35.7 | 16.7 | 31.0 | 2.4 | 4.8 | 0.0 | 0.0 | 0.0 | 29 | 67.6 | 13 | 34 | |
| 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 | 42.1 | 31 | 38 | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 30 | 0 | 4 | 20.6 | 14.7 | 29.4 | 5.9 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 11.8 | 16 | 0.0 | 88 | 4 | |
| TOTAL BUCHAREST (OTOPENI) | | | 72 | 0 | 4 | 9.2 | 11.8 | 32.9 | 11.8 | 21.1 | 5.3 | 2.6 | 0.0 | 0.0 | 0.0 | 23 | 51.3 | 26 | 76 | |
| 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 | 62.5 | 21 | 16 | |
| CLUJ NAPOCA | WIZZ AIR MALTA | 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 | 100.0 | 1 | 2 | |
| TOTAL CLUJ NAPOCA | | | 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 | 66.7 | 19 | 18 |
| CRAIOVA | 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 | 81.3 | 7 | 16 | |
| CRAIOVA | WIZZ AIR MALTA | S | 18 | 0 | 0 | 38.9 | 5.6 | 27.8 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 16 | 2 | |
| TOTAL CRAIOVA | | | 18 | 0 | 0 | 38.9 | 5.6 | 27.8 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 8 | 18 | |
| TOTAL ROMANIA | | | 90 | 0 | 8 | 14.3 | 10.2 | 30.6 | 12.2 | 18.4 | 4.1 | 2.0 | 0.0 | 0.0 | 8.2 | 21 | 58.0 | 22 | 112 | |
| SAUDI ARABIA | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------|------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 26 | 0 | 0 | 0.0 | 23.1 | 42.3 | 15.4 | 11.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| TOTAL JEDDAH | | | 26 | 0 | 0 | 0.0 | 23.1 | 42.3 | 15.4 | 11.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| TOTAL SAUDI ARABIA | | | 26 | 0 | 0 | 0.0 | 23.1 | 42.3 | 15.4 | 11.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | | |
| SINGAPORE | 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 | 0 | 0 | |
| TOTAL SINGAPORE | | | 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 | |
| TOTAL SINGAPORE | | | 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 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 55.6 | 22.2 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| ALICANTE | JET2.COM LTD | S | 60 | 0 | 0 | 1.7 | 31.7 | 40.0 | 16.7 | 6.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 14 | 81.7 | 10 | 60 | |
| ALICANTE | RYANAIR | S | 96 | 0 | 0 | 3.1 | 31.3 | 33.3 | 13.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.3 | 24 | 94 | |
| ALICANTE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 27.8 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.6 | 27 | 18 | |
| TOTAL ALICANTE | | | 192 | 0 | 0 | 2.1 | 32.3 | 35.4 | 15.1 | 9.4 | 5.2 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 15 | 64.5 | 20 | 172 | |
| ALMERIA | 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 | 2 | |
| TOTAL ALMERIA | | | 0 | 0 | 0 | 0.0 | 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 | |
| BARCELONA | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 38.2 | 41.2 | 8.8 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| BARCELONA | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 12.5 | 18.8 | 18.8 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 72.2 | 8 | 18 | |
| BARCELONA | RYANAIR | S | 62 | 0 | 0 | 4.8 | 11.3 | 32.3 | 21.0 | 19.4 | 6.5 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 31 | 50 | |
| BARCELONA | VUELING AIRLINES | S | 48 | 0 | 2 | 6.0 | 32.0 | 40.0 | 16.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 7 | 70.0 | 12 | 60 | |
| TOTAL BARCELONA | | | 160 | 0 | 2 | 4.3 | 23.5 | 35.2 | 16.7 | 13.0 | 4.3 | 1.2 | 0.6 | 0.0 | 0.0 | 1.2 | 18 | 62.5 | 19 | 128 | |
| GIRONA | JET2.COM LTD | S | 18 | 0 | 0 | 22.2 | 27.8 | 38.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| GIRONA | RYANAIR | S | 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 | 27 | 66.7 | 10 | 8 | |
| TOTAL GIRONA | | | 26 | 0 | 0 | 15.4 | 26.9 | 42.3 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 10 | 8 | |
| IBIZA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 38.9 | 44.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 2 | 20 | |
| IBIZA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 37.5 | 18.8 | 12.5 | 6.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 38.9 | 48 | 18 | |
| TOTAL IBIZA | | | 34 | 0 | 0 | 0.0 | 38.2 | 32.4 | 14.7 | 2.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 71.1 | 24 | 38 | |
| MADRID | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 25.0 | 31.3 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 14 | 24 | |
| TOTAL MADRID | | | 16 | 0 | 0 | 0.0 | 31.3 | 25.0 | 31.3 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 14 | 24 | |
| MAHON | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 100.0 | 3 | 10 | |
| TOTAL MAHON | | | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 100.0 | 3 | 10 | |
| MALAGA | EASYJET UK LTD | S | 30 | 0 | 0 | 0.0 | 13.3 | 46.7 | 13.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| MALAGA | JET2.COM LTD | S | 60 | 0 | 0 | 3.3 | 28.3 | 48.3 | 11.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 78.3 | 9 | 60 | |
| MALAGA | RYANAIR | S | 68 | 0 | 1 | 0.0 | 10.1 | 31.9 | 17.4 | 23.2 | 13.0 | 2.9 | 0.0 | 0.0 | 0.0 | 1.4 | 31 | 57.9 | 22 | 76 | |
| MALAGA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 6.3 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 76.9 | 14 | 26 | |
| TOTAL MALAGA | | | 174 | 0 | 1 | 1.1 | 17.7 | 40.6 | 13.7 | 17.7 | 7.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.6 | 22 | 68.5 | 16 | 162 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 18 | 0 | 0 | 5.6 | 22.2 | 44.4 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.1 | 16 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|-------------|-------------|-------------|-------------|--------------|--------------|-----------------|------------|------------|------------------|-----------------|------------------|------------|-----------|--------|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | 15 m to 1 | | 16 m to 30 | 31 m to 60 | 61 m to 120 | 121 m to 180 | 181 m to 360 | More than 360 m | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | |
| | | | | | | More than 15 m early | early | | | | | | | | | | | | | m late | m late |
| TOTAL MURCIA INTERNATIONAL | | | 18 | 0 | 0 | 5.6 | 22.2 | 44.4 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.1 | 16 | 26 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 8 | 0 | 0 | 0.0 | 37.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 8 | 0 | 1 | 0.0 | 33.3 | 11.1 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 17 | 0.0 | 0 | 0 | | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 80 | 0 | 0 | 2.5 | 17.5 | 48.8 | 11.3 | 10.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 21 | 80.8 | 8 | 78 | | |
| PALMA DE MALLORCA | RYANAIR | S | 77 | 0 | 1 | 2.6 | 17.9 | 35.9 | 19.2 | 12.8 | 6.4 | 3.8 | 0.0 | 0.0 | 1.3 | 22 | 64.5 | 19 | 76 | | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 28 | 0 | 0 | 3.6 | 28.6 | 42.9 | 7.1 | 10.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 79.2 | 8 | 24 | | |
| TOTAL PALMA DE MALLORCA | | | 201 | 0 | 2 | 2.5 | 20.7 | 41.9 | 13.8 | 11.3 | 5.4 | 3.4 | 0.0 | 0.0 | 1.0 | 20 | 73.6 | 13 | 178 | | |
| REUS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 66.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 7 | 10 | | |
| REUS | RYANAIR | S | 18 | 0 | 0 | 11.1 | 44.4 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 1 | | |
| TOTAL REUS | | | 36 | 0 | 0 | 5.6 | 36.1 | 47.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.8 | 6 | 11 | | |
| SANTANDER | RYANAIR | S | 26 | 0 | 0 | 11.5 | 61.5 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 8 | 16 | | |
| TOTAL SANTANDER | | | 26 | 0 | 0 | 11.5 | 61.5 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 8 | 16 | | |
| SEVILLE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 18.8 | 50.0 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| TOTAL SEVILLE | | | 16 | 0 | 0 | 0.0 | 18.8 | 50.0 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| VALENCIA | RYANAIR | S | 18 | 0 | 0 | 11.1 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| TOTAL VALENCIA | | | 18 | 0 | 0 | 11.1 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| TOTAL SPAIN | | | 925 | 0 | 5 | 3.2 | 26.5 | 38.3 | 13.9 | 10.9 | 5.1 | 1.5 | 0.2 | 0.0 | 0.0 | 17 | 69.1 | 16 | 775 | | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 66 | 0 | 0 | 7.6 | 24.2 | 54.5 | 7.6 | 1.5 | 1.5 | 3.0 | 0.0 | 0.0 | 0.0 | 11 | 83.5 | 8 | 79 | | |
| ARRECIFE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 33.3 | 61.1 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 19 | 68.8 | 14 | 16 | | |
| ARRECIFE | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 34.6 | 38.5 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.1 | 15 | 26 | | |
| TOTAL ARRECIFE | | | 110 | 0 | 0 | 4.5 | 28.2 | 51.8 | 7.3 | 4.5 | 0.9 | 1.8 | 0.9 | 0.0 | 0.0 | 12 | 79.3 | 10 | 121 | | |
| FUERTEVENTURA | EASYJET 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 | 8 | 0.0 | 0 | 0 | | |
| FUERTEVENTURA | JET2.COM LTD | S | 40 | 0 | 0 | 2.5 | 50.0 | 40.0 | 5.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.7 | 12 | 43 | | |
| FUERTEVENTURA | RYANAIR | S | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 54 | 80.0 | 7 | 10 | | |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 25.0 | 56.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 19 | 18 | | |
| TOTAL FUERTEVENTURA | | | 72 | 0 | 0 | 1.4 | 38.9 | 43.1 | 9.7 | 4.2 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 11 | 77.5 | 13 | 71 | | |
| LAS PALMAS | JET2.COM LTD | S | 43 | 0 | 0 | 0.0 | 11.6 | 46.5 | 14.0 | 16.3 | 2.3 | 9.3 | 0.0 | 0.0 | 0.0 | 30 | 84.4 | 9 | 45 | | |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 81.3 | 13 | 16 | | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 11.5 | 50.0 | 11.5 | 19.2 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 26 | 61.5 | 26 | 26 | | |
| TOTAL LAS PALMAS | | | 87 | 0 | 0 | 1.1 | 14.9 | 47.1 | 12.6 | 13.8 | 3.4 | 6.9 | 0.0 | 0.0 | 0.0 | 26 | 77.0 | 14 | 87 | | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 32 | 0 | 0 | 28.1 | 15.6 | 40.6 | 9.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 99 | 0 | 0 | 6.1 | 17.2 | 35.4 | 18.2 | 20.2 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.0 | 19 | 100 | | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 34 | 0 | 0 | 0.0 | 23.5 | 38.2 | 29.4 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 17 | 36 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|---------------------|-------------------|------------|----------|----------|----------------------|----------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 34 | 0 | 0 | 2.9 | 29.4 | 41.2 | 17.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 51.5 | 24 | 33 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 199 | 0 | 0 | 8.0 | 20.1 | 37.7 | 18.6 | 14.1 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.7 | 20 | 169 | |
| TOTAL SPAIN(CANARY SRI LANKA) | | | 468 | 0 | 0 | 4.9 | 23.9 | 43.6 | 13.5 | 10.3 | 1.5 | 2.1 | 0.2 | 0.0 | 0.0 | 0.0 | 15 | 77.2 | 15 | 448 | |
| COLOMBO | 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 | 51 | 0.0 | 0 | 0 | |
| TOTAL COLOMBO | | | 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 | |
| TOTAL SRI LANKA | | | 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 | |
| STOCKHOLM (ARLANDA) | RYANAIR | S | 16 | 0 | 0 | 6.3 | 18.8 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 78.9 | 20 | 19 | |
| TOTAL STOCKHOLM (ARLANDA) | | | 16 | 0 | 0 | 6.3 | 18.8 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 78.9 | 20 | 19 | |
| TOTAL SWEDEN | | | 16 | 0 | 0 | 6.3 | 18.8 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 78.9 | 20 | 19 | |
| GENEVA | EASYJET SWITZERLAND | S | 52 | 0 | 0 | 5.8 | 30.8 | 34.6 | 7.7 | 17.3 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 160 | 2 | |
| GENEVA | EASYJET UK LTD | S | 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 | 39 | 22.7 | 44 | 22 | |
| GENEVA | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 50.0 | 37.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 5 | 16 | |
| TOTAL GENEVA | | | 76 | 0 | 0 | 5.3 | 31.6 | 34.2 | 7.9 | 15.8 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 47.5 | 34 | 40 | |
| ZURICH | SWISS AIRLINES | S | 77 | 0 | 1 | 0.0 | 6.4 | 30.8 | 34.6 | 21.8 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 23 | 45.5 | 22 | 66 | |
| TOTAL ZURICH | | | 77 | 0 | 1 | 0.0 | 6.4 | 30.8 | 34.6 | 21.8 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 23 | 45.5 | 22 | 66 | |
| TOTAL SWITZERLAND | | | 153 | 0 | 1 | 2.6 | 18.8 | 32.5 | 21.4 | 18.8 | 3.9 | 1.3 | 0.0 | 0.0 | 0.0 | 0.6 | 20 | 46.2 | 27 | 106 | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 12.5 | 31.3 | 31.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 6 | 8 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 34 | 0 | 0 | 2.9 | 11.8 | 44.1 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 6 | 8 | |
| TOTAL TUNISIA | | | 34 | 0 | 0 | 2.9 | 11.8 | 44.1 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 6 | 8 | |
| ANTALYA | CORENDON AIRLINES | S | 16 | 0 | 0 | 25.0 | 18.8 | 37.5 | 0.0 | 6.3 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 65.4 | 14 | 26 | |
| ANTALYA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 55.6 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| ANTALYA | JET2.COM LTD | S | 53 | 0 | 0 | 1.9 | 11.3 | 45.3 | 20.8 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.3 | 24 | 60 | |
| ANTALYA | SUNEXPRESS | S | 60 | 0 | 0 | 3.3 | 26.7 | 33.3 | 18.3 | 15.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.4 | 17 | 44 | |
| ANTALYA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 48 | 42.9 | 21 | 14 | |
| TOTAL ANTALYA | | | 173 | 0 | 0 | 4.0 | 19.1 | 40.5 | 17.9 | 13.9 | 2.3 | 1.2 | 0.0 | 1.2 | 0.0 | 0.0 | 21 | 61.1 | 19 | 144 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 18 | 0 | 0 | 22.2 | 22.2 | 27.8 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 12 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|---|----------------------|-------------------|------------|----------|----------------------------|----------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|--------------|-----------|------------|
| 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 | | |
| TOTAL BODRUM (MILAS) | | | 18 | 0 | 0 | 22.2 | 22.2 | 27.8 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 12 | 16 |
| DALAMAN | CORENDON 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 | 38 | 1 | |
| DALAMAN | EASYJET UK LTD | S | 14 | 0 | 0 | 0.0 | 21.4 | 28.6 | 35.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| DALAMAN | JET2.COM LTD | S | 43 | 0 | 0 | 14.0 | 18.6 | 30.2 | 11.6 | 20.9 | 4.7 | 0.0 | 0.0 | 0.0 | 15 | 81.8 | 7 | 44 | | |
| DALAMAN | SUNEXPRESS | S | 12 | 0 | 0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 62.5 | 9 | 8 | | |
| DALAMAN | TUI AIRWAYS LTD | C | 28 | 0 | 0 | 7.1 | 14.3 | 50.0 | 25.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.6 | 11 | 23 | | |
| TOTAL DALAMAN | | | 97 | 0 | 0 | 11.3 | 18.6 | 38.1 | 17.5 | 12.4 | 2.1 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 9 | 76 | | |
| ISTANBUL | THY TURKISH AIRLINES | S | 119 | 0 | 1 | 7.5 | 32.5 | 30.8 | 22.5 | 1.7 | 0.8 | 1.7 | 1.7 | 0.0 | 0.0 | 0.8 | 14 | 70.8 | 12 | 120 |
| TOTAL ISTANBUL | | | 119 | 0 | 1 | 7.5 | 32.5 | 30.8 | 22.5 | 1.7 | 0.8 | 1.7 | 1.7 | 0.0 | 0.0 | 0.8 | 14 | 70.8 | 12 | 120 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 26 | 0 | 0 | 26.9 | 23.1 | 42.3 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 26 | 0 | 0 | 26.9 | 23.1 | 42.3 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 19 | 0 | 0 | 0.0 | 31.6 | 42.1 | 15.8 | 5.3 | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 70 | 100.0 | 7 | 4 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 19 | 0 | 0 | 0.0 | 31.6 | 42.1 | 15.8 | 5.3 | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 70 | 100.0 | 7 | 4 |
| TOTAL TURKEY | | | 452 | 0 | 1 | 8.4 | 23.4 | 37.1 | 18.3 | 8.6 | 2.0 | 0.9 | 0.4 | 0.7 | 0.0 | 0.2 | 18 | 68.9 | 14 | 360 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 119 | 0 | 2 | 7.4 | 28.1 | 21.5 | 14.0 | 13.2 | 0.8 | 4.1 | 5.8 | 3.3 | 0.0 | 1.7 | 54 | 85.8 | 7 | 120 |
| TOTAL DUBAI | | | 119 | 0 | 2 | 7.4 | 28.1 | 21.5 | 14.0 | 13.2 | 0.8 | 4.1 | 5.8 | 3.3 | 0.0 | 1.7 | 54 | 85.8 | 7 | 120 |
| TOTAL UNITED ARAB | | | 119 | 0 | 2 | 7.4 | 28.1 | 21.5 | 14.0 | 13.2 | 0.8 | 4.1 | 5.8 | 3.3 | 0.0 | 1.7 | 54 | 85.8 | 7 | 120 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 138 | 0 | 4 | 4.9 | 43.7 | 31.0 | 9.2 | 3.5 | 3.5 | 1.4 | 0.0 | 0.0 | 0.0 | 2.8 | 10 | 80.1 | 11 | 131 |
| TOTAL ABERDEEN | | | 138 | 0 | 4 | 4.9 | 43.7 | 31.0 | 9.2 | 3.5 | 3.5 | 1.4 | 0.0 | 0.0 | 0.0 | 2.8 | 10 | 80.1 | 11 | 131 |
| BELFAST CITY (GEORGE BEST) | STOBART AIR | S | 310 | 0 | 22 | 10.8 | 36.1 | 22.0 | 10.5 | 8.4 | 2.4 | 2.7 | 0.0 | 0.3 | 0.0 | 6.6 | 15 | 72.0 | 12 | 224 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 310 | 0 | 22 | 10.8 | 36.1 | 22.0 | 10.5 | 8.4 | 2.4 | 2.7 | 0.0 | 0.3 | 0.0 | 6.6 | 15 | 72.0 | 12 | 224 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 230 | 0 | 2 | 5.2 | 54.3 | 25.9 | 4.3 | 4.3 | 4.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 10 | 62.2 | 19 | 220 |
| TOTAL BELFAST INTERNATIONAL | | | 230 | 0 | 2 | 5.2 | 54.3 | 25.9 | 4.3 | 4.3 | 4.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 10 | 62.2 | 19 | 220 |
| BOURNEMOUTH | 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 | 34 | 1 | |
| TOTAL BOURNEMOUTH | | | 0 | 0 | 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 | |
| BRISTOL | 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 | 74 | 0.0 | 0 | 0 |
| TOTAL BRISTOL | | | 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 | 74 | 0.0 | 0 | 0 |
| CITY OF DERRY (EGLINTON) | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 6.3 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 16 | 0 | 0 | 6.3 | 6.3 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| EDINBURGH | EASYJET UK LTD | S | 148 | 0 | 0 | 8.1 | 30.4 | 32.4 | 11.5 | 10.1 | 3.4 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 20 | 57.9 | 20 | 112 |
| TOTAL EDINBURGH | | | 148 | 0 | 0 | 8.1 | 30.4 | 32.4 | 11.5 | 10.1 | 3.4 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 20 | 57.9 | 20 | 112 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------------|----------------------|-------------------|-------------|----------|------------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|-------------|
| 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 | |
| GLASGOW | EASYJET UK LTD | S | 126 | 0 | 2 | 13.3 | 43.0 | 24.2 | 9.4 | 2.3 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 1.6 | 14 | 89.1 | 5 | 92 |
| TOTAL GLASGOW | | | 126 | 0 | 2 | 13.3 | 43.0 | 24.2 | 9.4 | 2.3 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 1.6 | 14 | 89.1 | 5 | 92 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 56 | 0 | 3 | 22.0 | 32.2 | 25.4 | 6.8 | 3.4 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 10 | 77.0 | 9 | 58 |
| TOTAL GUERNSEY | | | 56 | 0 | 3 | 22.0 | 32.2 | 25.4 | 6.8 | 3.4 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 10 | 77.0 | 9 | 58 |
| 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 | 86.2 | 6 | 58 |
| TOTAL INVERNESS | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 86.2 | 6 | 58 |
| ISLE OF MAN | LOGANAIR LTD | S | 48 | 0 | 4 | 1.9 | 36.5 | 19.2 | 17.3 | 5.8 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 7.7 | 21 | 72.0 | 16 | 47 |
| TOTAL ISLE OF MAN | | | 48 | 0 | 4 | 1.9 | 36.5 | 19.2 | 17.3 | 5.8 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 7.7 | 21 | 72.0 | 16 | 47 |
| JERSEY | BLUE ISLANDS LIMITED | S | 48 | 0 | 4 | 7.7 | 25.0 | 26.9 | 5.8 | 11.5 | 5.8 | 9.6 | 0.0 | 0.0 | 0.0 | 7.7 | 30 | 50.0 | 21 | 58 |
| JERSEY | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 50.0 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL JERSEY | | | 66 | 0 | 4 | 7.1 | 31.4 | 28.6 | 4.3 | 11.4 | 4.3 | 7.1 | 0.0 | 0.0 | 0.0 | 5.7 | 23 | 50.0 | 21 | 58 |
| MANCHESTER | STOBART AIR | 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 |
| TOTAL MANCHESTER | | | 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 |
| 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 | 189 | 1 |
| TOTAL STANSTED | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 189 | 1 |
| TOTAL UNITED KINGDOM | | | 1140 | 0 | 41 | 8.9 | 39.7 | 26.0 | 9.1 | 6.6 | 3.6 | 1.9 | 0.8 | 0.1 | 0.0 | 3.5 | 14 | 70.7 | 14 | 1002 |
| Unknown | | | | | | | | | | | | | | | | | | | | |
| Unknown | 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 | 1 | 0.0 | 0 | 0 |
| TOTAL Unknown | | | 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 |
| TOTAL Unknown | | | 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 |
| USA | | | | | | | | | | | | | | | | | | | | |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 11.1 | 38.9 | 33.3 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 10 | 16 |
| TOTAL MELBOURNE FLATS | | | 18 | 0 | 0 | 11.1 | 38.9 | 33.3 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 10 | 16 |
| TOTAL USA | | | 18 | 0 | 0 | 11.1 | 38.9 | 33.3 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 10 | 16 |
| TOTAL BIRMINGHAM | | | 6773 | 1 | 100 | 6.0 | 28.8 | 34.4 | 13.8 | 9.8 | 3.6 | 1.4 | 0.5 | 0.2 | 0.0 | 1.5 | 17 | 69.4 | 16 | 5997 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BOURNEMOUTH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|-----------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| 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 | | | | | | | | | | | | | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| PAPHOS | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 24 | 8 |
| TOTAL PAPHOS | | | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 24 | 8 |
| TOTAL CYPRUS | | | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 24 | 8 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 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 | 1 | 83.3 | 17 | 18 |
| TOTAL BUDAPEST | | | 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 | 1 | 83.3 | 17 | 18 |
| TOTAL HUNGARY | | | 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 | 1 | 83.3 | 17 | 18 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | 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 | 35.3 | 120 | 17 |
| TOTAL DUBLIN | | | 0 | 0 | 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 | 120 | 17 |
| TOTAL IRISH REPUBLIC | | | 0 | 0 | 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 | 120 | 17 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| VENICE | RYANAIR | S | 16 | 0 | 0 | 6.3 | 50.0 | 25.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 10 | 18 |
| TOTAL VENICE | | | 16 | 0 | 0 | 6.3 | 50.0 | 25.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 10 | 18 |
| TOTAL ITALY | | | 16 | 0 | 0 | 6.3 | 50.0 | 25.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 10 | 18 |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 26 | 0 | 0 | 3.8 | 23.1 | 61.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 38.9 | 38 | 18 |
| TOTAL MALTA | | | 26 | 0 | 0 | 3.8 | 23.1 | 61.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 38.9 | 38 | 18 |
| TOTAL MALTA | | | 26 | 0 | 0 | 3.8 | 23.1 | 61.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 38.9 | 38 | 18 |
| MOROCCO | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 18 | 0 | 0 | 22.2 | 38.9 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL AGADIR (AL MASSIRA) | | | 18 | 0 | 0 | 22.2 | 38.9 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL MOROCCO | | | 18 | 0 | 0 | 22.2 | 38.9 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | RYANAIR | S | 18 | 0 | 0 | 0.0 | 44.4 | 22.2 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 41 | 18 |
| TOTAL KRAKOW | | | 18 | 0 | 0 | 0.0 | 44.4 | 22.2 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 41 | 18 |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 14 | 18 |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 5.6 | 33.3 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 14 | 18 |
| TOTAL POLAND | | | 36 | 0 | 0 | 2.8 | 38.9 | 27.8 | 19.4 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 58.3 | 28 | 36 |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 34 | 0 | 0 | 5.9 | 38.2 | 38.2 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 52 | 76.9 | 15 | 26 |
| TOTAL FARO | | | 34 | 0 | 0 | 5.9 | 38.2 | 38.2 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 52 | 76.9 | 15 | 26 |
| TOTAL PORTUGAL | | | 34 | 0 | 0 | 5.9 | 38.2 | 38.2 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 52 | 76.9 | 15 | 26 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 60 | 0 | 0 | 0.0 | 41.7 | 30.0 | 16.7 | 5.0 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 59 | 66.7 | 18 | 33 |
| TOTAL ALICANTE | | | 60 | 0 | 0 | 0.0 | 41.7 | 30.0 | 16.7 | 5.0 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 59 | 66.7 | 18 | 33 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BOURNEMOUTH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|---------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| GIRONA | RYANAIR | S | 52 | 0 | 0 | 5.8 | 55.8 | 19.2 | 13.5 | 3.8 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 7 | 8 | |
| TOTAL GIRONA | | | 52 | 0 | 0 | 5.8 | 55.8 | 19.2 | 13.5 | 3.8 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 7 | 8 | |
| MALAGA | RYANAIR | S | 44 | 0 | 0 | 2.3 | 25.0 | 31.8 | 18.2 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 56.8 | 17 | 44 | |
| TOTAL MALAGA | | | 44 | 0 | 0 | 2.3 | 25.0 | 31.8 | 18.2 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 56.8 | 17 | 44 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 26 | 0 | 0 | 0.0 | 38.5 | 42.3 | 15.4 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL MURCIA INTERNATIONAL | | | 26 | 0 | 0 | 0.0 | 38.5 | 42.3 | 15.4 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | RYANAIR | S | 78 | 0 | 0 | 7.7 | 41.0 | 35.9 | 9.0 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 52.0 | 25 | 50 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 23.5 | 58.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 27 | 16 | |
| TOTAL PALMA DE MALLORCA | | | 95 | 0 | 0 | 6.3 | 37.9 | 40.0 | 10.5 | 4.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 54.5 | 25 | 66 | |
| TOTAL SPAIN | | | 277 | 0 | 0 | 3.6 | 40.1 | 32.9 | 14.1 | 6.9 | 1.1 | 0.4 | 0.4 | 0.7 | 0.0 | 0.0 | 20 | 58.9 | 21 | 151 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | RYANAIR | S | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 12.5 | 68.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 47.1 | 37 | 17 | |
| TOTAL ARRECIFE | | | 24 | 0 | 0 | 8.3 | 66.7 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 47.1 | 37 | 17 | |
| LAS PALMAS | RYANAIR | S | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 11.1 | 88.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 57.1 | 36 | 7 | |
| TOTAL LAS PALMAS | | | 17 | 0 | 0 | 11.8 | 64.7 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 13 | 57.1 | 36 | 7 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 18 | 0 | 0 | 11.1 | 5.6 | 55.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 37.5 | 17 | 8 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 38.9 | 44.4 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 93.3 | 8 | 15 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 36 | 0 | 0 | 5.6 | 22.2 | 50.0 | 11.1 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.9 | 11 | 23 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 77 | 0 | 0 | 7.8 | 45.5 | 29.9 | 10.4 | 3.9 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 8 | 61.7 | 24 | 47 | |
| SWEDEN | | | | | | | | | | | | | | | | | | | | | |
| JONKOPING | 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 | 28 | 2 | |
| TOTAL JONKOPING | | | 0 | 0 | 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 | |
| TOTAL SWEDEN | | | 0 | 0 | 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 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| GENEVA | EASYJET SWITZERLAND | S | 16 | 0 | 0 | 6.3 | 75.0 | 6.3 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL GENEVA | | | 16 | 0 | 0 | 6.3 | 75.0 | 6.3 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL SWITZERLAND | | | 16 | 0 | 0 | 6.3 | 75.0 | 6.3 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | 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 | 0.0 | 16 | 0.0 | 0 | 0 | |
| BIRMINGHAM | LOGANAIR 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 | 21 | 0.0 | 0 | 0 | |
| TOTAL BIRMINGHAM | | | 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 | 19 | 0.0 | 0 | 0 | |

Reporting Airport: BOURNEMOUTH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|--|-------------------|------------|----------|----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|------------|
| 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 | 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 | 15 | 2 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 0 | 0 | 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 |
| EDINBURGH | RYANAIR UK LTD | S | 35 | 0 | 0 | 20.0 | 31.4 | 17.1 | 8.6 | 14.3 | 5.7 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 60 | 33.3 | 62 | 36 |
| TOTAL EDINBURGH | | | 35 | 0 | 0 | 20.0 | 31.4 | 17.1 | 8.6 | 14.3 | 5.7 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 60 | 33.3 | 62 | 36 |
| LEEDS BRADFORD | 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 | 2 |
| TOTAL LEEDS BRADFORD | | | 0 | 0 | 0 | 0.0 | 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 | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | 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 | 30 | 0.0 | 0 | 0 |
| TOTAL MANCHESTER | | | 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 |
| TOTAL UNITED KINGDOM | | | 39 | 0 | 0 | 17.9 | 28.2 | 15.4 | 17.9 | 12.8 | 5.1 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 56 | 37.5 | 57 | 40 |
| TOTAL BOURNEMOUTH | | | 563 | 0 | 0 | 6.6 | 41.2 | 31.1 | 12.1 | 6.4 | 1.1 | 0.5 | 0.4 | 0.7 | 0.0 | 0.0 | 20 | 58.8 | 30 | 381 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|-----------------|-------------------|------------|----------|----------------------------|----------------------|-------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | 15 m to 1 m | | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 5.6 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 5.6 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL ALBANIA | | | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 5.6 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | JET2.COM 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 | 6 | |
| INNSBRUCK | 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 INNSBRUCK | | | 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 | 1 | 100.0 | 1 | 6 | |
| TOTAL AUSTRIA | | | 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 | 1 | 100.0 | 1 | 6 | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | | |
| 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 | 36 | 1 | |
| TOTAL BRIDGETOWN | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL BARBADOS | | | 0 | 0 | 0 | 0.0 | 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 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | RYANAIR | S | 16 | 0 | 0 | 6.3 | 43.8 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL SOFIA | | | 16 | 0 | 0 | 6.3 | 43.8 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL BULGARIA | | | 16 | 0 | 0 | 6.3 | 43.8 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 10 | 0 | 0 | 20.0 | 60.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 8 | |
| TOTAL ILHA DO SAL C.VERDE | | | 10 | 0 | 0 | 20.0 | 60.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 8 | |
| TOTAL CAPE VERDE | | | 10 | 0 | 0 | 20.0 | 60.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 8 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | EASYJET UK LTD | S | 34 | 0 | 0 | 5.9 | 41.2 | 52.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.4 | 6 | 34 | |
| TOTAL DUBROVNIK | | | 34 | 0 | 0 | 5.9 | 41.2 | 52.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.4 | 6 | 34 | |
| SPLIT | EASYJET UK LTD | S | 16 | 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 | 77.3 | 13 | 42 | |
| TOTAL SPLIT | | | 16 | 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 | 77.3 | 13 | 42 | |
| TOTAL CROATIA | | | 50 | 0 | 0 | 4.0 | 36.0 | 56.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 79.5 | 10 | 76 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 34.6 | 30.8 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 8 | 18 | |
| LARNACA | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 44.4 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 7 | |
| LARNACA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 12.5 | 56.3 | 12.5 | 0.0 | 0.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 43.8 | 22 | 16 | |
| TOTAL LARNACA | | | 60 | 0 | 0 | 8.3 | 43.3 | 28.3 | 10.0 | 3.3 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.7 | 12 | 41 | |
| PAPHOS | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 38.5 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 52.0 | 18 | 25 | |
| PAPHOS | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 37.5 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 8 | 18 | |
| PAPHOS | TUI AIRWAYS LTD | C | 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 | 70.6 | 18 | 17 | |
| TOTAL PAPHOS | | | 58 | 0 | 0 | 10.3 | 43.1 | 31.0 | 12.1 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.3 | 15 | 60 | |
| TOTAL CYPRUS | | | 118 | 0 | 0 | 9.3 | 43.2 | 29.7 | 11.0 | 3.4 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.3 | 14 | 101 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|-----------------|-------------------|-----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 19.4 | 27.8 | 19.4 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 54.2 | 28 | 24 | |
| TOTAL PRAGUE | | | 36 | 0 | 0 | 0.0 | 19.4 | 27.8 | 19.4 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 54.2 | 28 | 24 | |
| TOTAL CZECH REPUBLIC | | | 36 | 0 | 0 | 0.0 | 19.4 | 27.8 | 19.4 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 54.2 | 28 | 24 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| COPENHAGEN | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 44.1 | 32.4 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 20.8 | 25 | 24 | |
| COPENHAGEN | RYANAIR | S | 34 | 0 | 0 | 14.7 | 38.2 | 23.5 | 20.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| TOTAL COPENHAGEN | | | 68 | 0 | 0 | 8.8 | 41.2 | 27.9 | 17.6 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 20.8 | 25 | 24 | |
| TOTAL DENMARK | | | 68 | 0 | 0 | 8.8 | 41.2 | 27.9 | 17.6 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 20.8 | 25 | 24 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 5.9 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 57.9 | 22 | 18 | |
| HURGHADA | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 11.8 | 41.2 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 70.6 | 36 | 17 | |
| TOTAL HURGHADA | | | 34 | 0 | 0 | 5.9 | 29.4 | 44.1 | 5.9 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.9 | 29 | 35 | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 17 | 0 | 1 | 5.6 | 27.8 | 33.3 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 12 | 72.2 | 13 | 18 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 23.5 | 23.5 | 41.2 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.2 | 9 | 17 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 34 | 0 | 1 | 14.3 | 25.7 | 37.1 | 14.3 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 8 | 80.0 | 11 | 35 | |
| TOTAL EGYPT | | | 68 | 0 | 1 | 10.1 | 27.5 | 40.6 | 10.1 | 5.8 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 10 | 71.8 | 20 | 70 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BERGERAC | 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 | 18.8 | 58 | 16 | |
| TOTAL BERGERAC | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 18.8 | 58 | 16 | |
| BEZIERS | RYANAIR | S | 32 | 0 | 2 | 0.0 | 29.4 | 47.1 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 8 | 11.1 | 39 | 18 | |
| TOTAL BEZIERS | | | 32 | 0 | 2 | 0.0 | 29.4 | 47.1 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 8 | 11.1 | 39 | 18 | |
| BORDEAUX | EASYJET UK LTD | S | 32 | 0 | 2 | 2.9 | 26.5 | 29.4 | 8.8 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 19 | 54.8 | 16 | 40 | |
| TOTAL BORDEAUX | | | 32 | 0 | 2 | 2.9 | 26.5 | 29.4 | 8.8 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 19 | 54.8 | 16 | 40 | |
| CHAMBERY | JET2.COM 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 | 0.0 | 10 | 33.3 | 30 | 6 | |
| CHAMBERY | TUI AIRWAYS LTD | C | 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 | 1 | 60.0 | 25 | 5 | |
| TOTAL CHAMBERY | | | 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 | 45.5 | 28 | 11 | |
| GRENOBLE | EASYJET UK LTD | S | 4 | 0 | 0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 136 | 66.7 | 11 | 6 | |
| TOTAL GRENOBLE | | | 4 | 0 | 0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 136 | 66.7 | 11 | 6 | |
| LA ROCHELLE | 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 | 100.0 | 8 | 1 | |
| TOTAL LA ROCHELLE | | | 0 | 0 | 0 | 0.0 | 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 | |
| MARSEILLE | 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 | 38.9 | 37 | 18 | |
| MARSEILLE | RYANAIR | S | 16 | 0 | 0 | 6.3 | 25.0 | 18.8 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| TOTAL MARSEILLE | | | 16 | 0 | 0 | 6.3 | 25.0 | 18.8 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 38.9 | 37 | 18 | |
| NICE | 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 | 9 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|-----------------|-------------------|------------|----------|-----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|------------|--|
| 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 | | | |
| NICE | EASYJET UK LTD | S | 65 | 0 | 3 | 0.0 | 20.6 | 35.3 | 23.5 | 10.3 | 1.5 | 2.9 | 1.5 | 0.0 | 0.0 | 4.4 | 21 | 47.1 | 28 | 68 | |
| TOTAL NICE | | | 66 | 0 | 3 | 0.0 | 20.3 | 36.2 | 23.2 | 10.1 | 1.4 | 2.9 | 1.4 | 0.0 | 0.0 | 4.3 | 21 | 47.1 | 28 | 68 | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 10 | 0 | 1 | 0.0 | 0.0 | 45.5 | 36.4 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 15 | 28.6 | 30 | 7 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 122 | 0 | 2 | 2.4 | 34.7 | 33.1 | 12.9 | 9.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 14 | 60.2 | 18 | 98 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 132 | 0 | 3 | 2.2 | 31.9 | 34.1 | 14.8 | 9.6 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 14 | 58.2 | 19 | 105 | |
| PARIS (ORLY) | EASYJET EUROPE | S | 60 | 0 | 0 | 3.3 | 13.3 | 43.3 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 22 | 96 | |
| PARIS (ORLY) | EASYJET UK LTD | S | 32 | 0 | 2 | 0.0 | 23.5 | 32.4 | 26.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 13 | 53.6 | 34 | 26 | |
| TOTAL PARIS (ORLY) | | | 92 | 0 | 2 | 2.1 | 17.0 | 39.4 | 26.6 | 12.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 14 | 50.8 | 25 | 122 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 35 | 0.0 | 69 | 2 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 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 | 69 | 2 | |
| TOULOUSE (BLAGNAC) | EASYJET EUROPE | S | 16 | 0 | 0 | 0.0 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 41.7 | 29 | 58 | |
| TOULOUSE (BLAGNAC) | EASYJET UK LTD | S | 18 | 0 | 0 | 11.1 | 27.8 | 38.9 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 34 | 0 | 0 | 5.9 | 44.1 | 38.2 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 41.7 | 29 | 58 | |
| TOTAL FRANCE | | | 416 | 0 | 12 | 2.6 | 26.9 | 35.5 | 17.3 | 11.2 | 2.6 | 0.5 | 0.7 | 0.0 | 0.0 | 2.8 | 16 | 48.1 | 26 | 465 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 50 | 0 | 0 | 4.0 | 36.0 | 46.0 | 8.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.3 | 4 | 25 | |
| TOTAL BERLIN BRANDENBURG | | | 50 | 0 | 0 | 4.0 | 36.0 | 46.0 | 8.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.3 | 4 | 25 | |
| COLOGNE BONN | 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 | 53.8 | 33 | 24 | |
| TOTAL COLOGNE BONN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 53.8 | 33 | 24 | |
| FRANKFURT MAIN | 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 | 92.2 | 3 | 64 | |
| TOTAL FRANKFURT MAIN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 92.2 | 3 | 64 | |
| TOTAL GERMANY | | | 50 | 0 | 0 | 4.0 | 36.0 | 46.0 | 8.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.6 | 10 | 113 | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET UK LTD | S | 16 | 0 | 0 | 12.5 | 50.0 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.6 | 8 | 26 | |
| TOTAL GIBRALTAR | | | 16 | 0 | 0 | 12.5 | 50.0 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.6 | 8 | 26 | |
| TOTAL GIBRALTAR | | | 16 | 0 | 0 | 12.5 | 50.0 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.6 | 8 | 26 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | 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 | 62.5 | 16 | 16 | |
| ATHENS | EASYJET UK LTD | S | 17 | 0 | 0 | 0.0 | 5.9 | 17.6 | 41.2 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 47.1 | 39 | 17 | |
| TOTAL ATHENS | | | 21 | 0 | 0 | 0.0 | 9.5 | 23.8 | 38.1 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 54.5 | 28 | 33 | |
| CORFU | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 44.1 | 44.1 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.4 | 28 | 27 | |
| CORFU | 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 | 2 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|------------|-----------|
| 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 | | | | | | | | | | | | | |
| TOTAL CORFU | | | 34 | 0 | 0 | 2.9 | 44.1 | 44.1 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 72.4 | 26 | 29 |
| HERAKLION | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 50.0 | 43.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 55.6 | 16 | 18 | |
| HERAKLION | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 50.0 | 18.8 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 10 | 8 | |
| TOTAL HERAKLION | | | 32 | 0 | 0 | 0.0 | 50.0 | 31.3 | 9.4 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.5 | 14 | 26 | |
| 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 | 93.8 | 40 | 16 | |
| KOS | 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 | 21 | 2 | |
| TOTAL KOS | | | 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 | 38 | 18 | |
| MIKONOS | 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 | 87.5 | 9 | 8 | |
| TOTAL MIKONOS | | | 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 | |
| RHODES | EASYJET UK LTD | S | 52 | 0 | 0 | 3.8 | 44.2 | 40.4 | 5.8 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.4 | 23 | 44 | |
| RHODES | 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 | 5 | 60.0 | 35 | 5 | |
| TOTAL RHODES | | | 56 | 0 | 0 | 3.6 | 42.9 | 42.9 | 5.4 | 1.8 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 61.2 | 24 | 49 | |
| ZAKINTHOS | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 43.8 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 9 | 18 | |
| TOTAL ZAKINTHOS | | | 16 | 0 | 0 | 6.3 | 43.8 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 9 | 18 | |
| TOTAL GREECE | | | 159 | 0 | 0 | 2.5 | 40.3 | 38.4 | 10.7 | 5.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 67.4 | 23 | 181 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM 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 | 129 | 0.0 | 0 | 0 | |
| BUDAPEST | RYANAIR | S | 34 | 0 | 0 | 2.9 | 41.2 | 44.1 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 92.3 | 7 | 26 | |
| TOTAL BUDAPEST | | | 35 | 0 | 0 | 2.9 | 40.0 | 42.9 | 8.6 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 10 | 92.3 | 7 | 26 | |
| TOTAL HUNGARY | | | 35 | 0 | 0 | 2.9 | 40.0 | 42.9 | 8.6 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 10 | 92.3 | 7 | 26 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | 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 | 1 | 5 | |
| TOTAL KEFLAVIK | | | 0 | 0 | 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 | 5 | |
| TOTAL ICELAND | | | 0 | 0 | 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 | 5 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 52 | 0 | 0 | 7.7 | 48.1 | 32.7 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 35 | 4 | |
| TOTAL CORK | | | 52 | 0 | 0 | 7.7 | 48.1 | 32.7 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 35 | 4 | |
| DUBLIN | RYANAIR | S | 191 | 0 | 0 | 2.1 | 42.9 | 35.6 | 7.3 | 8.9 | 1.6 | 0.0 | 1.0 | 0.5 | 0.0 | 15 | 68.9 | 18 | 180 | |
| DUBLIN | STOBART AIR | S | 169 | 0 | 4 | 2.9 | 39.3 | 39.3 | 9.8 | 5.2 | 1.2 | 0.0 | 0.0 | 0.0 | 2.3 | 7 | 57.1 | 22 | 150 | |
| TOTAL DUBLIN | | | 360 | 0 | 4 | 2.5 | 41.2 | 37.4 | 8.5 | 7.1 | 1.4 | 0.0 | 0.5 | 0.3 | 0.0 | 11 | 63.5 | 20 | 330 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 25 | 0 | 0 | 4.0 | 44.0 | 20.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.2 | 14 | 34 | |
| TOTAL IRELAND WEST (KNOCK) | | | 25 | 0 | 0 | 4.0 | 44.0 | 20.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.2 | 14 | 34 | |
| TOTAL IRISH REPUBLIC | | | 437 | 0 | 4 | 3.2 | 42.2 | 35.8 | 8.4 | 7.7 | 1.1 | 0.0 | 0.5 | 0.2 | 0.0 | 10 | 65.1 | 19 | 368 | |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 44 | 0 | 0 | 9.1 | 40.9 | 45.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 23.5 | 40 | 34 | |
| TOTAL BERGAMO | | | 44 | 0 | 0 | 9.1 | 40.9 | 45.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 23.5 | 40 | 34 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|--|
| 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 | | |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 44.4 | 38.9 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 16 | 16 | | |
| TOTAL CATANIA (FONTANAROSSA) | | | 18 | 0 | 0 | 0.0 | 44.4 | 38.9 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 16 | 16 | | |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 43.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 6 | 18 | | |
| TOTAL MILAN (MALPENSA) | | | 16 | 0 | 0 | 0.0 | 37.5 | 43.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 6 | 18 | | |
| NAPLES | EASYJET UK LTD | S | 36 | 0 | 0 | 2.8 | 47.2 | 25.0 | 11.1 | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 46.2 | 41 | 26 | | |
| NAPLES | 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 | 87.5 | 4 | 8 | | |
| TOTAL NAPLES | | | 36 | 0 | 0 | 2.8 | 47.2 | 25.0 | 11.1 | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.9 | 33 | 34 | | |
| OLBIA | EASYJET 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 | 27.8 | 24 | 18 | | |
| TOTAL OLBIA | | | 2 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 27.8 | 24 | 18 | | |
| PISA | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 42.3 | 38.5 | 7.7 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 22 | 81.0 | 9 | 42 | | |
| TOTAL PISA | | | 26 | 0 | 0 | 0.0 | 42.3 | 38.5 | 7.7 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 22 | 81.0 | 9 | 42 | | |
| ROME (FIUMICINO) | EASYJET UK LTD | S | 70 | 0 | 0 | 1.4 | 42.9 | 38.6 | 5.7 | 7.1 | 1.4 | 2.9 | 0.0 | 0.0 | 0.0 | 11 | 68.3 | 22 | 60 | | |
| TOTAL ROME (FIUMICINO) | | | 70 | 0 | 0 | 1.4 | 42.9 | 38.6 | 5.7 | 7.1 | 1.4 | 2.9 | 0.0 | 0.0 | 0.0 | 11 | 68.3 | 22 | 60 | | |
| TURIN | 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 | 12 | 0.0 | 56 | 1 | | |
| TOTAL TURIN | | | 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 | 56 | 1 | | |
| VENICE | EASYJET EUROPE | S | 8 | 0 | 0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 8 | 8 | | |
| VENICE | EASYJET UK 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 | 4 | 80.0 | 8 | 10 | | |
| VENICE | RYANAIR | S | 34 | 0 | 0 | 2.9 | 29.4 | 44.1 | 14.7 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 29 | 34 | | |
| TOTAL VENICE | | | 50 | 0 | 0 | 2.0 | 34.0 | 44.0 | 14.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 59.6 | 22 | 52 | | |
| TOTAL ITALY | | | 263 | 0 | 0 | 2.7 | 41.4 | 39.2 | 7.6 | 5.3 | 2.7 | 0.8 | 0.4 | 0.0 | 0.0 | 11 | 60.0 | 22 | 275 | | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | 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 | 77.8 | 13 | 18 | | |
| TOTAL RIGA | | | 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 | 13 | 18 | | |
| TOTAL LATVIA | | | 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 | 13 | 18 | | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 16 | 0 | 0 | 0.0 | 81.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 4 | 18 | | |
| TOTAL KAUNAS | | | 16 | 0 | 0 | 0.0 | 81.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 4 | 18 | | |
| TOTAL LITHUANIA | | | 16 | 0 | 0 | 0.0 | 81.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 4 | 18 | | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 56.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |
| MALTA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 44.4 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 12.5 | 60 | 8 | | |
| MALTA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 25.0 | 30 | 8 | | |
| TOTAL MALTA | | | 42 | 0 | 0 | 0.0 | 31.0 | 50.0 | 7.1 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 18.8 | 45 | 16 | | |
| TOTAL MALTA | | | 42 | 0 | 0 | 0.0 | 31.0 | 50.0 | 7.1 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 18.8 | 45 | 16 | | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|-----------------|-------------------|------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| MARRAKESH | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 38.9 | 38.9 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| MARRAKESH | RYANAIR UK LTD | S | 18 | 0 | 0 | 5.6 | 55.6 | 16.7 | 0.0 | 5.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| MARRAKESH | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 38.9 | 22.2 | 16.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 87.5 | 3 | 8 |
| TOTAL MARRAKESH | | | 54 | 0 | 0 | 3.7 | 44.4 | 25.9 | 9.3 | 7.4 | 5.6 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 3 | 8 |
| TOTAL MOROCCO | | | 54 | 0 | 0 | 3.7 | 44.4 | 25.9 | 9.3 | 7.4 | 5.6 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 3 | 8 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 109 | 0 | 2 | 0.9 | 18.0 | 42.3 | 19.8 | 10.8 | 5.4 | 0.9 | 0.0 | 0.0 | 0.0 | 1.8 | 18 | 68.4 | 17 | 76 |
| AMSTERDAM | EASYJET UK LTD | S | 68 | 0 | 0 | 0.0 | 23.5 | 41.2 | 17.6 | 10.3 | 4.4 | 1.5 | 0.0 | 1.5 | 0.0 | 0.0 | 23 | 65.5 | 19 | 108 |
| AMSTERDAM | KLM | S | 209 | 0 | 8 | 0.5 | 17.5 | 47.5 | 17.1 | 8.3 | 5.1 | 0.5 | 0.0 | 0.0 | 0.0 | 3.7 | 16 | 73.1 | 14 | 197 |
| TOTAL AMSTERDAM | | | 386 | 0 | 10 | 0.5 | 18.7 | 44.9 | 17.9 | 9.3 | 5.1 | 0.8 | 0.0 | 0.3 | 0.0 | 2.5 | 18 | 70.0 | 16 | 381 |
| TOTAL NETHERLANDS | | | 386 | 0 | 10 | 0.5 | 18.7 | 44.9 | 17.9 | 9.3 | 5.1 | 0.8 | 0.0 | 0.3 | 0.0 | 2.5 | 18 | 70.0 | 16 | 381 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 18 | 0 | 0 | 5.6 | 22.2 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 93.8 | 4 | 16 |
| TOTAL BYDGOSZCZ | | | 18 | 0 | 0 | 5.6 | 22.2 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 93.8 | 4 | 16 |
| GDANSK | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 82.1 | 7 | 28 |
| TOTAL GDANSK | | | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 82.1 | 7 | 28 |
| 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 | 0.0 | 0 | 95.8 | 4 | 24 |
| TOTAL KATOWICE | | | 0 | 0 | 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 | 4 | 24 |
| KRAKOW | EASYJET UK LTD | S | 22 | 0 | 0 | 4.5 | 50.0 | 31.8 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 8 | 16 |
| KRAKOW | RYANAIR | S | 32 | 0 | 0 | 0.0 | 21.9 | 40.6 | 18.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 8 | 18 |
| TOTAL KRAKOW | | | 54 | 0 | 0 | 1.9 | 33.3 | 37.0 | 16.7 | 3.7 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.5 | 8 | 34 |
| POZNAN | RYANAIR | S | 18 | 0 | 0 | 11.1 | 38.9 | 11.1 | 11.1 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 92.3 | 21 | 26 |
| TOTAL POZNAN | | | 18 | 0 | 0 | 11.1 | 38.9 | 11.1 | 11.1 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 92.3 | 21 | 26 |
| RZESZOW | RYANAIR | S | 16 | 0 | 0 | 12.5 | 68.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.6 | 39 | 17 |
| TOTAL RZESZOW | | | 16 | 0 | 0 | 12.5 | 68.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.6 | 39 | 17 |
| 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 | 96.2 | 4 | 26 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 0 | 0 | 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 | 4 | 26 |
| WROCLAW | RYANAIR | S | 26 | 0 | 0 | 3.8 | 15.4 | 30.8 | 15.4 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 29 | 16 |
| TOTAL WROCLAW | | | 26 | 0 | 0 | 3.8 | 15.4 | 30.8 | 15.4 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 29 | 16 |
| TOTAL POLAND | | | 150 | 0 | 0 | 5.3 | 33.3 | 32.0 | 15.3 | 9.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 83.5 | 13 | 187 |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET EUROPE | S | 68 | 0 | 1 | 4.3 | 24.6 | 53.6 | 13.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 8 | 70.8 | 10 | 22 |
| FARO | EASYJET UK LTD | S | 86 | 0 | 0 | 0.0 | 41.9 | 39.5 | 9.3 | 2.3 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 52.9 | 25 | 86 |
| FARO | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 70.6 | 23.5 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 71.4 | 11 | 28 |
| FARO | RYANAIR | S | 42 | 0 | 0 | 0.0 | 54.8 | 33.3 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 52.0 | 26 | 50 |
| TOTAL FARO | | | 230 | 0 | 1 | 1.3 | 43.3 | 40.3 | 9.1 | 3.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 8 | 57.7 | 21 | 186 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------|------------|------------|------------------|-----------------|------------------|------------|------------|----|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | More than 15 m early | 15 m to 30 m early | 30 m to 60 m late | 60 m to 120 m late | 120 m to 180 m late | 180 m to 360 m late | 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | | |
| LISBON | EASYJET EUROPE | S | 26 | 0 | 0 | 3.8 | 7.7 | 26.9 | 26.9 | 19.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 38.9 | 21 | 14 | |
| LISBON | EASYJET UK LTD | S | 50 | 0 | 0 | 0.0 | 22.0 | 22.0 | 14.0 | 34.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 52.4 | 21 | 42 | |
| TOTAL LISBON | | | 76 | 0 | 0 | 1.3 | 17.1 | 23.7 | 18.4 | 28.9 | 7.9 | 2.6 | 0.0 | 0.0 | 0.0 | 30 | 48.3 | 21 | 56 | | |
| OPORTO (PORTUGAL) | EASYJET EUROPE | S | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 37.5 | 19 | 8 | | |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 46.2 | 3.8 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 26.9 | 47 | 26 | | |
| OPORTO (PORTUGAL) | RYANAIR | S | 24 | 0 | 0 | 12.5 | 25.0 | 16.7 | 16.7 | 29.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 30.8 | 43 | 26 | | |
| TOTAL OPORTO (PORTUGAL) | | | 58 | 0 | 0 | 5.2 | 31.0 | 32.8 | 8.6 | 15.5 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 30.0 | 41 | 60 | | |
| TOTAL PORTUGAL PORTUGAL(MADEIRA) | | | 364 | 0 | 1 | 1.9 | 35.9 | 35.6 | 11.0 | 10.4 | 4.4 | 0.5 | 0.0 | 0.0 | 0.3 | 14 | 50.5 | 25 | 302 | | |
| FUNCHAL | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 57.7 | 38.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.4 | 15 | 27 | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 30.0 | 30.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 4 | 9 | | | |
| TOTAL FUNCHAL | | | 36 | 0 | 0 | 0.0 | 50.0 | 36.1 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 12 | 36 | | | |
| TOTAL PORTUGAL ROMANIA | | | 36 | 0 | 0 | 0.0 | 50.0 | 36.1 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 12 | 36 | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 24 | 0 | 0 | 4.2 | 25.0 | 54.2 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 5 | 18 | | |
| TOTAL BUCHAREST (OTOPENI) | | | 24 | 0 | 0 | 4.2 | 25.0 | 54.2 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 5 | 18 | | |
| TOTAL ROMANIA SPAIN | | | 24 | 0 | 0 | 4.2 | 25.0 | 54.2 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 5 | 18 | | |
| ALICANTE | EASYJET EUROPE | S | 44 | 0 | 0 | 6.8 | 18.2 | 47.7 | 4.5 | 13.6 | 9.1 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | |
| ALICANTE | EASYJET UK LTD | S | 85 | 0 | 0 | 3.5 | 27.1 | 42.4 | 12.9 | 8.2 | 2.4 | 3.5 | 0.0 | 0.0 | 15 | 50.8 | 24 | 130 | | | |
| ALICANTE | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 30.8 | 57.7 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.8 | 8 | 26 | | | |
| ALICANTE | RYANAIR | S | 110 | 0 | 0 | 0.0 | 33.6 | 38.2 | 12.7 | 8.2 | 5.5 | 1.8 | 0.0 | 0.0 | 15 | 64.5 | 23 | 93 | | | |
| TOTAL ALICANTE | | | 265 | 0 | 0 | 2.3 | 28.7 | 43.0 | 10.6 | 9.1 | 4.5 | 1.9 | 0.0 | 0.0 | 15 | 59.0 | 22 | 249 | | | |
| BARCELONA | EASYJET EUROPE | S | 26 | 0 | 0 | 7.7 | 42.3 | 34.6 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 33.3 | 66 | 18 | | | |
| BARCELONA | EASYJET UK LTD | S | 78 | 0 | 0 | 1.3 | 32.1 | 23.1 | 23.1 | 15.4 | 5.1 | 0.0 | 0.0 | 0.0 | 17 | 63.2 | 24 | 68 | | | |
| BARCELONA | RYANAIR | S | 60 | 0 | 0 | 8.3 | 40.0 | 45.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.0 | 22 | 50 | | | |
| TOTAL BARCELONA | | | 164 | 0 | 0 | 4.9 | 36.6 | 32.9 | 14.0 | 9.1 | 2.4 | 0.0 | 0.0 | 0.0 | 11 | 52.2 | 29 | 136 | | | |
| BILBAO | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 50.0 | 30.8 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 21 | 18 | | | |
| TOTAL BILBAO | | | 26 | 0 | 0 | 0.0 | 50.0 | 30.8 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 21 | 18 | | | |
| GIRONA | RYANAIR | S | 36 | 0 | 0 | 0.0 | 77.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 42.9 | 45 | 35 | | | |
| TOTAL GIRONA | | | 36 | 0 | 0 | 0.0 | 77.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 42.9 | 45 | 35 | | | |
| IBIZA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 38.9 | 50.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 24 | 26 | | | |
| IBIZA | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 43.8 | 37.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 3 | 16 | | | |
| IBIZA | RYANAIR | S | 18 | 0 | 0 | 5.6 | 44.4 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 50.0 | 40 | 18 | | | |
| TOTAL IBIZA | | | 52 | 0 | 0 | 1.9 | 42.3 | 46.2 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 65.0 | 23 | 60 | | | |
| MADRID | EASYJET UK LTD | S | 44 | 0 | 0 | 6.8 | 56.8 | 18.2 | 6.8 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 11 | 47.1 | 27 | 34 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|-----------------|-------------------|-------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|--|
| 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 | RYANAIR | S | 18 | 0 | 0 | 0.0 | 38.9 | 11.1 | 27.8 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.1 | 20 | 18 | |
| TOTAL MADRID | | | 62 | 0 | 0 | 4.8 | 51.6 | 16.1 | 12.9 | 6.5 | 6.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 51.9 | 25 | 52 | |
| MAHON | EASYJET 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 | 55.0 | 20 | 18 | |
| TOTAL MAHON | | | 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 | 55.0 | 20 | 18 | |
| MALAGA | EASYJET EUROPE | S | 59 | 0 | 1 | 6.7 | 25.0 | 28.3 | 11.7 | 20.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 19 | 63.3 | 18 | 60 | |
| MALAGA | EASYJET UK LTD | S | 78 | 0 | 0 | 2.6 | 44.9 | 37.2 | 6.4 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.4 | 21 | 70 | |
| MALAGA | JET2.COM LTD | S | 24 | 0 | 0 | 0.0 | 16.7 | 41.7 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| MALAGA | RYANAIR | S | 44 | 0 | 0 | 2.3 | 20.5 | 40.9 | 15.9 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 65.0 | 16 | 60 | |
| MALAGA | TUI AIRWAYS LTD | C | 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 | 11 | 88.9 | 7 | 9 | |
| TOTAL MALAGA | | | 213 | 0 | 1 | 3.3 | 30.4 | 36.4 | 12.1 | 14.5 | 2.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | 14 | 71.4 | 18 | 199 | |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 35.3 | 44.1 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 26 | 84.6 | 8 | 26 | |
| TOTAL MURCIA INTERNATIONAL | | | 34 | 0 | 0 | 0.0 | 35.3 | 44.1 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 26 | 84.6 | 8 | 26 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 60 | 0 | 0 | 1.7 | 26.7 | 43.3 | 18.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.0 | 20 | 60 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 102 | 0 | 0 | 0.0 | 31.4 | 38.2 | 15.7 | 10.8 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 71.3 | 12 | 94 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 44 | 0 | 0 | 2.3 | 25.0 | 40.9 | 22.7 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 61.1 | 13 | 36 | |
| PALMA DE MALLORCA | RYANAIR | S | 86 | 0 | 0 | 3.5 | 45.3 | 36.0 | 5.8 | 5.8 | 1.2 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 40.0 | 39 | 60 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 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 | 12 | 100.0 | 4 | 7 | |
| TOTAL PALMA DE MALLORCA | | | 301 | 0 | 0 | 1.7 | 33.2 | 39.2 | 15.0 | 8.3 | 1.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 59.5 | 20 | 257 | |
| REUS | 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 | 0 | 0.0 | 0 | 0 | |
| REUS | 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 | 19 | 0.0 | 0 | 0 | |
| TOTAL REUS | | | 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 | 4 | 0.0 | 0 | 0 | |
| VALENCIA | RYANAIR | S | 26 | 0 | 0 | 3.8 | 46.2 | 38.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 20 | 16 | |
| TOTAL VALENCIA | | | 26 | 0 | 0 | 3.8 | 46.2 | 38.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 20 | 16 | |
| TOTAL SPAIN | | | 1186 | 0 | 1 | 2.6 | 35.7 | 37.2 | 12.0 | 8.9 | 2.6 | 0.8 | 0.0 | 0.1 | 0.0 | 0.1 | 12 | 61.1 | 22 | 1066 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 34 | 0 | 0 | 5.9 | 50.0 | 29.4 | 2.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.9 | 15 | 26 | |
| ARRECIFE | JET2.COM LTD | S | 42 | 0 | 0 | 4.8 | 38.1 | 31.0 | 11.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 21 | 32 | |
| ARRECIFE | RYANAIR | S | 36 | 0 | 0 | 8.3 | 27.8 | 47.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.4 | 26 | 36 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 12.5 | 68.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 8 | 18 | |
| TOTAL ARRECIFE | | | 128 | 0 | 0 | 7.0 | 42.2 | 33.6 | 9.4 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.7 | 19 | 112 | |
| FUERTEVENTURA | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 37.5 | 25.0 | 18.8 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 10 | 18 | |
| FUERTEVENTURA | JET2.COM LTD | S | 24 | 0 | 0 | 0.0 | 12.5 | 29.2 | 29.2 | 16.7 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 44.4 | 26 | 18 | |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 31.3 | 56.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 12 | 18 | |
| TOTAL FUERTEVENTURA | | | 56 | 0 | 0 | 1.8 | 25.0 | 35.7 | 21.4 | 7.1 | 7.1 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 16 | 54 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|---------------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| LAS PALMAS | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 30.8 | 34.6 | 15.4 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.9 | 23 | 26 | |
| LAS PALMAS | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 17.6 | 38.2 | 17.6 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 62.5 | 21 | 16 | |
| LAS PALMAS | RYANAIR | S | 26 | 0 | 0 | 0.0 | 50.0 | 19.2 | 3.8 | 11.5 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 9 | 18 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 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 | 4 | 87.5 | 9 | 16 | |
| TOTAL LAS PALMAS | | | 104 | 0 | 0 | 1.9 | 31.7 | 34.6 | 12.5 | 12.5 | 5.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.6 | 16 | 76 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 69 | 0 | 0 | 2.9 | 30.4 | 29.0 | 15.9 | 15.9 | 1.4 | 1.4 | 2.9 | 0.0 | 0.0 | 0.0 | 21 | 88.1 | 18 | 42 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 60 | 0 | 0 | 1.7 | 46.7 | 45.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 84.6 | 13 | 52 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 36 | 0 | 0 | 2.8 | 36.1 | 44.4 | 8.3 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.5 | 28 | 34 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 15.4 | 57.7 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 68.0 | 28 | 25 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 191 | 0 | 0 | 4.2 | 40.3 | 36.1 | 9.4 | 6.8 | 1.6 | 0.5 | 1.0 | 0.0 | 0.0 | 0.0 | 11 | 81.0 | 20 | 153 | |
| TOTAL SPAIN(CANARY SWITZERLAND) | | | 479 | 0 | 0 | 4.2 | 37.2 | 35.1 | 11.5 | 8.4 | 2.7 | 0.6 | 0.4 | 0.0 | 0.0 | 0.0 | 12 | 77.5 | 19 | 395 | |
| BALE MULHOUSE | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 62.5 | 18 | 24 | |
| TOTAL BALE MULHOUSE | | | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 62.5 | 18 | 24 | |
| GENEVA | EASYJET SWITZERLAND | 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 | 3 | 0.0 | 0 | 0 | |
| GENEVA | EASYJET UK LTD | S | 94 | 0 | 0 | 0.0 | 37.2 | 41.5 | 5.3 | 8.5 | 5.3 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 15 | 44.9 | 27 | 78 | |
| GENEVA | 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 | 1 | 0.0 | 0 | 0 | |
| TOTAL GENEVA | | | 114 | 0 | 0 | 0.9 | 40.4 | 39.5 | 6.1 | 7.0 | 4.4 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 13 | 44.9 | 27 | 78 | |
| ZURICH | SWISS AIRLINES | S | 24 | 0 | 2 | 0.0 | 23.1 | 34.6 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 12 | 68.8 | 13 | 16 | |
| TOTAL ZURICH | | | 24 | 0 | 2 | 0.0 | 23.1 | 34.6 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 12 | 68.8 | 13 | 16 | |
| TOTAL SWITZERLAND | | | 156 | 0 | 2 | 0.6 | 34.2 | 39.2 | 9.5 | 7.0 | 7.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 | 15 | 51.7 | 23 | 118 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 38.5 | 38.5 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 21 | 16 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 26 | 0 | 0 | 7.7 | 38.5 | 38.5 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 21 | 16 | |
| TOTAL TUNISIA | | | 26 | 0 | 0 | 7.7 | 38.5 | 38.5 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 21 | 16 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 25.0 | 56 | 16 | |
| ANTALYA | EASYJET UK LTD | S | 35 | 0 | 0 | 5.7 | 25.7 | 34.3 | 28.6 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.8 | 16 | 24 | |
| ANTALYA | JET2.COM LTD | S | 41 | 0 | 0 | 0.0 | 29.3 | 48.8 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 47.1 | 26 | 34 | |
| ANTALYA | SUNEXPRESS | S | 26 | 0 | 0 | 0.0 | 7.7 | 26.9 | 30.8 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 22 | 18 | |
| ANTALYA | TUI AIRWAYS LTD | C | 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 | 15 | 0.0 | 0 | 0 | |
| TOTAL ANTALYA | | | 126 | 0 | 0 | 1.6 | 20.6 | 38.1 | 27.0 | 11.1 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 28 | 92 | |
| BODRUM (MILAS) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 72.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.4 | 21 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|----------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 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 | 12 | 0.0 | 0 | 0 | |
| TOTAL BODRUM (MILAS) | | | 26 | 0 | 0 | 0.0 | 15.4 | 69.2 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.4 | 21 | 26 | |
| DALAMAN | EASYJET UK LTD | S | 51 | 0 | 0 | 9.8 | 21.6 | 43.1 | 5.9 | 13.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 70.0 | 15 | 58 | |
| DALAMAN | JET2.COM LTD | S | 20 | 0 | 0 | 0.0 | 30.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 43.8 | 47 | 16 | |
| DALAMAN | TUI AIRWAYS LTD | C | 18 | 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 | 66.7 | 21 | 15 | |
| TOTAL DALAMAN | | | 89 | 0 | 0 | 5.6 | 25.8 | 47.2 | 10.1 | 7.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.8 | 21 | 89 | |
| TOTAL TURKEY | | | 241 | 0 | 0 | 2.9 | 22.0 | 44.8 | 19.1 | 9.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.4 | 24 | 207 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 50 | 0 | 2 | 26.9 | 40.4 | 13.5 | 0.0 | 5.8 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 78.0 | 6 | 48 | |
| TOTAL ABERDEEN | | | 50 | 0 | 2 | 26.9 | 40.4 | 13.5 | 0.0 | 5.8 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 78.0 | 6 | 48 | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 37.5 | 56.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 67.6 | 15 | 34 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 16 | 0 | 0 | 0.0 | 0.0 | 37.5 | 56.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 67.6 | 15 | 34 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 178 | 0 | 2 | 6.7 | 33.3 | 25.0 | 13.9 | 10.6 | 4.4 | 5.0 | 0.0 | 0.0 | 0.0 | 1.1 | 20 | 69.7 | 15 | 228 | |
| TOTAL BELFAST INTERNATIONAL | | | 178 | 0 | 2 | 6.7 | 33.3 | 25.0 | 13.9 | 10.6 | 4.4 | 5.0 | 0.0 | 0.0 | 0.0 | 1.1 | 20 | 69.7 | 15 | 228 | |
| BIRMINGHAM | 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 | 2 | |
| BIRMINGHAM | KLM | 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 | |
| TOTAL BIRMINGHAM | | | 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 | 100.0 | 0 | 2 | |
| 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 | 100.0 | 0 | 1 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 0 | 0 | 0 | 0.0 | 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 | 232 | 0 | 0 | 5.6 | 36.6 | 24.6 | 17.2 | 9.5 | 5.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.6 | 18 | 256 | |
| EDINBURGH | 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 | |
| TOTAL EDINBURGH | | | 232 | 0 | 0 | 5.6 | 36.6 | 24.6 | 17.2 | 9.5 | 5.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.3 | 18 | 257 | |
| 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 | 100.0 | 0 | 1 | |
| TOTAL GATWICK | | | 0 | 0 | 0 | 0.0 | 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 | 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 | 21 | 1 | |
| GLASGOW | EASYJET UK LTD | S | 186 | 0 | 0 | 5.9 | 46.2 | 22.6 | 11.8 | 8.6 | 3.8 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 13 | 68.0 | 18 | 196 | |
| TOTAL GLASGOW | | | 186 | 0 | 0 | 5.9 | 46.2 | 22.6 | 11.8 | 8.6 | 3.8 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 13 | 67.7 | 18 | 197 | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 50 | 0 | 2 | 0.0 | 44.2 | 44.2 | 3.8 | 1.9 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 3.8 | 8 | 75.5 | 26 | 53 | |
| TOTAL GUERNSEY | | | 50 | 0 | 2 | 0.0 | 44.2 | 44.2 | 3.8 | 1.9 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 3.8 | 8 | 75.5 | 26 | 53 | |
| INVERNESS | EASYJET UK LTD | S | 60 | 0 | 0 | 3.3 | 31.7 | 36.7 | 11.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 18 | 60 | |
| TOTAL INVERNESS | | | 60 | 0 | 0 | 3.3 | 31.7 | 36.7 | 11.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 18 | 60 | |
| ISLE OF MAN | EASYJET UK LTD | S | 27 | 0 | 1 | 0.0 | 39.3 | 28.6 | 17.9 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 12 | 31.3 | 31 | 16 | |
| TOTAL ISLE OF MAN | | | 27 | 0 | 1 | 0.0 | 39.3 | 28.6 | 17.9 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 12 | 31.3 | 31 | 16 | |

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|----------------------|-------------------|-------------|----------|-----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|-------------|--|
| 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 | | |
| JERSEY | BLUE ISLANDS LIMITED | S | 60 | 0 | 0 | 1.7 | 25.0 | 28.3 | 16.7 | 11.7 | 8.3 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 52 | 53.3 | 23 | 58 | |
| TOTAL JERSEY | | | 60 | 0 | 0 | 1.7 | 25.0 | 28.3 | 16.7 | 11.7 | 8.3 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 52 | 53.3 | 23 | 58 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK 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 | 75 | 0.0 | 0 | 0 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 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 | |
| MANCHESTER | 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 | 23 | 1 | |
| TOTAL MANCHESTER | | | 0 | 0 | 0 | 0.0 | 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 | |
| NEWCASTLE | EASYJET UK LTD | S | 76 | 0 | 2 | 2.6 | 35.9 | 23.1 | 9.0 | 17.9 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 22 | 58.0 | 28 | 100 | |
| TOTAL NEWCASTLE | | | 76 | 0 | 2 | 2.6 | 35.9 | 23.1 | 9.0 | 17.9 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 22 | 58.0 | 28 | 100 | |
| TEESSIDE INTERNATIONAL AIRPORT | 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 | 0 | 1 | |
| TOTAL TEESSIDE 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 | 100.0 | 0 | 1 | | |
| TOTAL UNITED KINGDOM | | | 937 | 0 | 9 | 5.8 | 36.8 | 25.9 | 13.5 | 10.0 | 4.8 | 1.9 | 0.2 | 0.1 | 0.0 | 1.0 | 18 | 66.7 | 18 | 1057 | |
| TOTAL BRISTOL | | | 5862 | 0 | 40 | 3.5 | 34.8 | 35.6 | 12.5 | 8.5 | 3.3 | 0.7 | 0.2 | 0.1 | 0.0 | 0.7 | 13 | 64.5 | 20 | 5612 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-------------------|-------------------|------------|----------|----------|----------------------------|-------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|------------|--|
| 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 | | | | | | | | | | | | | | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | 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 | 0.0 | 0 | 0 | |
| TOTAL BRIDGETOWN | | | 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 | |
| TOTAL BARBADOS | | | 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 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| PAPHOS | 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 | 2 | 50.0 | 13 | 8 | | |
| TOTAL PAPHOS | | | 8 | 0 | 0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 50.0 | 13 | 8 | | |
| TOTAL CYPRUS | | | 8 | 0 | 0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 50.0 | 13 | 8 | | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BRIVE-LA-GAILLARDE | 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 | 100.0 | 15 | 1 | | |
| TOTAL BRIVE-LA-GAILLARDE | | | 0 | 0 | 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 | | |
| CLERMONT FERRAND | THALAIR | 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 | | |
| TOTAL CLERMONT FERRAND | | | 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 | 5 | 2 | | |
| PARIS (LE BOURGET) | AVIES AIR COMPANY | C | 2 | 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 | | |
| TOTAL PARIS (LE BOURGET) | | | 2 | 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 | | |
| PARIS (ORLY) | 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 | 65.0 | 23 | 20 | | |
| TOTAL PARIS (ORLY) | | | 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 | 23 | 20 | | |
| TOTAL FRANCE | | | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 66.7 | 21 | 23 | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 32 | 0 | 2 | 2.9 | 38.2 | 20.6 | 14.7 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 22 | 65.0 | 22 | 60 | |
| TOTAL DUBLIN | | | 32 | 0 | 2 | 2.9 | 38.2 | 20.6 | 14.7 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 22 | 65.0 | 22 | 60 | |
| TOTAL IRISH REPUBLIC | | | 32 | 0 | 2 | 2.9 | 38.2 | 20.6 | 14.7 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 22 | 65.0 | 22 | 60 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 108 | 0 | 6 | 0.0 | 17.5 | 53.5 | 8.8 | 7.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 15 | 85.4 | 9 | 137 | |
| TOTAL AMSTERDAM | | | 108 | 0 | 6 | 0.0 | 17.5 | 53.5 | 8.8 | 7.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 15 | 85.4 | 9 | 137 | |
| TOTAL NETHERLANDS | | | 108 | 0 | 6 | 0.0 | 17.5 | 53.5 | 8.8 | 7.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 15 | 85.4 | 9 | 137 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 16 | 0 | 0 | 6.3 | 31.3 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 7 | 18 | | |
| TOTAL FARO | | | 16 | 0 | 0 | 6.3 | 31.3 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 7 | 18 | | |
| TOTAL PORTUGAL | | | 16 | 0 | 0 | 6.3 | 31.3 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 7 | 18 | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 16 | 0 | 0 | 18.8 | 18.8 | 37.5 | 6.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| ALICANTE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 16.7 | 55.6 | 5.6 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 72.2 | 13 | 18 | |
| ALICANTE | VUELING AIRLINES | S | 26 | 0 | 0 | 7.7 | 23.1 | 34.6 | 15.4 | 7.7 | 0.0 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 35 | 54.2 | 14 | 24 | |
| TOTAL ALICANTE | | | 60 | 0 | 0 | 8.3 | 20.0 | 41.7 | 10.0 | 8.3 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 26 | 61.9 | 14 | 42 | |
| MALAGA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 15.4 | 57.7 | 15.4 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 23 | 27.8 | 26 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|-------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | |
| MALAGA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.9 | 6 | 9 | |
| MALAGA | VUELING AIRLINES | S | 16 | 0 | 0 | 0.0 | 25.0 | 50.0 | 6.3 | 6.3 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 55.6 | 28 | 18 | |
| TOTAL MALAGA | | | 50 | 0 | 0 | 0.0 | 16.0 | 54.0 | 16.0 | 8.0 | 0.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 22 | 51.1 | 23 | 45 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 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 | 71.4 | 10 | 7 | |
| TOTAL PALMA DE MALLORCA | | | 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 | 71.4 | 10 | 7 | |
| TOTAL SPAIN SPAIN(CANARY ISLANDS) | | | 119 | 0 | 0 | 4.2 | 20.2 | 46.2 | 12.6 | 8.4 | 2.5 | 4.2 | 1.7 | 0.0 | 0.0 | 0.0 | 23 | 57.4 | 18 | 94 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 16 | 1 | 0 | 11.8 | 23.5 | 47.1 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 5 | 72.2 | 11 | 18 | |
| TOTAL ARRECIFE | | | 16 | 1 | 0 | 11.8 | 23.5 | 47.1 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 5 | 72.2 | 11 | 18 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 0.0 | 50.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 95 | 60.0 | 38 | 10 | |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 0.0 | 50.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 95 | 60.0 | 38 | 10 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 8 | 0 | 0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 28 | 0 | 0 | 7.1 | 14.3 | 64.3 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 78.3 | 11 | 23 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 36 | 0 | 0 | 13.9 | 22.2 | 52.8 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 78.3 | 11 | 23 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 60 | 1 | 0 | 11.5 | 19.7 | 45.9 | 4.9 | 8.2 | 6.6 | 0.0 | 1.6 | 0.0 | 1.6 | 0.0 | 20 | 72.5 | 16 | 51 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | 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 | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | 58 | 0 | 0 | 5.2 | 51.7 | 22.4 | 5.2 | 10.3 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 16 | 67.9 | 14 | 55 | |
| BELFAST CITY (GEORGE BEST) | 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 | 13 | 1 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 58 | 0 | 2 | 5.0 | 50.0 | 21.7 | 5.0 | 10.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 16 | 68.4 | 14 | 56 | |
| BELFAST INTERNATIONAL | 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 | 66.7 | 23 | 18 | |
| TOTAL BELFAST INTERNATIONAL | | | 0 | 0 | 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 | 23 | 18 | |
| EAST MIDLANDS INTERNATIONAL | 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 | 15 | 2 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 0 | 0 | 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 | |
| EDINBURGH | LOGANAIR LTD | S | 42 | 0 | 0 | 9.5 | 26.2 | 33.3 | 9.5 | 19.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 85.4 | 15 | 48 | |
| TOTAL EDINBURGH | | | 42 | 0 | 0 | 9.5 | 26.2 | 33.3 | 9.5 | 19.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 85.4 | 15 | 48 | |
| 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 | 26 | 2 | |
| TOTAL GLASGOW | | | 0 | 0 | 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 | |
| HUMBERSIDE | LOGANAIR 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 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL HUMBERSIDE | | | 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 | |

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|--|-------------------|------------|----------|----------------------------|----------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| MANCHESTER | 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 | 55 | 1 |
| TOTAL MANCHESTER | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 55 | 1 |
| TEESSIDE INTERNATIONAL AIRPORT | LOGANAIR 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 |
| TOTAL TEESSIDE INTERNATIONAL AIRPORT | | | 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 |
| TOTAL UNITED KINGDOM | | | 104 | 0 | 2 | 7.5 | 40.6 | 25.5 | 7.5 | 13.2 | 1.9 | 0.9 | 0.9 | 0.0 | 0.0 | 1.9 | 15 | 73.4 | 16 | 127 |
| TOTAL CARDIFF WALES | | | 450 | 1 | 10 | 5.0 | 26.0 | 41.4 | 9.8 | 8.5 | 4.3 | 1.7 | 0.9 | 0.0 | 0.2 | 2.2 | 18 | 71.6 | 15 | 518 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|---------------------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | | | | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| KLAGENFURT | 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 | 11 | 0.0 | 0 | 0 | |
| TOTAL KLAGENFURT | | | 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 | |
| SALZBURG | 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 | 3 | 6 | |
| TOTAL SALZBURG | | | 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 | 3 | 6 | |
| TOTAL AUSTRIA | | | 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 | 3 | 6 | |
| BANGLADESH | | | | | | | | | | | | | | | | | | | | | |
| SYLHET | BIMAN BANGLADESH 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 | 22 | 1 | |
| TOTAL SYLHET | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL BANGLADESH | | | 0 | 0 | 0 | 0.0 | 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 | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | 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 | 100.0 | 0 | 1 | |
| TOTAL BRIDGETOWN | | | 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 | |
| TOTAL BARBADOS | | | 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 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | 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 | 24 | 1 | |
| TOTAL SOFIA | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL BULGARIA | | | 0 | 0 | 0 | 0.0 | 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 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 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 | 12 | 0.0 | 0 | 0 | |
| TOTAL ILHA DO SAL C.VERDE | | | 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 | 12 | 0.0 | 0 | 0 | |
| TOTAL CAPE VERDE | | | 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 | 12 | 0.0 | 0 | 0 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 100.0 | 0 | 2 | |
| TOTAL DUBROVNIK | | | 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 | 100.0 | 0 | 2 | |
| TOTAL CROATIA | | | 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 | 100.0 | 0 | 2 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 30.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 16 | 10 | |
| TOTAL LARNACA | | | 10 | 0 | 0 | 0.0 | 30.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 16 | 10 | |
| PAPHOS | JET2.COM LTD | S | 16 | 0 | 0 | 31.3 | 62.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 82.4 | 7 | 17 | | |
| PAPHOS | TUI AIRWAYS 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 | 87.5 | 6 | 8 | |
| TOTAL PAPHOS | | | 24 | 0 | 0 | 20.8 | 54.2 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 84.0 | 6 | 25 | |
| TOTAL CYPRUS | | | 34 | 0 | 0 | 14.7 | 47.1 | 26.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.9 | 9 | 35 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 18 | 0 | 0 | 22.2 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL PRAGUE | | | 18 | 0 | 0 | 22.2 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-----------------|-------------------|-----------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| 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 |
| TOTAL CZECH REPUBLIC | | | 18 | 0 | 0 | 22.2 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| EGYPT | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 5.9 | 0.0 | 47.1 | 11.8 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 0 | 1 |
| TOTAL HURGHADA | | | 17 | 0 | 0 | 5.9 | 0.0 | 47.1 | 11.8 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 0 | 1 |
| TOTAL EGYPT | | | 17 | 0 | 0 | 5.9 | 0.0 | 47.1 | 11.8 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 0 | 1 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| 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 | 80.0 | 16 | 10 |
| TOTAL CARCASSONNE | | | 0 | 0 | 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 | 16 | 10 |
| LIMOGES | RYANAIR | S | 24 | 0 | 0 | 0.0 | 50.0 | 41.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 19 | 38.5 | 57 | 26 |
| TOTAL LIMOGES | | | 24 | 0 | 0 | 0.0 | 50.0 | 41.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 19 | 38.5 | 57 | 26 |
| PARIS (CHARLES DE GAULLE) | EASTERN AIRWAYS | S | 47 | 0 | 1 | 41.7 | 14.6 | 22.9 | 6.3 | 6.3 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 13 | 0.0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 47 | 0 | 1 | 41.7 | 14.6 | 22.9 | 6.3 | 6.3 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 13 | 0.0 | 0 | 0 |
| PARIS (ORLY) | 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 | 70.6 | 18 | 34 |
| TOTAL PARIS (ORLY) | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.6 | 18 | 34 |
| TOTAL FRANCE | | | 71 | 0 | 1 | 27.8 | 26.4 | 29.2 | 5.6 | 4.2 | 2.8 | 1.4 | 0.0 | 1.4 | 0.0 | 1.4 | 15 | 60.0 | 32 | 70 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | RYANAIR | S | 60 | 0 | 0 | 1.7 | 38.3 | 35.0 | 16.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.6 | 26 | 18 |
| TOTAL BERLIN BRANDENBURG | | | 60 | 0 | 0 | 1.7 | 38.3 | 35.0 | 16.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.6 | 26 | 18 |
| TOTAL GERMANY | | | 60 | 0 | 0 | 1.7 | 38.3 | 35.0 | 16.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.6 | 26 | 18 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| CORFU | RYANAIR | S | 17 | 0 | 0 | 11.8 | 58.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 68.8 | 16 | 16 |
| TOTAL CORFU | | | 17 | 0 | 0 | 11.8 | 58.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 68.8 | 16 | 16 |
| HERAKLION | JET2.COM LTD | S | 10 | 0 | 0 | 20.0 | 50.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 16 | 8 |
| TOTAL HERAKLION | | | 10 | 0 | 0 | 20.0 | 50.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 16 | 8 |
| KOS | 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 | 16 | 1 |
| TOTAL KOS | | | 0 | 0 | 0 | 0.0 | 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 |
| RHODES | JET2.COM LTD | S | 12 | 0 | 0 | 16.7 | 50.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 62 | 1 |
| RHODES | RYANAIR | S | 26 | 0 | 0 | 0.0 | 38.5 | 26.9 | 19.2 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 23 | 26 |
| TOTAL RHODES | | | 38 | 0 | 0 | 5.3 | 42.1 | 23.7 | 18.4 | 7.9 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 48.1 | 24 | 27 |
| TOTAL GREECE | | | 65 | 0 | 0 | 9.2 | 47.7 | 24.6 | 12.3 | 4.6 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 57.7 | 20 | 52 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | 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 | 87.5 | 6 | 16 |
| TOTAL BUDAPEST | | | 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 | 87.5 | 6 | 16 |
| TOTAL HUNGARY | | | 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 | 87.5 | 6 | 16 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | 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 | 4 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|---------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | |
| TOTAL KEFLAVIK | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL ICELAND IRISH REPUBLIC | | | 0 | 0 | 0 | 0.0 | 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 | |
| CORK | 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 | 77.8 | 14 | 18 | |
| TOTAL CORK | | | 0 | 0 | 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 | 14 | 18 | |
| DUBLIN | RYANAIR | S | 113 | 0 | 0 | 8.8 | 50.4 | 29.2 | 3.5 | 4.4 | 2.7 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 10 | 65.5 | 26 | 113 | |
| TOTAL DUBLIN | | | 113 | 0 | 0 | 8.8 | 50.4 | 29.2 | 3.5 | 4.4 | 2.7 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 10 | 65.5 | 26 | 113 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 25 | 0 | 0 | 4.0 | 20.0 | 16.0 | 44.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 88.6 | 5 | 44 | |
| TOTAL IRELAND WEST (KNOCK) | | | 25 | 0 | 0 | 4.0 | 20.0 | 16.0 | 44.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 88.6 | 5 | 44 | |
| SHANNON | RYANAIR | 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 | |
| SHANNON | 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 | |
| TOTAL SHANNON | | | 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 | |
| TOTAL IRISH REPUBLIC | | | 140 | 0 | 0 | 7.9 | 45.0 | 27.1 | 10.7 | 6.4 | 2.1 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 11 | 72.6 | 19 | 175 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 34 | 0 | 0 | 5.9 | 67.6 | 23.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 85.7 | 7 | 42 | |
| TOTAL BERGAMO | | | 34 | 0 | 0 | 5.9 | 67.6 | 23.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 85.7 | 7 | 42 | |
| ROME (CIAMPINO) | RYANAIR | S | 18 | 0 | 0 | 5.6 | 61.1 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.2 | 10 | 18 | |
| TOTAL ROME (CIAMPINO) | | | 18 | 0 | 0 | 5.6 | 61.1 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.2 | 10 | 18 | |
| TREVISO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 16.7 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 81.3 | 16 | 16 | |
| TOTAL TREVISO | | | 18 | 0 | 0 | 0.0 | 55.6 | 16.7 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 81.3 | 16 | 16 | |
| TOTAL ITALY | | | 70 | 0 | 0 | 4.3 | 62.9 | 20.0 | 5.7 | 2.9 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.6 | 10 | 76 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 18 | 0 | 0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 61.5 | 19 | 26 | |
| TOTAL RIGA | | | 18 | 0 | 0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 61.5 | 19 | 26 | |
| TOTAL LATVIA | | | 18 | 0 | 0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 61.5 | 19 | 26 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 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 | 17 | 25.0 | 54 | 8 | |
| MALTA | RYANAIR | S | 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 | 80.0 | 12 | 10 | |
| TOTAL MALTA | | | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 31 | 18 | |
| TOTAL MALTA | | | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 31 | 18 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| EINDHOVEN | 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 | 17 | 0.0 | 0 | 0 | |
| TOTAL EINDHOVEN | | | 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 | |
| TOTAL NETHERLANDS | | | 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 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | 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 | 15 | 0.0 | 0 | 0 | |
| TOTAL BYDGOSZCZ | | | 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 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|----------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| KRAKOW | JET2.COM LTD | S | 16 | 0 | 0 | 31.3 | 25.0 | 25.0 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| KRAKOW | RYANAIR | S | 34 | 0 | 0 | 5.9 | 73.5 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 8 | 18 |
| TOTAL KRAKOW | | | 50 | 0 | 0 | 14.0 | 58.0 | 22.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 77.8 | 8 | 18 |
| LODZ LUBLINEK | RYANAIR | S | 16 | 0 | 0 | 18.8 | 56.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| TOTAL LODZ LUBLINEK | | | 16 | 0 | 0 | 18.8 | 56.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| RZESZOW | RYANAIR | S | 16 | 0 | 0 | 6.3 | 62.5 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 77.8 | 14 | 18 |
| TOTAL RZESZOW | | | 16 | 0 | 0 | 6.3 | 62.5 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 77.8 | 14 | 18 |
| WROCLAW | RYANAIR | S | 44 | 0 | 0 | 0.0 | 15.9 | 47.7 | 13.6 | 20.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 17 | 36 |
| TOTAL WROCLAW | | | 44 | 0 | 0 | 0.0 | 15.9 | 47.7 | 13.6 | 20.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 17 | 36 |
| TOTAL POLAND | | | 127 | 0 | 0 | 8.7 | 43.3 | 32.3 | 6.3 | 7.9 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.4 | 14 | 72 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 51 | 0 | 0 | 9.8 | 54.9 | 25.5 | 5.9 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 12 | 52 |
| FARO | RYANAIR | S | 56 | 0 | 0 | 7.1 | 46.4 | 30.4 | 12.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 59.8 | 20 | 102 |
| TOTAL FARO | | | 107 | 0 | 0 | 8.4 | 50.5 | 28.0 | 9.3 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.9 | 17 | 154 |
| TOTAL PORTUGAL | | | 107 | 0 | 0 | 8.4 | 50.5 | 28.0 | 9.3 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.9 | 17 | 154 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 70.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 0.0 | 70.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 0.0 | 70.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 60 | 0 | 0 | 13.3 | 43.3 | 28.3 | 5.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 86.5 | 12 | 52 |
| ALICANTE | RYANAIR | S | 117 | 0 | 0 | 5.1 | 47.9 | 29.9 | 8.5 | 4.3 | 2.6 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.2 | 15 | 130 |
| ALICANTE | TUI AIRWAYS LTD | C | 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 | 15 | 72.2 | 25 | 18 |
| TOTAL ALICANTE | | | 195 | 0 | 0 | 7.7 | 45.1 | 29.7 | 7.7 | 4.6 | 4.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 78.5 | 15 | 200 |
| BARCELONA | RYANAIR | S | 70 | 0 | 0 | 4.3 | 30.0 | 37.1 | 12.9 | 11.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.0 | 26 | 60 |
| TOTAL BARCELONA | | | 70 | 0 | 0 | 4.3 | 30.0 | 37.1 | 12.9 | 11.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.0 | 26 | 60 |
| GIRONA | RYANAIR | S | 26 | 0 | 0 | 19.2 | 53.8 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 3 | 18 |
| TOTAL GIRONA | | | 26 | 0 | 0 | 19.2 | 53.8 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 3 | 18 |
| IBIZA | JET2.COM LTD | S | 18 | 0 | 0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 78.6 | 12 | 14 |
| TOTAL IBIZA | | | 18 | 0 | 0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 78.6 | 12 | 14 |
| MAHON | JET2.COM LTD | 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 | 0 | 100.0 | 3 | 1 |
| MAHON | RYANAIR | S | 18 | 0 | 0 | 11.1 | 61.1 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 18 | 18 |
| TOTAL MAHON | | | 26 | 0 | 0 | 7.7 | 65.4 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 78.9 | 17 | 19 |
| MALAGA | JET2.COM LTD | S | 52 | 0 | 0 | 7.7 | 42.3 | 40.4 | 5.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.8 | 9 | 52 |
| MALAGA | RYANAIR | S | 79 | 0 | 0 | 3.8 | 49.4 | 32.9 | 6.3 | 1.3 | 3.8 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.4 | 13 | 110 |
| MALAGA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 18.8 | 62.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 83.3 | 10 | 18 |
| TOTAL MALAGA | | | 147 | 0 | 0 | 4.8 | 43.5 | 38.8 | 6.1 | 2.0 | 3.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 78.3 | 12 | 180 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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|--|-----------------|-------------------|------------|----------|----------|----------------------|----------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 36 | 0 | 0 | 5.6 | 44.4 | 38.9 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.4 | 14 | 42 | |
| TOTAL MURCIA INTERNATIONAL | | | 36 | 0 | 0 | 5.6 | 44.4 | 38.9 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.4 | 14 | 42 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 48 | 0 | 0 | 10.4 | 43.8 | 33.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.5 | 4 | 46 | |
| PALMA DE MALLORCA | RYANAIR | S | 104 | 0 | 0 | 8.7 | 51.0 | 25.0 | 6.7 | 4.8 | 2.9 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 11 | 69.8 | 15 | 86 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 0.0 | 52.0 | 44.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 68.8 | 10 | 16 | |
| TOTAL PALMA DE MALLORCA | | | 177 | 0 | 0 | 7.9 | 49.2 | 29.9 | 6.2 | 4.5 | 1.7 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 8 | 77.0 | 11 | 148 | |
| REUS | JET2.COM LTD | S | 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 | 6 | 0.0 | 0 | 0 | |
| REUS | RYANAIR | S | 24 | 0 | 0 | 33.3 | 50.0 | 8.3 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 94.4 | 1 | 18 | |
| TOTAL REUS | | | 29 | 0 | 0 | 27.6 | 44.8 | 20.7 | 0.0 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 94.4 | 1 | 18 | |
| VALENCIA | RYANAIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 34 | 18 | |
| TOTAL VALENCIA | | | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 34 | 18 | |
| TOTAL SPAIN | | | 742 | 0 | 0 | 8.2 | 45.4 | 32.1 | 6.6 | 4.0 | 3.0 | 0.5 | 0.1 | 0.0 | 0.0 | 0.0 | 9 | 76.6 | 14 | 717 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 54 | 0 | 0 | 11.1 | 38.9 | 33.3 | 9.3 | 0.0 | 5.6 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 16 | 83.3 | 8 | 42 | |
| ARRECIFE | RYANAIR | S | 35 | 0 | 0 | 2.9 | 48.6 | 20.0 | 14.3 | 5.7 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.2 | 9 | 42 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 3.8 | 34.6 | 46.2 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 17 | 18 | |
| TOTAL ARRECIFE | | | 115 | 0 | 0 | 7.0 | 40.9 | 32.2 | 8.7 | 3.5 | 6.1 | 0.9 | 0.0 | 0.9 | 0.0 | 0.0 | 15 | 77.5 | 10 | 102 | |
| FUERTEVENTURA | JET2.COM LTD | S | 27 | 0 | 0 | 0.0 | 25.9 | 51.9 | 14.8 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.8 | 13 | 24 | |
| FUERTEVENTURA | RYANAIR | 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 | 3 | 75.0 | 10 | 8 | |
| TOTAL FUERTEVENTURA | | | 35 | 0 | 0 | 2.9 | 28.6 | 51.4 | 11.4 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.9 | 12 | 32 | |
| LAS PALMAS | JET2.COM LTD | S | 33 | 0 | 0 | 18.2 | 69.7 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 76.5 | 8 | 34 | |
| LAS PALMAS | RYANAIR | S | 8 | 0 | 0 | 0.0 | 75.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 22 | 9 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 22.2 | 50.0 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL LAS PALMAS | | | 59 | 0 | 0 | 16.9 | 64.4 | 16.9 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 76.7 | 11 | 43 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 74 | 0 | 0 | 18.9 | 43.2 | 23.0 | 4.1 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.9 | 15 | 73 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 43 | 0 | 0 | 4.7 | 37.2 | 30.2 | 18.6 | 2.3 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 81.7 | 16 | 60 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 28 | 0 | 0 | 7.1 | 17.9 | 39.3 | 14.3 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 13 | 24 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 145 | 0 | 0 | 12.4 | 36.6 | 28.3 | 10.3 | 9.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.2 | 15 | 157 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 354 | 0 | 0 | 10.5 | 41.8 | 29.9 | 8.2 | 5.6 | 3.4 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 10 | 79.0 | 13 | 334 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| GENEVA | JET2.COM LTD | S | 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 | 6 | 50.0 | 15 | 6 | |
| TOTAL GENEVA | | | 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 | 6 | 50.0 | 15 | 6 | |

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| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|--------------------------------------|-------------------|-----------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | 15 m to 1 m early | | 15 m to 16 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 16 m early | | | | | | | | | | | | | | |
| TOTAL SWITZERLAND | | | 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 | 6 | 50.0 | 15 | 6 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL TUNISIA | | | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | JET2.COM LTD | S | 35 | 0 | 0 | 2.9 | 40.0 | 31.4 | 11.4 | 8.6 | 0.0 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 26 | 70.6 | 12 | 34 | |
| TOTAL ANTALYA | | | 35 | 0 | 0 | 2.9 | 40.0 | 31.4 | 11.4 | 8.6 | 0.0 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 26 | 70.6 | 12 | 34 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 10 | 0 | 0 | 50.0 | 10.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| TOTAL BODRUM (MILAS) | | | 10 | 0 | 0 | 50.0 | 10.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| DALAMAN | JET2.COM LTD | S | 36 | 0 | 0 | 11.1 | 44.4 | 33.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 19 | 30 | |
| TOTAL DALAMAN | | | 36 | 0 | 0 | 11.1 | 44.4 | 33.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 19 | 30 | |
| IZMIR (ADNAN MENDERES) | JET2.COM 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 | 2 | 0.0 | 0 | 0 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 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 | 2 | 0.0 | 0 | 0 | |
| TOTAL TURKEY | | | 83 | 0 | 0 | 13.3 | 37.3 | 33.7 | 7.2 | 6.0 | 0.0 | 0.0 | 1.2 | 1.2 | 0.0 | 0.0 | 14 | 75.0 | 15 | 64 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 | 0.0 | 22 | 1 | |
| TOTAL ABERDEEN | | | 0 | 0 | 0 | 0.0 | 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 | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 58 | 0 | 2 | 13.3 | 58.3 | 15.0 | 3.3 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 3.3 | 10 | 80.0 | 12 | 58 | | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 58 | 0 | 2 | 13.3 | 58.3 | 15.0 | 3.3 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 3.3 | 10 | 80.0 | 12 | 58 | | |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 32 | 0 | 0 | 12.5 | 65.6 | 9.4 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.9 | 11 | 33 | | |
| TOTAL BELFAST INTERNATIONAL | | | 32 | 0 | 0 | 12.5 | 65.6 | 9.4 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.9 | 11 | 33 | | |
| CARDIFF WALES | 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 | 50.0 | 34 | 2 | | |
| TOTAL CARDIFF WALES | | | 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 | | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 22 | 0 | 2 | 12.5 | 54.2 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 4 | 91.7 | 5 | 24 | | |
| TOTAL GUERNSEY | | | 22 | 0 | 2 | 12.5 | 54.2 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 4 | 91.7 | 5 | 24 | | |
| JERSEY | BLUE ISLANDS LIMITED | S | 48 | 0 | 4 | 13.5 | 44.2 | 21.2 | 3.8 | 1.9 | 3.8 | 3.8 | 0.0 | 0.0 | 7.7 | 13 | 75.8 | 17 | 62 | | |
| TOTAL JERSEY | | | 48 | 0 | 4 | 13.5 | 44.2 | 21.2 | 3.8 | 1.9 | 3.8 | 3.8 | 0.0 | 0.0 | 7.7 | 13 | 75.8 | 17 | 62 | | |
| LEEDS BRADFORD | JET2.COM 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 | 42 | 0.0 | 0 | 0 | | |
| TOTAL LEEDS BRADFORD | | | 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 | | |
| 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 | 32.4 | 48 | 30 | | |
| TOTAL NEWQUAY | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 32.4 | 48 | 30 | | |
| STANSTED | EUROPEAN AIR TRANSPORT LEIPZIG (EAT) | 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 | | |

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|-----------------------------|---------|-------------------|-------------|----------|----------------------------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|-------------|------------------------|--------------------|------------------------|------------|
| 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 |
| STANSTED | RYANAIR | S | 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 | 21 | 0.0 | 0 | 0 |
| TOTAL STANSTED | | | 3 | 0 | 1 | 0.0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 21 | 0.0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 164 | 0 | 9 | 12.7 | 53.2 | 15.6 | 6.4 | 2.3 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 5.2 | 9 | 73.1 | 18 | 210 |
| TOTAL EAST MIDLANDS | | | 2147 | 0 | 10 | 9.7 | 44.2 | 29.5 | 8.1 | 4.9 | 2.5 | 0.5 | 0.1 | 0.0 | 0.5 | 9 | 74.0 | 16 | 2067 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|------------------------|-------------------|-------------------|------------|----------|----------|----------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | RYANAIR UK LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 27.8 | 11.1 | 5.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 18 | 0 | 0 | 5.6 | 22.2 | 27.8 | 11.1 | 5.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| TOTAL ALBANIA | | | 18 | 0 | 0 | 5.6 | 22.2 | 27.8 | 11.1 | 5.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | JET2.COM 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 | 4 | 50.0 | 25 | 6 | |
| INNSBRUCK | 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 | 0.0 | 5 | 60.0 | 25 | 5 | |
| TOTAL INNSBRUCK | | | 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 | 54.5 | 25 | 11 | |
| SALZBURG | 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 | 75.0 | 8 | 4 | |
| TOTAL SALZBURG | | | 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 | 75.0 | 8 | 4 | |
| VIENNA | RYANAIR | S | 50 | 0 | 0 | 2.0 | 38.0 | 22.0 | 16.0 | 10.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 57.7 | 14 | 26 | |
| TOTAL VIENNA | | | 50 | 0 | 0 | 2.0 | 38.0 | 22.0 | 16.0 | 10.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 57.7 | 14 | 26 | |
| TOTAL AUSTRIA | | | 59 | 0 | 0 | 3.4 | 40.7 | 23.7 | 13.6 | 8.5 | 6.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.5 | 16 | 41 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 60 | 0 | 0 | 1.7 | 28.3 | 43.3 | 20.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.3 | 10 | 60 | |
| TOTAL BRUSSELS | | | 60 | 0 | 0 | 1.7 | 28.3 | 43.3 | 20.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.3 | 10 | 60 | |
| CHARLEROI | RYANAIR | S | 74 | 0 | 0 | 2.7 | 33.8 | 28.4 | 21.6 | 8.1 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 64.1 | 18 | 78 | |
| TOTAL CHARLEROI | | | 74 | 0 | 0 | 2.7 | 33.8 | 28.4 | 21.6 | 8.1 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 64.1 | 18 | 78 | |
| TOTAL BELGIUM | | | 134 | 0 | 0 | 2.2 | 31.3 | 35.1 | 20.9 | 6.7 | 3.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.1 | 14 | 138 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | RYANAIR | S | 26 | 0 | 0 | 7.7 | 26.9 | 26.9 | 19.2 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 16 | 26 | |
| TOTAL SOFIA | | | 26 | 0 | 0 | 7.7 | 26.9 | 26.9 | 19.2 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 16 | 26 | |
| TOTAL BULGARIA | | | 26 | 0 | 0 | 7.7 | 26.9 | 26.9 | 19.2 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 16 | 26 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | 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 | 1 | |
| DUBROVNIK | EASYJET UK LTD | S | 18 | 0 | 0 | 22.2 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 86.4 | 5 | 21 | |
| DUBROVNIK | JET2.COM LTD | S | 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 | 100.0 | 0 | 6 | |
| TOTAL DUBROVNIK | | | 30 | 0 | 0 | 23.3 | 43.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 89.7 | 4 | 28 | |
| TOTAL CROATIA | | | 30 | 0 | 0 | 23.3 | 43.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 89.7 | 4 | 28 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM 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 | 4 | 87.5 | 6 | 8 | |
| TOTAL LARNACA | | | 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 | 87.5 | 6 | 8 | |
| PAPHOS | EASYJET UK LTD | S | 16 | 0 | 0 | 12.5 | 37.5 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 86.4 | 6 | 22 | |
| PAPHOS | JET2.COM LTD | S | 17 | 0 | 0 | 17.6 | 41.2 | 35.3 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 82.4 | 7 | 17 | |
| TOTAL PAPHOS | | | 33 | 0 | 0 | 15.2 | 39.4 | 30.3 | 9.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 7 | 39 | |
| TOTAL CYPRUS | | | 41 | 0 | 0 | 14.6 | 39.0 | 34.1 | 7.3 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.1 | 6 | 47 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|-----------------------------|-------------------|------------|----------|----------------------------|----------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|------------|--|
| 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 | | |
| PRAGUE | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 50.0 | 33.3 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| PRAGUE | RYANAIR | S | 44 | 0 | 0 | 2.3 | 31.8 | 40.9 | 4.5 | 13.6 | 4.5 | 0.0 | 2.3 | 0.0 | 0.0 | 22 | 88.1 | 5 | 42 | |
| PRAGUE | 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 | 75.0 | 14 | 8 | |
| TOTAL PRAGUE | | | 62 | 0 | 0 | 1.6 | 37.1 | 38.7 | 6.5 | 9.7 | 4.8 | 0.0 | 1.6 | 0.0 | 0.0 | 19 | 86.0 | 7 | 50 | |
| TOTAL CZECH REPUBLIC | | | 62 | 0 | 0 | 1.6 | 37.1 | 38.7 | 6.5 | 9.7 | 4.8 | 0.0 | 1.6 | 0.0 | 0.0 | 19 | 86.0 | 7 | 50 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| BILLUND | RYANAIR | S | 26 | 0 | 0 | 23.1 | 15.4 | 23.1 | 7.7 | 11.5 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 84.6 | 7 | 52 | |
| TOTAL BILLUND | | | 26 | 0 | 0 | 23.1 | 15.4 | 23.1 | 7.7 | 11.5 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 84.6 | 7 | 52 | |
| COPENHAGEN | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 61.5 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 73.1 | 14 | 26 | |
| COPENHAGEN | NORWEGIAN AIR INTERNATIONAL | S | 78 | 0 | 0 | 0.0 | 23.1 | 38.5 | 16.7 | 15.4 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 72.0 | 12 | 50 | |
| COPENHAGEN | RYANAIR | S | 84 | 0 | 0 | 7.1 | 29.8 | 26.2 | 14.3 | 14.3 | 6.0 | 2.4 | 0.0 | 0.0 | 0.0 | 19 | 36.5 | 44 | 52 | |
| TOTAL COPENHAGEN | | | 188 | 0 | 0 | 3.2 | 31.4 | 33.0 | 13.3 | 12.8 | 5.3 | 1.1 | 0.0 | 0.0 | 0.0 | 16 | 57.8 | 25 | 128 | |
| TOTAL DENMARK | | | 214 | 0 | 0 | 5.6 | 29.4 | 31.8 | 12.6 | 12.6 | 7.0 | 0.9 | 0.0 | 0.0 | 0.0 | 17 | 65.6 | 20 | 180 | |
| FAROE ISLANDS | | | | | | | | | | | | | | | | | | | | |
| VAGAR | ATLANTIC AIRWAYS | S | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 13 | 16 | |
| TOTAL VAGAR | | | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 13 | 16 | |
| TOTAL FAROE ISLANDS | | | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 13 | 16 | |
| FINLAND | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 62 | 0 | 0 | 0.0 | 16.1 | 38.7 | 29.0 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 82.5 | 8 | 40 | |
| TOTAL HELSINKI | | | 62 | 0 | 0 | 0.0 | 16.1 | 38.7 | 29.0 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 82.5 | 8 | 40 | |
| TOTAL FINLAND | | | 62 | 0 | 0 | 0.0 | 16.1 | 38.7 | 29.0 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 82.5 | 8 | 40 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 40 | 0 | 2 | 0.0 | 45.2 | 28.6 | 11.9 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 4.8 | 10 | 55.9 | 19 | 34 | |
| TOTAL BEAUVAIS | | | 40 | 0 | 2 | 0.0 | 45.2 | 28.6 | 11.9 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 4.8 | 10 | 55.9 | 19 | 34 | |
| BERGERAC | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 33.3 | 16.7 | 0.0 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TOTAL BERGERAC | | | 18 | 0 | 0 | 5.6 | 33.3 | 33.3 | 16.7 | 0.0 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| BIARRITZ | RYANAIR | S | 16 | 0 | 2 | 5.6 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 11.1 | 15 | 0.0 | 0 | 0 | |
| TOTAL BIARRITZ | | | 16 | 0 | 2 | 5.6 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 11.1 | 15 | 0.0 | 0 | 0 | |
| BORDEAUX | 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 | |
| BORDEAUX | RYANAIR | S | 34 | 0 | 0 | 2.9 | 29.4 | 35.3 | 20.6 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 27 | 26 | |
| BORDEAUX | 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 | 60.0 | 31 | 10 | |
| TOTAL BORDEAUX | | | 35 | 0 | 0 | 2.9 | 31.4 | 34.3 | 20.0 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 28 | 36 | |
| CHAMBERY | BA CITYFLYER 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 | 16 | 33.3 | 41 | 6 | |
| CHAMBERY | JET2.COM 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 | 41 | 0.0 | 0 | 0 | |
| CHAMBERY | 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 | 66.7 | 14 | 3 | |
| TOTAL CHAMBERY | | | 5 | 0 | 0 | 0.0 | 20.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 44.4 | 32 | 9 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|------------------|-------------------|------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | EASYJET UK LTD | S | 8 | 0 | 0 | 12.5 | 25.0 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| TOTAL GRENOBLE | | | 8 | 0 | 0 | 12.5 | 25.0 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| LYON | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 56.3 | 25.0 | 0.0 | 0.0 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 24 | 61.1 | 18 | 18 |
| TOTAL LYON | | | 16 | 0 | 0 | 6.3 | 56.3 | 25.0 | 0.0 | 0.0 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 24 | 61.1 | 18 | 18 |
| MARSEILLE | RYANAIR | S | 38 | 0 | 0 | 7.9 | 31.6 | 39.5 | 10.5 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.9 | 22 | 34 |
| TOTAL MARSEILLE | | | 38 | 0 | 0 | 7.9 | 31.6 | 39.5 | 10.5 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.9 | 22 | 34 |
| NANTES | RYANAIR | S | 24 | 0 | 0 | 0.0 | 41.7 | 41.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 50.0 | 7 | 4 |
| NANTES | 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 | 56.3 | 18 | 16 |
| TOTAL NANTES | | | 24 | 0 | 0 | 0.0 | 41.7 | 41.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 54.2 | 16 | 20 |
| NICE | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 25.0 | 28.3 | 18.3 | 15.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 44.2 | 25 | 50 |
| TOTAL NICE | | | 60 | 0 | 0 | 0.0 | 25.0 | 28.3 | 18.3 | 15.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 44.2 | 25 | 50 |
| NIMES | 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 | 66.7 | 33 | 18 |
| TOTAL NIMES | | | 0 | 0 | 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 | 33 | 18 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 144 | 0 | 4 | 8.8 | 31.1 | 36.5 | 8.8 | 8.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 10 | 62.3 | 15 | 146 |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 44 | 0 | 0 | 4.5 | 25.0 | 15.9 | 25.0 | 22.7 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 108 | 0 | 3 | 0.0 | 25.2 | 38.7 | 16.2 | 11.7 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 17 | 47.2 | 28 | 104 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 296 | 0 | 7 | 5.0 | 28.1 | 34.3 | 13.9 | 11.9 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 15 | 56.0 | 20 | 250 |
| PARIS (ORLY) | TRANSAVIA FRANCE | S | 32 | 0 | 0 | 9.4 | 21.9 | 46.9 | 6.3 | 9.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.7 | 19 | 30 |
| TOTAL PARIS (ORLY) | | | 32 | 0 | 0 | 9.4 | 21.9 | 46.9 | 6.3 | 9.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.7 | 19 | 30 |
| POITIERS | 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 | 62.5 | 14 | 8 |
| POITIERS | 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 | 12.5 | 54 | 8 |
| TOTAL POITIERS | | | 0 | 0 | 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 | 34 | 16 |
| TARBES-LOURDES INTERNATIONAL | 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 | 61 | 2 |
| TARBES-LOURDES INTERNATIONAL | 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 | 0.0 | 52 | 1 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 0 | 0 | 0 | 0.0 | 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 |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 16 | 0 | 0 | 6.3 | 18.8 | 50.0 | 0.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 73.1 | 11 | 26 |
| TOTAL TOULOUSE (BLAGNAC) | | | 16 | 0 | 0 | 6.3 | 18.8 | 50.0 | 0.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 73.1 | 11 | 26 |
| TOTAL FRANCE | | | 604 | 0 | 11 | 4.4 | 30.4 | 34.5 | 12.8 | 10.4 | 4.7 | 0.5 | 0.5 | 0.0 | 0.0 | 1.8 | 15 | 55.6 | 22 | 544 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 60 | 0 | 0 | 1.7 | 18.3 | 30.0 | 23.3 | 25.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 52.3 | 23 | 43 |
| BERLIN BRANDENBURG | RYANAIR | S | 68 | 0 | 2 | 7.1 | 44.3 | 27.1 | 11.4 | 4.3 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 11 | 84.0 | 5 | 48 |
| BERLIN BRANDENBURG | 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 | 10 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL BERLIN BRANDENBURG | | | 128 | 0 | 2 | 4.6 | 32.3 | 28.5 | 16.9 | 13.8 | 0.8 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 15 | 72.1 | 13 | 101 | |
| COLOGNE BONN | EUROWINGS LUFTVERKEHRS | S | 40 | 0 | 0 | 7.5 | 25.0 | 40.0 | 17.5 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.5 | 2 | 38 | |
| TOTAL COLOGNE BONN | | | 40 | 0 | 0 | 7.5 | 25.0 | 40.0 | 17.5 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.5 | 2 | 38 | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 34 | 0 | 0 | 0.0 | 5.9 | 64.7 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.5 | 7 | 32 | |
| TOTAL DUSSELDORF | | | 34 | 0 | 0 | 0.0 | 5.9 | 64.7 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.5 | 7 | 32 | |
| FRANKFURT MAIN | LUFTHANSA | S | 144 | 0 | 2 | 0.0 | 34.9 | 34.2 | 19.9 | 6.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 11 | 69.6 | 13 | 148 | |
| TOTAL FRANKFURT MAIN | | | 144 | 0 | 2 | 0.0 | 34.9 | 34.2 | 19.9 | 6.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 11 | 69.6 | 13 | 148 | |
| HAMBURG | 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 | 61.1 | 16 | 17 | |
| HAMBURG | RYANAIR | S | 26 | 0 | 0 | 3.8 | 19.2 | 30.8 | 26.9 | 7.7 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 27 | 46.7 | 36 | 15 | |
| HAMBURG | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.3 | 9 | 15 | |
| TOTAL HAMBURG | | | 34 | 0 | 0 | 2.9 | 32.4 | 23.5 | 20.6 | 11.8 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 23 | 60.4 | 20 | 47 | |
| MUNICH | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 38.5 | 26.9 | 11.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.9 | 11 | 26 | |
| MUNICH | LUFTHANSA | S | 38 | 0 | 0 | 0.0 | 7.9 | 34.2 | 21.1 | 26.3 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 87.5 | 7 | 16 | |
| TOTAL MUNICH | | | 64 | 0 | 0 | 0.0 | 20.3 | 31.3 | 17.2 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 81.0 | 9 | 42 | |
| NIEDERRHEIN | RYANAIR | S | 52 | 0 | 0 | 9.6 | 36.5 | 46.2 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.1 | 11 | 44 | |
| TOTAL NIEDERRHEIN | | | 52 | 0 | 0 | 9.6 | 36.5 | 46.2 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.1 | 11 | 44 | |
| TOTAL GERMANY | | | 496 | 0 | 4 | 3.0 | 29.6 | 35.4 | 17.4 | 10.8 | 2.4 | 0.4 | 0.2 | 0.0 | 0.0 | 0.8 | 14 | 74.0 | 12 | 452 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 22 | 0 | 0 | 9.1 | 27.3 | 54.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 55.6 | 13 | 18 | |
| ATHENS | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 16.7 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 16 | 18 | |
| TOTAL ATHENS | | | 40 | 0 | 0 | 5.0 | 20.0 | 55.0 | 12.5 | 2.5 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 58.3 | 14 | 36 | |
| HERAKLION | EASYJET UK LTD | S | 25 | 0 | 0 | 20.0 | 12.0 | 28.0 | 16.0 | 24.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 29 | 26 | |
| TOTAL HERAKLION | | | 25 | 0 | 0 | 20.0 | 12.0 | 28.0 | 16.0 | 24.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 29 | 26 | |
| RHODES | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 16.7 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 20 | 20 | |
| RHODES | JET2.COM LTD | S | 11 | 0 | 0 | 9.1 | 18.2 | 54.5 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 16.7 | 33 | 6 | |
| RHODES | RYANAIR | S | 16 | 0 | 0 | 0.0 | 25.0 | 50.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 10 | 10 | |
| TOTAL RHODES | | | 45 | 0 | 0 | 2.2 | 17.8 | 42.2 | 13.3 | 15.6 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.0 | 19 | 36 | |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 10 | 0 | 0 | 10.0 | 40.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL THIRA (SANTORINI) | | | 10 | 0 | 0 | 10.0 | 40.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL GREECE | | | 120 | 0 | 0 | 7.5 | 19.2 | 44.2 | 12.5 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 55.1 | 20 | 98 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 54 | 0 | 0 | 11.1 | 44.4 | 31.5 | 9.3 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.4 | 6 | 44 | |
| BUDAPEST | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL BUDAPEST | | | 62 | 0 | 0 | 9.7 | 46.8 | 29.0 | 8.1 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 86.4 | 6 | 44 | |
| TOTAL HUNGARY | | | 62 | 0 | 0 | 9.7 | 46.8 | 29.0 | 8.1 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 86.4 | 6 | 44 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|-------------------------------------|----------------|-------------------|------------|----------|----------------------------|----------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|
| 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 | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 42.3 | 30.8 | 0.0 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 0 | 18 |
| TOTAL KEFLAVIK | | | 26 | 0 | 0 | 0.0 | 42.3 | 30.8 | 0.0 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 0 | 18 |
| TOTAL ICELAND | | | 26 | 0 | 0 | 0.0 | 42.3 | 30.8 | 0.0 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 0 | 18 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 60 | 0 | 0 | 18.3 | 31.7 | 26.7 | 8.3 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.9 | 14 | 78 |
| CORK | 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 | 12 | 8 |
| TOTAL CORK | | | 60 | 0 | 0 | 18.3 | 31.7 | 26.7 | 8.3 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.6 | 14 | 86 |
| DUBLIN | AER LINGUS | S | 252 | 0 | 6 | 2.3 | 41.1 | 30.2 | 13.2 | 8.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 10 | 42.5 | 26 | 265 |
| DUBLIN | RYANAIR | S | 255 | 0 | 3 | 10.5 | 41.1 | 25.6 | 12.4 | 7.0 | 1.9 | 0.0 | 0.4 | 0.0 | 0.0 | 1.2 | 10 | 59.2 | 23 | 238 |
| DUBLIN | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 70.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 44.4 | 35 | 18 |
| TOTAL DUBLIN | | | 517 | 0 | 9 | 6.3 | 41.6 | 27.9 | 12.5 | 7.6 | 2.1 | 0.0 | 0.2 | 0.0 | 0.0 | 1.7 | 10 | 50.1 | 25 | 521 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 16 | 0 | 2 | 0.0 | 11.1 | 22.2 | 38.9 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 22 | 50.0 | 22 | 34 |
| TOTAL IRELAND WEST (KNOCK) | | | 16 | 0 | 2 | 0.0 | 11.1 | 22.2 | 38.9 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 22 | 50.0 | 22 | 34 |
| SHANNON | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 22.2 | 22.2 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.5 | 36 | 43 |
| TOTAL SHANNON | | | 18 | 0 | 0 | 0.0 | 27.8 | 22.2 | 22.2 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.5 | 36 | 43 |
| TOTAL IRISH REPUBLIC | | | 611 | 0 | 11 | 7.1 | 39.4 | 27.5 | 13.2 | 8.4 | 2.6 | 0.0 | 0.2 | 0.0 | 0.0 | 1.8 | 11 | 52.2 | 24 | 684 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BARI (PALESE) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 5.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 11 | 18 |
| TOTAL BARI (PALESE) | | | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 5.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 11 | 18 |
| BERGAMO | RYANAIR | S | 58 | 0 | 0 | 1.7 | 25.9 | 39.7 | 15.5 | 12.1 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.0 | 19 | 60 |
| TOTAL BERGAMO | | | 58 | 0 | 0 | 1.7 | 25.9 | 39.7 | 15.5 | 12.1 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.0 | 19 | 60 |
| BOLOGNA | RYANAIR | S | 34 | 0 | 0 | 2.9 | 14.7 | 35.3 | 2.9 | 29.4 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 37.5 | 25 | 8 |
| 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 | 55.6 | 29 | 18 |
| TOTAL BOLOGNA | | | 34 | 0 | 0 | 2.9 | 14.7 | 35.3 | 2.9 | 29.4 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 28 | 26 |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 18 | 0 | 0 | 16.7 | 33.3 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| TOTAL CATANIA (FONTANAROSSA) | | | 18 | 0 | 0 | 16.7 | 33.3 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 60 | 0 | 0 | 3.3 | 25.0 | 25.0 | 18.3 | 18.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 54.2 | 16 | 24 |
| TOTAL MILAN (MALPENSA) | | | 60 | 0 | 0 | 3.3 | 25.0 | 25.0 | 18.3 | 18.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 54.2 | 16 | 24 |
| NAPLES | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 42.3 | 26.9 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 46.2 | 40 | 26 |
| NAPLES | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 83.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| NAPLES | RYANAIR | S | 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 | 9 | 44.4 | 29 | 18 |
| NAPLES | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 60 | 0.0 | 0 | 0 |
| TOTAL NAPLES | | | 48 | 0 | 0 | 6.3 | 41.7 | 29.2 | 16.7 | 2.1 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 15 | 45.5 | 36 | 44 |
| PALERMO | RYANAIR | 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 | 75.0 | 9 | 16 |
| TOTAL PALERMO | | | 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 | 75.0 | 9 | 16 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| PISA | RYANAIR | S | 38 | 0 | 0 | 5.3 | 52.6 | 31.6 | 2.6 | 2.6 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.2 | 14 | 18 |
| TOTAL PISA | | | 38 | 0 | 0 | 5.3 | 52.6 | 31.6 | 2.6 | 2.6 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.2 | 14 | 18 |
| ROME (CIAMPINO) | RYANAIR | S | 52 | 0 | 0 | 5.8 | 32.7 | 40.4 | 11.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.0 | 19 | 50 |
| ROME (CIAMPINO) | 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 | 70.0 | 15 | 10 |
| TOTAL ROME (CIAMPINO) | | | 52 | 0 | 0 | 5.8 | 32.7 | 40.4 | 11.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.0 | 19 | 60 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 38.9 | 16.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 0.0 | 22.2 | 38.9 | 16.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TURIN | 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 | 17 | 100.0 | 2 | 4 |
| TURIN | 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 | 62.5 | 13 | 16 |
| TOTAL TURIN | | | 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 | 70.0 | 10 | 20 |
| VENICE | EASYJET EUROPE | S | 10 | 0 | 0 | 50.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| VENICE | EASYJET UK LTD | 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 | 92.3 | 4 | 26 |
| VENICE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 15 | 26 |
| VENICE | RYANAIR 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 | 62 | 0.0 | 0 | 0 |
| TOTAL VENICE | | | 52 | 0 | 0 | 15.4 | 32.7 | 26.9 | 11.5 | 5.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 18 | 73.1 | 10 | 52 |
| VERONA VILLAFRANCA | 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 | 0 | 3 |
| TOTAL VERONA VILLAFRANCA | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL ITALY | | | 414 | 0 | 0 | 6.3 | 31.9 | 33.6 | 11.6 | 10.4 | 4.8 | 0.5 | 1.0 | 0.0 | 0.0 | 0.0 | 16 | 61.7 | 18 | 341 |
| LATVIA | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 20 | 0 | 0 | 5.0 | 30.0 | 35.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.2 | 19 | 18 |
| RIGA | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 50.0 | 12.5 | 6.3 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL RIGA | | | 36 | 0 | 0 | 2.8 | 25.0 | 41.7 | 16.7 | 8.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.2 | 19 | 18 |
| TOTAL LATVIA | | | 36 | 0 | 0 | 2.8 | 25.0 | 41.7 | 16.7 | 8.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.2 | 19 | 18 |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 12.5 | 31.3 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 100.0 | 2 | 8 |
| KAUNAS | 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 | 80.0 | 5 | 10 |
| TOTAL KAUNAS | | | 16 | 0 | 0 | 0.0 | 31.3 | 12.5 | 31.3 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 88.9 | 4 | 18 |
| TOTAL LITHUANIA | | | 16 | 0 | 0 | 0.0 | 31.3 | 12.5 | 31.3 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 88.9 | 4 | 18 |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 23.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.9 | 24 | 18 |
| MALTA | 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 | 25.0 | 64 | 8 |
| TOTAL MALTA | | | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 23.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 34.6 | 36 | 26 |
| TOTAL MALTA | | | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 23.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 34.6 | 36 | 26 |
| MOROCCO | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 18 | 0 | 0 | 5.6 | 50.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|-----------------------|-------------------|------------|----------|----------|----------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | | | | | | |
| TOTAL AGADIR (AL MASSIRA) | | | 18 | 0 | 0 | 5.6 | 50.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| MARRAKESH | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 22.2 | 16.7 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 66.7 | 16 | 18 | |
| TOTAL MARRAKESH | | | 18 | 0 | 0 | 0.0 | 27.8 | 22.2 | 16.7 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 66.7 | 16 | 18 | |
| TOTAL MOROCCO | | | 36 | 0 | 0 | 2.8 | 38.9 | 27.8 | 13.9 | 8.3 | 5.6 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 16 | 18 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 60 | 0 | 1 | 4.9 | 42.6 | 21.3 | 19.7 | 8.2 | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 | 11 | 69.8 | 13 | 50 | | |
| AMSTERDAM | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 10.0 | 31.7 | 33.3 | 16.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 25 | 72.1 | 9 | 66 | | |
| AMSTERDAM | KLM | S | 278 | 0 | 5 | 0.0 | 13.8 | 51.2 | 21.2 | 8.8 | 2.5 | 0.4 | 0.4 | 0.0 | 1.8 | 15 | 73.2 | 13 | 203 | | |
| AMSTERDAM | TRANSAVIA | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 115 | 0.0 | 0 | 0 | | |
| TOTAL AMSTERDAM | | | 399 | 0 | 6 | 0.7 | 17.5 | 43.7 | 22.7 | 9.9 | 3.0 | 0.7 | 0.2 | 0.0 | 0.0 | 1.5 | 16 | 72.4 | 12 | 319 | |
| EINDHOVEN | RYANAIR | S | 10 | 0 | 0 | 0.0 | 80.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 72.2 | 11 | 18 | | |
| EINDHOVEN | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | | |
| TOTAL EINDHOVEN | | | 18 | 0 | 0 | 0.0 | 44.4 | 11.1 | 16.7 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.2 | 11 | 18 | |
| ROTTERDAM | TRANSAVIA | S | 29 | 0 | 0 | 6.9 | 31.0 | 17.2 | 20.7 | 13.8 | 3.4 | 0.0 | 6.9 | 0.0 | 0.0 | 37 | 62.5 | 17 | 32 | | |
| TOTAL ROTTERDAM | | | 29 | 0 | 0 | 6.9 | 31.0 | 17.2 | 20.7 | 13.8 | 3.4 | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 | 37 | 62.5 | 17 | 32 | |
| TOTAL NETHERLANDS | | | 446 | 0 | 6 | 1.1 | 19.5 | 40.7 | 22.3 | 10.4 | 3.3 | 0.7 | 0.7 | 0.0 | 0.0 | 1.3 | 18 | 71.5 | 12 | 369 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | LOGANAIR LTD | S | 28 | 0 | 2 | 0.0 | 20.0 | 56.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 10 | 92.3 | 5 | 26 | | |
| TOTAL BERGEN | | | 28 | 0 | 2 | 0.0 | 20.0 | 56.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 10 | 92.3 | 5 | 26 | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 76 | 0 | 0 | 0.0 | 50.0 | 35.5 | 5.3 | 5.3 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 10 | 88.7 | 10 | 62 | | |
| TOTAL OSLO (GARDERMOEN) | | | 76 | 0 | 0 | 0.0 | 50.0 | 35.5 | 5.3 | 5.3 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.7 | 10 | 62 | |
| STAVANGER | 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 | 80.8 | 13 | 26 | | |
| TOTAL STAVANGER | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 80.8 | 13 | 26 | |
| TOTAL NORWAY | | | 104 | 0 | 2 | 0.0 | 41.5 | 41.5 | 6.6 | 4.7 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 1.9 | 10 | 87.7 | 10 | 114 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 26 | 0 | 0 | 3.8 | 23.1 | 50.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.1 | 6 | 42 | | |
| 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 | 18 | | |
| TOTAL GDANSK | | | 26 | 0 | 0 | 3.8 | 23.1 | 50.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 82.3 | 7 | 60 | |
| KRAKOW | EASYJET UK LTD | S | 26 | 0 | 0 | 15.4 | 19.2 | 23.1 | 11.5 | 26.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 84.6 | 14 | 24 | | |
| KRAKOW | RYANAIR | S | 45 | 0 | 1 | 4.3 | 21.7 | 34.8 | 13.0 | 19.6 | 4.3 | 0.0 | 0.0 | 0.0 | 2.2 | 18 | 76.9 | 11 | 26 | | |
| KRAKOW | 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 | 87.5 | 6 | 8 | | |
| TOTAL KRAKOW | | | 71 | 0 | 1 | 8.3 | 20.8 | 30.6 | 12.5 | 22.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 18 | 81.7 | 11 | 58 | |
| POZNAN | RYANAIR | S | 34 | 0 | 0 | 5.9 | 44.1 | 32.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.8 | 17 | 16 | | |
| TOTAL POZNAN | | | 34 | 0 | 0 | 5.9 | 44.1 | 32.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.8 | 17 | 16 | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 12 | 0 | 0 | 25.0 | 41.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 86.1 | 7 | 36 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|-------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| WARSAW (MODLIN MASOVIA) | 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 | 33 | 62.5 | 29 | 8 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 18 | 0 | 0 | 16.7 | 27.8 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 81.8 | 11 | 44 |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 5.6 | 50.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 23 | 16 |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 5.6 | 50.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 23 | 16 |
| TOTAL POLAND | | | 167 | 0 | 1 | 7.7 | 29.8 | 33.3 | 13.7 | 11.9 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 13 | 79.3 | 11 | 194 |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 42 | 0 | 0 | 0.0 | 35.7 | 59.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 12 | 44 |
| FARO | RYANAIR | S | 52 | 0 | 0 | 5.8 | 26.9 | 46.2 | 7.7 | 7.7 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.0 | 22 | 60 |
| TOTAL FARO | | | 94 | 0 | 0 | 3.2 | 30.9 | 52.1 | 4.3 | 6.4 | 2.1 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 63.5 | 18 | 104 |
| LISBON | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 30.8 | 11.5 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 13 | 26 |
| LISBON | RYANAIR | S | 26 | 0 | 0 | 3.8 | 7.7 | 30.8 | 23.1 | 15.4 | 3.8 | 11.5 | 0.0 | 3.8 | 0.0 | 0.0 | 49 | 19.2 | 49 | 26 |
| TOTAL LISBON | | | 52 | 0 | 0 | 1.9 | 21.2 | 30.8 | 17.3 | 15.4 | 3.8 | 7.7 | 0.0 | 1.9 | 0.0 | 0.0 | 35 | 40.4 | 31 | 52 |
| OPORTO (PORTUGAL) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 42.3 | 23.1 | 15.4 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 69.2 | 33 | 26 |
| OPORTO (PORTUGAL) | 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 | 25.0 | 47 | 8 |
| TOTAL OPORTO (PORTUGAL) | | | 26 | 0 | 0 | 0.0 | 42.3 | 23.1 | 15.4 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 58.8 | 37 | 34 |
| TOTAL PORTUGAL | | | 172 | 0 | 0 | 2.3 | 29.7 | 41.3 | 9.9 | 9.3 | 4.1 | 2.9 | 0.0 | 0.6 | 0.0 | 0.0 | 18 | 56.3 | 25 | 190 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 23 | 8 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 23 | 8 |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 23 | 8 |
| QATAR | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 120 | 0 | 0 | 9.2 | 30.0 | 36.7 | 9.2 | 9.2 | 5.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 14 | 91.7 | 5 | 84 |
| TOTAL DOHA HAMAD | | | 120 | 0 | 0 | 9.2 | 30.0 | 36.7 | 9.2 | 9.2 | 5.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 14 | 91.7 | 5 | 84 |
| TOTAL QATAR | | | 120 | 0 | 0 | 9.2 | 30.0 | 36.7 | 9.2 | 9.2 | 5.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 14 | 91.7 | 5 | 84 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | | | | | | |
| DURBAN | INTERSKY LUFTFAHRT 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 | 35 | 0.0 | 0 | 0 |
| TOTAL DURBAN | | | 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 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 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 |
| ROMANIA | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 27.8 | 62 | 18 |
| 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 | 0.0 | 0 | 85.7 | 5 | 14 |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 66 | 2 |
| TOTAL BUCHAREST (OTOPENI) | | | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 39 | 34 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | |
| TOTAL ROMANIA | | | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 39 | 34 | |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 8 | 0 | 1 | 11.1 | 11.1 | 44.4 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 19 | 88.9 | 5 | 18 | |
| BRATISLAVA | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 20.0 | 30.0 | 20.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL BRATISLAVA | | | 18 | 0 | 1 | 5.3 | 5.3 | 31.6 | 21.1 | 10.5 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 30 | 88.9 | 5 | 18 | |
| TOTAL SLOVAK REPUBLIC | | | 18 | 0 | 1 | 5.3 | 5.3 | 31.6 | 21.1 | 10.5 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 30 | 88.9 | 5 | 18 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 7.7 | 38.5 | 30.8 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 23 | 26 | |
| ALICANTE | JET2.COM LTD | S | 50 | 0 | 0 | 8.0 | 42.0 | 38.0 | 10.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.4 | 6 | 44 | |
| ALICANTE | RYANAIR | S | 36 | 0 | 0 | 0.0 | 19.4 | 52.8 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 19 | 60 | |
| ALICANTE | RYANAIR UK LTD | S | 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 | 6 | 0.0 | 0 | 0 | |
| TOTAL ALICANTE | | | 128 | 0 | 0 | 3.1 | 28.9 | 42.2 | 16.4 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 16 | 130 | |
| BARCELONA | RYANAIR | S | 78 | 0 | 0 | 3.8 | 17.9 | 34.6 | 20.5 | 16.7 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 73.1 | 17 | 78 | |
| BARCELONA | 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 | 102 | 8 | |
| BARCELONA | VUELING AIRLINES | S | 10 | 0 | 0 | 10.0 | 80.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 10 | 28 | |
| TOTAL BARCELONA | | | 88 | 0 | 0 | 4.5 | 25.0 | 31.8 | 18.2 | 14.8 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 68.4 | 21 | 114 | |
| IBIZA | 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 | 4 | 100.0 | 2 | 2 | |
| IBIZA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.9 | 18 | 18 | |
| TOTAL IBIZA | | | 24 | 0 | 0 | 4.2 | 50.0 | 29.2 | 0.0 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 90.0 | 16 | 20 | |
| MADRID | 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 | 0.0 | 62 | 1 | |
| MADRID | EASYJET UK LTD | S | 60 | 0 | 0 | 5.0 | 25.0 | 25.0 | 18.3 | 13.3 | 10.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 30 | 68.0 | 13 | 50 | |
| MADRID | IBERIA EXPRESS | S | 26 | 0 | 0 | 11.5 | 30.8 | 50.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| MADRID | RYANAIR | S | 42 | 0 | 0 | 4.8 | 26.2 | 35.7 | 4.8 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 61.5 | 13 | 26 | |
| MADRID | 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 | 12 | 8 | |
| TOTAL MADRID | | | 128 | 0 | 0 | 6.3 | 26.6 | 33.6 | 10.9 | 14.8 | 6.3 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 21 | 65.9 | 13 | 85 | |
| MALAGA | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 11.8 | 76.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.2 | 9 | 34 | |
| MALAGA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 16.7 | 36.7 | 13.3 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 73.1 | 13 | 52 | |
| TOTAL MALAGA | | | 94 | 0 | 0 | 0.0 | 14.9 | 51.1 | 10.6 | 19.1 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 79.1 | 12 | 86 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 18 | 0 | 0 | 27.8 | 27.8 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 33.3 | 42 | 18 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 53 | 0 | 1 | 7.4 | 35.2 | 46.3 | 5.6 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 1.9 | 10 | 80.8 | 10 | 52 | |
| PALMA DE MALLORCA | RYANAIR | S | 60 | 0 | 0 | 5.0 | 18.3 | 38.3 | 26.7 | 3.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 78.8 | 11 | 52 | |
| PALMA DE MALLORCA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 18.8 | 32 | 16 | |
| TOTAL PALMA DE MALLORCA | | | 139 | 0 | 1 | 8.6 | 25.0 | 41.4 | 14.3 | 3.6 | 4.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.7 | 15 | 66.7 | 17 | 138 | |
| REUS | JET2.COM LTD | 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 | 3 | 0.0 | 0 | 0 | |
| TOTAL REUS | | | 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 | 3 | 0.0 | 0 | 0 | |
| SANTANDER | RYANAIR | S | 26 | 0 | 0 | 7.7 | 30.8 | 42.3 | 3.8 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.2 | 22 | 24 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-----------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | | | | | | |
| TOTAL SANTANDER | | | 26 | 0 | 0 | 7.7 | 30.8 | 42.3 | 3.8 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.2 | 22 | 24 |
| SANTIAGO DE COMPOSTELA (SPAIN) | 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 | 22.2 | 52 | 18 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 0 | 0 | 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 | 52 | 18 |
| SEVILLE | RYANAIR | S | 26 | 0 | 0 | 3.8 | 23.1 | 38.5 | 15.4 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.7 | 20 | 17 |
| TOTAL SEVILLE | | | 26 | 0 | 0 | 3.8 | 23.1 | 38.5 | 15.4 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.7 | 20 | 17 |
| VALENCIA | RYANAIR | S | 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 | 7 | 77.8 | 16 | 18 |
| VALENCIA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 50.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| TOTAL VALENCIA | | | 18 | 0 | 0 | 0.0 | 44.4 | 27.8 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 16 | 18 |
| TOTAL SPAIN | | | 679 | 0 | 1 | 5.0 | 26.3 | 39.3 | 13.4 | 10.3 | 4.9 | 0.6 | 0.0 | 0.1 | 0.0 | 0.1 | 15 | 69.4 | 17 | 650 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 37.5 | 18.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 66.7 | 23 | 18 |
| ARRECIFE | JET2.COM LTD | S | 51 | 0 | 0 | 5.9 | 31.4 | 39.2 | 9.8 | 5.9 | 3.9 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 15 | 42 |
| ARRECIFE | RYANAIR | S | 26 | 0 | 0 | 7.7 | 11.5 | 34.6 | 15.4 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 26 | 34 |
| ARRECIFE | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 |
| TOTAL ARRECIFE | | | 101 | 0 | 0 | 5.0 | 18.8 | 31.7 | 17.8 | 13.9 | 10.9 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 26 | 60.6 | 21 | 94 |
| FUERTEVENTURA | JET2.COM LTD | S | 25 | 0 | 0 | 8.0 | 16.0 | 52.0 | 8.0 | 8.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.9 | 11 | 26 |
| FUERTEVENTURA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 44.4 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 55.6 | 20 | 18 |
| TOTAL FUERTEVENTURA | | | 43 | 0 | 0 | 4.7 | 27.9 | 44.2 | 9.3 | 9.3 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 68.2 | 15 | 44 |
| LAS PALMAS | JET2.COM LTD | S | 26 | 0 | 0 | 3.8 | 30.8 | 42.3 | 3.8 | 7.7 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 54 | 80.0 | 12 | 25 |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 50.0 | 33.3 | 0.0 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 54.2 | 26 | 24 |
| TOTAL LAS PALMAS | | | 44 | 0 | 0 | 2.3 | 38.6 | 38.6 | 2.3 | 6.8 | 4.5 | 4.5 | 0.0 | 2.3 | 0.0 | 0.0 | 39 | 67.3 | 19 | 49 |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 42 | 0 | 0 | 7.1 | 19.0 | 42.9 | 19.0 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.3 | 15 | 38 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 68 | 0 | 0 | 8.8 | 41.2 | 33.8 | 8.8 | 5.9 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 84.3 | 6 | 51 |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 43 | 0 | 0 | 2.3 | 20.9 | 34.9 | 20.9 | 18.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 54.0 | 19 | 50 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 153 | 0 | 0 | 6.5 | 29.4 | 36.6 | 15.0 | 9.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.0 | 13 | 139 |
| TOTAL SPAIN(CANARY SWEDEN) | | | 341 | 0 | 0 | 5.3 | 27.3 | 36.4 | 13.5 | 10.6 | 5.3 | 0.9 | 0.6 | 0.3 | 0.0 | 0.0 | 20 | 66.3 | 16 | 326 |
| GOTEBORG (LANDVETTER) | | | | | | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 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 | 8 | 38.9 | 31 | 18 |
| GOTEBORG (LANDVETTER) | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 20.0 | 50.0 | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 75.0 | 18 | 8 |
| TOTAL GOTEBORG (LANDVETTER) | | | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 27 | 26 |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR INTERNATIONAL | S | 16 | 0 | 0 | 6.3 | 43.8 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 94.4 | 2 | 18 |
| STOCKHOLM (ARLANDA) | SAS | S | 50 | 0 | 0 | 4.0 | 26.0 | 46.0 | 18.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 73.8 | 15 | 42 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|---|----------------------|-------------------|------------|----------|----------------------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | | | | | | |
| TOTAL STOCKHOLM (ARLANDA) | | | 66 | 0 | 0 | 4.5 | 30.3 | 47.0 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 11 | 60 |
| TOTAL SWEDEN | | | 84 | 0 | 0 | 3.6 | 29.8 | 47.6 | 13.1 | 3.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.9 | 16 | 86 |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET SWITZERLAND | S | 42 | 0 | 0 | 4.8 | 31.0 | 42.9 | 11.9 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.4 | 14 | 42 |
| TOTAL BALE MULHOUSE | | | 42 | 0 | 0 | 4.8 | 31.0 | 42.9 | 11.9 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.4 | 14 | 42 |
| GENEVA | EASYJET SWITZERLAND | S | 34 | 0 | 0 | 2.9 | 32.4 | 41.2 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 8 | 8 |
| GENEVA | EASYJET UK LTD | S | 84 | 0 | 0 | 0.0 | 29.8 | 36.9 | 20.2 | 3.6 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 58.0 | 26 | 88 |
| GENEVA | JET2.COM LTD | S | 5 | 0 | 1 | 0.0 | 16.7 | 50.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 6 | 90.0 | 4 | 10 |
| TOTAL GENEVA | | | 123 | 0 | 1 | 0.8 | 29.8 | 38.7 | 19.4 | 2.4 | 6.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.8 | 16 | 62.6 | 22 | 106 |
| ZURICH | EDELWEISS AIR | S | 48 | 0 | 0 | 0.0 | 27.1 | 43.8 | 20.8 | 4.2 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.6 | 10 | 51 |
| TOTAL ZURICH | | | 48 | 0 | 0 | 0.0 | 27.1 | 43.8 | 20.8 | 4.2 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.6 | 10 | 51 |
| TOTAL SWITZERLAND | | | 213 | 0 | 1 | 1.4 | 29.4 | 40.7 | 18.2 | 3.7 | 4.2 | 1.9 | 0.0 | 0.0 | 0.0 | 0.5 | 14 | 66.5 | 17 | 199 |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 18.8 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| ANTALYA | JET2.COM LTD | S | 43 | 0 | 0 | 0.0 | 30.2 | 41.9 | 11.6 | 11.6 | 0.0 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 18 | 59.5 | 19 | 42 |
| ANTALYA | SUNEXPRESS | S | 42 | 0 | 0 | 14.3 | 35.7 | 42.9 | 2.4 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 61.1 | 14 | 36 |
| TOTAL ANTALYA | | | 101 | 0 | 0 | 5.9 | 31.7 | 38.6 | 10.9 | 8.9 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 13 | 60.3 | 17 | 78 |
| BODRUM (MILAS) | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 18.8 | 12.5 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 57.9 | 25 | 18 |
| TOTAL BODRUM (MILAS) | | | 16 | 0 | 0 | 0.0 | 12.5 | 18.8 | 12.5 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 57.9 | 25 | 18 |
| DALAMAN | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 38.5 | 11.5 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 72.7 | 14 | 22 |
| DALAMAN | JET2.COM LTD | S | 20 | 0 | 0 | 20.0 | 50.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.0 | 13 | 20 |
| DALAMAN | SUNEXPRESS | S | 18 | 0 | 0 | 33.3 | 27.8 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL DALAMAN | | | 64 | 0 | 0 | 15.6 | 28.1 | 32.8 | 6.3 | 10.9 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.3 | 14 | 42 |
| ISTANBUL | THY TURKISH AIRLINES | S | 60 | 0 | 0 | 10.0 | 41.7 | 33.3 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 18 | 60 |
| TOTAL ISTANBUL | | | 60 | 0 | 0 | 10.0 | 41.7 | 33.3 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 18 | 60 |
| TOTAL TURKEY | | | 241 | 0 | 0 | 9.1 | 32.0 | 34.4 | 10.4 | 10.8 | 2.5 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 12 | 63.8 | 17 | 198 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 206 | 0 | 10 | 5.1 | 34.3 | 23.1 | 7.4 | 5.6 | 10.6 | 4.6 | 4.6 | 0.0 | 0.0 | 4.6 | 35 | 80.9 | 10 | 208 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 206 | 0 | 10 | 5.1 | 34.3 | 23.1 | 7.4 | 5.6 | 10.6 | 4.6 | 4.6 | 0.0 | 0.0 | 4.6 | 35 | 80.9 | 10 | 208 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 249 | 0 | 1 | 9.6 | 46.4 | 22.4 | 6.0 | 8.0 | 6.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.4 | 13 | 58.8 | 26 | 224 |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 111 | 0 | 0 | 4.5 | 37.8 | 24.3 | 15.3 | 13.5 | 3.6 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 15 | 83.7 | 10 | 86 |
| TOTAL BELFAST INTERNATIONAL | | | 360 | 0 | 1 | 8.0 | 43.8 | 23.0 | 8.9 | 9.7 | 5.5 | 0.6 | 0.3 | 0.0 | 0.0 | 0.3 | 13 | 65.7 | 21 | 310 |
| BIRMINGHAM | EASYJET UK LTD | S | 148 | 0 | 0 | 1.4 | 36.5 | 31.8 | 13.5 | 9.5 | 3.4 | 1.4 | 2.7 | 0.0 | 0.0 | 0.0 | 21 | 60.5 | 18 | 112 |
| TOTAL BIRMINGHAM | | | 148 | 0 | 0 | 1.4 | 36.5 | 31.8 | 13.5 | 9.5 | 3.4 | 1.4 | 2.7 | 0.0 | 0.0 | 0.0 | 21 | 60.5 | 18 | 112 |
| BOURNEMOUTH | RYANAIR UK LTD | S | 34 | 1 | 0 | 8.6 | 48.6 | 14.3 | 8.6 | 11.4 | 5.7 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 12 | 27.8 | 65 | 36 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|---------------------|-------------------|------------|----------|-----------|----------------------|----------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL BOURNEMOUTH | | | 34 | 1 | 0 | 8.6 | 48.6 | 14.3 | 8.6 | 11.4 | 5.7 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 12 | 27.8 | 65 | 36 | |
| BRISTOL | EASYJET UK LTD | S | 232 | 0 | 0 | 6.0 | 31.5 | 29.3 | 14.7 | 12.9 | 4.7 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.3 | 19 | 256 | |
| TOTAL BRISTOL | | | 232 | 0 | 0 | 6.0 | 31.5 | 29.3 | 14.7 | 12.9 | 4.7 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.3 | 19 | 256 | |
| CARDIFF WALES | LOGANAIR LTD | S | 42 | 0 | 0 | 7.1 | 26.2 | 31.0 | 11.9 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.0 | 15 | 48 | |
| TOTAL CARDIFF WALES | | | 42 | 0 | 0 | 7.1 | 26.2 | 31.0 | 11.9 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.0 | 15 | 48 | |
| 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 | 0.0 | 54 | 1 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 0 | 0 | 0 | 0.0 | 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 | |
| EXETER | LOGANAIR LTD | S | 60 | 0 | 0 | 0.0 | 6.7 | 25.0 | 28.3 | 31.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 85.0 | 12 | 59 | |
| TOTAL EXETER | | | 60 | 0 | 0 | 0.0 | 6.7 | 25.0 | 28.3 | 31.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 85.0 | 12 | 59 | |
| GATWICK | EASYJET UK LTD | S | 286 | 0 | 1 | 11.1 | 43.9 | 28.6 | 5.2 | 7.7 | 2.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 | 9 | 69.6 | 18 | 294 | |
| TOTAL GATWICK | | | 286 | 0 | 1 | 11.1 | 43.9 | 28.6 | 5.2 | 7.7 | 2.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 | 9 | 69.6 | 18 | 294 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 670 | 0 | 21 | 4.2 | 31.4 | 32.4 | 15.3 | 9.7 | 3.3 | 0.3 | 0.3 | 0.0 | 0.0 | 3.0 | 14 | 67.1 | 15 | 580 | |
| HEATHROW | UNITED 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 | 0.0 | 93 | 1 | |
| TOTAL HEATHROW | | | 670 | 0 | 21 | 4.2 | 31.4 | 32.4 | 15.3 | 9.7 | 3.3 | 0.3 | 0.3 | 0.0 | 0.0 | 3.0 | 14 | 67.0 | 15 | 581 | |
| INVERNESS | BRITISH AIRWAYS PLC | 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 | 3 | 0.0 | 0 | 0 | |
| INVERNESS | 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 | 25.0 | 35 | 4 | |
| TOTAL INVERNESS | | | 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 | 3 | 25.0 | 35 | 4 | |
| ISLE OF MAN | LOGANAIR LTD | S | 22 | 0 | 4 | 15.4 | 23.1 | 15.4 | 11.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 19 | 75.8 | 21 | 30 | |
| TOTAL ISLE OF MAN | | | 22 | 0 | 4 | 15.4 | 23.1 | 15.4 | 11.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 19 | 75.8 | 21 | 30 | |
| JERSEY | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 5.6 | 22.2 | 27.8 | 16.7 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 43 | 43.8 | 29 | 16 | |
| TOTAL JERSEY | | | 18 | 0 | 0 | 5.6 | 5.6 | 22.2 | 27.8 | 16.7 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 43 | 43.8 | 29 | 16 | |
| KIRKWALL | LOGANAIR LTD | S | 54 | 0 | 2 | 5.4 | 8.9 | 46.4 | 14.3 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 19 | 84.6 | 12 | 141 | |
| TOTAL KIRKWALL | | | 54 | 0 | 2 | 5.4 | 8.9 | 46.4 | 14.3 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 19 | 84.6 | 12 | 141 | |
| LEEDS BRADFORD | BRITISH AIRWAYS PLC | C | 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 | 220 | 0.0 | 0 | 0 | |
| TOTAL LEEDS BRADFORD | | | 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 | 220 | 0.0 | 0 | 0 | |
| LONDON CITY | BA CITYFLYER LTD | S | 428 | 0 | 8 | 10.8 | 55.0 | 23.6 | 5.3 | 3.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 4 | 88.0 | 6 | 391 | |
| TOTAL LONDON CITY | | | 428 | 0 | 8 | 10.8 | 55.0 | 23.6 | 5.3 | 3.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 4 | 88.0 | 6 | 391 | |
| LUTON | EASYJET UK LTD | S | 198 | 0 | 0 | 4.5 | 41.9 | 25.8 | 14.6 | 10.6 | 1.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 74.4 | 16 | 176 | |
| TOTAL LUTON | | | 198 | 0 | 0 | 4.5 | 41.9 | 25.8 | 14.6 | 10.6 | 1.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 74.4 | 16 | 176 | |
| NEWCASTLE | RYANAIR | 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 | |
| TOTAL NEWCASTLE | | | 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 | |
| NEWQUAY | LOGANAIR LTD | S | 24 | 0 | 2 | 15.4 | 34.6 | 23.1 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 7 | 88.6 | 6 | 44 | |
| TOTAL NEWQUAY | | | 24 | 0 | 2 | 15.4 | 34.6 | 23.1 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 7 | 88.6 | 6 | 44 | |
| PRESTWICK | 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 | |
| TOTAL PRESTWICK | | | 0 | 0 | 0 | 0.0 | 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 | BA CITYFLYER 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 | 100.0 | 0 | 5 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|------------------------------------|-----------------------------|-------------------|-------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| SOUTHAMPTON | LOGANAIR LTD | S | 185 | 0 | 3 | 6.9 | 37.8 | 36.2 | 8.5 | 8.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 8 | 82.4 | 12 | 198 |
| TOTAL SOUTHAMPTON | | | 189 | 0 | 3 | 6.8 | 38.5 | 35.9 | 8.3 | 8.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 7 | 82.8 | 12 | 203 |
| STANSTED | EASYJET UK LTD | S | 174 | 0 | 0 | 7.5 | 36.8 | 29.9 | 9.8 | 9.2 | 5.7 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 15 | 72.0 | 18 | 168 |
| 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 | 16 | 1 |
| STANSTED | RYANAIR UK LTD | S | 172 | 1 | 0 | 1.7 | 27.7 | 21.4 | 15.0 | 15.6 | 15.6 | 0.6 | 1.7 | 0.0 | 0.6 | 0.0 | 29 | 42.4 | 32 | 144 |
| TOTAL STANSTED | | | 346 | 1 | 0 | 4.6 | 32.3 | 25.6 | 12.4 | 12.4 | 10.7 | 0.3 | 1.4 | 0.0 | 0.3 | 0.0 | 22 | 58.1 | 24 | 313 |
| STORNOWAY | LOGANAIR LTD | S | 55 | 0 | 5 | 23.3 | 21.7 | 28.3 | 6.7 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 10 | 76.7 | 13 | 58 |
| TOTAL STORNOWAY | | | 55 | 0 | 5 | 23.3 | 21.7 | 28.3 | 6.7 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 10 | 76.7 | 13 | 58 |
| SUMBURGH | LOGANAIR LTD | S | 56 | 0 | 0 | 1.8 | 10.7 | 26.8 | 30.4 | 25.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 79.6 | 16 | 96 |
| TOTAL SUMBURGH | | | 56 | 0 | 0 | 1.8 | 10.7 | 26.8 | 30.4 | 25.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 79.6 | 16 | 96 |
| TOTAL UNITED KINGDOM | | | 3431 | 2 | 58 | 6.8 | 36.8 | 27.8 | 11.4 | 9.7 | 4.4 | 0.7 | 0.7 | 0.0 | 0.1 | 1.7 | 15 | 72.0 | 16 | 3378 |
| USA | | | | | | | | | | | | | | | | | | | | |
| CHICAGO (O'HARE) | UNITED 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 | 9 | 1 |
| TOTAL CHICAGO (O'HARE) | | | 0 | 0 | 0 | 0.0 | 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 |
| NEW YORK (JF KENNEDY) | DELTA AIRLINES | S | 60 | 0 | 0 | 23.3 | 58.3 | 11.7 | 5.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 74.0 | 23 | 50 |
| TOTAL NEW YORK (JF KENNEDY) | | | 60 | 0 | 0 | 23.3 | 58.3 | 11.7 | 5.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 74.0 | 23 | 50 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 60 | 0 | 0 | 13.3 | 36.7 | 21.7 | 8.3 | 5.0 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.3 | 25 | 60 |
| TOTAL NEW YORK (NEWARK) | | | 60 | 0 | 0 | 13.3 | 36.7 | 21.7 | 8.3 | 5.0 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.3 | 25 | 60 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 16 | 0 | 0 | 12.5 | 25.0 | 6.3 | 31.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL ORLANDO | | | 16 | 0 | 0 | 12.5 | 25.0 | 6.3 | 31.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| WASHINGTON (DULLES) | UNITED AIRLINES | S | 60 | 0 | 0 | 8.3 | 31.7 | 35.0 | 5.0 | 6.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL WASHINGTON (DULLES) | | | 60 | 0 | 0 | 8.3 | 31.7 | 35.0 | 5.0 | 6.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL USA | | | 196 | 0 | 0 | 14.8 | 40.8 | 21.4 | 8.2 | 5.6 | 6.1 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 16 | 65.8 | 24 | 111 |
| TOTAL EDINBURGH | | | 9343 | 2 | 96 | 5.7 | 32.7 | 32.4 | 13.0 | 9.6 | 4.1 | 0.7 | 0.5 | 0.0 | 0.0 | 1.0 | 15 | 68.3 | 17 | 8786 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EXETER (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|------------------------------------|------------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | | | 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 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| PAPHOS | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 83 | 100.0 | 0 | 10 |
| TOTAL PAPHOS | | | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 83 | 100.0 | 0 | 10 |
| TOTAL CYPRUS | | | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 83 | 100.0 | 0 | 10 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BORDEAUX | UNITED ARABIAN COMPANY | 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 | 6 | 2 | |
| TOTAL BORDEAUX | | | 0 | 0 | 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 | |
| TOULOUSE (BLAGNAC) | NYXAIR OU | C | 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 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 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 | |
| TOTAL FRANCE | | | 0 | 1 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0 | 66.7 | 6 | 2 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | BLUE ISLANDS 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 | 26 | 0.0 | 0 | 0 | |
| DUBLIN | EMERALD AIRLINES (IRELAND) LIMITED | S | 40 | 0 | 2 | 9.5 | 54.8 | 16.7 | 0.0 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 9 | 60.9 | 15 | 41 | |
| DUBLIN | EMERALD AIRLINES 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 | 1 | | |
| TOTAL DUBLIN | | | 41 | 0 | 2 | 9.3 | 53.5 | 16.3 | 2.3 | 9.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 9 | 61.7 | 15 | 42 |
| TOTAL IRISH REPUBLIC | | | 41 | 0 | 2 | 9.3 | 53.5 | 16.3 | 2.3 | 9.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 9 | 61.7 | 15 | 42 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL FARO | | | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL PORTUGAL | | | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 57.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 11 | 18 | |
| TOTAL ALICANTE | | | 26 | 0 | 0 | 0.0 | 26.9 | 57.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 11 | 18 | |
| MALAGA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 25.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 43.8 | 42 | 16 | |
| TOTAL MALAGA | | | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 25.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 43.8 | 42 | 16 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 6.3 | 68.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.0 | 7 | 15 | |
| TOTAL PALMA DE MALLORCA | | | 16 | 0 | 0 | 6.3 | 68.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.0 | 7 | 15 | |
| TOTAL SPAIN | | | 58 | 0 | 0 | 1.7 | 34.5 | 44.8 | 12.1 | 5.2 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.4 | 20 | 49 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 14.3 | 35.7 | 21.4 | 7.1 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.5 | 31 | 16 | |
| TOTAL ARRECIFE | | | 14 | 0 | 0 | 14.3 | 35.7 | 21.4 | 7.1 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.5 | 31 | 16 | |
| 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 | 100.0 | 2 | 7 | | |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 7 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 16 | 1 | 0 | 11.8 | 41.2 | 23.5 | 5.9 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 28 | 85.7 | 4 | 14 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 16 | 1 | 0 | 11.8 | 41.2 | 23.5 | 5.9 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 28 | 85.7 | 4 | 14 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: EXETER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|------------------------------------|-------------------|------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|--------------|-------------|------------------|-----------------|------------------|------------|
| 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 |
| TOTAL SPAIN(CANARY UNITED KINGDOM) | | | 38 | 1 | 0 | 12.8 | 38.5 | 28.2 | 5.1 | 2.6 | 7.7 | 0.0 | 2.6 | 0.0 | 2.6 | 0.0 | 18 | 78.4 | 15 | 37 |
| BELFAST CITY (GEORGE BEST) | 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 | 0.0 | 0 | 100.0 | 0 | 1 |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | 40 | 0 | 2 | 9.5 | 54.8 | 14.3 | 2.4 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 86.0 | 7 | 57 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 40 | 0 | 2 | 9.5 | 54.8 | 14.3 | 2.4 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 86.2 | 7 | 58 |
| BRISTOL | AURIGNY AIR SERVICES | 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 |
| TOTAL BRISTOL | | | 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 |
| EDINBURGH | LOGANAIR LTD | S | 60 | 0 | 0 | 0.0 | 11.7 | 21.7 | 30.0 | 28.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 86.7 | 11 | 60 |
| TOTAL EDINBURGH | | | 60 | 0 | 0 | 0.0 | 11.7 | 21.7 | 30.0 | 28.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 86.7 | 11 | 60 |
| GATWICK | EASTERN AIRWAYS | 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 |
| TOTAL GATWICK | | | 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 |
| GLASGOW | EMERALD AIRLINES 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 |
| 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 | 95.3 | 2 | 43 |
| TOTAL GLASGOW | | | 0 | 0 | 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 | 2 | 44 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 24 | 1 | 0 | 0.0 | 16.0 | 40.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 0.0 | 4.0 | 0.0 | 43 | 88.2 | 6 | 34 |
| TOTAL GUERNSEY | | | 24 | 1 | 0 | 0.0 | 16.0 | 40.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 0.0 | 4.0 | 0.0 | 43 | 88.2 | 6 | 34 |
| ISLES OF SCILLY (ST.MARYS) | 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 | 100.0 | 0 | 1 |
| ISLES OF SCILLY (ST.MARYS) | ISLES OF SCILLY SKYBUS | S | 69 | 2 | 9 | 6.3 | 20.0 | 33.8 | 10.0 | 11.3 | 5.0 | 0.0 | 0.0 | 0.0 | 2.5 | 11.3 | 17 | 80.0 | 8 | 73 |
| TOTAL ISLES OF SCILLY (ST.MARYS) | | | 69 | 2 | 9 | 6.3 | 20.0 | 33.8 | 10.0 | 11.3 | 5.0 | 0.0 | 0.0 | 0.0 | 2.5 | 11.3 | 17 | 80.3 | 8 | 74 |
| JERSEY | BLUE ISLANDS LIMITED | S | 59 | 0 | 0 | 0.0 | 30.5 | 37.3 | 16.9 | 5.1 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 17 | 57 |
| TOTAL JERSEY | | | 59 | 0 | 0 | 0.0 | 30.5 | 37.3 | 16.9 | 5.1 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 17 | 57 |
| LANDS END (ST JUST) | ISLES OF SCILLY SKYBUS | S | 1 | 1 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 15 | 100.0 | 0 | 3 |
| TOTAL LANDS END (ST JUST) | | | 1 | 1 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 15 | 100.0 | 0 | 3 |
| NEWCASTLE | LOGANAIR LTD | S | 41 | 0 | 0 | 12.2 | 51.2 | 34.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 4 | 40 |
| TOTAL NEWCASTLE | | | 41 | 0 | 0 | 12.2 | 51.2 | 34.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 4 | 40 |
| NEWQUAY | ISLES OF SCILLY SKYBUS | S | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL NEWQUAY | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL UNITED KINGDOM | | | 294 | 6 | 11 | 4.5 | 28.6 | 29.9 | 12.9 | 10.6 | 6.1 | 1.3 | 0.6 | 0.0 | 1.9 | 3.5 | 19 | 83.4 | 8 | 371 |
| TOTAL EXETER | | | 457 | 8 | 13 | 5.2 | 32.4 | 31.0 | 11.3 | 8.6 | 5.2 | 0.8 | 0.8 | 0.2 | 1.7 | 2.7 | 18 | 80.0 | 10 | 511 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|--------------------------------------|-------------------|------------|----------|----------|-------------|----------------------------|-------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| 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 | 89 | 0.0 | 99 | 1 | |
| TIRANA | 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 | 100.0 | 0 | 1 | |
| TIRANA | 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 | 88.5 | 5 | 26 | |
| TIRANA | EUROATLANTIC 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 | 1 | |
| TOTAL TIRANA | | | 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 | 89 | 86.2 | 8 | 29 | |
| TOTAL ALBANIA | | | 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 | 89 | 86.2 | 8 | 29 | |
| ALGERIA | | | | | | | | | | | | | | | | | | | | | |
| ALGIERS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 59 | 0 | 0 | 15.3 | 37.3 | 32.2 | 8.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| ALGIERS | 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 | |
| TOTAL ALGIERS | | | 59 | 0 | 1 | 15.0 | 36.7 | 31.7 | 8.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 7 | 0.0 | 0 | 0 | |
| TOTAL ALGERIA | | | 59 | 0 | 1 | 15.0 | 36.7 | 31.7 | 8.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 7 | 0.0 | 0 | 0 | |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | | | | | | | |
| ANTIGUA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 11.1 | 38.9 | 11.1 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 4 | 8 | |
| TOTAL ANTIGUA | | | 18 | 0 | 0 | 11.1 | 38.9 | 11.1 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 4 | 8 | |
| TOTAL ANTIGUA AND BARBUDA | | | 18 | 0 | 0 | 11.1 | 38.9 | 11.1 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 4 | 8 | |
| AUSTRALIA | | | | | | | | | | | | | | | | | | | | | |
| SYDNEY | QANTAS | C | 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 | 76 | 0.0 | 0 | 0 | |
| TOTAL SYDNEY | | | 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 | 76 | 0.0 | 0 | 0 | |
| TOTAL AUSTRALIA | | | 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 | 76 | 0.0 | 0 | 0 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 10 | 0 | 0 | 20.0 | 40.0 | 20.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| INNSBRUCK | EASYJET UK LTD | S | 50 | 0 | 0 | 6.0 | 42.0 | 34.0 | 12.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 24 | 32 | |
| INNSBRUCK | TITAN AIRWAYS LTD | C | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 66.7 | 5 | 5 | |
| INNSBRUCK | TUI AIRWAYS LTD | C | 5 | 0 | 0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 85 | 66.7 | 12 | 8 | |
| TOTAL INNSBRUCK | | | 68 | 0 | 0 | 7.4 | 39.7 | 27.9 | 10.3 | 7.4 | 5.9 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 16 | 55.3 | 20 | 45 | |
| SALZBURG | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 50 | 0 | 0 | 14.0 | 42.0 | 38.0 | 0.0 | 2.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 60.0 | 16 | 10 | |
| SALZBURG | 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 | 31 | 4 | |
| SALZBURG | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 68.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.8 | 15 | 24 | |
| SALZBURG | 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 | 0.0 | 34 | 1 | |
| TOTAL SALZBURG | | | 67 | 0 | 0 | 10.4 | 47.8 | 37.3 | 0.0 | 1.5 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 64.1 | 18 | 39 | |
| 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 | 53.9 | 29 | 102 | |
| VIENNA | WIZZ AIR MALTA | S | 128 | 0 | 5 | 2.3 | 33.8 | 26.3 | 12.0 | 9.8 | 6.0 | 3.8 | 2.3 | 0.0 | 0.0 | 3.8 | 26 | 0.0 | 0 | 0 | |
| TOTAL VIENNA | | | 128 | 0 | 5 | 2.3 | 33.8 | 26.3 | 12.0 | 9.8 | 6.0 | 3.8 | 2.3 | 0.0 | 0.0 | 3.8 | 26 | 53.9 | 29 | 102 | |
| TOTAL AUSTRIA | | | 263 | 0 | 5 | 5.6 | 38.8 | 29.5 | 8.6 | 7.1 | 5.2 | 1.9 | 1.5 | 0.0 | 0.0 | 1.9 | 18 | 56.4 | 24 | 186 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|----------------------------|-------------------|-----------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | | | | | | | | | | | | | |
| AZERBAIJAN | | | | | | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | S | 24 | 0 | 0 | 16.7 | 41.7 | 29.2 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 24 | 0 | 0 | 16.7 | 41.7 | 29.2 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL AZERBAIJAN | | | 24 | 0 | 0 | 16.7 | 41.7 | 29.2 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | 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 | 66.7 | 8 | 3 | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 0.0 | 37.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 362 | 81.3 | 14 | 16 | |
| BRIDGETOWN | NORSE ATLANTIC UK LTD | S | 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 | | |
| BRIDGETOWN | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 21.4 | 28.6 | 28.6 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 55.6 | 17 | 18 | | |
| TOTAL BRIDGETOWN | | | 27 | 0 | 0 | 22.2 | 18.5 | 29.6 | 11.1 | 11.1 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 110 | 67.6 | 15 | 37 | |
| TOTAL BARBADOS | | | 27 | 0 | 0 | 22.2 | 18.5 | 29.6 | 11.1 | 11.1 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 110 | 67.6 | 15 | 37 | |
| BOSNIA-HERZEGOVINA | | | | | | | | | | | | | | | | | | | | |
| SARAJEVO | 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 | 100.0 | 4 | 3 | | |
| TOTAL SARAJEVO | | | 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 | 3 | | |
| TOTAL BOSNIA-BULGARIA | | | 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 | 3 | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | |
| SOFIA | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 61.5 | 19.2 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 10 | 76.0 | 14 | 50 | | |
| TOTAL SOFIA | | | 26 | 0 | 0 | 3.8 | 61.5 | 19.2 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 10 | 76.0 | 14 | 50 | | |
| TOTAL BULGARIA | | | 26 | 0 | 0 | 3.8 | 61.5 | 19.2 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 10 | 76.0 | 14 | 50 | | |
| CANADA | | | | | | | | | | | | | | | | | | | | |
| HALIFAX INT | WEST JET AIRLINES | S | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| TOTAL HALIFAX INT | | | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| MONTREAL (DORVAL) | AIR TRANSAT | S | 26 | 0 | 0 | 0.0 | 38.5 | 38.5 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 54.2 | 32 | 24 | | |
| TOTAL MONTREAL (DORVAL) | | | 26 | 0 | 0 | 0.0 | 38.5 | 38.5 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 54.2 | 32 | 24 | | |
| TORONTO | AIR TRANSAT | S | 50 | 0 | 1 | 2.0 | 39.2 | 33.3 | 11.8 | 7.8 | 0.0 | 2.0 | 2.0 | 0.0 | 14 | 63.3 | 17 | 60 | | |
| TOTAL TORONTO | | | 50 | 0 | 1 | 2.0 | 39.2 | 33.3 | 11.8 | 7.8 | 0.0 | 2.0 | 2.0 | 0.0 | 14 | 59.4 | 17 | 60 | | |
| VANCOUVER | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | | |
| TOTAL VANCOUVER | | | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | | |
| TOTAL CANADA | | | 82 | 0 | 1 | 1.2 | 37.3 | 36.1 | 10.8 | 10.8 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 14 | 54.3 | 21 | 84 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | TUI AIRWAYS LTD | S | 36 | 0 | 0 | 8.3 | 30.6 | 38.9 | 19.4 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.5 | 13 | 34 | | |
| TOTAL BOA VISTA (RABIL) | | | 36 | 0 | 0 | 8.3 | 30.6 | 38.9 | 19.4 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.5 | 13 | 34 | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 32 | 0 | 0 | 3.1 | 21.9 | 53.1 | 9.4 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.6 | 13 | 23 | | |
| TOTAL ILHA DO SAL C.VERDE | | | 32 | 0 | 0 | 3.1 | 21.9 | 53.1 | 9.4 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.6 | 13 | 23 | | |
| TOTAL CAPE VERDE | | | 68 | 0 | 0 | 5.9 | 26.5 | 45.6 | 14.7 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 73.7 | 13 | 57 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|--------------------------------------|-------------------|------------|----------|-----------|----------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|-------------|------------|-----------|--|
| 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 | | | |
| CHINA | | | | | | | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 0 | 0 | 59 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 75.0 | 11 | 46 | | | |
| TOTAL BEIJING | | | 0 | 0 | 59 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 75.0 | 11 | 46 | | | |
| SHANGHAI (PU DONG) | AIR CHINA | S | 60 | 0 | 0 | 16.7 | 43.3 | 35.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | | |
| SHANGHAI (PU DONG) | CHINA EASTERN AIRLINES | S | 60 | 0 | 0 | 1.7 | 45.0 | 41.7 | 8.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | |
| TOTAL SHANGHAI (PU DONG) | | | 120 | 0 | 0 | 9.2 | 44.2 | 38.3 | 5.8 | 0.8 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | |
| ZHENGZHOU XINZHENG | CHINA SOUTHERN | S | 18 | 0 | 0 | 11.1 | 50.0 | 11.1 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | | |
| TOTAL ZHENGZHOU XINZHENG | | | 18 | 0 | 0 | 11.1 | 50.0 | 11.1 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | | |
| TOTAL CHINA | | | 138 | 0 | 59 | 6.6 | 31.5 | 24.4 | 4.6 | 1.0 | 1.5 | 0.0 | 0.5 | 0.0 | 0.0 | 29.9 | 7 | 75.0 | 11 | 46 | |
| COSTA RICA | | | | | | | | | | | | | | | | | | | | | |
| LIBERIA | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 14.3 | 42.9 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | |
| TOTAL LIBERIA | | | 7 | 0 | 0 | 0.0 | 14.3 | 42.9 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | |
| SAN JOSE COST RICA | BRITISH AIRWAYS PLC | S | 13 | 0 | 0 | 23.1 | 7.7 | 30.8 | 7.7 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 33 | 60.0 | 10 | 10 | | | |
| TOTAL SAN JOSE COST RICA | | | 13 | 0 | 0 | 23.1 | 7.7 | 30.8 | 7.7 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 33 | 60.0 | 10 | 10 | | | |
| TOTAL COSTA RICA | | | 20 | 0 | 0 | 15.0 | 10.0 | 35.0 | 15.0 | 5.0 | 20.0 | 0.0 | 0.0 | 0.0 | 27 | 60.0 | 10 | 10 | | | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 58 | 0 | 0 | 17.2 | 37.9 | 39.7 | 3.4 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 4 | 55.8 | 24 | 43 | | | |
| DUBROVNIK | 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 | 17 | 72.2 | 23 | 17 | | | |
| DUBROVNIK | EASYJET UK LTD | S | 68 | 0 | 0 | 11.8 | 42.6 | 39.7 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 4 | 75.5 | 9 | 52 | | | | |
| DUBROVNIK | FREEBIRD AIRLINES EUROPE LIMITED | C | 4 | 0 | 0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 75 | 4 | | | | |
| TOTAL DUBROVNIK | | | 132 | 0 | 0 | 15.2 | 39.4 | 39.4 | 3.0 | 2.3 | 0.8 | 0.0 | 0.0 | 0.0 | 4 | 65.3 | 19 | 116 | | | |
| PULA | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.5 | 6 | 8 | | | | |
| TOTAL PULA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.5 | 6 | 8 | | | | |
| RIJEKA | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 54.5 | 13 | 18 | | | | |
| TOTAL RIJEKA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 54.5 | 13 | 18 | | | | |
| SPLIT | CROATIA AIRLINES | S | 4 | 0 | 2 | 16.7 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 2 | 0.0 | 31 | 4 | | | |
| SPLIT | EASYJET UK LTD | S | 84 | 0 | 0 | 10.7 | 41.7 | 35.7 | 6.0 | 2.4 | 1.2 | 2.4 | 0.0 | 0.0 | 8 | 73.3 | 16 | 60 | | | |
| TOTAL SPLIT | | | 88 | 0 | 2 | 11.1 | 41.1 | 34.4 | 5.6 | 2.2 | 1.1 | 2.2 | 0.0 | 0.0 | 2.2 | 8 | 68.8 | 17 | 64 | | |
| TOTAL CROATIA | | | 220 | 0 | 2 | 13.5 | 40.1 | 37.4 | 4.1 | 2.3 | 0.9 | 0.9 | 0.0 | 0.0 | 0.9 | 6 | 66.0 | 17 | 206 | | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 77 | 0 | 3 | 6.3 | 21.3 | 27.5 | 20.0 | 11.3 | 8.8 | 0.0 | 1.3 | 0.0 | 3.8 | 24 | 37.3 | 32 | 75 | | |
| LARNACA | TUI AIRWAYS LTD | C | 15 | 0 | 0 | 0.0 | 26.7 | 46.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 86.7 | 9 | 15 | | | |
| LARNACA | WIZZ AIR | S | 18 | 0 | 0 | 16.7 | 50.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 41.2 | 26 | 34 | | | | |
| LARNACA | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 2.9 | 26.5 | 41.2 | 14.7 | 5.9 | 8.8 | 0.0 | 0.0 | 0.0 | 16 | 38.5 | 46 | 26 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|--------------------------------------|-------------------|------------|----------|----------|----------------------------|---------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | |
| TOTAL LARNACA | | | 144 | 0 | 3 | 6.1 | 26.5 | 33.3 | 16.3 | 8.2 | 6.8 | 0.0 | 0.7 | 0.0 | 0.0 | 2.0 | 18 | 43.3 | 31 | 150 |
| PAPHOS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 58 | 0 | 0 | 12.1 | 25.9 | 37.9 | 10.3 | 12.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.7 | 25 | 52 |
| PAPHOS | BRITISH AIRWAYS PLC | 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 | 36 | 0.0 | 0 | 0 |
| PAPHOS | EASYJET UK LTD | S | 145 | 0 | 1 | 16.4 | 24.0 | 39.7 | 7.5 | 8.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 11 | 53.7 | 23 | 173 |
| PAPHOS | TUI AIRWAYS LTD | C | 32 | 0 | 0 | 6.3 | 15.6 | 46.9 | 12.5 | 15.6 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 19 | 27 |
| TOTAL PAPHOS | | | 237 | 0 | 1 | 13.9 | 23.1 | 39.9 | 9.2 | 10.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 12 | 55.9 | 23 | 252 |
| TOTAL CYPRUS | | | 381 | 0 | 4 | 10.9 | 24.4 | 37.4 | 11.9 | 9.6 | 4.4 | 0.0 | 0.3 | 0.0 | 0.0 | 1.0 | 14 | 51.2 | 26 | 402 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| OSTRAVA | 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 | 0 | 1 |
| TOTAL OSTRAVA | | | 0 | 0 | 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 |
| PRAGUE | 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 |
| PRAGUE | EASYJET UK LTD | S | 60 | 0 | 0 | 1.7 | 33.3 | 35.0 | 5.0 | 15.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 45.0 | 28 | 60 |
| PRAGUE | WIZZ AIR UK LTD | S | 28 | 0 | 0 | 0.0 | 28.6 | 53.6 | 14.3 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL PRAGUE | | | 88 | 0 | 0 | 1.1 | 31.8 | 40.9 | 8.0 | 11.4 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 45.9 | 28 | 61 |
| TOTAL CZECH REPUBLIC | | | 88 | 0 | 0 | 1.1 | 31.8 | 40.9 | 8.0 | 11.4 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 46.0 | 27 | 62 |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| COPENHAGEN | EASYJET UK LTD | S | 86 | 0 | 0 | 5.8 | 37.2 | 43.0 | 9.3 | 3.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 58.0 | 33 | 88 |
| COPENHAGEN | NORWEGIAN AIR INTERNATIONAL | S | 276 | 0 | 0 | 9.4 | 27.9 | 27.9 | 16.7 | 14.9 | 2.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.2 | 14 | 252 |
| TOTAL COPENHAGEN | | | 362 | 0 | 0 | 8.6 | 30.1 | 31.5 | 14.9 | 12.2 | 2.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 69.3 | 19 | 340 |
| TOTAL DENMARK | | | 362 | 0 | 0 | 8.6 | 30.1 | 31.5 | 14.9 | 12.2 | 2.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 69.3 | 19 | 340 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| PUNTA CANA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 3.8 | 26.9 | 34.6 | 15.4 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 53.8 | 18 | 26 |
| PUNTA CANA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 17.6 | 11.8 | 47.1 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 14 | 27 |
| TOTAL PUNTA CANA | | | 43 | 0 | 0 | 9.3 | 20.9 | 39.5 | 18.6 | 4.7 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 60.4 | 16 | 53 |
| TOTAL DOMINICAN | | | 43 | 0 | 0 | 9.3 | 20.9 | 39.5 | 18.6 | 4.7 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 60.4 | 16 | 53 |
| EGYPT | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 68 | 0 | 0 | 2.9 | 11.8 | 47.1 | 16.2 | 19.1 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.7 | 16 | 50 |
| HURGHADA | TUI AIRWAYS LTD | S | 36 | 0 | 0 | 8.3 | 25.0 | 55.6 | 5.6 | 2.8 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 40 | 79.2 | 8 | 24 |
| TOTAL HURGHADA | | | 104 | 0 | 0 | 4.8 | 16.3 | 50.0 | 12.5 | 13.5 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 26 | 68.0 | 14 | 74 |
| MARSA ALAM | TUI AIRWAYS LTD | S | 7 | 0 | 0 | 28.6 | 28.6 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| TOTAL MARSA ALAM | | | 7 | 0 | 0 | 28.6 | 28.6 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| SHARM EL SHEIKH (OPHIRA) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 8 | 0 | 0 | 25.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 69 | 0 | 0 | 1.4 | 23.2 | 33.3 | 18.8 | 15.9 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 41.7 | 24 | 70 |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 32 | 0 | 0 | 18.8 | 21.9 | 43.8 | 12.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.8 | 9 | 26 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|---------------------------------------|--------------------------------------|-------------------|------------|----------|----------------------------|----------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 109 | 0 | 0 | 8.3 | 22.0 | 37.6 | 16.5 | 11.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.0 | 20 | 96 |
| TOTAL EGYPT | | | 220 | 0 | 0 | 7.3 | 19.5 | 43.2 | 14.5 | 11.8 | 2.7 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 20 | 59.0 | 17 | 170 |
| ESTONIA | | | | | | | | | | | | | | | | | | | | |
| TALLIN | AIR BALTIC | S | 26 | 0 | 0 | 3.8 | 69.2 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.8 | 17 | 26 |
| TOTAL TALLIN | | | 26 | 0 | 0 | 3.8 | 69.2 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.8 | 17 | 26 |
| TOTAL ESTONIA | | | 26 | 0 | 0 | 3.8 | 69.2 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.8 | 17 | 26 |
| ETHIOPIA | | | | | | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 23.1 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| TOTAL ADDIS ABABA | | | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 23.1 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| TOTAL ETHIOPIA | | | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 23.1 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| FINLAND | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | NORWEGIAN AIR INTERNATIONAL | S | 42 | 0 | 0 | 2.4 | 26.2 | 45.2 | 23.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 95.0 | 3 | 40 |
| TOTAL HELSINKI | | | 42 | 0 | 0 | 2.4 | 26.2 | 45.2 | 23.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 95.0 | 3 | 40 |
| TOTAL FINLAND | | | 42 | 0 | 0 | 2.4 | 26.2 | 45.2 | 23.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 95.0 | 3 | 40 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BASTIA | EASYJET UK LTD | S | 10 | 0 | 0 | 10.0 | 20.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 38.9 | 35 | 18 |
| TOTAL BASTIA | | | 10 | 0 | 0 | 10.0 | 20.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 38.9 | 35 | 18 |
| BIARRITZ | EASYJET UK LTD | S | 18 | 0 | 0 | 16.7 | 44.4 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 13 | 8 |
| TOTAL BIARRITZ | | | 18 | 0 | 0 | 16.7 | 44.4 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 13 | 8 |
| BORDEAUX | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 86 | 0 | 0 | 17.4 | 39.5 | 26.7 | 8.1 | 4.7 | 2.3 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 9 | 63.8 | 15 | 58 |
| BORDEAUX | BRITISH AIRWAYS PLC | 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 | 40.0 | 38 | 20 |
| BORDEAUX | 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 | 73.3 | 11 | 58 |
| BORDEAUX | EASYJET UK LTD | S | 84 | 0 | 1 | 9.4 | 36.5 | 36.5 | 11.8 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 8 | 56.7 | 27 | 56 |
| BORDEAUX | SMARTWINGS | 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 | 11 | 0.0 | 0 | 0 |
| TOTAL BORDEAUX | | | 174 | 0 | 3 | 13.6 | 36.7 | 31.6 | 10.2 | 3.4 | 2.3 | 0.0 | 0.6 | 0.0 | 0.0 | 1.7 | 8 | 62.1 | 20 | 192 |
| CHAMBERY | 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 | 14 | 100.0 | 4 | 1 |
| CHAMBERY | JET2.COM LTD | C | 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 | 13 | 6 |
| CHAMBERY | TITAN AIRWAYS LTD | C | 8 | 0 | 1 | 0.0 | 66.7 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 6 | 36.4 | 50 | 10 |
| CHAMBERY | TUI AIRWAYS LTD | C | 13 | 0 | 0 | 23.1 | 15.4 | 30.8 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 33.3 | 70 | 21 |
| TOTAL CHAMBERY | | | 26 | 0 | 1 | 11.1 | 33.3 | 29.6 | 7.4 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 10 | 38.5 | 54 | 38 |
| GRENOBLE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 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 | 4 | 20.0 | 24 | 5 |
| GRENOBLE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 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 |
| GRENOBLE | 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 | 4.5 | 87 | 22 |
| GRENOBLE | JET2.COM LTD | C | 3 | 0 | 1 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 22 | 50.0 | 24 | 6 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|--------------------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | TITAN AIRWAYS LTD | C | 4 | 0 | 1 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 1 | 66.7 | 17 | 9 | |
| TOTAL GRENOBLE | | | 15 | 0 | 2 | 23.5 | 23.5 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 7 | 26.2 | 56 | 42 | |
| LIMOGES | 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 | 19 | 25 | |
| TOTAL LIMOGES | | | 0 | 0 | 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 | 25 | |
| LYON | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 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 | 3 | 66.7 | 25 | 6 | |
| LYON | 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 | 0.0 | 36 | 2 | |
| LYON | 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 | 49.1 | 31 | 110 | |
| LYON | EASYJET UK LTD | S | 110 | 0 | 0 | 3.6 | 50.9 | 20.9 | 12.7 | 8.2 | 0.9 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| LYON | JET2.COM 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 | 9 | 0.0 | 70 | 5 | |
| TOTAL LYON | | | 119 | 0 | 3 | 3.3 | 49.2 | 22.1 | 12.3 | 7.4 | 0.8 | 1.6 | 0.8 | 0.0 | 0.0 | 2.5 | 12 | 47.2 | 33 | 123 | |
| MARSEILLE | EASYJET UK LTD | S | 84 | 0 | 2 | 2.3 | 38.4 | 36.0 | 11.6 | 5.8 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 11 | 44.3 | 31 | 61 | |
| TOTAL MARSEILLE | | | 84 | 0 | 2 | 2.3 | 38.4 | 36.0 | 11.6 | 5.8 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 11 | 44.3 | 31 | 61 | |
| MONTPELLIER | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 38 | 0 | 0 | 7.9 | 28.9 | 34.2 | 13.2 | 2.6 | 10.5 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| MONTPELLIER | EASYJET UK LTD | S | 94 | 0 | 2 | 7.3 | 42.7 | 32.3 | 5.2 | 6.3 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 10 | 55.0 | 26 | 60 | |
| TOTAL MONTPELLIER | | | 132 | 0 | 2 | 7.5 | 38.8 | 32.8 | 7.5 | 5.2 | 4.5 | 1.5 | 0.0 | 0.7 | 0.0 | 1.5 | 20 | 55.0 | 26 | 60 | |
| NANTES | EASYJET UK LTD | S | 82 | 0 | 2 | 6.0 | 35.7 | 38.1 | 14.3 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 8 | 61.4 | 29 | 80 | |
| TOTAL NANTES | | | 82 | 0 | 2 | 6.0 | 35.7 | 38.1 | 14.3 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 8 | 61.4 | 29 | 80 | |
| NICE | 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 | 19 | 100.0 | 1 | 2 | |
| NICE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 84 | 0 | 0 | 9.5 | 34.5 | 31.0 | 13.1 | 6.0 | 4.8 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 48.4 | 46 | 62 | |
| NICE | BRITISH AIRWAYS PLC | S | 6 | 0 | 2 | 0.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 8 | 50.0 | 20 | 28 | |
| 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 | 33 | 10 | |
| NICE | EASYJET UK LTD | S | 252 | 0 | 2 | 5.1 | 42.1 | 34.6 | 9.1 | 5.1 | 2.8 | 0.0 | 0.0 | 0.4 | 0.0 | 0.8 | 10 | 52.7 | 33 | 219 | |
| NICE | WIZZ AIR UK LTD | S | 30 | 0 | 2 | 6.3 | 34.4 | 25.0 | 12.5 | 9.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 15 | 14.3 | 56 | 54 | |
| TOTAL NICE | | | 373 | 0 | 6 | 6.1 | 39.3 | 33.0 | 10.6 | 5.5 | 3.4 | 0.3 | 0.0 | 0.3 | 0.0 | 1.6 | 11 | 46.3 | 37 | 375 | |
| PARIS (CHARLES DE GAULLE) | 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 | 65.1 | 20 | 165 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 250 | 0 | 1 | 4.0 | 28.3 | 32.3 | 19.1 | 9.2 | 5.6 | 0.4 | 0.4 | 0.4 | 0.0 | 0.4 | 18 | 48.2 | 29 | 80 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 250 | 0 | 7 | 3.9 | 27.6 | 31.5 | 18.7 | 8.9 | 5.4 | 0.4 | 0.4 | 0.4 | 0.0 | 2.7 | 18 | 59.4 | 23 | 245 | |
| PARIS (ORLY) | VUELING AIRLINES | S | 118 | 0 | 2 | 4.2 | 35.8 | 34.2 | 12.5 | 7.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 12 | 51.0 | 20 | 88 | |
| TOTAL PARIS (ORLY) | | | 118 | 0 | 2 | 4.2 | 35.8 | 34.2 | 12.5 | 7.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 12 | 51.0 | 20 | 88 | |
| RENNES | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 44.4 | 27.8 | 11.1 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 62.5 | 13 | 14 | |
| TOTAL RENNES | | | 18 | 0 | 0 | 0.0 | 44.4 | 27.8 | 11.1 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 62.5 | 13 | 14 | |
| STRASBOURG | VOLOTEA | S | 16 | 0 | 2 | 11.1 | 27.8 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 7 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|--------------------------------------|-------------------|-------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|-------------|--|
| 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 | |
| TOTAL STRASBOURG | | | 16 | 0 | 2 | 11.1 | 27.8 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 7 | 0.0 | 0 | 0 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 15 | 0.0 | 0 | 0 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 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 | |
| TOULON / HYERES | | | 16 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| Toulon / Hyeres | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL TOULON / HYERES | | | 16 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOULOUSE (BLAGNAC) | | | 42 | 0 | 0 | 11.9 | 23.8 | 38.1 | 9.5 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.0 | 27 | 48 | |
| Toulouse (Blagnac) | EASYJET UK LTD | S | 42 | 0 | 0 | 11.9 | 23.8 | 38.1 | 9.5 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.0 | 27 | 48 | |
| Toulouse (Blagnac) | TITAN AIRWAYS LTD | C | 1 | 0 | 1 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0 | 100.0 | 9 | 3 | |
| Toulouse (Blagnac) | TUI AIRWAYS 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 | 83.3 | 8 | 6 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 45 | 0 | 1 | 13.0 | 21.7 | 37.0 | 8.7 | 13.0 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 2.2 | 15 | 52.5 | 24 | 57 | |
| TOTAL FRANCE | | | 1497 | 0 | 33 | 6.7 | 36.3 | 32.5 | 11.9 | 6.3 | 3.2 | 0.6 | 0.2 | 0.2 | 0.0 | 2.2 | 12 | 51.9 | 29 | 1426 | |
| GAMBIA | | | | | | | | | | | | | | | | | | | | | |
| BANJUL | TITAN AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 5.6 | 33.3 | 16.7 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 87.5 | 4 | 16 | |
| BANJUL | TUI AIRWAYS LTD | C | 15 | 0 | 1 | 12.5 | 25.0 | 12.5 | 18.8 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 24 | 86.7 | 8 | 15 | |
| TOTAL BANJUL | | | 33 | 0 | 1 | 8.8 | 14.7 | 23.5 | 17.6 | 17.6 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 26 | 87.1 | 6 | 31 | |
| TOTAL GAMBIA | | | 33 | 0 | 1 | 8.8 | 14.7 | 23.5 | 17.6 | 17.6 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 26 | 87.1 | 6 | 31 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | 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 | 62.7 | 16 | 116 | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 162 | 0 | 1 | 8.6 | 36.2 | 34.4 | 13.5 | 3.7 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 9 | 90.0 | 4 | 49 | |
| BERLIN BRANDENBURG | 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 | 19 | 0.0 | 0 | 0 | |
| TOTAL BERLIN BRANDENBURG | | | 163 | 0 | 3 | 8.4 | 35.5 | 33.7 | 13.9 | 3.6 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 9 | 70.8 | 13 | 165 | |
| COLOGNE BONN | TITAN 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 | 5 | 0.0 | 0 | 0 | |
| TOTAL COLOGNE BONN | | | 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 | |
| FRANKFURT MAIN | LUFTHANSA | S | 120 | 0 | 0 | 0.8 | 35.0 | 40.0 | 12.5 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 93.8 | 3 | 32 | |
| TOTAL FRANKFURT MAIN | | | 120 | 0 | 0 | 0.8 | 35.0 | 40.0 | 12.5 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 93.8 | 3 | 32 | |
| HAMBURG | EASYJET UK LTD | S | 68 | 0 | 0 | 8.8 | 38.2 | 27.9 | 19.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 58.4 | 18 | 73 | |
| TOTAL HAMBURG | | | 68 | 0 | 0 | 8.8 | 38.2 | 27.9 | 19.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 58.4 | 18 | 73 | |
| MUNICH | BA EUROFLYER LTD DBA BRITISH 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 | 0 | 0.0 | 0 | 0 | |
| MUNICH | EASYJET UK LTD | S | 112 | 0 | 0 | 0.9 | 38.4 | 31.3 | 12.5 | 10.7 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 71.8 | 13 | 108 | |
| TOTAL MUNICH | | | 114 | 0 | 0 | 0.9 | 38.6 | 31.6 | 12.3 | 10.5 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 71.8 | 13 | 108 | |
| NUREMBERG | 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 | 68.8 | 18 | 16 | |
| TOTAL NUREMBERG | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 68.8 | 18 | 16 | |
| TOTAL GERMANY | | | 467 | 0 | 3 | 4.7 | 36.6 | 34.0 | 13.8 | 6.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 11 | 70.5 | 13 | 394 | |
| GHANA | | | | | | | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 16.7 | 19.4 | 16.7 | 19.4 | 13.9 | 2.8 | 2.8 | 8.3 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------|--------------------------------------|-------------------|------------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|-----------|------------|
| 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 | | | | | | | | | | | | | |
| TOTAL ACCRA | | | 36 | 0 | 0 | 16.7 | 19.4 | 16.7 | 19.4 | 13.9 | 2.8 | 2.8 | 8.3 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 |
| TOTAL GHANA | | | 36 | 0 | 0 | 16.7 | 19.4 | 16.7 | 19.4 | 13.9 | 2.8 | 2.8 | 8.3 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET UK LTD | S | 86 | 0 | 0 | 14.0 | 39.5 | 23.3 | 14.0 | 7.0 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 15 | 70.2 | 15 | 94 |
| TOTAL GIBRALTAR | | | 86 | 0 | 0 | 14.0 | 39.5 | 23.3 | 14.0 | 7.0 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 15 | 70.2 | 15 | 94 |
| TOTAL GIBRALTAR | | | 86 | 0 | 0 | 14.0 | 39.5 | 23.3 | 14.0 | 7.0 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 15 | 70.2 | 15 | 94 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | EASYJET UK LTD | S | 120 | 0 | 0 | 10.8 | 23.3 | 36.7 | 20.0 | 8.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 43.5 | 28 | 124 |
| ATHENS | SKY EXPRESS | S | 60 | 0 | 0 | 5.0 | 30.0 | 48.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.4 | 12 | 58 |
| ATHENS | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 16.7 | 11.7 | 31.7 | 18.3 | 11.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 46.8 | 45 | 79 |
| TOTAL ATHENS | | | 240 | 0 | 0 | 10.8 | 22.1 | 38.3 | 17.1 | 8.8 | 2.5 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 51.0 | 29 | 261 |
| CHANIA | EASYJET UK LTD | S | 69 | 0 | 0 | 13.0 | 37.7 | 33.3 | 4.3 | 10.1 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.7 | 32 | 69 |
| TOTAL CHANIA | | | 69 | 0 | 0 | 13.0 | 37.7 | 33.3 | 4.3 | 10.1 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.7 | 32 | 69 |
| CORFU | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 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 |
| CORFU | 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 | 0.0 | 37 | 1 |
| CORFU | EASYJET UK LTD | S | 104 | 0 | 0 | 16.3 | 33.7 | 32.7 | 10.6 | 5.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 58.7 | 20 | 103 |
| TOTAL CORFU | | | 110 | 0 | 0 | 17.3 | 32.7 | 33.6 | 10.0 | 5.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 58.1 | 20 | 104 |
| HERAKLION | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 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 | 3 | 72.2 | 28 | 36 |
| HERAKLION | 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 | 25 | 12 |
| HERAKLION | CORENDON AIRLINES EUROPE | S | 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 | 8 | 0.0 | 0 | 0 |
| HERAKLION | EASYJET UK LTD | S | 112 | 0 | 0 | 12.5 | 25.0 | 40.2 | 10.7 | 10.7 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 64.2 | 17 | 120 |
| HERAKLION | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 12.5 | 62.5 | 18.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 64.7 | 19 | 17 |
| TOTAL HERAKLION | | | 142 | 0 | 0 | 11.3 | 23.9 | 44.4 | 10.6 | 8.5 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.4 | 20 | 185 |
| KALAMATA | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 44.4 | 16.7 | 0.0 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 77.8 | 9 | 18 |
| TOTAL KALAMATA | | | 18 | 0 | 0 | 5.6 | 44.4 | 16.7 | 0.0 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 77.8 | 9 | 18 |
| KEFALLINIA | EASYJET UK LTD | S | 38 | 0 | 0 | 18.4 | 31.6 | 31.6 | 13.2 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 22 | 42 |
| TOTAL KEFALLINIA | | | 38 | 0 | 0 | 18.4 | 31.6 | 31.6 | 13.2 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 22 | 42 |
| KOS | BA EUROFLYER LTD DBA BRITISH 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 | 64.3 | 14 | 14 |
| KOS | EASYJET UK LTD | S | 34 | 0 | 0 | 14.7 | 44.1 | 32.4 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 45.1 | 27 | 51 |
| TOTAL KOS | | | 34 | 0 | 0 | 14.7 | 44.1 | 32.4 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 49.2 | 24 | 65 |
| MIKONOS | EASYJET UK LTD | S | 42 | 0 | 0 | 28.6 | 42.9 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 54.2 | 21 | 44 |
| TOTAL MIKONOS | | | 42 | 0 | 0 | 28.6 | 42.9 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 54.2 | 21 | 44 |
| PREVEZA | EASYJET UK LTD | S | 42 | 0 | 0 | 21.4 | 26.2 | 26.2 | 9.5 | 14.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.2 | 15 | 36 |
| TOTAL PREVEZA | | | 42 | 0 | 0 | 21.4 | 26.2 | 26.2 | 9.5 | 14.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.2 | 15 | 36 |
| RHODES | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 1 | 50.0 | 23 | 28 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|----------------------------------|--------------------------------------|-------------------|-------------|----------|----------------------------|----------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| RHODES | 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 | 0.0 | 196 | 2 |
| RHODES | EASYJET UK LTD | S | 127 | 0 | 0 | 11.8 | 32.3 | 34.6 | 11.0 | 8.7 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 52.1 | 26 | 94 |
| RHODES | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 0.0 | 32.0 | 44.0 | 12.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 65 | 52.2 | 20 | 23 |
| TOTAL RHODES | | | 154 | 0 | 0 | 10.4 | 31.8 | 36.4 | 11.0 | 7.8 | 1.9 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 18 | 51.0 | 27 | 147 |
| SALONIKA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 58 | 0 | 0 | 20.7 | 37.9 | 24.1 | 10.3 | 5.2 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 58.3 | 29 | 36 |
| 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 | 75.0 | 47 | 8 |
| SALONIKA | EASYJET UK LTD | S | 60 | 0 | 0 | 11.7 | 41.7 | 31.7 | 6.7 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.7 | 14 | 60 |
| TOTAL SALONIKA | | | 118 | 0 | 0 | 16.1 | 39.8 | 28.0 | 8.5 | 4.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 67.3 | 22 | 104 |
| THIRA (SANTORINI) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 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 | 41.2 | 91 | 16 |
| THIRA (SANTORINI) | 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 | 20 | 8 |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 59 | 0 | 1 | 16.7 | 35.0 | 30.0 | 10.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 7 | 51.5 | 28 | 61 |
| TOTAL THIRA (SANTORINI) | | | 63 | 0 | 1 | 18.8 | 35.9 | 28.1 | 9.4 | 4.7 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 6 | 49.5 | 39 | 85 |
| ZAKINTHOS | EASYJET UK LTD | S | 42 | 0 | 0 | 11.9 | 38.1 | 31.0 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 8 | 10 |
| TOTAL ZAKINTHOS | | | 42 | 0 | 0 | 11.9 | 38.1 | 31.0 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 8 | 10 |
| TOTAL GREECE | | | 1112 | 0 | 1 | 14.0 | 31.3 | 34.1 | 11.0 | 7.0 | 2.2 | 0.3 | 0.0 | 0.1 | 0.0 | 0.1 | 11 | 57.2 | 25 | 1170 |
| GRENADA | | | | | | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 16.0 | 32.0 | 16.0 | 4.0 | 8.0 | 12.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 43 | 74.1 | 21 | 27 |
| TOTAL GRENADA | | | 25 | 0 | 0 | 16.0 | 32.0 | 16.0 | 4.0 | 8.0 | 12.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 43 | 74.1 | 21 | 27 |
| TOTAL GRENADA | | | 25 | 0 | 0 | 16.0 | 32.0 | 16.0 | 4.0 | 8.0 | 12.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 43 | 74.1 | 21 | 27 |
| GUYANA | | | | | | | | | | | | | | | | | | | | |
| GEORGETOWN (GUYANA) | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 27.8 | 27.8 | 27.8 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 97 | 68.8 | 16 | 16 |
| TOTAL GEORGETOWN (GUYANA) | | | 18 | 0 | 0 | 27.8 | 27.8 | 27.8 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 97 | 68.8 | 16 | 16 |
| TOTAL GUYANA | | | 18 | 0 | 0 | 27.8 | 27.8 | 27.8 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 97 | 68.8 | 16 | 16 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | EASYJET UK LTD | S | 52 | 0 | 0 | 19.2 | 25.0 | 42.3 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 78.0 | 9 | 49 |
| BUDAPEST | 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 | 25 | 0.0 | 0 | 0 |
| BUDAPEST | TUI AIRWAYS LTD | C | 10 | 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 | 0.0 | 0 | 0 |
| BUDAPEST | WIZZ AIR | S | 42 | 0 | 0 | 4.8 | 21.4 | 26.2 | 7.1 | 21.4 | 16.7 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 76.3 | 13 | 38 |
| TOTAL BUDAPEST | | | 105 | 0 | 0 | 11.4 | 23.8 | 37.1 | 8.6 | 11.4 | 6.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.3 | 11 | 87 |
| TOTAL HUNGARY | | | 105 | 0 | 0 | 11.4 | 23.8 | 37.1 | 8.6 | 11.4 | 6.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.3 | 11 | 87 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET UK LTD | S | 16 | 0 | 0 | 18.8 | 43.8 | 18.8 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 8 | 18 |
| KEFLAVIK | ICELANDAIR | S | 56 | 0 | 0 | 8.9 | 39.3 | 39.3 | 7.1 | 3.6 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 17 | 60 |
| TOTAL KEFLAVIK | | | 72 | 0 | 0 | 11.1 | 40.3 | 34.7 | 5.6 | 6.9 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 79.5 | 15 | 78 |
| TOTAL ICELAND | | | 72 | 0 | 0 | 11.1 | 40.3 | 34.7 | 5.6 | 6.9 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 79.5 | 15 | 78 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|--------------------------------------|-------------------|------------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|-------------|------------|------------------|-----------------|------------------|-----------|------------|------|
| 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 |
| INDIA | | | | | | | | | | | | | | | | | | | | | |
| AHMEDABAD | AIR INDIA | S | 25 | 0 | 0 | 0.0 | 16.0 | 36.0 | 4.0 | 16.0 | 16.0 | 0.0 | 4.0 | 8.0 | 0.0 | 0.0 | 137 | 76.9 | 18 | 26 | |
| TOTAL AHMEDABAD | | | 25 | 0 | 0 | 0.0 | 16.0 | 36.0 | 4.0 | 16.0 | 16.0 | 0.0 | 4.0 | 8.0 | 0.0 | 0.0 | 137 | 76.9 | 18 | 26 | |
| AMRITSAR | AIR INDIA | S | 25 | 0 | 0 | 8.0 | 24.0 | 20.0 | 20.0 | 8.0 | 0.0 | 8.0 | 0.0 | 12.0 | 0.0 | 0.0 | 131 | 76.9 | 36 | 26 | |
| TOTAL AMRITSAR | | | 25 | 0 | 0 | 8.0 | 24.0 | 20.0 | 20.0 | 8.0 | 0.0 | 8.0 | 0.0 | 12.0 | 0.0 | 0.0 | 131 | 76.9 | 36 | 26 | |
| COCHIN | AIR INDIA | S | 25 | 0 | 0 | 0.0 | 8.0 | 24.0 | 12.0 | 24.0 | 16.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 73 | 65.4 | 30 | 25 | |
| TOTAL COCHIN | | | 25 | 0 | 0 | 0.0 | 8.0 | 24.0 | 12.0 | 24.0 | 16.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 73 | 65.4 | 30 | 25 | |
| GOA | 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 | 73.1 | 22 | 26 | |
| TOTAL GOA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.1 | 22 | 26 | |
| GOA INTERNATIONAL | AIR INDIA | S | 25 | 0 | 0 | 4.0 | 12.0 | 20.0 | 12.0 | 24.0 | 16.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 107 | 0.0 | 0 | 0 | |
| TOTAL GOA INTERNATIONAL | | | 25 | 0 | 0 | 4.0 | 12.0 | 20.0 | 12.0 | 24.0 | 16.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 107 | 0.0 | 0 | 0 | |
| TOTAL INDIA | | | 100 | 0 | 0 | 3.0 | 15.0 | 25.0 | 12.0 | 18.0 | 12.0 | 3.0 | 5.0 | 7.0 | 0.0 | 0.0 | 112 | 73.1 | 26 | 103 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 60 | 0 | 0 | 11.7 | 36.7 | 35.0 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.3 | 5 | 60 | |
| TOTAL CORK | | | 60 | 0 | 0 | 11.7 | 36.7 | 35.0 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.3 | 5 | 60 | |
| 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 | 76.5 | 12 | 221 | | |
| 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 | 27 | 0.0 | 0 | 0 | | |
| DUBLIN | RYANAIR | S | 444 | 0 | 2 | 1.6 | 31.6 | 36.5 | 12.8 | 9.6 | 4.5 | 1.6 | 0.9 | 0.4 | 0.0 | 0.4 | 19 | 66.6 | 21 | 445 | |
| TOTAL DUBLIN | | | 445 | 0 | 2 | 1.6 | 31.5 | 36.5 | 13.0 | 9.6 | 4.5 | 1.6 | 0.9 | 0.4 | 0.0 | 0.4 | 19 | 69.9 | 18 | 666 | |
| SHANNON | RYANAIR | S | 60 | 0 | 0 | 18.3 | 46.7 | 26.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 33 | 60 | |
| TOTAL SHANNON | | | 60 | 0 | 0 | 18.3 | 46.7 | 26.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 33 | 60 | |
| TOTAL IRISH REPUBLIC | | | 565 | 0 | 2 | 4.4 | 33.7 | 35.3 | 12.0 | 8.5 | 3.5 | 1.2 | 0.7 | 0.4 | 0.0 | 0.4 | 16 | 71.0 | 18 | 786 | |
| ISLE OF CURACAO | | | | | | | | | | | | | | | | | | | | | |
| ARUBA | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 44.4 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 70.6 | 14 | 17 | |
| TOTAL ARUBA | | | 9 | 0 | 0 | 44.4 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 70.6 | 14 | 17 | |
| TOTAL ISLE OF CURACAO | | | 9 | 0 | 0 | 44.4 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 70.6 | 14 | 17 | |
| ISRAEL | | | | | | | | | | | | | | | | | | | | | |
| TEL AVIV | TITAN 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 | |
| TEL AVIV | WIZZ AIR UK LTD | S | 22 | 0 | 4 | 0.0 | 23.1 | 34.6 | 3.8 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 22 | 40.0 | 31 | 50 | |
| TOTAL TEL AVIV | | | 22 | 0 | 5 | 0.0 | 22.2 | 33.3 | 3.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18.5 | 22 | 40.0 | 31 | 50 | |
| TOTAL ISRAEL | | | 22 | 0 | 5 | 0.0 | 22.2 | 33.3 | 3.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18.5 | 22 | 40.0 | 31 | 50 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BARI (PALESE) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 52 | 0 | 0 | 26.9 | 21.2 | 42.3 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 63.6 | 46 | 22 | |
| BARI (PALESE) | BRITISH AIRWAYS PLC | S | 2 | 0 | 2 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 20 | 72.2 | 12 | 18 | |
| BARI (PALESE) | EASYJET UK LTD | S | 34 | 0 | 0 | 17.6 | 44.1 | 38.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 6 | 18 | | |
| TOTAL BARI (PALESE) | | | 88 | 0 | 2 | 22.2 | 30.0 | 38.9 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 5 | 74.1 | 23 | 58 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|--------------------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| BERGAMO | EASYJET UK LTD | S | 42 | 0 | 0 | 2.4 | 35.7 | 35.7 | 19.0 | 2.4 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 15 | 26 | |
| TOTAL BERGAMO | | | 42 | 0 | 0 | 2.4 | 35.7 | 35.7 | 19.0 | 2.4 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 15 | 26 | |
| BOLOGNA | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 50.0 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 79.4 | 8 | 34 | |
| TOTAL BOLOGNA | | | 26 | 0 | 0 | 7.7 | 50.0 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 79.4 | 8 | 34 | |
| BOLZANO | SKYALPS | S | 6 | 0 | 2 | 0.0 | 25.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL BOLZANO | | | 6 | 0 | 2 | 0.0 | 25.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 12 | 0.0 | 0 | 0 | |
| BRINDISI | 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 | 77.8 | 19 | 8 | |
| TOTAL BRINDISI | | | 0 | 0 | 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 | 19 | 8 | |
| CAGLIARI (ELMAS) | BA EUROFLYER LTD DBA BRITISH 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 | 81.3 | 47 | 16 | |
| CAGLIARI (ELMAS) | 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 | 75.0 | 7 | 4 | |
| CAGLIARI (ELMAS) | EASYJET UK LTD | S | 26 | 0 | 0 | 11.5 | 38.5 | 38.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 63.9 | 24 | 36 | |
| TOTAL CAGLIARI (ELMAS) | | | 26 | 0 | 0 | 11.5 | 38.5 | 38.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 69.6 | 30 | 56 | |
| CATANIA (FONTANAROSSA) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 50 | 0 | 0 | 28.0 | 24.0 | 38.0 | 6.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 33.3 | 68 | 39 | |
| CATANIA (FONTANAROSSA) | BRITISH AIRWAYS PLC | 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 | 76.5 | 10 | 16 | |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 76 | 0 | 0 | 2.6 | 44.7 | 23.7 | 17.1 | 6.6 | 1.3 | 1.3 | 1.3 | 1.3 | 0.0 | 0.0 | 20 | 47.7 | 32 | 44 | |
| CATANIA (FONTANAROSSA) | WIZZ AIR UK LTD | S | 16 | 0 | 0 | 12.5 | 50.0 | 25.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 41.7 | 22 | 24 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 144 | 0 | 0 | 12.5 | 38.2 | 28.5 | 12.5 | 5.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.0 | 0.0 | 13 | 46.0 | 38 | 123 | |
| FLORENCE | 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 | 0 | 1 | |
| FLORENCE | VUELING AIRLINES | S | 128 | 0 | 0 | 18.8 | 37.5 | 25.0 | 10.2 | 4.7 | 3.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.3 | 17 | 128 | |
| TOTAL FLORENCE | | | 128 | 0 | 0 | 18.8 | 37.5 | 25.0 | 10.2 | 4.7 | 3.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.5 | 17 | 129 | |
| GENOA | 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 | 88.9 | 23 | 18 | |
| TOTAL GENOA | | | 0 | 0 | 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 | 23 | 18 | |
| MILAN (LINATE) | 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 | 0.0 | 24 | 1 | |
| MILAN (LINATE) | EASYJET UK LTD | S | 60 | 0 | 0 | 3.3 | 48.3 | 21.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.7 | 23 | 60 | |
| TOTAL MILAN (LINATE) | | | 60 | 0 | 0 | 3.3 | 48.3 | 21.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.5 | 23 | 61 | |
| MILAN (MALPENSA) | ALBA STAR | 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 | 0.0 | 0 | 0 | |
| MILAN (MALPENSA) | 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 | 52.7 | 25 | 129 | |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 266 | 0 | 0 | 6.4 | 44.4 | 35.3 | 6.0 | 7.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 29 | 85 | |
| MILAN (MALPENSA) | 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 | 24.3 | 57 | 93 | |
| MILAN (MALPENSA) | WIZZ AIR MALTA | S | 102 | 0 | 0 | 6.9 | 20.6 | 26.5 | 9.8 | 15.7 | 17.6 | 1.0 | 2.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | 369 | 0 | 0 | 6.5 | 37.7 | 32.8 | 7.3 | 9.5 | 5.4 | 0.3 | 0.5 | 0.0 | 0.0 | 0.0 | 14 | 42.6 | 36 | 307 | |
| NAPLES | 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 | 55.9 | 25 | 34 | |
| NAPLES | EASYJET UK LTD | S | 170 | 0 | 0 | 15.9 | 43.5 | 27.1 | 3.5 | 4.1 | 4.1 | 0.6 | 0.0 | 1.2 | 0.0 | 0.0 | 12 | 54.3 | 20 | 70 | |
| NAPLES | TUI AIRWAYS LTD | C | 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 | 9 | 62.5 | 18 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | |
|---------------------------------|--------------------------------------|-------------------|-------------|----------|-----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| NAPLES | 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 | 27.8 | 45 | 36 |
| NAPLES | WIZZ AIR MALTA | S | 60 | 0 | 1 | 14.8 | 34.4 | 23.0 | 6.6 | 11.5 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 14 | 0.0 | 0 | 0 |
| TOTAL NAPLES | | | 248 | 0 | 5 | 14.2 | 38.3 | 28.1 | 5.5 | 5.9 | 4.7 | 0.4 | 0.0 | 0.8 | 0.0 | 2.0 | 13 | 49.4 | 27 | 156 |
| OLBIA | EASYJET UK LTD | S | 34 | 0 | 0 | 5.9 | 52.9 | 32.4 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 38.9 | 33 | 18 |
| TOTAL OLBIA | | | 34 | 0 | 0 | 5.9 | 52.9 | 32.4 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 38.9 | 33 | 18 |
| PALERMO | EASYJET UK LTD | S | 34 | 0 | 0 | 5.9 | 17.6 | 58.8 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 38.5 | 29 | 26 |
| TOTAL PALERMO | | | 34 | 0 | 0 | 5.9 | 17.6 | 58.8 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 38.5 | 29 | 26 |
| PISA | 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 | 6 | 40 |
| PISA | EASYJET UK LTD | S | 102 | 0 | 0 | 4.9 | 38.2 | 40.2 | 7.8 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.3 | 18 | 120 |
| TOTAL PISA | | | 102 | 0 | 0 | 4.9 | 38.2 | 40.2 | 7.8 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 73.1 | 15 | 160 |
| ROME (FIUMICINO) | EASYJET UK LTD | S | 180 | 0 | 0 | 5.6 | 30.0 | 43.3 | 9.4 | 9.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 64.9 | 22 | 194 |
| ROME (FIUMICINO) | VUELING AIRLINES | S | 168 | 0 | 0 | 17.3 | 41.1 | 30.4 | 5.4 | 3.0 | 1.8 | 0.0 | 0.6 | 0.6 | 0.0 | 0.0 | 10 | 72.9 | 19 | 170 |
| ROME (FIUMICINO) | 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 | 53.2 | 26 | 76 |
| ROME (FIUMICINO) | WIZZ AIR MALTA | S | 120 | 0 | 0 | 6.7 | 21.7 | 37.5 | 19.2 | 5.8 | 7.5 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 468 | 0 | 0 | 10.0 | 31.8 | 37.2 | 10.5 | 6.2 | 3.4 | 0.2 | 0.4 | 0.2 | 0.0 | 0.0 | 13 | 66.0 | 21 | 440 |
| TURIN | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 56 | 0 | 0 | 8.9 | 33.9 | 33.9 | 12.5 | 8.9 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 20 | 28 |
| TURIN | BRITISH AIRWAYS PLC | 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 | 33 | 20.0 | 58 | 10 |
| TURIN | 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 | 62.0 | 28 | 50 |
| TURIN | 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 | 50.0 | 19 | 4 |
| TURIN | 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 | 100.0 | 3 | 3 |
| TOTAL TURIN | | | 63 | 0 | 0 | 9.5 | 33.3 | 31.7 | 14.3 | 7.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 54.7 | 28 | 95 |
| VENICE | BA EUROFLYER LTD DBA BRITISH 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 | 62.5 | 57 | 32 |
| VENICE | 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 | 54.5 | 14 | 10 |
| VENICE | EASYJET UK LTD | S | 130 | 0 | 0 | 10.0 | 36.9 | 32.3 | 9.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 62.2 | 19 | 126 |
| VENICE | 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 | 64.3 | 16 | 40 |
| VENICE | WIZZ AIR MALTA | S | 42 | 0 | 4 | 6.5 | 26.1 | 32.6 | 8.7 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 17 | 0.0 | 0 | 0 |
| TOTAL VENICE | | | 172 | 0 | 4 | 9.1 | 34.1 | 32.4 | 9.1 | 9.1 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 12 | 62.3 | 24 | 208 |
| VERONA VILLAFRANCA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 60 | 0 | 0 | 15.0 | 35.0 | 35.0 | 10.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.4 | 14 | 28 |
| 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 | 72.7 | 8 | 10 |
| VERONA VILLAFRANCA | EASYJET UK LTD | S | 74 | 0 | 0 | 4.1 | 41.9 | 32.4 | 10.8 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.3 | 22 | 74 |
| VERONA VILLAFRANCA | 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 | 60 | 100.0 | 8 | 4 |
| TOTAL VERONA VILLAFRANCA | | | 135 | 0 | 0 | 8.9 | 38.5 | 33.3 | 10.4 | 5.9 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.2 | 18 | 116 |
| TOTAL ITALY | | | 2145 | 0 | 13 | 10.2 | 36.1 | 33.2 | 9.4 | 6.6 | 3.2 | 0.2 | 0.3 | 0.2 | 0.0 | 0.6 | 11 | 60.6 | 25 | 2039 |
| JAMAICA | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------|--------------------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| KINGSTON | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 7.7 | 15.4 | 19.2 | 19.2 | 19.2 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 46 | 32.0 | 28 | 25 | |
| TOTAL KINGSTON | | | 26 | 0 | 0 | 7.7 | 15.4 | 19.2 | 19.2 | 19.2 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 46 | 32.0 | 28 | 25 | |
| MONTEGO BAY | NORSE ATLANTIC UK LTD | S | 10 | 0 | 0 | 60.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| MONTEGO BAY | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 3.8 | 11.5 | 34.6 | 26.9 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 43.8 | 21 | 16 | |
| TOTAL MONTEGO BAY | | | 36 | 0 | 0 | 19.4 | 8.3 | 30.6 | 25.0 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 43.8 | 21 | 16 | |
| TOTAL JAMAICA | | | 62 | 0 | 0 | 14.5 | 11.3 | 25.8 | 22.6 | 11.3 | 11.3 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 30 | 36.6 | 25 | 41 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | AIR BALTIC | S | 104 | 0 | 0 | 2.9 | 27.9 | 48.1 | 14.4 | 3.8 | 1.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.0 | 34 | 100 | |
| TOTAL RIGA | | | 104 | 0 | 0 | 2.9 | 27.9 | 48.1 | 14.4 | 3.8 | 1.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.0 | 34 | 100 | |
| TOTAL LATVIA | | | 104 | 0 | 0 | 2.9 | 27.9 | 48.1 | 14.4 | 3.8 | 1.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.0 | 34 | 100 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 60 | 0 | 0 | 26.7 | 41.7 | 28.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 24.2 | 45 | 62 | |
| MALTA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 8 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| MALTA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 76 | 0 | 0 | 15.8 | 27.6 | 32.9 | 7.9 | 7.9 | 5.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 43.9 | 29 | 41 | |
| MALTA | BRITISH AIRWAYS PLC | 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 | 6 | 50.0 | 22 | 16 | |
| MALTA | EASYJET UK LTD | S | 104 | 0 | 0 | 1.9 | 39.4 | 32.7 | 17.3 | 7.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 52.5 | 24 | 120 | |
| MALTA | ENTER AIR | 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 | 36 | 0.0 | 0 | 0 | |
| MALTA | JET2.COM LTD | C | 6 | 0 | 0 | 16.7 | 0.0 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| MALTA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 18.8 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 43.8 | 26 | 16 | |
| TOTAL MALTA | | | 274 | 0 | 0 | 12.0 | 32.8 | 32.8 | 10.9 | 8.4 | 2.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 43.5 | 30 | 255 | |
| TOTAL MALTA | | | 274 | 0 | 0 | 12.0 | 32.8 | 32.8 | 10.9 | 8.4 | 2.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 43.5 | 30 | 255 | |
| MAURITIUS | | | | | | | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 61 | 0 | 4 | 0.0 | 15.4 | 32.3 | 18.5 | 10.8 | 9.2 | 3.1 | 3.1 | 1.5 | 0.0 | 6.2 | 43 | 0.0 | 0 | 0 | |
| MAURITIUS | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 0.0 | 46.2 | 30.8 | 11.5 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 141 | 26 | |
| TOTAL MAURITIUS | | | 87 | 0 | 4 | 0.0 | 24.2 | 31.9 | 16.5 | 8.8 | 7.7 | 2.2 | 3.3 | 1.1 | 0.0 | 4.4 | 35 | 50.0 | 141 | 26 | |
| TOTAL MAURITIUS | | | 87 | 0 | 4 | 0.0 | 24.2 | 31.9 | 16.5 | 8.8 | 7.7 | 2.2 | 3.3 | 1.1 | 0.0 | 4.4 | 35 | 50.0 | 141 | 26 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| CANCUN | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 8.3 | 25.0 | 23.3 | 15.0 | 13.3 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 58.3 | 36 | 60 | |
| CANCUN | TUI AIRWAYS LTD | S | 35 | 0 | 0 | 8.6 | 8.6 | 45.7 | 25.7 | 8.6 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 44 | 33.3 | 65 | 33 | |
| TOTAL CANCUN | | | 95 | 0 | 0 | 8.4 | 18.9 | 31.6 | 18.9 | 11.6 | 7.4 | 2.1 | 0.0 | 1.1 | 0.0 | 0.0 | 32 | 49.5 | 46 | 93 | |
| TOTAL MEXICO | | | 95 | 0 | 0 | 8.4 | 18.9 | 31.6 | 18.9 | 11.6 | 7.4 | 2.1 | 0.0 | 1.1 | 0.0 | 0.0 | 32 | 49.5 | 46 | 93 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 24 | 0 | 0 | 33.3 | 33.3 | 25.0 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| AGADIR (AL MASSIRA) | EASYJET UK LTD | S | 42 | 0 | 0 | 11.9 | 28.6 | 45.2 | 4.8 | 2.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 57.1 | 25 | 42 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|--------------------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|------------|--|
| 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 | | | |
| AGADIR (AL MASSIRA) | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 68.8 | 15 | 16 | |
| TOTAL AGADIR (AL MASSIRA) | | | 84 | 0 | 0 | 15.5 | 26.2 | 39.3 | 8.3 | 4.8 | 3.6 | 2.4 | 0.0 | 0.0 | 0.0 | 12 | 60.3 | 22 | 58 | | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 56 | 0 | 0 | 1.8 | 19.6 | 28.6 | 21.4 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.9 | 27 | 58 | |
| TOTAL CASABLANCA MOHAMED V | | | 56 | 0 | 0 | 1.8 | 19.6 | 28.6 | 21.4 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.9 | 27 | 58 | |
| MARRAKESH | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 68 | 0 | 0 | 20.6 | 30.9 | 32.4 | 7.4 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.3 | 34 | 48 | |
| MARRAKESH | BRITISH AIRWAYS PLC | 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 | 14 | 75.0 | 14 | 12 | |
| MARRAKESH | EASYJET UK LTD | S | 146 | 0 | 0 | 6.8 | 30.1 | 39.0 | 13.7 | 6.2 | 2.7 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 14 | 70.3 | 17 | 147 | |
| MARRAKESH | TUI AIRWAYS LTD | S | 18 | 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 | 4 | 16 | |
| MARRAKESH | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 3.8 | 34.6 | 38.5 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 11 | 18 | |
| TOTAL MARRAKESH | | | 260 | 0 | 0 | 9.6 | 31.2 | 38.1 | 12.7 | 6.2 | 1.5 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11 | 70.7 | 19 | 241 | |
| OUARZAZATE | 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 | 4 | 0.0 | 0 | 0 | |
| TOTAL OUARZAZATE | | | 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 | |
| TANGIERS (IBN BATUTA) | AIR ARABIA MAROC | S | 26 | 0 | 0 | 0.0 | 34.6 | 46.2 | 3.8 | 0.0 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 31 | 76.9 | 7 | 26 | |
| TOTAL TANGIERS (IBN BATUTA) | | | 26 | 0 | 0 | 0.0 | 34.6 | 46.2 | 3.8 | 0.0 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 31 | 76.9 | 7 | 26 | |
| TOTAL MOROCCO | | | 428 | 0 | 0 | 9.1 | 29.0 | 37.6 | 12.4 | 7.5 | 2.6 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 14 | 67.4 | 20 | 383 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 89 | 0 | 0 | 5.6 | 33.7 | 36.0 | 13.5 | 4.5 | 5.6 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 15 | 68.9 | 26 | 106 | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 6 | 0 | 1 | 0.0 | 28.6 | 42.9 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 8 | 59.5 | 35 | 38 | |
| 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 | 100.0 | 0 | 68.6 | 13 | 148 | | |
| AMSTERDAM | 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 | | |
| AMSTERDAM | EASYJET UK LTD | S | 346 | 0 | 3 | 4.3 | 35.2 | 36.7 | 10.0 | 7.2 | 4.9 | 0.3 | 0.6 | 0.0 | 0.0 | 0.9 | 13 | 71.6 | 17 | 226 | |
| TOTAL AMSTERDAM | | | 441 | 0 | 9 | 4.4 | 34.4 | 36.2 | 10.4 | 6.7 | 4.9 | 0.2 | 0.7 | 0.0 | 0.0 | 2.0 | 13 | 69.1 | 19 | 518 | |
| TOTAL NETHERLANDS | | | 441 | 0 | 9 | 4.4 | 34.4 | 36.2 | 10.4 | 6.7 | 4.9 | 0.2 | 0.7 | 0.0 | 0.0 | 2.0 | 13 | 69.1 | 19 | 518 | |
| NIGERIA | | | | | | | | | | | | | | | | | | | | | |
| LAGOS | AIR PEACE | S | 51 | 0 | 1 | 17.3 | 23.1 | 34.6 | 11.5 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 12 | 0.0 | 0 | 0 | |
| TOTAL LAGOS | | | 51 | 0 | 1 | 17.3 | 23.1 | 34.6 | 11.5 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 12 | 0.0 | 0 | 0 | |
| TOTAL NIGERIA | | | 51 | 0 | 1 | 17.3 | 23.1 | 34.6 | 11.5 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 12 | 0.0 | 0 | 0 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | NORWEGIAN AIR SHUTTLE | S | 112 | 0 | 0 | 14.3 | 42.0 | 27.7 | 4.5 | 5.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.0 | 4 | 110 | |
| TOTAL BERGEN | | | 112 | 0 | 0 | 14.3 | 42.0 | 27.7 | 4.5 | 5.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.0 | 4 | 110 | |
| KRISTIANSAND (KJEVIK) | 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 | 16 | 2 | |
| TOTAL KRISTIANSAND (KJEVIK) | | | 0 | 0 | 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 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|--------------------------------------|-------------------|-------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS PLC | 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 | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 216 | 0 | 2 | 11.0 | 45.4 | 22.5 | 8.7 | 8.3 | 2.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 11 | 85.4 | 6 | 204 | |
| TOTAL OSLO (GARDERMOEN) | | | 217 | 0 | 2 | 11.0 | 45.2 | 22.8 | 8.7 | 8.2 | 2.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 11 | 85.4 | 6 | 204 | |
| STAVANGER | NORWEGIAN AIR SHUTTLE | S | 78 | 0 | 0 | 20.5 | 59.0 | 11.5 | 5.1 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.1 | 2 | 76 | |
| TOTAL STAVANGER | | | 78 | 0 | 0 | 20.5 | 59.0 | 11.5 | 5.1 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.1 | 2 | 76 | |
| TRONDHEIM (VAERNES) | NORWEGIAN AIR SHUTTLE | S | 40 | 0 | 0 | 17.5 | 32.5 | 35.0 | 5.0 | 7.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 95.2 | 3 | 42 | |
| TOTAL TRONDHEIM (VAERNES) | | | 40 | 0 | 0 | 17.5 | 32.5 | 35.0 | 5.0 | 7.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 95.2 | 3 | 42 | |
| TOTAL NORWAY | | | 447 | 0 | 2 | 14.0 | 45.7 | 23.2 | 6.7 | 6.5 | 3.1 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 9 | 88.5 | 5 | 434 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | EASYJET UK LTD | S | 68 | 0 | 0 | 2.9 | 42.6 | 41.2 | 10.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.7 | 21 | 70 | |
| KRAKOW | WIZZ AIR | S | 60 | 0 | 0 | 3.3 | 21.7 | 35.0 | 23.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 73.3 | 27 | 60 | |
| TOTAL KRAKOW | | | 128 | 0 | 0 | 3.1 | 32.8 | 38.3 | 16.4 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 24 | 130 | |
| TOTAL POLAND | | | 128 | 0 | 0 | 3.1 | 32.8 | 38.3 | 16.4 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 24 | 130 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 104 | 0 | 0 | 26.0 | 34.6 | 27.9 | 4.8 | 4.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 63.8 | 30 | 58 | |
| FARO | BRITISH AIRWAYS PLC | S | 2 | 0 | 2 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0 | 64.3 | 19 | 42 | |
| FARO | 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 | 46.3 | 24 | 54 | |
| FARO | EASYJET UK LTD | S | 306 | 0 | 0 | 3.9 | 40.8 | 35.6 | 11.1 | 4.2 | 3.9 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 11 | 68.1 | 19 | 257 | |
| FARO | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 62.5 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 82.4 | 5 | 17 | |
| FARO | WIZZ AIR UK LTD | S | 86 | 0 | 0 | 3.5 | 32.6 | 43.0 | 12.8 | 2.3 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.1 | 23 | 87 | |
| TOTAL FARO | | | 514 | 0 | 4 | 8.3 | 38.6 | 34.2 | 9.7 | 4.2 | 4.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.8 | 10 | 64.5 | 21 | 515 | |
| LISBON | AIR PORTUGAL | S | 102 | 0 | 0 | 2.0 | 14.7 | 43.1 | 23.5 | 12.7 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 18 | 96 | |
| LISBON | 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 | 48.4 | 35 | 120 | |
| LISBON | EASYJET UK LTD | S | 180 | 0 | 0 | 5.6 | 18.9 | 43.9 | 15.6 | 10.6 | 4.4 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 19 | 22.2 | 45 | 54 | |
| TOTAL LISBON | | | 282 | 0 | 4 | 4.2 | 17.1 | 43.0 | 18.2 | 11.2 | 4.2 | 0.0 | 0.0 | 0.7 | 0.0 | 1.4 | 18 | 48.2 | 31 | 270 | |
| OPORTO (PORTUGAL) | AIR PORTUGAL | S | 118 | 0 | 0 | 6.8 | 22.9 | 40.7 | 17.8 | 6.8 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.2 | 23 | 110 | |
| OPORTO (PORTUGAL) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 68 | 0 | 0 | 13.2 | 25.0 | 41.2 | 7.4 | 2.9 | 7.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| OPORTO (PORTUGAL) | 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 | 72.4 | 10 | 58 | |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 102 | 0 | 0 | 18.6 | 50.0 | 22.5 | 3.9 | 2.9 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.7 | 16 | 44 | |
| TOTAL OPORTO (PORTUGAL) | | | 288 | 0 | 0 | 12.5 | 33.0 | 34.4 | 10.4 | 4.5 | 3.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.1 | 18 | 212 | |
| TOTAL PORTUGAL | | | 1084 | 0 | 8 | 8.3 | 31.5 | 36.5 | 12.1 | 6.1 | 4.0 | 0.4 | 0.0 | 0.3 | 0.0 | 0.7 | 13 | 60.2 | 23 | 997 | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET UK LTD | S | 88 | 0 | 1 | 7.9 | 30.3 | 39.3 | 12.4 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 10 | 55.0 | 29 | 110 | |
| TOTAL FUNCHAL | | | 88 | 0 | 1 | 7.9 | 30.3 | 39.3 | 12.4 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 10 | 55.0 | 29 | 110 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | | | | | | |
| TOTAL PORTUGAL | | | 88 | 0 | 1 | 7.9 | 30.3 | 39.3 | 12.4 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.0 | 29 | 110 |
| QATAR | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | 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 | 75.0 | 10 | 60 |
| DOHA HAMAD | QATAR AIRWAYS | S | 120 | 0 | 0 | 4.2 | 31.7 | 42.5 | 11.7 | 4.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 91.7 | 4 | 60 |
| TOTAL DOHA HAMAD | | | 120 | 0 | 0 | 4.2 | 31.7 | 42.5 | 11.7 | 4.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 83.3 | 7 | 120 |
| TOTAL QATAR | | | 120 | 0 | 0 | 4.2 | 31.7 | 42.5 | 11.7 | 4.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 83.3 | 7 | 120 |
| REPUBLIC OF | | | | | | | | | | | | | | | | | | | | |
| PODGORICA | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 20.6 | 38.2 | 20.6 | 14.7 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 59.1 | 21 | 22 |
| TOTAL PODGORICA | | | 34 | 0 | 0 | 20.6 | 38.2 | 20.6 | 14.7 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 59.1 | 21 | 22 |
| TIVAT | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 38.5 | 30.8 | 19.2 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 24 | 18 |
| TOTAL TIVAT | | | 26 | 0 | 0 | 0.0 | 38.5 | 30.8 | 19.2 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 24 | 18 |
| TOTAL REPUBLIC OF ROMANIA | | | 60 | 0 | 0 | 11.7 | 38.3 | 25.0 | 16.7 | 3.3 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 52.5 | 22 | 40 |
| ROMANIA | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 50.0 | 29 | 60 |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 60 | 0 | 0 | 16.7 | 25.0 | 35.0 | 11.7 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TOTAL BUCHAREST (OTOPENI) | | | 60 | 0 | 0 | 16.7 | 25.0 | 35.0 | 11.7 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 29 | 60 |
| TOTAL ROMANIA | | | 60 | 0 | 0 | 16.7 | 25.0 | 35.0 | 11.7 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 29 | 60 |
| SAINT KITTS AND NEVIS | | | | | | | | | | | | | | | | | | | | |
| ST KITTS | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 25.0 | 31.3 | 31.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 11 | 18 |
| TOTAL ST KITTS | | | 16 | 0 | 0 | 25.0 | 31.3 | 31.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 11 | 18 |
| TOTAL SAINT KITTS AND SAUDI ARABIA | | | 16 | 0 | 0 | 25.0 | 31.3 | 31.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 11 | 18 |
| SAUDI ARABIA | | | | | | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 50 | 0 | 2 | 1.9 | 7.7 | 38.5 | 23.1 | 21.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 21 | 0.0 | 0 | 0 |
| TOTAL JEDDAH | | | 50 | 0 | 2 | 1.9 | 7.7 | 38.5 | 23.1 | 21.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 21 | 0.0 | 0 | 0 |
| TOTAL SAUDI ARABIA | | | 50 | 0 | 2 | 1.9 | 7.7 | 38.5 | 23.1 | 21.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 21 | 0.0 | 0 | 0 |
| SENEGAL | | | | | | | | | | | | | | | | | | | | |
| DAKAR (BLAISE DIAGNE) | TUI AIRWAYS LTD | C | 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 | 100.0 | 5 | 8 |
| TOTAL DAKAR (BLAISE DIAGNE) | | | 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 | 100.0 | 5 | 8 |
| TOTAL SENEGAL | | | 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 | 100.0 | 5 | 8 |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | |
| SINGAPORE | 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 | 0 | 0 |
| TOTAL SINGAPORE | | | 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 |
| TOTAL SINGAPORE | | | 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 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | 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 | 0 | 1 |
| TOTAL BRATISLAVA | | | 0 | 0 | 0 | 0.0 | 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 APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------------|--------------------------------------|-------------------|------------|----------|----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | |
| TOTAL SLOVAK REPUBLIC | | | 0 | 0 | 0 | 0.0 | 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 | |
| SLOVENIA | | | | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | EASYJET UK LTD | S | 52 | 0 | 0 | 15.4 | 36.5 | 28.8 | 11.5 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 17 | 32 | |
| TOTAL LJUBLJANA | | | 52 | 0 | 0 | 15.4 | 36.5 | 28.8 | 11.5 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 17 | 32 | |
| TOTAL SLOVENIA | | | 52 | 0 | 0 | 15.4 | 36.5 | 28.8 | 11.5 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 17 | 32 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| A CORUNA | VUELING AIRLINES | S | 34 | 0 | 0 | 8.8 | 47.1 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.5 | 20 | 34 | |
| TOTAL A CORUNA | | | 34 | 0 | 0 | 8.8 | 47.1 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.5 | 20 | 34 | |
| ALICANTE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 60 | 0 | 0 | 0.0 | 31.7 | 40.0 | 18.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 52.3 | 26 | 44 | |
| ALICANTE | 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 | 40.0 | 35 | 20 | |
| ALICANTE | EASYJET UK LTD | S | 266 | 0 | 0 | 6.4 | 35.7 | 38.3 | 10.9 | 6.8 | 1.1 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 10 | 59.8 | 22 | 249 | |
| ALICANTE | RYANAIR | S | 34 | 0 | 0 | 8.8 | 14.7 | 26.5 | 14.7 | 26.5 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.8 | 27 | 34 | |
| ALICANTE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 20 | 10 | |
| ALICANTE | VUELING AIRLINES | S | 26 | 0 | 0 | 7.7 | 34.6 | 26.9 | 11.5 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.1 | 24 | 26 | |
| TOTAL ALICANTE | | | 404 | 0 | 0 | 5.4 | 32.9 | 37.1 | 12.6 | 9.4 | 1.5 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 12 | 59.2 | 24 | 383 | |
| ALMERIA | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 65.4 | 27 | 52 | |
| TOTAL ALMERIA | | | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 65.4 | 27 | 52 | |
| ASTURIAS | VUELING AIRLINES | S | 52 | 0 | 0 | 38.5 | 34.6 | 21.2 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 73.5 | 26 | 34 | |
| TOTAL ASTURIAS | | | 52 | 0 | 0 | 38.5 | 34.6 | 21.2 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 73.5 | 26 | 34 | |
| BARCELONA | 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 | 0.0 | 139 | 1 | |
| BARCELONA | 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 | 73.1 | 17 | 52 | |
| BARCELONA | EASYJET UK LTD | S | 214 | 0 | 0 | 6.1 | 36.4 | 36.4 | 13.1 | 7.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 61.4 | 22 | 166 | |
| BARCELONA | VUELING AIRLINES | 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 | 20 | 0.0 | 0 | 0 | |
| BARCELONA | VUELING AIRLINES | S | 489 | 0 | 0 | 15.5 | 38.9 | 31.1 | 8.0 | 4.5 | 1.4 | 0.4 | 0.0 | 0.2 | 0.0 | 0.0 | 8 | 71.2 | 16 | 466 | |
| TOTAL BARCELONA | | | 705 | 0 | 0 | 12.6 | 38.0 | 32.8 | 9.5 | 5.4 | 1.3 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 8 | 68.9 | 18 | 685 | |
| BILBAO | EASYJET UK LTD | S | 34 | 0 | 0 | 8.8 | 44.1 | 44.1 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.8 | 12 | 16 | |
| BILBAO | VUELING AIRLINES | S | 204 | 0 | 0 | 7.8 | 47.5 | 33.3 | 7.4 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 89.3 | 6 | 176 | |
| TOTAL BILBAO | | | 238 | 0 | 0 | 8.0 | 47.1 | 34.9 | 6.7 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 89.7 | 6 | 192 | |
| GRANADA | VUELING AIRLINES | S | 16 | 0 | 0 | 12.5 | 18.8 | 56.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.1 | 17 | 26 | |
| TOTAL GRANADA | | | 16 | 0 | 0 | 12.5 | 18.8 | 56.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.1 | 17 | 26 | |
| IBIZA | BA EUROFLYER LTD DBA BRITISH 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 | 4 | 1 | |
| IBIZA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 64 | 0 | 0 | 17.2 | 31.3 | 32.8 | 9.4 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.9 | 18 | 45 | |
| IBIZA | 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 | 64.3 | 17 | 14 | |
| IBIZA | EASYJET UK LTD | S | 72 | 0 | 0 | 1.4 | 51.4 | 25.0 | 11.1 | 4.2 | 1.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.1 | 17 | 103 | |
| TOTAL IBIZA | | | 136 | 0 | 2 | 8.7 | 41.3 | 28.3 | 10.1 | 5.1 | 2.2 | 2.9 | 0.0 | 0.0 | 0.0 | 1.4 | 12 | 65.6 | 17 | 163 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|--------------------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | AIR EUROPA | S | 120 | 0 | 0 | 5.8 | 47.5 | 42.5 | 2.5 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 63.3 | 23 | 120 | |
| MADRID | 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 | 18 | 2 | |
| MADRID | EASYJET UK LTD | S | 94 | 0 | 0 | 6.4 | 54.3 | 28.7 | 6.4 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 69.5 | 23 | 128 | |
| MADRID | IBERIA EXPRESS | S | 120 | 0 | 0 | 15.0 | 39.2 | 38.3 | 5.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.7 | 10 | 104 | |
| MADRID | 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 | 5 | 2 | |
| TOTAL MADRID | | | 334 | 0 | 0 | 9.3 | 46.4 | 37.1 | 4.8 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 71.1 | 19 | 356 | |
| MAHON | BA EUROFLYER LTD DBA BRITISH 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 | 70.0 | 9 | 10 | |
| MAHON | 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 | 70.0 | 17 | 10 | |
| MAHON | EASYJET UK LTD | S | 84 | 0 | 0 | 7.1 | 35.7 | 38.1 | 11.9 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 48.6 | 30 | 70 | |
| MAHON | 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 | 45.8 | 28 | 24 | |
| TOTAL MAHON | | | 84 | 0 | 0 | 7.1 | 35.7 | 38.1 | 11.9 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 51.8 | 27 | 114 | |
| MALAGA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 152 | 0 | 0 | 7.9 | 29.6 | 44.1 | 9.2 | 7.9 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 57.8 | 32 | 83 | |
| MALAGA | 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 | 100.0 | 0 | 72.5 | 18 | 40 | | |
| MALAGA | 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 | 78.9 | 11 | 76 | |
| MALAGA | EASYJET UK LTD | S | 256 | 0 | 0 | 3.9 | 32.0 | 37.9 | 12.9 | 9.8 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.6 | 18 | 169 | |
| MALAGA | TUI AIRWAYS LTD | C | 23 | 0 | 0 | 0.0 | 21.7 | 34.8 | 8.7 | 30.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 10 | 24 | |
| MALAGA | VUELING AIRLINES | S | 120 | 0 | 0 | 10.8 | 35.8 | 40.8 | 9.2 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 74.1 | 15 | 116 | |
| MALAGA | WIZZ AIR UK LTD | S | 86 | 0 | 0 | 4.7 | 27.9 | 47.7 | 14.0 | 3.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 53.7 | 27 | 80 | |
| TOTAL MALAGA | | | 637 | 0 | 2 | 6.1 | 31.1 | 41.0 | 11.3 | 7.7 | 2.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 | 11 | 65.9 | 19 | 588 | |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 60 | 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 | 48.7 | 24 | 113 | |
| TOTAL MURCIA INTERNATIONAL | | | 60 | 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 | 48.7 | 24 | 113 | |
| PALMA DE MALLORCA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 75 | 0 | 0 | 12.0 | 26.7 | 40.0 | 14.7 | 4.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.9 | 28 | 57 | |
| PALMA DE MALLORCA | 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 | 76.2 | 8 | 19 | |
| 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 | 57.4 | 20 | 144 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 276 | 0 | 0 | 6.9 | 27.9 | 33.3 | 15.2 | 10.9 | 5.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 54.2 | 26 | 120 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 29 | 0 | 0 | 0.0 | 31.0 | 51.7 | 10.3 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 55.6 | 19 | 27 | |
| TOTAL PALMA DE MALLORCA | | | 380 | 0 | 0 | 7.4 | 27.9 | 36.1 | 14.7 | 9.2 | 4.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 56.5 | 22 | 367 | |
| REUS | 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 | 5 | 0.0 | 0 | 0 | |
| TOTAL REUS | | | 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 | |
| SANTIAGO DE COMPOSTELA (SPAIN) | VUELING AIRLINES | S | 60 | 0 | 0 | 15.0 | 68.3 | 11.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 71.2 | 15 | 52 | |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 60 | 0 | 0 | 15.0 | 68.3 | 11.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 71.2 | 15 | 52 | |
| SEVILLE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 60 | 0 | 0 | 8.3 | 26.7 | 45.0 | 8.3 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 54.5 | 27 | 33 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | |
|-------------------------------------|--------------------------------------|-------------------|-------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| SEVILLE | 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 | 61.1 | 29 | 18 |
| SEVILLE | EASYJET UK LTD | S | 130 | 0 | 0 | 4.6 | 39.2 | 33.1 | 10.8 | 9.2 | 2.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 74.0 | 17 | 100 |
| SEVILLE | VUELING AIRLINES | S | 60 | 0 | 0 | 16.7 | 53.3 | 21.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.2 | 9 | 50 |
| TOTAL SEVILLE | | | 250 | 0 | 1 | 8.4 | 39.4 | 33.1 | 8.8 | 7.6 | 2.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.4 | 10 | 73.3 | 18 | 201 |
| VALENCIA | 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 | 79.2 | 13 | 24 |
| VALENCIA | EASYJET UK LTD | S | 152 | 0 | 0 | 2.6 | 29.6 | 42.1 | 17.8 | 3.9 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.3 | 22 | 158 |
| VALENCIA | VUELING AIRLINES | S | 26 | 0 | 0 | 19.2 | 46.2 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 60.7 | 17 | 56 |
| TOTAL VALENCIA | | | 178 | 0 | 0 | 5.1 | 32.0 | 38.8 | 17.4 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 64.3 | 20 | 238 |
| TOTAL SPAIN | | | 3587 | 0 | 5 | 8.8 | 36.9 | 35.6 | 10.3 | 5.9 | 1.9 | 0.4 | 0.1 | 0.0 | 0.0 | 0.1 | 9 | 66.2 | 19 | 3598 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 86 | 0 | 0 | 10.5 | 24.4 | 38.4 | 10.5 | 11.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 79 | 36 |
| 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 | 64.0 | 16 | 24 |
| ARRECIFE | EASYJET UK LTD | S | 156 | 0 | 2 | 1.9 | 25.3 | 39.2 | 15.2 | 10.8 | 5.7 | 0.6 | 0.0 | 0.0 | 0.0 | 1.3 | 16 | 64.5 | 18 | 150 |
| ARRECIFE | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 23.1 | 34.6 | 15.4 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 88.2 | 7 | 34 |
| TOTAL ARRECIFE | | | 268 | 0 | 2 | 4.4 | 24.8 | 38.5 | 13.7 | 11.9 | 5.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.7 | 15 | 68.0 | 25 | 244 |
| FUERTEVENTURA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 22 | 0 | 0 | 31.8 | 22.7 | 22.7 | 9.1 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| FUERTEVENTURA | EASYJET UK LTD | S | 70 | 0 | 0 | 2.9 | 25.7 | 50.0 | 14.3 | 4.3 | 1.4 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 16 | 66.7 | 16 | 66 |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 23.1 | 26.9 | 38.5 | 3.8 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 25 | 61.5 | 24 | 26 |
| TOTAL FUERTEVENTURA | | | 118 | 0 | 0 | 7.6 | 24.6 | 39.8 | 18.6 | 5.9 | 0.8 | 0.8 | 0.8 | 0.8 | 0.0 | 0.0 | 17 | 65.2 | 18 | 92 |
| LAS PALMAS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 58 | 0 | 0 | 13.8 | 25.9 | 41.4 | 13.8 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 7 | 12 |
| 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 | 33.3 | 51 | 6 |
| LAS PALMAS | EASYJET UK LTD | S | 70 | 0 | 0 | 5.7 | 20.0 | 34.3 | 20.0 | 14.3 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 48.6 | 33 | 69 |
| LAS PALMAS | TUI AIRWAYS LTD | C | 34 | 0 | 0 | 2.9 | 17.6 | 17.6 | 32.4 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 33.3 | 34 | 27 |
| LAS PALMAS | VUELING AIRLINES | S | 26 | 0 | 0 | 30.8 | 26.9 | 34.6 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 93.8 | 2 | 16 |
| TOTAL LAS PALMAS | | | 188 | 0 | 0 | 11.2 | 22.3 | 33.5 | 18.1 | 10.1 | 3.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.6 | 28 | 130 |
| SANTA CRUZ DE LA PALMA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 62.5 | 23 | 8 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 62.5 | 23 | 8 |
| TENERIFE (SURREINA SOFIA) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 114 | 0 | 0 | 8.8 | 32.5 | 36.8 | 6.1 | 5.3 | 7.9 | 0.9 | 0.0 | 1.8 | 0.0 | 0.0 | 20 | 46.9 | 23 | 48 |
| TENERIFE (SURREINA SOFIA) | BRITISH AIRWAYS PLC | S | 2 | 0 | 2 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 32 | 63.6 | 11 | 10 |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 179 | 1 | 0 | 6.7 | 28.9 | 41.1 | 12.2 | 6.1 | 4.4 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 12 | 65.7 | 16 | 177 |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 52 | 0 | 0 | 1.9 | 13.5 | 44.2 | 15.4 | 13.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.0 | 19 | 50 |
| TENERIFE (SURREINA SOFIA) | 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 | 83.3 | 6 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

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|---|--------------------------------------|-------------------|------------|----------|----------------------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|
| 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 TENERIFE (SURREINA SOFIA) | | | 347 | 1 | 2 | 6.6 | 27.4 | 39.7 | 10.9 | 7.1 | 6.0 | 0.9 | 0.0 | 0.6 | 0.3 | 0.6 | 16 | 63.8 | 17 | 303 |
| TOTAL SPAIN(CANARY SRI LANKA) | | | 929 | 1 | 4 | 7.0 | 25.3 | 37.9 | 14.3 | 9.1 | 4.7 | 0.7 | 0.1 | 0.3 | 0.1 | 0.4 | 16 | 63.4 | 22 | 777 |
| COLOMBO | 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 | 46 | 0.0 | 0 | 0 |
| TOTAL COLOMBO | | | 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 |
| TOTAL SRI LANKA | | | 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 |
| ST LUCIA | | | | | | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | 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 |
| ST LUCIA (HEWANORRA) | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 37.5 | 22 | 8 |
| TOTAL ST LUCIA (HEWANORRA) | | | 9 | 0 | 1 | 0.0 | 0.0 | 40.0 | 20.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 37 | 37.5 | 22 | 8 |
| TOTAL ST LUCIA | | | 9 | 0 | 1 | 0.0 | 0.0 | 40.0 | 20.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 37 | 37.5 | 22 | 8 |
| SUDAN | | | | | | | | | | | | | | | | | | | | |
| KHARTOUM | BADR 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 | 6 | 8 |
| TOTAL KHARTOUM | | | 0 | 0 | 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 | 6 | 8 |
| TOTAL SUDAN | | | 0 | 0 | 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 | 6 | 8 |
| SWEDEN | | | | | | | | | | | | | | | | | | | | |
| SCANDINAVIAN MOUNTAINS AIRPORT | 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 | 75.0 | 12 | 4 |
| SCANDINAVIAN MOUNTAINS AIRPORT | SMARTWINGS | C | 3 | 0 | 0 | 33.3 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 |
| TOTAL SCANDINAVIAN MOUNTAINS AIRPORT | | | 3 | 0 | 0 | 33.3 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 75.0 | 12 | 4 |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR INTERNATIONAL | S | 182 | 0 | 0 | 18.7 | 45.1 | 25.3 | 4.4 | 4.9 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.3 | 4 | 194 |
| TOTAL STOCKHOLM (ARLANDA) | | | 182 | 0 | 0 | 18.7 | 45.1 | 25.3 | 4.4 | 4.9 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.3 | 4 | 194 |
| TOTAL SWEDEN | | | 185 | 0 | 0 | 18.9 | 44.3 | 24.9 | 4.3 | 5.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.0 | 4 | 198 |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET UK LTD | S | 128 | 0 | 0 | 20.3 | 34.4 | 32.0 | 9.4 | 1.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.9 | 18 | 118 |
| BALE MULHOUSE | 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 | 28 | 0.0 | 0 | 0 |
| TOTAL BALE MULHOUSE | | | 129 | 0 | 0 | 20.2 | 34.1 | 31.8 | 10.1 | 1.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.8 | 18 | 118 |
| GENEVA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 24 | 0 | 0 | 4.2 | 16.7 | 45.8 | 16.7 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| GENEVA | BRITISH AIRWAYS PLC | S | 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 | 3 | 0.0 | 0 | 0 |
| GENEVA | EASYJET SWITZERLAND | 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 | |
| GENEVA | EASYJET UK LTD | S | 318 | 0 | 0 | 1.9 | 36.8 | 34.9 | 12.6 | 9.7 | 3.8 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 13 | 44.9 | 28 | 386 |
| GENEVA | 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 | 50.0 | 15 | 2 |
| GENEVA | TUI AIRWAYS 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 | 72 | 33.3 | 22 | 3 |
| TOTAL GENEVA | | | 347 | 0 | 2 | 2.0 | 34.7 | 36.1 | 12.6 | 9.7 | 4.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.6 | 13 | 44.7 | 28 | 391 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|--------------------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| ZURICH | EASYJET UK LTD | S | 120 | 0 | 0 | 3.3 | 43.3 | 43.3 | 0.8 | 8.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.4 | 19 | 120 | |
| ZURICH | SWISS AIRLINES | S | 58 | 0 | 0 | 1.7 | 34.5 | 31.0 | 17.2 | 12.1 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL ZURICH | | | 178 | 0 | 0 | 2.8 | 40.4 | 39.3 | 6.2 | 9.6 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.4 | 19 | 120 | |
| TOTAL SWITZERLAND | | | 654 | 0 | 2 | 5.8 | 36.1 | 36.1 | 10.4 | 8.1 | 3.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 | 11 | 52.8 | 24 | 629 | |
| THAILAND | | | | | | | | | | | | | | | | | | | | | |
| PHUKET | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 28.6 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 28 | 4 | |
| TOTAL PHUKET | | | 7 | 0 | 0 | 28.6 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 28 | 4 | |
| TOTAL THAILAND | | | 7 | 0 | 0 | 28.6 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 28 | 4 | |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 8.0 | 20.0 | 36.0 | 16.0 | 12.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 30 | 25 | |
| TOTAL PORT OF SPAIN | | | 25 | 0 | 0 | 8.0 | 20.0 | 36.0 | 16.0 | 12.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 30 | 25 | |
| TOBAGO | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 35.3 | 23.5 | 5.9 | 5.9 | 17.6 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 45 | 88.2 | 8 | 17 | |
| TOTAL TOBAGO | | | 17 | 0 | 0 | 35.3 | 23.5 | 5.9 | 5.9 | 17.6 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 45 | 88.2 | 8 | 17 | |
| TOTAL TRINIDAD AND TOBAGO | | | 42 | 0 | 0 | 19.0 | 21.4 | 23.8 | 11.9 | 14.3 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 28 | 83.3 | 21 | 42 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 52 | 0 | 0 | 11.5 | 23.1 | 36.5 | 13.5 | 9.6 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 52.4 | 25 | 42 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 18 | 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 | 50.0 | 15 | 8 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 70 | 0 | 0 | 8.6 | 20.0 | 35.7 | 18.6 | 12.9 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.0 | 23 | 50 | |
| TUNIS | NOUVELAIR TUNISIE | S | 28 | 0 | 0 | 7.1 | 32.1 | 28.6 | 10.7 | 3.6 | 10.7 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 29 | 55.6 | 32 | 18 | |
| TUNIS | TUNISAIR | S | 42 | 0 | 0 | 2.4 | 31.0 | 19.0 | 7.1 | 11.9 | 19.0 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 103 | 31.3 | 36 | 16 | |
| TOTAL TUNIS | | | 70 | 0 | 0 | 4.3 | 31.4 | 22.9 | 8.6 | 8.6 | 15.7 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 73 | 44.1 | 34 | 34 | |
| TOTAL TUNISIA | | | 140 | 0 | 0 | 6.4 | 25.7 | 29.3 | 13.6 | 10.7 | 10.0 | 1.4 | 1.4 | 1.4 | 0.0 | 0.0 | 44 | 48.8 | 27 | 84 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 20 | 0 | 0 | 20.0 | 10.0 | 35.0 | 5.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 28.6 | 92 | 28 | |
| ANTALYA | CORENDON AIRLINES | S | 20 | 0 | 0 | 0.0 | 30.0 | 25.0 | 25.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 39.5 | 34 | 38 | |
| ANTALYA | EASYJET UK LTD | S | 124 | 0 | 0 | 3.2 | 20.2 | 34.7 | 21.8 | 11.3 | 7.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 22.9 | 38 | 108 | |
| ANTALYA | FREEBIRD 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 | 22 | 4 | |
| ANTALYA | SUNEXPRESS | S | 88 | 0 | 0 | 11.4 | 31.8 | 47.7 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 13 | 60 | |
| ANTALYA | TUI AIRWAYS LTD | C | 50 | 0 | 0 | 0.0 | 14.0 | 52.0 | 20.0 | 10.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.7 | 14 | 33 | |
| ANTALYA | WIZZ AIR UK LTD | S | 35 | 0 | 0 | 17.1 | 14.3 | 37.1 | 14.3 | 0.0 | 14.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 42.9 | 29 | 42 | |
| TOTAL ANTALYA | | | 337 | 0 | 0 | 7.1 | 21.7 | 40.4 | 16.0 | 8.6 | 5.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 43.6 | 34 | 313 | |
| BODRUM (MILAS) | EASYJET UK LTD | S | 60 | 0 | 0 | 5.0 | 31.7 | 41.7 | 11.7 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 45.0 | 22 | 60 | |
| TOTAL BODRUM (MILAS) | | | 60 | 0 | 0 | 5.0 | 31.7 | 41.7 | 11.7 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 45.0 | 22 | 60 | |
| DALAMAN | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 26 | 0 | 0 | 11.5 | 34.6 | 38.5 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 48.0 | 61 | 50 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|--------------------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|------------|--|--|
| 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 | | | |
| DALAMAN | EASYJET UK LTD | S | 129 | 0 | 0 | 4.7 | 31.0 | 39.5 | 17.8 | 6.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 52.5 | 21 | 99 | | |
| DALAMAN | SUNEXPRESS | S | 20 | 0 | 0 | 0.0 | 45.0 | 35.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 88.9 | 4 | 18 | | | |
| DALAMAN | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 0.0 | 8.6 | 51.4 | 17.1 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.2 | 14 | 23 | | | |
| DALAMAN | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 2.9 | 23.5 | 41.2 | 14.7 | 5.9 | 5.9 | 2.9 | 2.9 | 0.0 | 26 | 0.0 | 0 | 0 | | | |
| TOTAL DALAMAN | | | 244 | 0 | 0 | 4.1 | 28.3 | 41.0 | 16.8 | 7.8 | 1.2 | 0.4 | 0.4 | 0.0 | 12 | 54.7 | 29 | 190 | | | |
| ISTANBUL | THY TURKISH AIRLINES | S | 187 | 0 | 0 | 9.1 | 50.8 | 27.3 | 9.6 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 63.4 | 15 | 172 | | | |
| ISTANBUL | WIZZ AIR UK LTD | S | 104 | 0 | 0 | 12.5 | 26.9 | 38.5 | 8.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 12 | 55.0 | 33 | 60 | | | |
| TOTAL ISTANBUL | | | 291 | 0 | 0 | 10.3 | 42.3 | 31.3 | 9.3 | 4.5 | 2.4 | 0.0 | 0.0 | 0.0 | 8 | 61.2 | 20 | 232 | | | |
| IZMIR (ADNAN MENDERES) | EASYJET UK LTD | S | 26 | 0 | 0 | 15.4 | 42.3 | 26.9 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 25.0 | 42 | 26 | | | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 26 | 0 | 0 | 15.4 | 42.3 | 26.9 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 25.0 | 42 | 26 | | | |
| KAYSERI ERKILET | CORENDON AIRLINES | S | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | |
| TOTAL KAYSERI ERKILET | | | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | |
| TOTAL TURKEY | | | 962 | 0 | 0 | 7.4 | 30.7 | 37.5 | 13.9 | 6.8 | 3.1 | 0.5 | 0.1 | 0.0 | 12 | 50.6 | 28 | 821 | | | |
| TURKMENISTAN | | | | | | | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | |
| TOTAL ASHKHABAD | | | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | |
| TOTAL TURKMENISTAN | | | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 177 | 0 | 8 | 4.3 | 22.7 | 25.9 | 16.2 | 14.6 | 6.5 | 2.7 | 2.2 | 0.5 | 4.3 | 31 | 81.7 | 9 | 180 | | |
| TOTAL DUBAI | | | 177 | 0 | 8 | 4.3 | 22.7 | 25.9 | 16.2 | 14.6 | 6.5 | 2.7 | 2.2 | 0.5 | 4.3 | 31 | 81.7 | 9 | 180 | | |
| TOTAL UNITED ARAB | | | 177 | 0 | 8 | 4.3 | 22.7 | 25.9 | 16.2 | 14.6 | 6.5 | 2.7 | 2.2 | 0.5 | 4.3 | 31 | 81.7 | 9 | 180 | | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET UK LTD | S | 120 | 0 | 0 | 10.0 | 47.5 | 23.3 | 10.8 | 2.5 | 5.0 | 0.8 | 0.0 | 0.0 | 10 | 80.3 | 13 | 120 | | | |
| TOTAL ABERDEEN | | | 120 | 0 | 0 | 10.0 | 47.5 | 23.3 | 10.8 | 2.5 | 5.0 | 0.8 | 0.0 | 0.0 | 10 | 80.3 | 13 | 120 | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 180 | 0 | 0 | 10.6 | 47.8 | 25.0 | 7.2 | 8.3 | 1.1 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 14 | 118 | | | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 180 | 0 | 0 | 10.6 | 47.8 | 25.0 | 7.2 | 8.3 | 1.1 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 14 | 118 | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 314 | 0 | 2 | 12.0 | 46.8 | 23.7 | 8.5 | 4.1 | 3.5 | 0.0 | 0.6 | 0.0 | 0.6 | 9 | 72.3 | 20 | 334 | | |
| TOTAL BELFAST INTERNATIONAL | | | 314 | 0 | 2 | 12.0 | 46.8 | 23.7 | 8.5 | 4.1 | 3.5 | 0.0 | 0.6 | 0.0 | 0.6 | 9 | 72.3 | 20 | 334 | | |
| BIRMINGHAM | THY TURKISH AIRLINES | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | |
| TOTAL BIRMINGHAM | | | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 27 | 0.0 | 0 | 0 | | | |
| BRISTOL | 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 | | | |
| TOTAL BRISTOL | | | 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 | | | |
| EDINBURGH | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 145 | 0.0 | 0 | 0 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|--|-----------------------------|-------------------|-------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|-------------|
| 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 |
| EDINBURGH | EASYJET UK LTD | S | 286 | 0 | 0 | 14.7 | 46.2 | 22.0 | 7.3 | 6.6 | 2.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.2 | 18 | 294 |
| TOTAL EDINBURGH | | | 287 | 0 | 0 | 14.6 | 46.0 | 22.0 | 7.3 | 6.6 | 2.8 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.2 | 18 | 294 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 18.3 | 46.7 | 25.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 8 | 59 |
| GLASGOW | EASYJET UK LTD | S | 248 | 0 | 0 | 11.7 | 52.0 | 19.4 | 8.9 | 6.9 | 0.8 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 7 | 76.0 | 15 | 277 |
| GLASGOW | EMIRATES | S | 1 | 0 | 2 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 24 | 0.0 | 0 | 0 |
| TOTAL GLASGOW | | | 309 | 0 | 2 | 12.9 | 50.5 | 20.3 | 9.3 | 5.5 | 0.6 | 0.0 | 0.3 | 0.0 | 0.0 | 0.6 | 7 | 78.5 | 14 | 336 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 349 | 0 | 19 | 6.8 | 33.4 | 32.9 | 7.3 | 2.4 | 7.1 | 1.9 | 3.0 | 0.0 | 0.0 | 5.2 | 22 | 84.2 | 11 | 340 |
| TOTAL GUERNSEY | | | 349 | 0 | 19 | 6.8 | 33.4 | 32.9 | 7.3 | 2.4 | 7.1 | 1.9 | 3.0 | 0.0 | 0.0 | 5.2 | 22 | 84.2 | 11 | 340 |
| INVERNESS | EASYJET UK LTD | S | 146 | 0 | 0 | 10.3 | 54.1 | 23.3 | 6.8 | 3.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.6 | 9 | 170 |
| TOTAL INVERNESS | | | 146 | 0 | 0 | 10.3 | 54.1 | 23.3 | 6.8 | 3.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.6 | 9 | 170 |
| ISLE OF MAN | EASYJET UK LTD | S | 116 | 0 | 4 | 9.2 | 46.7 | 30.8 | 4.2 | 2.5 | 0.8 | 1.7 | 0.8 | 0.0 | 0.0 | 3.3 | 10 | 64.8 | 14 | 114 |
| TOTAL ISLE OF MAN | | | 116 | 0 | 4 | 9.2 | 46.7 | 30.8 | 4.2 | 2.5 | 0.8 | 1.7 | 0.8 | 0.0 | 0.0 | 3.3 | 10 | 64.8 | 14 | 114 |
| JERSEY | EASYJET UK LTD | S | 242 | 0 | 0 | 9.9 | 60.7 | 20.7 | 5.4 | 2.5 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 5 | 69.0 | 17 | 252 |
| TOTAL JERSEY | | | 242 | 0 | 0 | 9.9 | 60.7 | 20.7 | 5.4 | 2.5 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 5 | 69.0 | 17 | 252 |
| LONDON CITY | 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 | 0.0 | 0 | 0 |
| TOTAL LONDON CITY | | | 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 |
| LUTON | 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 | 10 | 3 |
| TOTAL LUTON | | | 0 | 0 | 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 | 10 | 3 |
| MANCHESTER | 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 | 20 | 0.0 | 0 | 0 |
| TOTAL MANCHESTER | | | 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 |
| NEWQUAY | EASTERN AIRWAYS | S | 152 | 0 | 12 | 2.4 | 41.5 | 28.0 | 4.9 | 6.1 | 4.3 | 4.3 | 1.2 | 0.0 | 0.0 | 7.3 | 20 | 68.6 | 20 | 122 |
| TOTAL NEWQUAY | | | 152 | 0 | 12 | 2.4 | 41.5 | 28.0 | 4.9 | 6.1 | 4.3 | 4.3 | 1.2 | 0.0 | 0.0 | 7.3 | 20 | 67.6 | 20 | 122 |
| SOUTHAMPTON | 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 | 0 | 0.0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 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 |
| STANSTED | 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 | 14 | 0.0 | 0 | 0 |
| TOTAL STANSTED | | | 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 |
| TOTAL UNITED KINGDOM | | | 2222 | 0 | 40 | 10.2 | 46.6 | 24.9 | 7.5 | 4.4 | 3.0 | 0.8 | 0.8 | 0.0 | 0.0 | 1.8 | 11 | 74.4 | 15 | 2203 |
| USA | | | | | | | | | | | | | | | | | | | | |
| BOSTON | JETBLUE AIRWAYS CORPORATION | S | 60 | 0 | 0 | 16.7 | 61.7 | 15.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.2 | 5 | 60 |
| TOTAL BOSTON | | | 60 | 0 | 0 | 16.7 | 61.7 | 15.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.2 | 5 | 60 |
| LAS VEGAS | BRITISH AIRWAYS PLC | S | 39 | 0 | 5 | 0.0 | 15.9 | 15.9 | 25.0 | 4.5 | 13.6 | 0.0 | 13.6 | 0.0 | 0.0 | 11.4 | 56 | 50.0 | 28 | 22 |
| TOTAL LAS VEGAS | | | 39 | 0 | 5 | 0.0 | 15.9 | 15.9 | 25.0 | 4.5 | 13.6 | 0.0 | 13.6 | 0.0 | 0.0 | 11.4 | 56 | 50.0 | 28 | 22 |
| LOS ANGELES INTERNATIONAL | NORSE ATLANTIC UK LTD | S | 26 | 0 | 0 | 11.5 | 11.5 | 30.8 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 26 | 0 | 0 | 11.5 | 11.5 | 30.8 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|------------------------------------|-----------------------------|-------------------|--------------|----------|----------------------------|----------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|--------------|
| 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 |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 16 | 0 | 1 | 5.9 | 29.4 | 35.3 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 9 | 55.6 | 20 | 18 |
| TOTAL MELBOURNE FLATS | | | 16 | 0 | 1 | 5.9 | 29.4 | 35.3 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 9 | 55.6 | 20 | 18 |
| MIAMI INTERNATIONAL | NORSE ATLANTIC UK LTD | S | 42 | 0 | 0 | 26.2 | 26.2 | 23.8 | 11.9 | 4.8 | 2.4 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| TOTAL MIAMI INTERNATIONAL | | | 42 | 0 | 0 | 26.2 | 26.2 | 23.8 | 11.9 | 4.8 | 2.4 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 50 | 0 | 8 | 10.3 | 19.0 | 20.7 | 10.3 | 5.2 | 12.1 | 6.9 | 0.0 | 1.7 | 0.0 | 13.8 | 38 | 35.0 | 26 | 47 |
| NEW YORK (JF KENNEDY) | DELTA AIRLINES | S | 41 | 0 | 1 | 21.4 | 23.8 | 23.8 | 2.4 | 11.9 | 7.1 | 4.8 | 2.4 | 0.0 | 0.0 | 2.4 | 29 | 75.0 | 10 | 40 |
| NEW YORK (JF KENNEDY) | JETBLUE AIRWAYS CORPORATION | S | 60 | 0 | 0 | 18.3 | 53.3 | 18.3 | 6.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.7 | 5 | 62 |
| NEW YORK (JF KENNEDY) | NORSE ATLANTIC UK LTD | S | 60 | 0 | 0 | 1.7 | 36.7 | 38.3 | 8.3 | 10.0 | 1.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 18 | 63.3 | 15 | 60 |
| TOTAL NEW YORK (JF KENNEDY) | | | 211 | 0 | 9 | 12.3 | 34.1 | 25.5 | 7.3 | 6.8 | 5.5 | 3.2 | 0.5 | 0.9 | 0.0 | 4.1 | 21 | 64.9 | 14 | 209 |
| ORLANDO | BRITISH AIRWAYS PLC | S | 118 | 0 | 2 | 13.3 | 23.3 | 29.2 | 9.2 | 10.8 | 5.8 | 3.3 | 3.3 | 0.0 | 0.0 | 1.7 | 27 | 48.2 | 42 | 108 |
| ORLANDO | NORSE ATLANTIC UK LTD | S | 52 | 0 | 0 | 25.0 | 21.2 | 36.5 | 7.7 | 1.9 | 3.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| TOTAL ORLANDO | | | 170 | 0 | 2 | 16.9 | 22.7 | 31.4 | 8.7 | 8.1 | 5.2 | 2.9 | 2.9 | 0.0 | 0.0 | 1.2 | 22 | 48.2 | 42 | 108 |
| TAMPA | BRITISH AIRWAYS PLC | S | 56 | 0 | 6 | 9.7 | 17.7 | 27.4 | 9.7 | 12.9 | 11.3 | 1.6 | 0.0 | 0.0 | 0.0 | 9.7 | 24 | 48.4 | 48 | 60 |
| TOTAL TAMPA | | | 56 | 0 | 6 | 9.7 | 17.7 | 27.4 | 9.7 | 12.9 | 11.3 | 1.6 | 0.0 | 0.0 | 0.0 | 9.7 | 24 | 48.4 | 48 | 60 |
| TOTAL USA | | | 620 | 0 | 23 | 13.5 | 29.2 | 26.0 | 9.6 | 7.5 | 6.1 | 2.2 | 1.9 | 0.5 | 0.0 | 3.6 | 22 | 61.1 | 24 | 477 |
| UZBEKISTAN | | | | | | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | 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 | 21 | 0.0 | 0 | 0 |
| TOTAL TASHKENT | | | 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 | 21 | 0.0 | 0 | 0 |
| TOTAL UZBEKISTAN | | | 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 | 21 | 0.0 | 0 | 0 |
| VIETNAM | | | | | | | | | | | | | | | | | | | | |
| 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 | 90.0 | 4 | 10 |
| TOTAL HANOI | | | 0 | 0 | 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 |
| HO CHI MINH CITY | 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 | 100.0 | 0 | 8 |
| TOTAL HO CHI MINH CITY | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL VIETNAM | | | 0 | 0 | 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 |
| TOTAL GATWICK | | | 21638 | 1 | 240 | 9.0 | 34.5 | 33.1 | 10.9 | 6.9 | 3.3 | 0.6 | 0.4 | 0.2 | 0.0 | 1.1 | 13 | 64.0 | 21 | 20540 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|--------------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | 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 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TOTAL BRIDGETOWN | | | 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 | 0.0 | 0 | 0 | |
| TOTAL BARBADOS | | | 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 | 0.0 | 0 | 0 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| CHARLEROI | RYANAIR | S | 18 | 0 | 0 | 11.1 | 66.7 | 16.7 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 17 | 16 | |
| TOTAL CHARLEROI | | | 18 | 0 | 0 | 11.1 | 66.7 | 16.7 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 17 | 16 | |
| TOTAL BELGIUM | | | 18 | 0 | 0 | 11.1 | 66.7 | 16.7 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 17 | 16 | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| TORONTO | AIR TRANSAT | S | 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 | 10 | 60.0 | 14 | 10 | |
| TOTAL TORONTO | | | 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 | 10 | 60.0 | 14 | 10 | |
| TOTAL CANADA | | | 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 | 10 | 60.0 | 14 | 10 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 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 | |
| TOTAL ILHA DO SAL C.VERDE | | | 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 | |
| TOTAL CAPE VERDE | | | 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 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | 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 | 1 | 87.5 | 6 | 8 | |
| TOTAL LARNACA | | | 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 | 1 | 87.5 | 6 | 8 | |
| PAPHOS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 62.5 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.2 | 10 | 18 | |
| PAPHOS | 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 | 6 | 87.5 | 5 | 8 | |
| TOTAL PAPHOS | | | 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 | 4 | 76.9 | 8 | 26 | |
| TOTAL CYPRUS | | | 32 | 0 | 0 | 0.0 | 46.9 | 46.9 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 79.4 | 8 | 34 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 56.3 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 18 | |
| TOTAL PRAGUE | | | 16 | 0 | 0 | 6.3 | 56.3 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 18 | |
| TOTAL CZECH REPUBLIC | | | 16 | 0 | 0 | 6.3 | 56.3 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 18 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| BILLUND | 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 | 100.0 | 0 | 2 | |
| TOTAL BILLUND | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL DENMARK | | | 0 | 0 | 0 | 0.0 | 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 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 18 | 0 | 0 | 16.7 | 22.2 | 44.4 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL HURGHADA | | | 18 | 0 | 0 | 16.7 | 22.2 | 44.4 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 8 | 0 | 0 | 12.5 | 25.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 134 | 0.0 | 0 | 0 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 8 | 0 | 0 | 12.5 | 25.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 134 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL EGYPT | | | 26 | 0 | 0 | 15.4 | 23.1 | 34.6 | 19.2 | 0.0 | 0.0 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 51 | 0.0 | 0 | 0 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| CHAMBERY | 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 | 36 | 75.0 | 15 | 4 | |
| TOTAL CHAMBERY | | | 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 | 75.0 | 15 | 4 | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | 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 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 116 | 0 | 2 | 0.8 | 22.0 | 36.4 | 21.2 | 8.5 | 7.6 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 19 | 51.4 | 24 | 70 | |
| PARIS (CHARLES DE GAULLE) | ICELANDAIR | S | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 116 | 0 | 3 | 0.8 | 21.8 | 36.1 | 21.0 | 8.4 | 7.6 | 1.7 | 0.0 | 0.0 | 0.0 | 2.5 | 19 | 50.7 | 24 | 71 | |
| TARBES-LOURDES INTERNATIONAL | ENTER AIR | 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 | 33 | 0.0 | 0 | 0 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 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 | 0.0 | 0 | 0 | |
| TOTAL FRANCE | | | 119 | 0 | 3 | 0.8 | 21.3 | 36.1 | 20.5 | 9.0 | 8.2 | 1.6 | 0.0 | 0.0 | 0.0 | 2.5 | 19 | 52.0 | 23 | 75 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 34 | 0 | 0 | 8.8 | 44.1 | 17.6 | 14.7 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 94.4 | 2 | 18 | |
| TOTAL BERLIN BRANDENBURG | | | 34 | 0 | 0 | 8.8 | 44.1 | 17.6 | 14.7 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 94.4 | 2 | 18 | |
| FRANKFURT MAIN | EUROWINGS LUFTVERKEHRS | 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 | |
| FRANKFURT MAIN | LUFTHANSA | S | 110 | 0 | 0 | 0.0 | 40.0 | 40.9 | 14.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.7 | 6 | 89 | |
| TOTAL FRANKFURT MAIN | | | 111 | 0 | 0 | 0.0 | 39.6 | 41.4 | 14.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.7 | 6 | 89 | |
| TOTAL GERMANY | | | 145 | 0 | 0 | 2.1 | 40.7 | 35.9 | 14.5 | 5.5 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.0 | 5 | 107 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| HERAKLION | JET2.COM LTD | S | 17 | 0 | 0 | 5.9 | 29.4 | 23.5 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.5 | 14 | 17 | |
| TOTAL HERAKLION | | | 17 | 0 | 0 | 5.9 | 29.4 | 23.5 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.5 | 14 | 17 | |
| RHODES | JET2.COM LTD | S | 12 | 0 | 0 | 8.3 | 58.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 4 | 6 | |
| TOTAL RHODES | | | 12 | 0 | 0 | 8.3 | 58.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 4 | 6 | |
| TOTAL GREECE | | | 29 | 0 | 0 | 6.9 | 41.4 | 27.6 | 20.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 82.6 | 12 | 23 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 18 | 0 | 0 | 11.1 | 11.1 | 22.2 | 5.6 | 16.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 63 | 0.0 | 0 | 0 | |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 11.1 | 11.1 | 22.2 | 5.6 | 16.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 63 | 0.0 | 0 | 0 | |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 11.1 | 11.1 | 22.2 | 5.6 | 16.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 63 | 0.0 | 0 | 0 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| EGILSSTADIR | ICELANDAIR | C | 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 | 0.0 | 0 | 0 | |
| TOTAL EGILSSTADIR | | | 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 | 0.0 | 0 | 0 | |
| KEFLAVIK | ICELANDAIR | S | 52 | 0 | 0 | 0.0 | 44.2 | 42.3 | 9.6 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.4 | 12 | 43 | |
| KEFLAVIK | 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 APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|------------------|-------------------|------------|----------|----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|--------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | |
| TOTAL KEFLAVIK | | | 52 | 0 | 0 | 0.0 | 44.2 | 42.3 | 9.6 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.8 | 12 | 44 | |
| TOTAL ICELAND IRISH REPUBLIC | | | 54 | 0 | 0 | 1.9 | 42.6 | 42.6 | 9.3 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.8 | 12 | 44 | |
| DUBLIN | AER LINGUS | S | 216 | 0 | 4 | 11.4 | 47.3 | 28.2 | 4.5 | 4.5 | 0.9 | 0.5 | 0.9 | 0.0 | 0.0 | 1.8 | 7 | 58.6 | 18 | 239 | |
| DUBLIN | RYANAIR | S | 180 | 0 | 0 | 2.8 | 48.9 | 30.0 | 8.3 | 7.2 | 1.7 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 11 | 65.6 | 20 | 180 | |
| TOTAL DUBLIN | | | 396 | 0 | 4 | 7.5 | 48.0 | 29.0 | 6.3 | 5.8 | 1.3 | 0.3 | 1.0 | 0.0 | 0.0 | 1.0 | 9 | 61.6 | 19 | 419 | |
| TOTAL IRISH REPUBLIC | | | 396 | 0 | 4 | 7.5 | 48.0 | 29.0 | 6.3 | 5.8 | 1.3 | 0.3 | 1.0 | 0.0 | 0.0 | 1.0 | 9 | 61.6 | 19 | 419 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| NAPLES | TUI AIRWAYS LTD | C | 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 | 0.0 | 0 | 0 | |
| TOTAL NAPLES | | | 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 | 0.0 | 0 | 0 | |
| PARMA | BA CITYFLYER 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 | |
| TOTAL PARMA | | | 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 | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 55.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 9 | 16 | |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 0.0 | 16.7 | 55.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 9 | 16 | |
| TURIN | 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 | |
| TOTAL TURIN | | | 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 | |
| TOTAL ITALY | | | 29 | 0 | 0 | 0.0 | 24.1 | 44.8 | 20.7 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 9 | 16 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 30.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.5 | 10 | 8 | |
| TOTAL MALTA | | | 10 | 0 | 0 | 10.0 | 30.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.5 | 10 | 8 | |
| TOTAL MALTA | | | 10 | 0 | 0 | 10.0 | 30.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.5 | 10 | 8 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | EASYJET UK LTD | S | 10 | 0 | 0 | 10.0 | 10.0 | 40.0 | 10.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL AGADIR (AL MASSIRA) | | | 10 | 0 | 0 | 10.0 | 10.0 | 40.0 | 10.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL MOROCCO | | | 10 | 0 | 0 | 10.0 | 10.0 | 40.0 | 10.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET UK LTD | S | 45 | 0 | 0 | 2.2 | 17.8 | 33.3 | 22.2 | 11.1 | 11.1 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 79.6 | 11 | 54 | |
| AMSTERDAM | KLM | S | 126 | 0 | 4 | 1.5 | 17.7 | 46.9 | 18.5 | 6.2 | 5.4 | 0.0 | 0.8 | 0.0 | 0.0 | 3.1 | 15 | 81.3 | 9 | 123 | |
| AMSTERDAM | KLM CITYHOPPER | S | 145 | 0 | 0 | 0.0 | 20.7 | 44.8 | 10.3 | 11.0 | 11.0 | 1.4 | 0.7 | 0.0 | 0.0 | 0.0 | 23 | 77.9 | 9 | 68 | |
| TOTAL AMSTERDAM | | | 316 | 0 | 4 | 0.9 | 19.1 | 44.1 | 15.3 | 9.1 | 8.8 | 0.9 | 0.6 | 0.0 | 0.0 | 1.3 | 20 | 80.0 | 9 | 245 | |
| MAASTRICHT | RYANAIR | 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 | |
| TOTAL MAASTRICHT | | | 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 | |
| TOTAL NETHERLANDS | | | 317 | 0 | 4 | 0.9 | 19.0 | 44.2 | 15.3 | 9.0 | 8.7 | 0.9 | 0.6 | 0.0 | 0.0 | 1.2 | 20 | 80.0 | 9 | 245 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | 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 | |
| TOTAL GDANSK | | | 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 | |
| KRAKOW | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 38.9 | 22.2 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| KRAKOW | RYANAIR | S | 26 | 0 | 0 | 11.5 | 53.8 | 23.1 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.2 | 9 | 18 |
| TOTAL KRAKOW | | | 44 | 0 | 0 | 11.4 | 47.7 | 22.7 | 11.4 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.3 | 6 | 34 |
| 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 | 94.4 | 2 | 18 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 0 | 0 | 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 | 2 | 18 |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 11.1 | 44.4 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 7 | 18 |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 11.1 | 44.4 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 7 | 18 |
| TOTAL POLAND | | | 62 | 0 | 1 | 11.1 | 46.0 | 27.0 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 6 | 88.6 | 5 | 70 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 42.3 | 38.5 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 22 | 16 |
| FARO | JET2.COM LTD | S | 51 | 0 | 0 | 17.6 | 37.3 | 43.1 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 90.4 | 4 | 52 |
| TOTAL FARO | | | 77 | 0 | 0 | 11.7 | 39.0 | 41.6 | 6.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 80.0 | 8 | 68 |
| LISBON | EASYJET UK LTD | S | 18 | 0 | 0 | 11.1 | 33.3 | 44.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL LISBON | | | 18 | 0 | 0 | 11.1 | 33.3 | 44.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 18 | 0 | 0 | 38.9 | 33.3 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 81.3 | 4 | 14 |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 38.9 | 33.3 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 81.3 | 4 | 14 |
| TOTAL PORTUGAL | | | 113 | 0 | 0 | 15.9 | 37.2 | 39.8 | 5.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 80.2 | 8 | 82 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 70.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 8 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 10.0 | 70.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 8 |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 10.0 | 70.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 8 |
| ROMANIA | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 16 | 0 | 0 | 18.8 | 18.8 | 43.8 | 0.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| TOTAL BUCHAREST (OTOPENI) | | | 16 | 0 | 0 | 18.8 | 18.8 | 43.8 | 0.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| TOTAL ROMANIA | | | 16 | 0 | 0 | 18.8 | 18.8 | 43.8 | 0.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| 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 | 7 | 0.0 | 0 | 0 |
| TOTAL BRATISLAVA | | | 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 |
| TOTAL SLOVAK REPUBLIC | | | 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 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 42 | 0 | 0 | 14.3 | 19.0 | 33.3 | 21.4 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.8 | 15 | 52 |
| ALICANTE | JET2.COM LTD | S | 52 | 0 | 0 | 5.8 | 38.5 | 44.2 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.9 | 10 | 52 |
| ALICANTE | RYANAIR | S | 18 | 0 | 0 | 16.7 | 16.7 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 44.4 | 17 | 18 |
| ALICANTE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 44.4 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.5 | 10 | 16 |
| TOTAL ALICANTE | | | 130 | 0 | 0 | 9.2 | 30.0 | 34.6 | 14.6 | 8.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.5 | 13 | 138 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-----------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| BARCELONA | EASYJET UK LTD | S | 27 | 0 | 0 | 7.4 | 48.1 | 33.3 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 73.1 | 11 | 26 | |
| TOTAL BARCELONA | | | 27 | 0 | 0 | 7.4 | 48.1 | 33.3 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 73.1 | 11 | 26 | |
| IBIZA | JET2.COM LTD | 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 | 93.3 | 5 | 15 | |
| TOTAL IBIZA | | | 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 | 93.3 | 5 | 15 | |
| MALAGA | EASYJET UK LTD | S | 51 | 0 | 0 | 0.0 | 11.8 | 37.3 | 23.5 | 13.7 | 11.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 27.3 | 31 | 44 | |
| MALAGA | JET2.COM LTD | S | 42 | 0 | 0 | 2.4 | 21.4 | 61.9 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.3 | 15 | 44 | |
| MALAGA | RYANAIR | S | 36 | 0 | 0 | 5.6 | 16.7 | 27.8 | 16.7 | 16.7 | 5.6 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 33 | 44.1 | 23 | 34 | |
| MALAGA | TUI AIRWAYS LTD | C | 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 | 6 | 100.0 | 3 | 9 | |
| TOTAL MALAGA | | | 137 | 0 | 0 | 2.2 | 17.5 | 43.1 | 15.3 | 12.4 | 5.8 | 2.9 | 0.7 | 0.0 | 0.0 | 0.0 | 21 | 53.4 | 22 | 131 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 18 | 0 | 0 | 22.2 | 27.8 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.4 | 28 | 26 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 44 | 0 | 0 | 15.9 | 36.4 | 45.5 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 5 | 54 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 11.1 | 0.0 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 69 | 75.0 | 11 | 16 | |
| TOTAL PALMA DE MALLORCA | | | 80 | 0 | 0 | 13.8 | 31.3 | 40.0 | 6.3 | 3.8 | 0.0 | 1.3 | 3.8 | 0.0 | 0.0 | 0.0 | 18 | 73.5 | 12 | 96 | |
| REUS | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 31.3 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 5 | 10 | |
| TOTAL REUS | | | 16 | 0 | 0 | 6.3 | 31.3 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 5 | 10 | |
| TOTAL SPAIN | | | 408 | 0 | 0 | 7.8 | 28.7 | 38.0 | 12.0 | 8.3 | 2.9 | 1.2 | 1.0 | 0.0 | 0.0 | 0.0 | 15 | 67.9 | 15 | 416 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 43 | 0 | 0 | 4.7 | 30.2 | 41.9 | 11.6 | 9.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.8 | 11 | 38 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 5.9 | 17.6 | 41.2 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.8 | 10 | 18 | |
| TOTAL ARRECIFE | | | 60 | 0 | 0 | 5.0 | 26.7 | 41.7 | 13.3 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.6 | 11 | 56 | |
| FUERTEVENTURA | JET2.COM LTD | S | 27 | 0 | 0 | 7.4 | 44.4 | 29.6 | 7.4 | 7.4 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 94.4 | 3 | 18 | |
| TOTAL FUERTEVENTURA | | | 27 | 0 | 0 | 7.4 | 44.4 | 29.6 | 7.4 | 7.4 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 94.4 | 3 | 18 | |
| LAS PALMAS | JET2.COM LTD | S | 35 | 0 | 0 | 14.3 | 42.9 | 34.3 | 2.9 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.7 | 13 | 33 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 27.8 | 61.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 68.8 | 14 | 16 | |
| TOTAL LAS PALMAS | | | 53 | 0 | 0 | 9.4 | 37.7 | 43.4 | 3.8 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.4 | 13 | 49 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 16 | 0 | 1 | 35.3 | 5.9 | 41.2 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 6 | 0.0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 92 | 0 | 0 | 16.3 | 43.5 | 34.8 | 3.3 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 83.1 | 9 | 76 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 27 | 0 | 0 | 3.7 | 14.8 | 18.5 | 33.3 | 14.8 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 72.0 | 15 | 25 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 135 | 0 | 1 | 16.2 | 33.1 | 32.4 | 10.3 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 9 | 80.4 | 10 | 101 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 275 | 0 | 1 | 11.6 | 33.7 | 36.2 | 9.4 | 5.4 | 2.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.4 | 9 | 76.9 | 11 | 224 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| GENEVA | 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 | 0.0 | 8 | 0.0 | 0 | 0 | |
| GENEVA | JET2.COM LTD | S | 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 | 50.0 | 11 | 6 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-------------------|-------------------|------------|----------|-----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | |
| TOTAL GENEVA | | | 12 | 0 | 0 | 0.0 | 25.0 | 58.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 11 | 6 | |
| TOTAL SWITZERLAND | | | 12 | 0 | 0 | 0.0 | 25.0 | 58.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 11 | 6 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 18 | 0 | 0 | 22.2 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.8 | 14 | 16 | |
| ANTALYA | JET2.COM LTD | S | 45 | 0 | 0 | 15.6 | 26.7 | 44.4 | 8.9 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.1 | 13 | 43 | |
| ANTALYA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 41.2 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 78.6 | 13 | 14 | |
| TOTAL ANTALYA | | | 80 | 0 | 0 | 13.8 | 22.5 | 35.0 | 16.3 | 8.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.6 | 13 | 73 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 10 | 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 | 0.0 | 0 | 0 | |
| TOTAL BODRUM (MILAS) | | | 10 | 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 | 0.0 | 0 | 0 | |
| DALAMAN | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 31.3 | 31.3 | 6.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 11 | 18 | |
| DALAMAN | JET2.COM LTD | S | 28 | 0 | 0 | 7.1 | 25.0 | 57.1 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.4 | 10 | 36 | |
| TOTAL DALAMAN | | | 44 | 0 | 0 | 4.5 | 18.2 | 47.7 | 18.2 | 2.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 68.5 | 11 | 54 | |
| IZMIR (ADNAN MENDERES) | 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 | 17 | 0.0 | 0 | 0 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 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 | 17 | 0.0 | 0 | 0 | |
| TOTAL TURKEY | | | 142 | 0 | 0 | 9.2 | 20.4 | 41.5 | 16.9 | 7.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 70.9 | 12 | 127 | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 59 | 0 | 1 | 0.0 | 6.7 | 26.7 | 21.7 | 20.0 | 6.7 | 11.7 | 3.3 | 1.7 | 0.0 | 1.7 | 55 | 70.0 | 10 | 60 | |
| TOTAL DUBAI | | | 59 | 0 | 1 | 0.0 | 6.7 | 26.7 | 21.7 | 20.0 | 6.7 | 11.7 | 3.3 | 1.7 | 0.0 | 1.7 | 55 | 70.0 | 10 | 60 | |
| TOTAL UNITED ARAB | | | 59 | 0 | 1 | 0.0 | 6.7 | 26.7 | 21.7 | 20.0 | 6.7 | 11.7 | 3.3 | 1.7 | 0.0 | 1.7 | 55 | 70.0 | 10 | 60 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET UK 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 | 54 | 0.0 | 0 | 0 | |
| TOTAL ABERDEEN | | | 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 | 54 | 0.0 | 0 | 0 | |
| BARRA | LOGANAIR LTD | S | 92 | 0 | 24 | 9.5 | 37.9 | 22.4 | 1.7 | 3.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20.7 | 9 | 69.0 | 12 | 108 | |
| TOTAL BARRA | | | 92 | 0 | 24 | 9.5 | 37.9 | 22.4 | 1.7 | 3.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20.7 | 9 | 69.0 | 12 | 108 | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 84 | 0 | 10 | 1.1 | 39.4 | 27.7 | 6.4 | 2.1 | 8.5 | 4.3 | 0.0 | 0.0 | 0.0 | 10.6 | 19 | 83.3 | 9 | 116 | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 34 | 0 | 0 | 17.6 | 44.1 | 17.6 | 2.9 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 7 | 16 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 118 | 0 | 10 | 5.5 | 40.6 | 25.0 | 5.5 | 3.9 | 8.6 | 3.1 | 0.0 | 0.0 | 0.0 | 7.8 | 17 | 83.8 | 9 | 132 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 222 | 0 | 0 | 5.9 | 65.8 | 20.7 | 2.3 | 2.7 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 82.6 | 9 | 218 | |
| TOTAL BELFAST INTERNATIONAL | | | 222 | 0 | 0 | 5.9 | 65.8 | 20.7 | 2.3 | 2.7 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 82.6 | 9 | 218 | |
| BENBECULA | LOGANAIR LTD | S | 93 | 0 | 3 | 17.7 | 31.3 | 19.8 | 6.3 | 12.5 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 3.1 | 19 | 77.8 | 20 | 93 | |
| TOTAL BENBECULA | | | 93 | 0 | 3 | 17.7 | 31.3 | 19.8 | 6.3 | 12.5 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 3.1 | 19 | 77.8 | 20 | 93 | |
| BIRMINGHAM | EASYJET UK LTD | S | 126 | 0 | 2 | 4.7 | 48.4 | 25.8 | 10.2 | 3.1 | 1.6 | 2.3 | 2.3 | 0.0 | 0.0 | 1.6 | 15 | 91.3 | 4 | 92 | |
| TOTAL BIRMINGHAM | | | 126 | 0 | 2 | 4.7 | 48.4 | 25.8 | 10.2 | 3.1 | 1.6 | 2.3 | 2.3 | 0.0 | 0.0 | 1.6 | 15 | 91.3 | 4 | 92 | |
| BRISTOL | 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 | 26 | 1 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|---------------------|-------------------|------------|----------|-----------|----------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|--------------|-----------|------------|--|
| 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 | | | |
| BRISTOL | EASYJET UK LTD | S | 186 | 0 | 0 | 4.8 | 40.3 | 28.0 | 12.4 | 10.2 | 2.2 | 1.6 | 0.5 | 0.0 | 0.0 | 0.0 | 13 | 69.0 | 17 | 196 | |
| TOTAL BRISTOL | | | 186 | 0 | 0 | 4.8 | 40.3 | 28.0 | 12.4 | 10.2 | 2.2 | 1.6 | 0.5 | 0.0 | 0.0 | 0.0 | 13 | 68.7 | 17 | 197 | |
| CAMPBELTOWN | LOGANAIR LTD | S | 78 | 0 | 7 | 14.1 | 47.1 | 25.9 | 3.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 2 | 84.4 | 5 | 72 | |
| TOTAL CAMPBELTOWN | | | 78 | 0 | 7 | 14.1 | 47.1 | 25.9 | 3.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 2 | 84.4 | 5 | 72 | |
| CARDIFF WALES | 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 | 50 | 2 | |
| TOTAL CARDIFF WALES | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 50 | 2 | |
| CITY OF DERRY (EGLINTON) | LOGANAIR LTD | S | 34 | 0 | 0 | 8.8 | 50.0 | 29.4 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.4 | 10 | 34 | |
| TOTAL CITY OF DERRY (EGLINTON) | | | 34 | 0 | 0 | 8.8 | 50.0 | 29.4 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.4 | 10 | 34 | |
| EDINBURGH | 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 | 16 | 33.3 | 18 | 2 | |
| EDINBURGH | 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 | 0.0 | 25 | 1 | |
| EDINBURGH | KLM | S | 0 | 0 | 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 | |
| EDINBURGH | 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 | |
| TOTAL EDINBURGH | | | 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 | 33.3 | 20 | 5 | |
| 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 | 0.0 | 0 | 95.5 | 2 | 44 | |
| TOTAL EXETER | | | 0 | 0 | 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 | 2 | 44 | |
| GATWICK | BRITISH AIRWAYS PLC | S | 59 | 0 | 0 | 11.9 | 61.0 | 22.0 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 91.7 | 5 | 59 | |
| GATWICK | EASYJET UK LTD | S | 248 | 0 | 0 | 6.5 | 45.6 | 30.6 | 9.3 | 7.3 | 0.4 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 8 | 75.5 | 15 | 276 | |
| GATWICK | EMIRATES | 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 | |
| TOTAL GATWICK | | | 308 | 0 | 0 | 7.5 | 48.4 | 28.9 | 8.8 | 5.8 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 7 | 78.4 | 13 | 335 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 552 | 0 | 13 | 3.2 | 33.3 | 34.3 | 12.7 | 10.3 | 3.2 | 0.5 | 0.0 | 0.2 | 0.0 | 2.3 | 13 | 72.4 | 12 | 452 | |
| TOTAL HEATHROW | | | 552 | 0 | 13 | 3.2 | 33.3 | 34.3 | 12.7 | 10.3 | 3.2 | 0.5 | 0.0 | 0.2 | 0.0 | 2.3 | 13 | 72.4 | 12 | 452 | |
| 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 | 100.0 | 0 | 1 | |
| TOTAL INVERNESS | | | 0 | 0 | 0 | 0.0 | 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 | |
| ISLAY | LOGANAIR LTD | S | 97 | 0 | 6 | 4.9 | 38.8 | 34.0 | 8.7 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 8 | 73.0 | 12 | 94 | |
| TOTAL ISLAY | | | 97 | 0 | 6 | 4.9 | 38.8 | 34.0 | 8.7 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 8 | 73.0 | 12 | 94 | |
| JERSEY | EASYJET UK LTD | S | 34 | 0 | 0 | 5.9 | 41.2 | 44.1 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 58.3 | 16 | 36 | |
| TOTAL JERSEY | | | 34 | 0 | 0 | 5.9 | 41.2 | 44.1 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 58.3 | 16 | 36 | |
| KIRKWALL | LOGANAIR LTD | S | 66 | 0 | 2 | 5.9 | 44.1 | 35.3 | 4.4 | 1.5 | 4.4 | 1.5 | 0.0 | 0.0 | 0.0 | 2.9 | 9 | 75.4 | 10 | 52 | |
| TOTAL KIRKWALL | | | 66 | 0 | 2 | 5.9 | 44.1 | 35.3 | 4.4 | 1.5 | 4.4 | 1.5 | 0.0 | 0.0 | 0.0 | 2.9 | 9 | 75.4 | 10 | 52 | |
| LONDON CITY | BA CITYFLYER LTD | S | 246 | 0 | 0 | 7.7 | 64.6 | 20.3 | 3.7 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.4 | 5 | 232 | |
| LONDON CITY | BRITISH AIRWAYS PLC | 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 | |
| TOTAL LONDON CITY | | | 246 | 0 | 4 | 7.6 | 63.6 | 20.0 | 3.6 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 4 | 88.4 | 5 | 232 | |
| LUTON | EASYJET UK LTD | S | 162 | 0 | 0 | 2.5 | 46.9 | 30.2 | 11.1 | 8.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.0 | 16 | 162 | |
| TOTAL LUTON | | | 162 | 0 | 0 | 2.5 | 46.9 | 30.2 | 11.1 | 8.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.0 | 16 | 162 | |
| MANCHESTER | 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 | 342 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|------------------------|-------------------|-------------|----------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|-------------|
| 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 |
| MANCHESTER | 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 |
| TOTAL MANCHESTER | | | 2 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 171 | 0.0 | 0 | 0 |
| SOUTHAMPTON | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 68.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| SOUTHAMPTON | LOGANAIR LTD | S | 161 | 0 | 1 | 2.5 | 58.0 | 27.2 | 2.5 | 8.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 6 | 93.6 | 3 | 203 |
| TOTAL SOUTHAMPTON | | | 177 | 0 | 1 | 2.8 | 59.0 | 27.0 | 2.2 | 7.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 6 | 93.6 | 3 | 203 |
| STANSTED | EASYJET UK LTD | S | 128 | 0 | 0 | 2.3 | 47.7 | 29.7 | 11.7 | 7.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.3 | 21 | 160 |
| STANSTED | 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 | 0 | 1 |
| TOTAL STANSTED | | | 128 | 0 | 0 | 2.3 | 47.7 | 29.7 | 11.7 | 7.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.5 | 21 | 161 |
| STORNOWAY | LOGANAIR LTD | S | 155 | 0 | 8 | 9.8 | 44.2 | 30.7 | 4.3 | 5.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 6 | 78.1 | 13 | 156 |
| TOTAL STORNOWAY | | | 155 | 0 | 8 | 9.8 | 44.2 | 30.7 | 4.3 | 5.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 6 | 78.1 | 13 | 156 |
| SUMBURGH | LOGANAIR LTD | S | 56 | 0 | 4 | 1.7 | 18.3 | 41.7 | 20.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 13 | 74.6 | 17 | 59 |
| TOTAL SUMBURGH | | | 56 | 0 | 4 | 1.7 | 18.3 | 41.7 | 20.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 13 | 74.6 | 17 | 59 |
| TIREE | LOGANAIR LTD | S | 94 | 0 | 18 | 15.2 | 36.6 | 23.2 | 1.8 | 0.0 | 4.5 | 2.7 | 0.0 | 0.0 | 0.0 | 16.1 | 10 | 78.9 | 11 | 107 |
| TOTAL TIREE | | | 94 | 0 | 18 | 15.2 | 36.6 | 23.2 | 1.8 | 0.0 | 4.5 | 2.7 | 0.0 | 0.0 | 0.0 | 16.1 | 10 | 78.9 | 11 | 107 |
| TOTAL UNITED KINGDOM | | | 3029 | 0 | 102 | 6.2 | 45.1 | 28.2 | 7.7 | 6.2 | 2.3 | 0.7 | 0.2 | 0.0 | 0.0 | 3.3 | 10 | 77.9 | 11 | 3047 |
| USA | | | | | | | | | | | | | | | | | | | | |
| LAS VEGAS | EUROWINGS LUFTVERKEHRS | 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 |
| TOTAL LAS VEGAS | | | 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 |
| TOTAL USA | | | 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 |
| TOTAL GLASGOW | | | 5365 | 0 | 116 | 6.4 | 39.7 | 31.8 | 9.5 | 6.4 | 2.9 | 0.8 | 0.4 | 0.1 | 0.0 | 2.1 | 11 | 75.6 | 12 | 5057 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|-------------------------------|-------------------|------------|----------|-----------|-------------|----------------------------|--------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | BRITISH AIRWAYS PLC | S | 48 | 0 | 0 | 0.0 | 20.8 | 43.8 | 22.9 | 10.4 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 42 | 58.6 | 23 | 68 | |
| TOTAL TIRANA | | | 48 | 0 | 0 | 0.0 | 20.8 | 43.8 | 22.9 | 10.4 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 42 | 58.6 | 23 | 68 | |
| TOTAL ALBANIA | | | 48 | 0 | 0 | 0.0 | 20.8 | 43.8 | 22.9 | 10.4 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 42 | 58.6 | 23 | 68 | |
| ALGERIA | | | | | | | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 44 | 0 | 0 | 9.1 | 20.5 | 25.0 | 11.4 | 18.2 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 40.9 | 24 | 44 | |
| ALGIERS | 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 | 46.0 | 25 | 50 | |
| TOTAL ALGIERS | | | 44 | 0 | 0 | 9.1 | 20.5 | 25.0 | 11.4 | 18.2 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 43.6 | 24 | 94 | |
| TOTAL ALGERIA | | | 44 | 0 | 0 | 9.1 | 20.5 | 25.0 | 11.4 | 18.2 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 43.6 | 24 | 94 | |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | | | | | | | |
| ANTIGUA | 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 | 100.0 | 0 | 1 | |
| ANTIGUA | VIRGIN ATLANTIC AIRWAYS LTD | S | 23 | 0 | 0 | 26.1 | 30.4 | 34.8 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 92.9 | 5 | 14 | |
| ANTIGUA | VIRGIN ATLANTIC INTERNATIONAL | 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 | 95.0 | 1 | 20 | |
| TOTAL ANTIGUA | | | 25 | 0 | 0 | 28.0 | 32.0 | 32.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 94.3 | 3 | 35 | |
| TOTAL ANTIGUA AND ARGENTINA | | | 25 | 0 | 0 | 28.0 | 32.0 | 32.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 94.3 | 3 | 35 | |
| ARGENTINA | | | | | | | | | | | | | | | | | | | | | |
| BUENOS AIRES | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 15.0 | 38.3 | 28.3 | 8.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.5 | 11 | 44 | |
| TOTAL BUENOS AIRES | | | 60 | 0 | 0 | 15.0 | 38.3 | 28.3 | 8.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.5 | 11 | 44 | |
| TOTAL ARGENTINA | | | 60 | 0 | 0 | 15.0 | 38.3 | 28.3 | 8.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.5 | 11 | 44 | |
| AUSTRALIA | | | | | | | | | | | | | | | | | | | | | |
| MELBOURNE | QANTAS | S | 53 | 0 | 3 | 8.9 | 28.6 | 30.4 | 10.7 | 10.7 | 1.8 | 3.6 | 0.0 | 0.0 | 0.0 | 5.4 | 17 | 50.0 | 30 | 60 | |
| TOTAL MELBOURNE | | | 53 | 0 | 3 | 8.9 | 28.6 | 30.4 | 10.7 | 10.7 | 1.8 | 3.6 | 0.0 | 0.0 | 0.0 | 5.4 | 17 | 50.0 | 30 | 60 | |
| PERTH (AUSTRALIA) | QANTAS | S | 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 | 14 | 0.0 | 0 | 0 | |
| TOTAL PERTH (AUSTRALIA) | | | 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 | 14 | 0.0 | 0 | 0 | |
| SYDNEY | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 28.3 | 40.0 | 25.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.3 | 29 | 60 | |
| SYDNEY | QANTAS | S | 60 | 0 | 0 | 0.0 | 11.7 | 36.7 | 16.7 | 13.3 | 15.0 | 3.3 | 1.7 | 1.7 | 0.0 | 0.0 | 47 | 36.7 | 70 | 60 | |
| TOTAL SYDNEY | | | 120 | 0 | 0 | 0.0 | 20.0 | 38.3 | 20.8 | 9.2 | 8.3 | 1.7 | 0.8 | 0.8 | 0.0 | 0.0 | 29 | 40.0 | 50 | 120 | |
| TOTAL AUSTRALIA | | | 180 | 0 | 3 | 2.7 | 22.4 | 36.1 | 18.0 | 9.8 | 6.0 | 2.2 | 0.5 | 0.5 | 0.0 | 1.6 | 25 | 43.3 | 43 | 180 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | BRITISH AIRWAYS PLC | S | 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 | 60.7 | 21 | 28 | |
| TOTAL INNSBRUCK | | | 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 | 60.7 | 21 | 28 | |
| SALZBURG | BRITISH AIRWAYS PLC | 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 | 14 | 95.5 | 4 | 22 | |
| TOTAL SALZBURG | | | 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 | 14 | 95.5 | 4 | 22 | |
| VIENNA | AUSTRIAN AIRLINES | S | 296 | 0 | 4 | 2.7 | 28.3 | 40.0 | 16.3 | 10.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 11 | 74.2 | 11 | 238 | |
| VIENNA | BRITISH AIRWAYS PLC | S | 210 | 0 | 6 | 3.2 | 27.3 | 39.4 | 11.1 | 12.5 | 3.2 | 0.5 | 0.0 | 0.0 | 0.0 | 2.8 | 14 | 78.3 | 12 | 230 | |
| TOTAL VIENNA | | | 506 | 0 | 10 | 2.9 | 27.9 | 39.7 | 14.1 | 11.2 | 1.9 | 0.2 | 0.0 | 0.0 | 0.0 | 1.9 | 12 | 76.2 | 12 | 468 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|---|-------------------------------|-------------------|------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| TOTAL AUSTRIA | | | 526 | 0 | 10 | 2.8 | 28.2 | 39.2 | 14.2 | 11.6 | 2.1 | 0.2 | 0.0 | 0.0 | 0.0 | 1.9 | 13 | 76.2 | 12 | 518 |
| AZERBAIJAN | | | | | | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | 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 |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | S | 26 | 0 | 0 | 19.2 | 46.2 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 26 |
| BAKU (HEYDER ALIYEV INT'L) | THY TURKISH 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 | 16 | 2 |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 26 | 0 | 0 | 19.2 | 46.2 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 96.6 | 3 | 29 |
| TOTAL AZERBAIJAN | | | 26 | 0 | 0 | 19.2 | 46.2 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 96.6 | 3 | 29 |
| BAHRAIN | | | | | | | | | | | | | | | | | | | | |
| BAHRAIN | BRITISH AIRWAYS PLC | S | 54 | 0 | 2 | 0.0 | 7.1 | 46.4 | 12.5 | 21.4 | 7.1 | 0.0 | 0.0 | 1.8 | 0.0 | 3.6 | 47 | 82.0 | 8 | 50 |
| BAHRAIN | GULF AIR | S | 120 | 0 | 0 | 4.2 | 42.5 | 27.5 | 12.5 | 9.2 | 1.7 | 0.8 | 0.0 | 1.7 | 0.0 | 0.0 | 18 | 85.0 | 7 | 120 |
| TOTAL BAHRAIN | | | 174 | 0 | 2 | 2.8 | 31.3 | 33.5 | 12.5 | 13.1 | 3.4 | 0.6 | 0.0 | 1.7 | 0.0 | 1.1 | 27 | 84.1 | 7 | 170 |
| TOTAL BAHRAIN | | | 174 | 0 | 2 | 2.8 | 31.3 | 33.5 | 12.5 | 13.1 | 3.4 | 0.6 | 0.0 | 1.7 | 0.0 | 1.1 | 27 | 84.1 | 7 | 170 |
| BANGLADESH | | | | | | | | | | | | | | | | | | | | |
| DHAKHA | BIMAN BANGLADESH AIRLINES | S | 32 | 0 | 0 | 0.0 | 28.1 | 31.3 | 15.6 | 15.6 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.2 | 16 | 36 |
| TOTAL DHAKHA | | | 32 | 0 | 0 | 0.0 | 28.1 | 31.3 | 15.6 | 15.6 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.2 | 16 | 36 |
| TOTAL BANGLADESH | | | 32 | 0 | 0 | 0.0 | 28.1 | 31.3 | 15.6 | 15.6 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.2 | 16 | 36 |
| BARBADOS | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 79 | 0 | 0 | 10.1 | 51.9 | 27.8 | 5.1 | 3.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.7 | 7 | 60 |
| BRIDGETOWN | VIRGIN ATLANTIC AIRWAYS LTD | S | 10 | 0 | 0 | 20.0 | 40.0 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 89.5 | 3 | 19 |
| BRIDGETOWN | VIRGIN ATLANTIC INTERNATIONAL | S | 6 | 0 | 0 | 16.7 | 33.3 | 0.0 | 16.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 83.3 | 5 | 6 |
| TOTAL BRIDGETOWN | | | 95 | 0 | 0 | 11.6 | 49.5 | 26.3 | 6.3 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.1 | 6 | 85 |
| TOTAL BARBADOS | | | 95 | 0 | 0 | 11.6 | 49.5 | 26.3 | 6.3 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.1 | 6 | 85 |
| BELGIUM | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 170 | 0 | 6 | 0.6 | 31.3 | 27.8 | 14.8 | 15.3 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 18 | 61.2 | 20 | 186 |
| BRUSSELS | BRUSSELS AIRLINES | S | 207 | 0 | 0 | 5.8 | 28.0 | 27.1 | 18.8 | 16.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.9 | 19 | 170 |
| TOTAL BRUSSELS | | | 377 | 0 | 6 | 3.4 | 29.5 | 27.4 | 17.0 | 16.2 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 17 | 58.7 | 20 | 356 |
| TOTAL BELGIUM | | | 377 | 0 | 6 | 3.4 | 29.5 | 27.4 | 17.0 | 16.2 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 17 | 58.7 | 20 | 356 |
| BERMUDA | | | | | | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 59 | 0 | 1 | 3.3 | 31.7 | 38.3 | 11.7 | 5.0 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 55.0 | 24 | 60 |
| TOTAL BERMUDA | | | 59 | 0 | 1 | 3.3 | 31.7 | 38.3 | 11.7 | 5.0 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 55.0 | 24 | 60 |
| TOTAL BERMUDA | | | 59 | 0 | 1 | 3.3 | 31.7 | 38.3 | 11.7 | 5.0 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 55.0 | 24 | 60 |
| BRAZIL | | | | | | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | 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 | 81.4 | 25 | 43 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|-----------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 81.4 | 25 | 43 | |
| SAO PAULO (GUARULHOS) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 23.3 | 36.7 | 36.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.7 | 11 | 60 | |
| SAO PAULO (GUARULHOS) | TAM LINHAS AEREAS | S | 60 | 0 | 0 | 11.7 | 40.0 | 20.0 | 15.0 | 8.3 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.7 | 11 | 60 | |
| TOTAL SAO PAULO (GUARULHOS) | | | 120 | 0 | 0 | 17.5 | 38.3 | 28.3 | 8.3 | 5.0 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.7 | 11 | 120 | |
| TOTAL BRAZIL | | | 120 | 0 | 0 | 17.5 | 38.3 | 28.3 | 8.3 | 5.0 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.9 | 15 | 163 | |
| BRUNEI | | | | | | | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 19 | 0 | 6 | 0.0 | 28.0 | 12.0 | 4.0 | 4.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 34 | 34.6 | 36 | 26 | |
| TOTAL BANDAR SERI BEGAWAN | | | 19 | 0 | 6 | 0.0 | 28.0 | 12.0 | 4.0 | 4.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 34 | 34.6 | 36 | 26 | |
| TOTAL BRUNEI | | | 19 | 0 | 6 | 0.0 | 28.0 | 12.0 | 4.0 | 4.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 34 | 34.6 | 36 | 26 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 8.0 | 24.0 | 40.0 | 16.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 51.9 | 21 | 52 | |
| SOFIA | BULGARIA AIR | S | 34 | 0 | 0 | 0.0 | 2.9 | 41.2 | 26.5 | 20.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 15 | 36 | |
| TOTAL SOFIA | | | 84 | 0 | 0 | 4.8 | 15.5 | 40.5 | 20.2 | 15.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.4 | 18 | 88 | |
| TOTAL BULGARIA | | | 84 | 0 | 0 | 4.8 | 15.5 | 40.5 | 20.2 | 15.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.4 | 18 | 88 | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 60 | 0 | 0 | 16.7 | 26.7 | 33.3 | 5.0 | 10.0 | 3.3 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 21 | 90.0 | 6 | 59 | |
| CALGARY | WEST JET AIRLINES | S | 60 | 0 | 0 | 13.3 | 36.7 | 30.0 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 58.3 | 17 | 60 | |
| TOTAL CALGARY | | | 120 | 0 | 0 | 15.0 | 31.7 | 31.7 | 7.5 | 8.3 | 3.3 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 15 | 74.2 | 11 | 119 | |
| HALIFAX INT | AIR CANADA | S | 60 | 0 | 0 | 8.3 | 41.7 | 33.3 | 8.3 | 1.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 7 | 60 | |
| TOTAL HALIFAX INT | | | 60 | 0 | 0 | 8.3 | 41.7 | 33.3 | 8.3 | 1.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 7 | 60 | |
| MONTREAL (DORVAL) | AIR CANADA | S | 59 | 0 | 1 | 0.0 | 23.3 | 36.7 | 13.3 | 13.3 | 3.3 | 6.7 | 1.7 | 0.0 | 0.0 | 1.7 | 26 | 73.3 | 14 | 60 | |
| MONTREAL (DORVAL) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 5.0 | 35.0 | 28.3 | 10.0 | 13.3 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 21 | 41.7 | 28 | 60 | |
| TOTAL MONTREAL (DORVAL) | | | 119 | 0 | 1 | 2.5 | 29.2 | 32.5 | 11.7 | 13.3 | 4.2 | 4.2 | 1.7 | 0.0 | 0.0 | 0.8 | 24 | 57.5 | 21 | 120 | |
| TORONTO | AIR CANADA | S | 227 | 0 | 2 | 2.2 | 29.3 | 32.3 | 12.2 | 7.4 | 8.3 | 3.1 | 2.6 | 1.7 | 0.0 | 0.9 | 33 | 48.3 | 29 | 179 | |
| TORONTO | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 6.7 | 34.2 | 35.8 | 11.7 | 9.2 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 35.0 | 33 | 120 | |
| TOTAL TORONTO | | | 347 | 0 | 2 | 3.7 | 30.9 | 33.5 | 12.0 | 8.0 | 6.3 | 2.0 | 1.7 | 1.1 | 0.0 | 0.6 | 25 | 43.0 | 30 | 299 | |
| VANCOUVER | AIR CANADA | S | 60 | 0 | 0 | 25.0 | 15.0 | 31.7 | 8.3 | 3.3 | 5.0 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 30 | 61.7 | 16 | 60 | |
| VANCOUVER | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 23.3 | 26.7 | 33.3 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 25.0 | 41 | 60 | |
| TOTAL VANCOUVER | | | 120 | 0 | 0 | 24.2 | 20.8 | 32.5 | 7.5 | 6.7 | 2.5 | 3.3 | 2.5 | 0.0 | 0.0 | 0.0 | 19 | 43.3 | 29 | 120 | |
| TOTAL CANADA | | | 766 | 0 | 3 | 8.8 | 30.0 | 32.9 | 10.3 | 8.2 | 4.7 | 2.3 | 1.8 | 0.5 | 0.0 | 0.4 | 21 | 53.8 | 23 | 718 | |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 43 | 0 | 0 | 16.3 | 23.3 | 44.2 | 2.3 | 7.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 37 | 88.4 | 24 | 43 | |
| TOTAL GRAND CAYMAN | | | 43 | 0 | 0 | 16.3 | 23.3 | 44.2 | 2.3 | 7.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 37 | 88.4 | 24 | 43 | |
| TOTAL CAYMAN ISLANDS | | | 43 | 0 | 0 | 16.3 | 23.3 | 44.2 | 2.3 | 7.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 37 | 88.4 | 24 | 43 | |
| CHILE | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-----------------------------|----------------|-------------------|----------|----------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|-----------|
| | | | 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 |
| SANTIAGO DE CHILE | BRITISH AIRWAYS PLC | S | 30 | 0 | 0 | 0.0 | 40.0 | 46.7 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 129 | 34 |
| TOTAL SANTIAGO DE CHILE | | | 30 | 0 | 0 | 0.0 | 40.0 | 46.7 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 129 | 34 |
| TOTAL CHILE | | | 30 | 0 | 0 | 0.0 | 40.0 | 46.7 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 129 | 34 |
| CHINA | | | | | | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 120 | 0 | 0 | 15.0 | 43.3 | 17.5 | 16.7 | 5.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 13 | 8 |
| TOTAL BEIJING | | | 120 | 0 | 0 | 15.0 | 43.3 | 17.5 | 16.7 | 5.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 13 | 8 |
| BEIJING DAXING INTERNATIONAL AIRPORT | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 2.9 | 14.3 | 54.3 | 14.3 | 11.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| BEIJING DAXING INTERNATIONAL AIRPORT | CHINA SOUTHERN | S | 60 | 0 | 0 | 1.7 | 46.7 | 28.3 | 18.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 |
| TOTAL BEIJING DAXING INTERNATIONAL AIRPORT | | | 95 | 0 | 0 | 2.1 | 34.7 | 37.9 | 16.8 | 7.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| CHANGSHA HUANGHUA INTERNATIONAL AIRPORT | HAINAN 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 | 19 | 20 |
| TOTAL CHANGSHA HUANGHUA 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 | 50.0 | 19 | 20 |
| CHENGDU TIANFU | AIR CHINA | S | 26 | 0 | 0 | 0.0 | 7.7 | 30.8 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 14 | 24 |
| TOTAL CHENGDU TIANFU | | | 26 | 0 | 0 | 0.0 | 7.7 | 30.8 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 14 | 24 |
| CHONGQING JIANGBEI INTERNATIONAL | TIANJIN AIRLINES | 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 |
| TOTAL CHONGQING JIANGBEI INTERNATIONAL | | | 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 |
| GUANGZHOU BAIYUN INTERNATIONAL | CHINA SOUTHERN | S | 59 | 0 | 2 | 9.8 | 19.7 | 23.0 | 11.5 | 13.1 | 8.2 | 4.9 | 3.3 | 3.3 | 0.0 | 3.3 | 62 | 58.0 | 21 | 50 |
| TOTAL GUANGZHOU BAIYUN INTERNATIONAL | | | 59 | 0 | 2 | 9.8 | 19.7 | 23.0 | 11.5 | 13.1 | 8.2 | 4.9 | 3.3 | 3.3 | 0.0 | 3.3 | 62 | 58.0 | 21 | 50 |
| HAIKOU | HAINAN AIRLINES | S | 26 | 0 | 0 | 23.1 | 26.9 | 15.4 | 19.2 | 3.8 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 |
| TOTAL HAIKOU | | | 26 | 0 | 0 | 23.1 | 26.9 | 15.4 | 19.2 | 3.8 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 |
| QINGDAO | BEIJING CAPITAL AIRLINES | S | 18 | 0 | 0 | 16.7 | 27.8 | 16.7 | 5.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 6 | 24 |
| TOTAL QINGDAO | | | 18 | 0 | 0 | 16.7 | 27.8 | 16.7 | 5.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 6 | 24 |
| SHANGHAI (PU DONG) | AIR CHINA | S | 0 | 0 | 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 | 10 | 10 |
| SHANGHAI (PU DONG) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 23.3 | 28.3 | 30.0 | 6.7 | 5.0 | 0.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 36 | 53.3 | 13 | 15 |
| SHANGHAI (PU DONG) | CHINA EASTERN AIRLINES | S | 60 | 0 | 0 | 3.3 | 60.0 | 20.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 18 | 8 |
| SHANGHAI (PU DONG) | VIRGIN ATLANTIC AIRWAYS LTD | S | 58 | 0 | 2 | 1.7 | 13.3 | 20.0 | 18.3 | 26.7 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 3.3 | 34 | 0.0 | 0 | 0 |
| TOTAL SHANGHAI (PU DONG) | | | 178 | 0 | 2 | 9.4 | 33.9 | 23.3 | 11.7 | 12.8 | 3.9 | 1.7 | 1.1 | 1.1 | 0.0 | 1.1 | 25 | 57.1 | 13 | 33 |
| SHENZHEN (HUANGTIAN) | SHENZHEN AIRLINES | S | 42 | 0 | 0 | 9.5 | 21.4 | 21.4 | 14.3 | 19.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.0 | 10 | 40 |
| TOTAL SHENZHEN (HUANGTIAN) | | | 42 | 0 | 0 | 9.5 | 21.4 | 21.4 | 14.3 | 19.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.0 | 10 | 40 |
| TIANJIN | TIANJIN AIRLINES | S | 23 | 0 | 2 | 12.0 | 28.0 | 24.0 | 4.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 14 | 40.0 | 12 | 8 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-----------------------------------|-------------------|------------|----------|-----------|----------------------|----------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|------------|------------|------------------|-----------------|------------------|----------|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | 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 | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| TOTAL TIANJIN | | | 23 | 0 | 2 | 12.0 | 28.0 | 24.0 | 4.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 14 | 40.0 | 12 | 8 |
| WUHAN TIANHE INTERNATIONAL | CHINA SOUTHERN | S | 16 | 0 | 0 | 18.8 | 25.0 | 25.0 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| TOTAL WUHAN TIANHE INTERNATIONAL | | | 16 | 0 | 0 | 18.8 | 25.0 | 25.0 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| TOTAL CHINA | | | 604 | 0 | 6 | 10.3 | 31.5 | 24.1 | 14.6 | 12.0 | 3.9 | 1.1 | 0.7 | 0.8 | 0.0 | 1.0 | 23 | 65.7 | 14 | 207 | |
| COLOMBIA | | | | | | | | | | | | | | | | | | | | | |
| BOGOTA | AVIANCA COLOMBIA | S | 60 | 0 | 0 | 23.3 | 40.0 | 25.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 23 | 98.3 | 1 | 60 | |
| TOTAL BOGOTA | | | 60 | 0 | 0 | 23.3 | 40.0 | 25.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 23 | 98.3 | 1 | 60 | |
| TOTAL COLOMBIA | | | 60 | 0 | 0 | 23.3 | 40.0 | 25.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 23 | 98.3 | 1 | 60 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | BRITISH AIRWAYS PLC | 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 | 6 | 0.0 | 0 | 0 | |
| TOTAL DUBROVNIK | | | 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 | |
| SPLIT | CROATIA AIRLINES | S | 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 | 10 | 90.0 | 7 | 10 | |
| TOTAL SPLIT | | | 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 | 10 | 90.0 | 7 | 10 | |
| ZAGREB | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 8.3 | 26.7 | 38.3 | 10.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 71.2 | 13 | 52 | |
| ZAGREB | CROATIA AIRLINES | S | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 30.8 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 37.5 | 23 | 22 | |
| TOTAL ZAGREB | | | 86 | 0 | 0 | 5.8 | 23.3 | 37.2 | 16.3 | 14.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.5 | 16 | 74 | |
| TOTAL CROATIA | | | 96 | 0 | 0 | 5.2 | 24.0 | 38.5 | 15.6 | 13.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.0 | 15 | 84 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 254 | 0 | 3 | 3.9 | 28.8 | 43.6 | 12.5 | 7.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 10 | 62.3 | 16 | 218 | |
| TOTAL LARNACA | | | 254 | 0 | 3 | 3.9 | 28.8 | 43.6 | 12.5 | 7.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 10 | 62.3 | 16 | 218 | |
| PAPHOS | BRITISH AIRWAYS PLC | S | 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 | 11 | 80.0 | 9 | 10 | |
| TOTAL PAPHOS | | | 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 | 11 | 80.0 | 9 | 10 | |
| TOTAL CYPRUS | | | 262 | 0 | 3 | 3.8 | 28.7 | 43.8 | 12.5 | 7.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 11 | 63.0 | 16 | 228 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | BRITISH AIRWAYS PLC | S | 308 | 0 | 6 | 8.3 | 36.0 | 35.4 | 9.6 | 7.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 9 | 75.8 | 10 | 286 | |
| TOTAL PRAGUE | | | 308 | 0 | 6 | 8.3 | 36.0 | 35.4 | 9.6 | 7.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 9 | 75.8 | 10 | 286 | |
| TOTAL CZECH REPUBLIC | | | 308 | 0 | 6 | 8.3 | 36.0 | 35.4 | 9.6 | 7.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 9 | 75.8 | 10 | 286 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| BILLUND | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 5.0 | 28.3 | 35.0 | 13.3 | 8.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 71.7 | 11 | 58 | |
| TOTAL BILLUND | | | 58 | 0 | 2 | 5.0 | 28.3 | 35.0 | 13.3 | 8.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 71.7 | 11 | 58 | |
| COPENHAGEN | BRITISH AIRWAYS PLC | S | 310 | 0 | 8 | 5.7 | 31.8 | 33.3 | 13.5 | 9.4 | 3.5 | 0.3 | 0.0 | 0.0 | 0.0 | 2.5 | 12 | 69.3 | 13 | 300 | |
| COPENHAGEN | SAS | S | 192 | 0 | 1 | 1.6 | 33.7 | 37.8 | 14.5 | 7.3 | 4.1 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | 14 | 70.4 | 16 | 239 | |
| COPENHAGEN | SCANDINAVIAN AIRLINES IRELAND LTD | S | 68 | 0 | 0 | 2.9 | 41.2 | 45.6 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.9 | 19 | 13 | |
| TOTAL COPENHAGEN | | | 570 | 0 | 9 | 4.0 | 33.5 | 36.3 | 12.3 | 8.8 | 3.3 | 0.2 | 0.2 | 0.0 | 0.0 | 1.6 | 12 | 69.9 | 14 | 552 | |
| TOTAL DENMARK | | | 628 | 0 | 11 | 4.1 | 33.0 | 36.2 | 12.4 | 8.8 | 3.6 | 0.2 | 0.2 | 0.0 | 0.0 | 1.7 | 12 | 70.1 | 14 | 610 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|---------------------|-------------------|-------------|----------|-----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|-------------|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | More than 15 m early | 15 m to 30 m early | 30 m to 60 m late | 60 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 | | |
| CAIRO | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 7.5 | 28.3 | 38.3 | 13.3 | 9.2 | 2.5 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 14 | 57.4 | 15 | 120 |
| CAIRO | EGYPT AIR | S | 180 | 0 | 0 | 0.6 | 8.3 | 28.3 | 25.6 | 28.9 | 6.7 | 0.6 | 0.6 | 0.6 | 0.0 | 0.0 | 33 | 59.2 | 18 | 120 |
| TOTAL CAIRO | | | 300 | 0 | 0 | 3.3 | 16.3 | 32.3 | 20.7 | 21.0 | 5.0 | 0.3 | 0.7 | 0.3 | 0.0 | 0.0 | 25 | 58.3 | 17 | 240 |
| LUXOR | EGYPT AIR | S | 10 | 0 | 0 | 10.0 | 20.0 | 40.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 25.0 | 24 | 8 |
| TOTAL LUXOR | | | 10 | 0 | 0 | 10.0 | 20.0 | 40.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 25.0 | 24 | 8 |
| TOTAL EGYPT | | | 310 | 0 | 0 | 3.5 | 16.5 | 32.6 | 20.0 | 21.3 | 4.8 | 0.3 | 0.6 | 0.3 | 0.0 | 0.0 | 25 | 57.2 | 17 | 248 |
| ETHIOPIA | | | | | | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 60 | 0 | 0 | 1.7 | 25.0 | 41.7 | 20.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.0 | 10 | 60 |
| TOTAL ADDIS ABABA | | | 60 | 0 | 0 | 1.7 | 25.0 | 41.7 | 20.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.0 | 10 | 60 |
| TOTAL ETHIOPIA | | | 60 | 0 | 0 | 1.7 | 25.0 | 41.7 | 20.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.0 | 10 | 60 |
| FINLAND | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 240 | 0 | 0 | 3.3 | 30.4 | 35.0 | 20.4 | 7.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.5 | 8 | 248 |
| TOTAL HELSINKI | | | 240 | 0 | 0 | 3.3 | 30.4 | 35.0 | 20.4 | 7.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.5 | 8 | 248 |
| TOTAL FINLAND | | | 240 | 0 | 0 | 3.3 | 30.4 | 35.0 | 20.4 | 7.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.5 | 8 | 248 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| GRENOBLE | BRITISH AIRWAYS PLC | 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 | 25 | 33.3 | 25 | 6 |
| GRENOBLE | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 42.9 | 35 | 14 |
| TOTAL GRENOBLE | | | 12 | 0 | 0 | 16.7 | 33.3 | 16.7 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 40.0 | 32 | 20 |
| LYON | BRITISH AIRWAYS PLC | C | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 50.0 | 36 | 6 |
| LYON | BRITISH AIRWAYS PLC | S | 162 | 0 | 4 | 4.2 | 32.5 | 34.9 | 12.0 | 10.8 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 13 | 60.3 | 21 | 191 |
| TOTAL LYON | | | 165 | 0 | 4 | 4.1 | 32.5 | 34.3 | 12.4 | 10.7 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 13 | 60.0 | 21 | 197 |
| MARSEILLE | BRITISH AIRWAYS PLC | S | 231 | 0 | 13 | 2.0 | 26.2 | 34.4 | 17.6 | 10.7 | 2.9 | 0.8 | 0.0 | 0.0 | 0.0 | 5.3 | 15 | 55.3 | 23 | 220 |
| TOTAL MARSEILLE | | | 231 | 0 | 13 | 2.0 | 26.2 | 34.4 | 17.6 | 10.7 | 2.9 | 0.8 | 0.0 | 0.0 | 0.0 | 5.3 | 15 | 55.3 | 23 | 220 |
| NICE | AIR FRANCE | S | 60 | 0 | 0 | 1.7 | 45.0 | 31.7 | 13.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.9 | 16 | 46 |
| NICE | BRITISH AIRWAYS PLC | S | 359 | 0 | 16 | 1.9 | 27.2 | 34.9 | 14.1 | 12.0 | 5.3 | 0.0 | 0.3 | 0.0 | 0.0 | 4.3 | 17 | 49.8 | 22 | 388 |
| TOTAL NICE | | | 419 | 0 | 16 | 1.8 | 29.7 | 34.5 | 14.0 | 10.8 | 5.3 | 0.0 | 0.2 | 0.0 | 0.0 | 3.7 | 16 | 50.9 | 22 | 434 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 343 | 0 | 17 | 3.9 | 31.4 | 36.9 | 11.7 | 8.1 | 3.1 | 0.0 | 0.3 | 0.0 | 0.0 | 4.7 | 12 | 56.1 | 25 | 342 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 394 | 0 | 18 | 2.2 | 26.5 | 38.8 | 15.0 | 9.7 | 2.9 | 0.2 | 0.2 | 0.0 | 0.0 | 4.4 | 14 | 51.8 | 22 | 324 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 737 | 0 | 35 | 3.0 | 28.8 | 38.0 | 13.5 | 8.9 | 3.0 | 0.1 | 0.3 | 0.0 | 0.0 | 4.5 | 13 | 54.0 | 23 | 666 |
| PARIS (ORLY) | VUELING AIRLINES | S | 42 | 0 | 6 | 0.0 | 0.0 | 29.2 | 25.0 | 31.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 26 | 0.0 | 0 | 0 |
| TOTAL PARIS (ORLY) | | | 42 | 0 | 6 | 0.0 | 0.0 | 29.2 | 25.0 | 31.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 26 | 0.0 | 0 | 0 |
| TOULOUSE (BLAGNAC) | BRITISH AIRWAYS PLC | S | 170 | 0 | 2 | 0.6 | 32.0 | 37.2 | 14.5 | 9.9 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 13 | 68.5 | 13 | 170 |
| TOTAL TOULOUSE (BLAGNAC) | | | 170 | 0 | 2 | 0.6 | 32.0 | 37.2 | 14.5 | 9.9 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 13 | 68.5 | 13 | 170 |
| TOTAL FRANCE | | | 1776 | 0 | 76 | 2.5 | 28.6 | 35.9 | 14.5 | 10.4 | 3.8 | 0.2 | 0.2 | 0.0 | 0.0 | 4.1 | 14 | 55.4 | 22 | 1707 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|------------------------|-------------------|-------------|----------|-----------|----------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|-------------|--|
| 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 | | | |
| BERLIN BRANDENBURG | BRITISH AIRWAYS PLC | S | 367 | 0 | 3 | 2.2 | 27.8 | 34.9 | 17.3 | 12.7 | 4.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.8 | 16 | 68.7 | 12 | 285 | |
| TOTAL BERLIN BRANDENBURG | | | 367 | 0 | 3 | 2.2 | 27.8 | 34.9 | 17.3 | 12.7 | 4.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.8 | 16 | 68.7 | 12 | 285 | |
| COLOGNE BONN | BRITISH AIRWAYS PLC | S | 92 | 0 | 0 | 2.2 | 34.8 | 37.0 | 12.0 | 10.9 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| COLOGNE BONN | EUROWINGS LUFTVERKEHRS | S | 156 | 0 | 0 | 0.0 | 14.1 | 48.1 | 19.2 | 17.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.7 | 9 | 138 | |
| TOTAL COLOGNE BONN | | | 248 | 0 | 0 | 0.8 | 21.8 | 44.0 | 16.5 | 14.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.7 | 9 | 138 | |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 158 | 0 | 0 | 1.9 | 28.5 | 34.2 | 15.2 | 14.6 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 67.8 | 14 | 189 | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 232 | 0 | 0 | 0.9 | 25.9 | 42.7 | 10.3 | 15.1 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.6 | 18 | 218 | |
| TOTAL DUSSELDORF | | | 390 | 0 | 0 | 1.3 | 26.9 | 39.2 | 12.3 | 14.9 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.9 | 16 | 407 | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 228 | 0 | 6 | 3.8 | 36.8 | 31.2 | 14.1 | 9.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 11 | 64.6 | 14 | 220 | |
| FRANKFURT MAIN | LUFTHANSA | S | 680 | 0 | 14 | 0.6 | 23.5 | 41.2 | 13.8 | 14.3 | 4.0 | 0.6 | 0.0 | 0.0 | 0.0 | 2.0 | 16 | 81.3 | 8 | 633 | |
| TOTAL FRANKFURT MAIN | | | 908 | 0 | 20 | 1.4 | 26.8 | 38.7 | 13.9 | 12.9 | 3.7 | 0.4 | 0.0 | 0.0 | 0.0 | 2.2 | 15 | 76.9 | 10 | 853 | |
| HAMBURG | BRITISH AIRWAYS PLC | S | 214 | 0 | 2 | 3.2 | 34.3 | 34.3 | 14.4 | 9.7 | 2.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 14 | 68.7 | 14 | 202 | |
| HAMBURG | EUROWINGS LUFTVERKEHRS | S | 162 | 0 | 2 | 0.0 | 18.3 | 33.5 | 24.4 | 18.3 | 1.8 | 2.4 | 0.0 | 0.0 | 0.0 | 1.2 | 21 | 74.4 | 11 | 152 | |
| TOTAL HAMBURG | | | 376 | 0 | 4 | 1.8 | 27.4 | 33.9 | 18.7 | 13.4 | 2.1 | 1.1 | 0.5 | 0.0 | 0.0 | 1.1 | 17 | 71.1 | 12 | 354 | |
| HANOVER | BRITISH AIRWAYS PLC | S | 125 | 0 | 1 | 0.0 | 33.3 | 41.3 | 12.7 | 8.7 | 0.8 | 0.8 | 1.6 | 0.0 | 0.0 | 0.8 | 14 | 73.8 | 15 | 103 | |
| TOTAL HANOVER | | | 125 | 0 | 1 | 0.0 | 33.3 | 41.3 | 12.7 | 8.7 | 0.8 | 0.8 | 1.6 | 0.0 | 0.0 | 0.8 | 14 | 73.8 | 15 | 103 | |
| MUNICH | BRITISH AIRWAYS PLC | S | 292 | 0 | 8 | 2.0 | 37.3 | 30.0 | 14.7 | 11.0 | 2.0 | 0.3 | 0.0 | 0.0 | 0.0 | 2.7 | 12 | 70.9 | 13 | 263 | |
| MUNICH | LUFTHANSA | S | 520 | 0 | 6 | 0.4 | 20.7 | 39.2 | 16.5 | 17.3 | 3.6 | 1.0 | 0.2 | 0.0 | 0.0 | 1.1 | 18 | 74.8 | 11 | 410 | |
| TOTAL MUNICH | | | 812 | 0 | 14 | 1.0 | 26.8 | 35.8 | 15.9 | 15.0 | 3.0 | 0.7 | 0.1 | 0.0 | 0.0 | 1.7 | 16 | 73.2 | 12 | 673 | |
| NUREMBERG | 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 | 88.2 | 15 | 34 | |
| TOTAL NUREMBERG | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 88.2 | 15 | 34 | |
| STUTTGART | BRITISH AIRWAYS PLC | S | 113 | 0 | 1 | 4.4 | 39.5 | 31.6 | 12.3 | 8.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 10 | 77.3 | 10 | 148 | |
| STUTTGART | EUROWINGS LUFTVERKEHRS | S | 156 | 0 | 0 | 1.9 | 30.1 | 38.5 | 17.9 | 10.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.0 | 15 | 144 | |
| TOTAL STUTTGART | | | 269 | 0 | 1 | 3.0 | 34.1 | 35.6 | 15.6 | 10.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 11 | 76.7 | 12 | 292 | |
| TOTAL GERMANY | | | 3495 | 0 | 43 | 1.4 | 27.4 | 37.4 | 15.3 | 13.4 | 3.2 | 0.5 | 0.1 | 0.0 | 0.0 | 1.2 | 15 | 72.7 | 12 | 3139 | |
| GHANA | | | | | | | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 1.7 | 28.3 | 26.7 | 20.0 | 11.7 | 5.0 | 1.7 | 3.3 | 1.7 | 0.0 | 0.0 | 32 | 58.3 | 22 | 60 | |
| TOTAL ACCRA | | | 60 | 0 | 0 | 1.7 | 28.3 | 26.7 | 20.0 | 11.7 | 5.0 | 1.7 | 3.3 | 1.7 | 0.0 | 0.0 | 32 | 58.3 | 22 | 60 | |
| TOTAL GHANA | | | 60 | 0 | 0 | 1.7 | 28.3 | 26.7 | 20.0 | 11.7 | 5.0 | 1.7 | 3.3 | 1.7 | 0.0 | 0.0 | 32 | 58.3 | 22 | 60 | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 5.0 | 30.8 | 31.7 | 14.2 | 12.5 | 3.3 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.5 | 15 | 120 | |
| TOTAL GIBRALTAR | | | 120 | 0 | 0 | 5.0 | 30.8 | 31.7 | 14.2 | 12.5 | 3.3 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.5 | 15 | 120 | |
| TOTAL GIBRALTAR | | | 120 | 0 | 0 | 5.0 | 30.8 | 31.7 | 14.2 | 12.5 | 3.3 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.5 | 15 | 120 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 232 | 0 | 0 | 4.7 | 26.3 | 46.1 | 12.9 | 7.8 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.5 | 10 | 182 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|-------------------------------|-------------------|------------|----------|-----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|------------|
| 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 | |
| ATHENS | BRITISH AIRWAYS PLC | S | 279 | 0 | 13 | 1.4 | 24.7 | 42.1 | 11.3 | 13.4 | 2.4 | 0.3 | 0.0 | 0.0 | 0.0 | 4.5 | 14 | 56.1 | 17 | 280 |
| TOTAL ATHENS | | | 511 | 0 | 13 | 2.9 | 25.4 | 43.9 | 12.0 | 10.9 | 2.3 | 0.2 | 0.0 | 0.0 | 0.0 | 2.5 | 12 | 62.5 | 14 | 462 |
| CHANIA | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 18.8 | 37.5 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 10 | 20 | |
| TOTAL CHANIA | | | 16 | 0 | 0 | 18.8 | 37.5 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 10 | 20 | |
| CORFU | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 2.9 | 35.3 | 44.1 | 2.9 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.1 | 14 | 28 | |
| TOTAL CORFU | | | 34 | 0 | 0 | 2.9 | 35.3 | 44.1 | 2.9 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.1 | 14 | 28 | |
| HERAKLION | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 11 | 10 | |
| TOTAL HERAKLION | | | 8 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 11 | 10 | |
| PREVEZA | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 6 | 2 | |
| TOTAL PREVEZA | | | 2 | 0 | 0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 6 | 2 | |
| RHODES | 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 | 50.0 | 11 | 2 | |
| TOTAL RHODES | | | 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 | |
| SALONIKA | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 70.0 | 16 | 10 | |
| TOTAL SALONIKA | | | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 70.0 | 16 | 10 | |
| THIRA (SANTORINI) | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 4.8 | 31.0 | 38.1 | 14.3 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.5 | 14 | 44 | |
| TOTAL THIRA (SANTORINI) | | | 42 | 0 | 0 | 4.8 | 31.0 | 38.1 | 14.3 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.5 | 14 | 44 | |
| ZAKINTHOS | 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 | 50.0 | 17 | 2 | |
| TOTAL ZAKINTHOS | | | 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 | |
| TOTAL GREECE | | | 621 | 0 | 13 | 3.6 | 26.5 | 43.2 | 11.5 | 10.7 | 2.2 | 0.2 | 0.0 | 0.0 | 0.0 | 12 | 64.7 | 14 | 580 | |
| GRENADA | | | | | | | | | | | | | | | | | | | | |
| GRENADA | VIRGIN ATLANTIC AIRWAYS LTD | S | 9 | 0 | 0 | 22.2 | 11.1 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 1 | 18 | |
| GRENADA | VIRGIN ATLANTIC INTERNATIONAL | S | 8 | 0 | 0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL GRENADA | | | 17 | 0 | 0 | 35.3 | 17.6 | 41.2 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 1 | 18 | |
| TOTAL GRENADA | | | 17 | 0 | 0 | 35.3 | 17.6 | 41.2 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 1 | 18 | |
| HONG KONG | | | | | | | | | | | | | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | BRITISH AIRWAYS PLC | S | 115 | 0 | 0 | 6.1 | 40.9 | 27.0 | 13.9 | 8.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 14 | 60.0 | 35 | 120 | |
| HONG KONG (CHEK LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 248 | 0 | 1 | 8.0 | 18.5 | 37.8 | 19.3 | 12.4 | 2.0 | 1.6 | 0.0 | 0.0 | 0.4 | 17 | 66.4 | 13 | 250 | |
| TOTAL HONG KONG (CHEK LAP KOK) | | | 363 | 0 | 1 | 7.4 | 25.5 | 34.3 | 17.6 | 11.3 | 1.9 | 1.1 | 0.5 | 0.0 | 0.3 | 16 | 64.3 | 20 | 370 | |
| TOTAL HONG KONG | | | 363 | 0 | 1 | 7.4 | 25.5 | 34.3 | 17.6 | 11.3 | 1.9 | 1.1 | 0.5 | 0.0 | 0.3 | 16 | 64.3 | 20 | 370 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 234 | 0 | 0 | 6.0 | 28.2 | 34.6 | 14.1 | 13.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.8 | 20 | 238 | |
| TOTAL BUDAPEST | | | 234 | 0 | 0 | 6.0 | 28.2 | 34.6 | 14.1 | 13.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.8 | 20 | 238 | |
| TOTAL HUNGARY | | | 234 | 0 | 0 | 6.0 | 28.2 | 34.6 | 14.1 | 13.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.8 | 20 | 238 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|---------------------------------|-------------------|-------------|----------|-----------|-------------|----------------------------|-------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------------|-----------------|------------------|-------------|--|
| 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 | early | 15 m late | to 30 m late | to 60 m late | to 120 m late | to 180 m late | to 360 m late | | | | | | | | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | BRITISH AIRWAYS PLC | S | 56 | 0 | 0 | 1.8 | 50.0 | 33.9 | 7.1 | 5.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.0 | 3 | 60 | |
| KEFLAVIK | ICELANDAIR | S | 116 | 0 | 0 | 18.1 | 40.5 | 26.7 | 9.5 | 0.9 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 78.3 | 15 | 118 | |
| TOTAL KEFLAVIK | | | 172 | 0 | 0 | 12.8 | 43.6 | 29.1 | 8.7 | 2.3 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.9 | 11 | 178 | |
| TOTAL ICELAND | | | 172 | 0 | 0 | 12.8 | 43.6 | 29.1 | 8.7 | 2.3 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.9 | 11 | 178 | |
| INDIA | | | | | | | | | | | | | | | | | | | | | |
| BANGALORE (BENGALURU) | BRITISH AIRWAYS PLC | S | 59 | 0 | 0 | 3.4 | 13.6 | 45.8 | 15.3 | 16.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 35.0 | 40 | 60 | |
| BANGALORE (BENGALURU) | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 0.0 | 6.7 | 35.0 | 10.0 | 26.7 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | |
| TOTAL BANGALORE (BENGALURU) | | | 119 | 0 | 0 | 1.7 | 10.1 | 40.3 | 12.6 | 21.8 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 35.0 | 40 | 60 | |
| CHENNAI | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 30.0 | 23.3 | 15.0 | 21.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 19 | 60 | |
| TOTAL CHENNAI | | | 60 | 0 | 0 | 0.0 | 30.0 | 23.3 | 15.0 | 21.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 19 | 60 | |
| DELHI | AIR INDIA | S | 146 | 0 | 0 | 4.8 | 26.7 | 18.5 | 13.7 | 22.6 | 8.2 | 2.1 | 0.7 | 2.7 | 0.0 | 0.0 | 42 | 87.7 | 13 | 146 | |
| DELHI | BRITISH AIRWAYS PLC | S | 101 | 0 | 0 | 26.7 | 31.7 | 29.7 | 5.0 | 3.0 | 3.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.5 | 34 | 117 | |
| DELHI | TATA SIA AIRLINES LTD (VISTARA) | S | 60 | 0 | 0 | 25.0 | 33.3 | 33.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.7 | 6 | 60 | |
| DELHI | VIRGIN ATLANTIC AIRWAYS LTD | S | 118 | 0 | 2 | 10.8 | 25.8 | 36.7 | 12.5 | 5.8 | 3.3 | 2.5 | 0.8 | 0.0 | 0.0 | 1.7 | 15 | 85.8 | 8 | 120 | |
| TOTAL DELHI | | | 425 | 0 | 2 | 14.5 | 28.6 | 28.3 | 10.3 | 10.3 | 4.4 | 1.6 | 0.5 | 0.9 | 0.0 | 0.5 | 21 | 79.5 | 16 | 443 | |
| HYDERABAD (RAJIV GHANDI) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 1.7 | 21.7 | 41.7 | 18.3 | 10.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 39.3 | 25 | 56 | |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | 60 | 0 | 0 | 1.7 | 21.7 | 41.7 | 18.3 | 10.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 39.3 | 25 | 56 | |
| MUMBAI | AIR INDIA | S | 120 | 0 | 1 | 3.3 | 9.1 | 26.4 | 17.4 | 26.4 | 10.7 | 2.5 | 0.8 | 2.5 | 0.0 | 0.8 | 50 | 83.3 | 11 | 120 | |
| MUMBAI | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 1.7 | 32.5 | 35.0 | 16.7 | 5.8 | 5.8 | 0.8 | 0.0 | 1.7 | 0.0 | 0.0 | 32 | 47.0 | 50 | 159 | |
| MUMBAI | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 1.7 | 18.3 | 30.0 | 18.3 | 18.3 | 11.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 18 | 60 | |
| TOTAL MUMBAI | | | 300 | 0 | 1 | 2.3 | 20.3 | 30.6 | 17.3 | 16.6 | 9.0 | 1.3 | 0.7 | 1.7 | 0.0 | 0.3 | 39 | 63.1 | 31 | 339 | |
| TOTAL INDIA | | | 964 | 0 | 3 | 7.4 | 23.4 | 31.0 | 13.5 | 14.4 | 7.3 | 1.2 | 0.4 | 0.9 | 0.0 | 0.3 | 27 | 68.2 | 23 | 958 | |
| IRAN | | | | | | | | | | | | | | | | | | | | | |
| TEHRAN IMAM KHOMEINI | IRAN AIR | S | 24 | 0 | 2 | 0.0 | 38.5 | 26.9 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 9 | 68.2 | 24 | 22 | |
| TOTAL TEHRAN IMAM KHOMEINI | | | 24 | 0 | 2 | 0.0 | 38.5 | 26.9 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 9 | 68.2 | 24 | 22 | |
| TOTAL IRAN | | | 24 | 0 | 2 | 0.0 | 38.5 | 26.9 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 9 | 68.2 | 24 | 22 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 236 | 0 | 4 | 3.3 | 40.4 | 26.7 | 14.6 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 12 | 96.3 | 3 | 240 | |
| TOTAL CORK | | | 236 | 0 | 4 | 3.3 | 40.4 | 26.7 | 14.6 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 12 | 96.3 | 3 | 240 | |
| DUBLIN | AER LINGUS | S | 812 | 0 | 12 | 4.5 | 36.9 | 27.1 | 12.3 | 12.6 | 3.0 | 1.3 | 0.7 | 0.1 | 0.0 | 1.5 | 16 | 78.0 | 10 | 731 | |
| DUBLIN | BRITISH AIRWAYS PLC | S | 340 | 0 | 8 | 1.7 | 28.4 | 38.8 | 13.5 | 9.2 | 5.5 | 0.0 | 0.3 | 0.3 | 0.0 | 2.3 | 18 | 67.7 | 15 | 307 | |
| TOTAL DUBLIN | | | 1152 | 0 | 20 | 3.7 | 34.4 | 30.5 | 12.6 | 11.6 | 3.8 | 0.9 | 0.6 | 0.2 | 0.0 | 1.7 | 17 | 74.9 | 11 | 1038 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|-----------------------------------|-----------------------------|-------------------|-------------|----------|-----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|-------------|
| 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 | |
| IRELAND WEST(KNOCK) | AER LINGUS | S | 58 | 0 | 2 | 0.0 | 15.0 | 41.7 | 13.3 | 18.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 24 | 88.3 | 10 | 59 |
| TOTAL IRELAND WEST (KNOCK) | | | 58 | 0 | 2 | 0.0 | 15.0 | 41.7 | 13.3 | 18.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 24 | 88.3 | 10 | 59 |
| SHANNON | AER LINGUS | S | 169 | 0 | 3 | 5.8 | 27.9 | 25.0 | 16.9 | 17.4 | 4.1 | 0.0 | 0.6 | 0.6 | 0.0 | 1.7 | 20 | 84.7 | 7 | 169 |
| TOTAL SHANNON | | | 169 | 0 | 3 | 5.8 | 27.9 | 25.0 | 16.9 | 17.4 | 4.1 | 0.0 | 0.6 | 0.6 | 0.0 | 1.7 | 20 | 84.7 | 7 | 169 |
| TOTAL IRISH REPUBLIC | | | 1615 | 0 | 29 | 3.7 | 33.9 | 29.8 | 13.4 | 12.2 | 3.8 | 0.8 | 0.5 | 0.2 | 0.0 | 1.8 | 17 | 79.9 | 10 | 1506 |
| ISRAEL | | | | | | | | | | | | | | | | | | | | |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 5.6 | 19.4 | 36.1 | 13.9 | 8.3 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 59.2 | 26 | 120 |
| TEL AVIV | EL AL | S | 104 | 0 | 2 | 13.2 | 18.9 | 27.4 | 20.8 | 17.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 1.9 | 15 | 69.1 | 13 | 81 |
| TEL AVIV | VIRGIN ATLANTIC AIRWAYS LTD | 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 | 83.3 | 9 | 120 | |
| TOTAL TEL AVIV | | | 140 | 0 | 4 | 11.1 | 18.8 | 29.2 | 18.8 | 14.6 | 1.4 | 3.5 | 0.0 | 0.0 | 0.0 | 2.8 | 19 | 70.7 | 16 | 321 |
| TOTAL ISRAEL | | | 140 | 0 | 4 | 11.1 | 18.8 | 29.2 | 18.8 | 14.6 | 1.4 | 3.5 | 0.0 | 0.0 | 0.0 | 2.8 | 19 | 70.7 | 16 | 321 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BOLOGNA | BRITISH AIRWAYS PLC | S | 152 | 0 | 2 | 0.6 | 27.9 | 38.3 | 13.6 | 11.7 | 3.9 | 2.6 | 0.0 | 0.0 | 0.0 | 1.3 | 18 | 53.8 | 23 | 158 |
| TOTAL BOLOGNA | | | 152 | 0 | 2 | 0.6 | 27.9 | 38.3 | 13.6 | 11.7 | 3.9 | 2.6 | 0.0 | 0.0 | 0.0 | 1.3 | 18 | 53.8 | 23 | 158 |
| FLORENCE | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 46.7 | 26.7 | 11.7 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.9 | 15 | 28 |
| TOTAL FLORENCE | | | 60 | 0 | 0 | 0.0 | 46.7 | 26.7 | 11.7 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.9 | 15 | 28 |
| MILAN (LINATE) | (ITA) ITALIA TRASPOTO AEREO | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.8 | 22 | 64 |
| MILAN (LINATE) | BRITISH AIRWAYS PLC | S | 251 | 0 | 7 | 1.6 | 20.9 | 41.9 | 17.8 | 11.2 | 3.1 | 0.4 | 0.4 | 0.0 | 0.0 | 2.7 | 15 | 54.2 | 20 | 233 |
| TOTAL MILAN (LINATE) | | | 251 | 0 | 7 | 1.6 | 20.9 | 41.9 | 17.8 | 11.2 | 3.1 | 0.4 | 0.4 | 0.0 | 0.0 | 2.7 | 15 | 54.6 | 21 | 297 |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 245 | 0 | 6 | 0.8 | 21.9 | 37.8 | 16.3 | 15.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 18 | 48.1 | 21 | 181 |
| TOTAL MILAN (MALPENSA) | | | 245 | 0 | 6 | 0.8 | 21.9 | 37.8 | 16.3 | 15.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 18 | 48.1 | 21 | 181 |
| NAPLES | BRITISH AIRWAYS PLC | S | 168 | 0 | 6 | 2.3 | 35.1 | 35.1 | 10.3 | 10.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 11 | 48.9 | 23 | 180 |
| TOTAL NAPLES | | | 168 | 0 | 6 | 2.3 | 35.1 | 35.1 | 10.3 | 10.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 11 | 48.9 | 23 | 180 |
| PALERMO | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 4.8 | 33.3 | 33.3 | 9.5 | 14.3 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.0 | 13 | 20 |
| TOTAL PALERMO | | | 42 | 0 | 0 | 4.8 | 33.3 | 33.3 | 9.5 | 14.3 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.0 | 13 | 20 |
| PISA | BRITISH AIRWAYS PLC | S | 106 | 0 | 0 | 5.7 | 35.8 | 30.2 | 17.0 | 6.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 48.8 | 28 | 82 |
| TOTAL PISA | | | 106 | 0 | 0 | 5.7 | 35.8 | 30.2 | 17.0 | 6.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 48.8 | 28 | 82 |
| ROME (FIUMICINO) | (ITA) ITALIA TRASPOTO AEREO | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.7 | 22 | 58 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 436 | 0 | 23 | 1.5 | 25.3 | 35.7 | 15.5 | 10.9 | 4.8 | 1.1 | 0.2 | 0.0 | 0.0 | 5.0 | 17 | 58.0 | 19 | 368 |
| TOTAL ROME (FIUMICINO) | | | 436 | 0 | 23 | 1.5 | 25.3 | 35.7 | 15.5 | 10.9 | 4.8 | 1.1 | 0.2 | 0.0 | 0.0 | 5.0 | 17 | 59.7 | 20 | 426 |
| VENICE | BRITISH AIRWAYS PLC | S | 285 | 0 | 6 | 2.1 | 25.4 | 37.5 | 15.1 | 13.4 | 3.8 | 0.7 | 0.0 | 0.0 | 0.0 | 2.1 | 16 | 69.5 | 15 | 258 |
| TOTAL VENICE | | | 285 | 0 | 6 | 2.1 | 25.4 | 37.5 | 15.1 | 13.4 | 3.8 | 0.7 | 0.0 | 0.0 | 0.0 | 2.1 | 16 | 69.5 | 15 | 258 |
| TOTAL ITALY | | | 1745 | 0 | 50 | 1.8 | 26.9 | 36.7 | 15.0 | 11.9 | 4.1 | 0.7 | 0.1 | 0.0 | 0.0 | 2.8 | 16 | 57.0 | 20 | 1630 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|--|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | | | | | | |
| JAMAICA | | | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 31.7 | 33.3 | 25.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.4 | 11 | 41 |
| TOTAL MONTEGO BAY | | | 60 | 0 | 0 | 31.7 | 33.3 | 25.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.4 | 11 | 41 |
| TOTAL JAMAICA | | | 60 | 0 | 0 | 31.7 | 33.3 | 25.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.4 | 11 | 41 |
| JAPAN | | | | | | | | | | | | | | | | | | | | |
| TOKYO (HANEDA) | ALL NIPPON AIRWAYS | S | 60 | 0 | 0 | 21.7 | 21.7 | 41.7 | 10.0 | 1.7 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 11 | 61.7 | 27 | 60 |
| TOKYO (HANEDA) | BRITISH AIRWAYS PLC | S | 116 | 0 | 4 | 21.7 | 30.8 | 30.8 | 6.7 | 4.2 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 8 | 57.4 | 31 | 92 |
| TOKYO (HANEDA) | JAPAN AIRLINES | S | 120 | 0 | 0 | 1.7 | 47.5 | 39.2 | 10.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.8 | 8 | 120 |
| TOTAL TOKYO (HANEDA) | | | 296 | 0 | 4 | 13.7 | 35.7 | 36.3 | 9.0 | 2.3 | 1.0 | 0.3 | 0.3 | 0.0 | 0.0 | 1.3 | 7 | 70.8 | 20 | 272 |
| TOTAL JAPAN | | | 296 | 0 | 4 | 13.7 | 35.7 | 36.3 | 9.0 | 2.3 | 1.0 | 0.3 | 0.3 | 0.0 | 0.0 | 1.3 | 7 | 70.8 | 20 | 272 |
| JORDAN | | | | | | | | | | | | | | | | | | | | |
| AMMAN | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 17.6 | 26.5 | 35.3 | 8.8 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.7 | 16 | 60 |
| AMMAN | ROYAL JORDANIAN | S | 60 | 0 | 0 | 11.7 | 50.0 | 26.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 17 | 86.8 | 7 | 76 |
| TOTAL AMMAN | | | 94 | 0 | 0 | 13.8 | 41.5 | 29.8 | 6.4 | 5.3 | 1.1 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 14 | 80.1 | 11 | 136 |
| TOTAL JORDAN | | | 94 | 0 | 0 | 13.8 | 41.5 | 29.8 | 6.4 | 5.3 | 1.1 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 14 | 80.1 | 11 | 136 |
| KAZAKHSTAN | | | | | | | | | | | | | | | | | | | | |
| ALMATY | AIR ASTANA | S | 28 | 0 | 0 | 0.0 | 35.7 | 28.6 | 25.0 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.7 | 12 | 30 |
| TOTAL ALMATY | | | 28 | 0 | 0 | 0.0 | 35.7 | 28.6 | 25.0 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.7 | 12 | 30 |
| TOTAL KAZAKHSTAN | | | 28 | 0 | 0 | 0.0 | 35.7 | 28.6 | 25.0 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.7 | 12 | 30 |
| KENYA | | | | | | | | | | | | | | | | | | | | |
| NAIROBI | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 15.0 | 21.7 | 41.7 | 10.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 48.3 | 57 | 60 |
| NAIROBI | KENYA AIRWAYS | S | 60 | 0 | 0 | 0.0 | 21.7 | 40.0 | 15.0 | 13.3 | 5.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 25 | 39.8 | 34 | 86 |
| TOTAL NAIROBI | | | 120 | 0 | 0 | 7.5 | 21.7 | 40.8 | 12.5 | 12.5 | 2.5 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 18 | 43.2 | 43 | 146 |
| TOTAL KENYA | | | 120 | 0 | 0 | 7.5 | 21.7 | 40.8 | 12.5 | 12.5 | 2.5 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 18 | 43.2 | 43 | 146 |
| KUWAIT | | | | | | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 3.7 | 44.4 | 27.8 | 20.4 | 1.9 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 69.6 | 16 | 46 |
| KUWAIT | KUWAIT AIRWAYS | S | 110 | 0 | 0 | 19.1 | 38.2 | 27.3 | 2.7 | 7.3 | 4.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 22 | 104 |
| TOTAL KUWAIT | | | 164 | 0 | 0 | 14.0 | 40.2 | 27.4 | 8.5 | 5.5 | 3.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.7 | 20 | 150 |
| TOTAL KUWAIT | | | 164 | 0 | 0 | 14.0 | 40.2 | 27.4 | 8.5 | 5.5 | 3.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.7 | 20 | 150 |
| LATVIA | | | | | | | | | | | | | | | | | | | | |
| RIGA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 3.8 | 34.6 | 15.4 | 23.1 | 7.7 | 11.5 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 56 | 0.0 | 0 | 0 |
| TOTAL RIGA | | | 26 | 0 | 0 | 3.8 | 34.6 | 15.4 | 23.1 | 7.7 | 11.5 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 56 | 0.0 | 0 | 0 |
| TOTAL LATVIA | | | 26 | 0 | 0 | 3.8 | 34.6 | 15.4 | 23.1 | 7.7 | 11.5 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 56 | 0.0 | 0 | 0 |
| LEBANON | | | | | | | | | | | | | | | | | | | | |
| BEIRUT | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | 120 | 0 | 0 | 10.8 | 40.8 | 23.3 | 10.8 | 10.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 79.2 | 9 | 120 |
| TOTAL BEIRUT | | | 120 | 0 | 0 | 10.8 | 40.8 | 23.3 | 10.8 | 10.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 79.2 | 9 | 120 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|-------------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL LEBANON | | | 120 | 0 | 0 | 10.8 | 40.8 | 23.3 | 10.8 | 10.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 79.2 | 9 | 120 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | BRITISH AIRWAYS PLC | S | 94 | 0 | 2 | 1.0 | 39.6 | 30.2 | 9.4 | 13.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 13 | 69.0 | 13 | 100 | |
| TOTAL LUXEMBOURG | | | 94 | 0 | 2 | 1.0 | 39.6 | 30.2 | 9.4 | 13.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 13 | 69.0 | 13 | 100 | |
| TOTAL LUXEMBOURG | | | 94 | 0 | 2 | 1.0 | 39.6 | 30.2 | 9.4 | 13.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 13 | 69.0 | 13 | 100 | |
| MALAYSIA | | | | | | | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALAYSIAN AIRLINES SYSTEM-MAS | S | 119 | 0 | 0 | 0.0 | 31.9 | 20.2 | 23.5 | 13.4 | 6.7 | 2.5 | 1.7 | 0.0 | 0.0 | 0.0 | 26 | 80.8 | 9 | 120 | |
| TOTAL KUALA LUMPUR (SEPANG) | | | 119 | 0 | 0 | 0.0 | 31.9 | 20.2 | 23.5 | 13.4 | 6.7 | 2.5 | 1.7 | 0.0 | 0.0 | 0.0 | 26 | 80.8 | 9 | 120 | |
| TOTAL MALAYSIA | | | 119 | 0 | 0 | 0.0 | 31.9 | 20.2 | 23.5 | 13.4 | 6.7 | 2.5 | 1.7 | 0.0 | 0.0 | 0.0 | 26 | 80.8 | 9 | 120 | |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | BRITISH AIRWAYS PLC | S | 32 | 0 | 1 | 6.1 | 21.2 | 27.3 | 15.2 | 6.1 | 9.1 | 0.0 | 12.1 | 0.0 | 0.0 | 3.0 | 49 | 83.3 | 9 | 36 | |
| TOTAL MALE INTERNATIONAL | | | 32 | 0 | 1 | 6.1 | 21.2 | 27.3 | 15.2 | 6.1 | 9.1 | 0.0 | 12.1 | 0.0 | 0.0 | 3.0 | 49 | 83.3 | 9 | 36 | |
| TOTAL MALDIVE ISLANDS | | | 32 | 0 | 1 | 6.1 | 21.2 | 27.3 | 15.2 | 6.1 | 9.1 | 0.0 | 12.1 | 0.0 | 0.0 | 3.0 | 49 | 83.3 | 9 | 36 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 128 | 0 | 0 | 9.4 | 31.3 | 30.5 | 16.4 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 31.3 | 37 | 128 | |
| TOTAL MALTA | | | 128 | 0 | 0 | 9.4 | 31.3 | 30.5 | 16.4 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 31.3 | 37 | 128 | |
| TOTAL MALTA | | | 128 | 0 | 0 | 9.4 | 31.3 | 30.5 | 16.4 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 31.3 | 37 | 128 | |
| MAURITIUS | | | | | | | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS 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 | 54.5 | 31 | 44 | |
| TOTAL MAURITIUS | | | 0 | 0 | 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 | 31 | 44 | |
| TOTAL MAURITIUS | | | 0 | 0 | 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 | 31 | 44 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| MEXICO CITY | AEROMEXICO | S | 60 | 0 | 0 | 20.0 | 45.0 | 26.7 | 3.3 | 1.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 10 | 85.0 | 7 | 60 | |
| MEXICO CITY | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 20.0 | 31.7 | 21.7 | 5.0 | 18.3 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 16 | 46.7 | 26 | 58 | |
| TOTAL MEXICO CITY | | | 120 | 0 | 0 | 20.0 | 38.3 | 24.2 | 4.2 | 10.0 | 0.8 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 13 | 65.8 | 16 | 118 | |
| TOTAL MEXICO | | | 120 | 0 | 0 | 20.0 | 38.3 | 24.2 | 4.2 | 10.0 | 0.8 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 13 | 65.8 | 16 | 118 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 76 | 0 | 0 | 0.0 | 22.4 | 47.4 | 21.1 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.5 | 29 | 76 | |
| TOTAL CASABLANCA MOHAMED V | | | 76 | 0 | 0 | 0.0 | 22.4 | 47.4 | 21.1 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.5 | 29 | 76 | |
| MARRAKESH | | | | | | | | | | | | | | | | | | | | | |
| MARRAKESH | BRITISH AIRWAYS PLC | S | 68 | 0 | 0 | 10.3 | 33.8 | 33.8 | 13.2 | 2.9 | 4.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.4 | 15 | 70 | |
| TOTAL MARRAKESH | | | 68 | 0 | 0 | 10.3 | 33.8 | 33.8 | 13.2 | 2.9 | 4.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.4 | 15 | 70 | |
| TOTAL MOROCCO | | | 144 | 0 | 0 | 4.9 | 27.8 | 41.0 | 17.4 | 6.3 | 2.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 67.8 | 22 | 146 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 447 | 0 | 15 | 0.9 | 22.1 | 37.4 | 18.0 | 14.3 | 3.9 | 0.2 | 0.0 | 0.0 | 0.0 | 3.2 | 17 | 66.2 | 14 | 405 | |
| AMSTERDAM | KLM | S | 441 | 0 | 11 | 3.8 | 29.6 | 35.8 | 10.4 | 12.2 | 4.4 | 0.9 | 0.4 | 0.0 | 0.0 | 2.4 | 16 | 77.4 | 10 | 456 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-----------------------------------|-------------------|------------|----------|-----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | |
| TOTAL AMSTERDAM | | | 888 | 0 | 26 | 2.3 | 25.8 | 36.7 | 14.2 | 13.2 | 4.2 | 0.5 | 0.2 | 0.0 | 0.0 | 2.8 | 16 | 72.1 | 11 | 861 | |
| TOTAL NETHERLANDS | | | 888 | 0 | 26 | 2.3 | 25.8 | 36.7 | 14.2 | 13.2 | 4.2 | 0.5 | 0.2 | 0.0 | 0.0 | 2.8 | 16 | 72.1 | 11 | 861 | |
| NIGERIA | | | | | | | | | | | | | | | | | | | | | |
| ABUJA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 16.7 | 41.7 | 28.3 | 5.0 | 0.0 | 0.0 | 3.3 | 1.7 | 3.3 | 0.0 | 0.0 | 46 | 61.7 | 15 | 60 | |
| TOTAL ABUJA | | | 60 | 0 | 0 | 16.7 | 41.7 | 28.3 | 5.0 | 0.0 | 0.0 | 3.3 | 1.7 | 3.3 | 0.0 | 0.0 | 46 | 61.7 | 15 | 60 | |
| LAGOS | BRITISH AIRWAYS PLC | S | 89 | 0 | 0 | 15.7 | 20.2 | 21.3 | 10.1 | 5.6 | 7.9 | 7.9 | 11.2 | 0.0 | 0.0 | 0.0 | 49 | 56.7 | 17 | 60 | |
| LAGOS | VIRGIN ATLANTIC AIRWAYS LTD | S | 61 | 0 | 0 | 32.8 | 27.9 | 27.9 | 6.6 | 3.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 8 | 60 | |
| TOTAL LAGOS | | | 150 | 0 | 0 | 22.7 | 23.3 | 24.0 | 8.7 | 4.7 | 5.3 | 4.7 | 6.7 | 0.0 | 0.0 | 0.0 | 32 | 70.0 | 12 | 120 | |
| TOTAL NIGERIA | | | 210 | 0 | 0 | 21.0 | 28.6 | 25.2 | 7.6 | 3.3 | 3.8 | 4.3 | 5.2 | 1.0 | 0.0 | 0.0 | 36 | 67.2 | 13 | 180 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS PLC | S | 167 | 0 | 3 | 8.8 | 37.6 | 26.5 | 12.4 | 6.5 | 5.3 | 1.2 | 0.0 | 0.0 | 0.0 | 1.8 | 13 | 77.4 | 12 | 208 | |
| OSLO (GARDERMOEN) | SAS | S | 242 | 0 | 2 | 4.5 | 46.3 | 25.0 | 9.8 | 10.2 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 11 | 81.4 | 10 | 208 | |
| OSLO (GARDERMOEN) | SCANDINAVIAN AIRLINES IRELAND LTD | S | 21 | 0 | 0 | 9.5 | 33.3 | 47.6 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 78.0 | 12 | 41 | |
| TOTAL OSLO (GARDERMOEN) | | | 430 | 0 | 5 | 6.4 | 42.3 | 26.7 | 10.3 | 8.3 | 3.9 | 0.9 | 0.0 | 0.0 | 0.0 | 1.1 | 12 | 79.3 | 11 | 457 | |
| STAVANGER | SAS | S | 50 | 0 | 0 | 4.0 | 50.0 | 38.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.9 | 4 | 44 | |
| TOTAL STAVANGER | | | 50 | 0 | 0 | 4.0 | 50.0 | 38.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.9 | 4 | 44 | |
| TOTAL NORWAY | | | 480 | 0 | 5 | 6.2 | 43.1 | 27.8 | 9.7 | 7.8 | 3.5 | 0.8 | 0.0 | 0.0 | 0.0 | 1.0 | 11 | 80.3 | 10 | 501 | |
| OMAN | | | | | | | | | | | | | | | | | | | | | |
| MUSCAT | OMAN AIR | S | 60 | 0 | 0 | 5.0 | 46.7 | 30.0 | 11.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 7 | 60 | |
| TOTAL MUSCAT | | | 60 | 0 | 0 | 5.0 | 46.7 | 30.0 | 11.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 7 | 60 | |
| TOTAL OMAN | | | 60 | 0 | 0 | 5.0 | 46.7 | 30.0 | 11.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 7 | 60 | |
| PAKISTAN | | | | | | | | | | | | | | | | | | | | | |
| ISLAMABAD INTERNATIONAL AIRPORT | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 3.8 | 19.2 | 19.2 | 26.9 | 11.5 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 55 | 26 | |
| 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 | 84.6 | 6 | 26 | |
| TOTAL ISLAMABAD INTERNATIONAL AIRPORT | | | 26 | 0 | 0 | 3.8 | 19.2 | 19.2 | 26.9 | 11.5 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 67.3 | 31 | 52 | |
| LAHORE | 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 | 82.4 | 8 | 34 | |
| TOTAL LAHORE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 82.4 | 8 | 34 | |
| TOTAL PAKISTAN | | | 26 | 0 | 0 | 3.8 | 19.2 | 19.2 | 26.9 | 11.5 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 73.3 | 22 | 86 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 7.1 | 21.4 | 40.5 | 14.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.7 | 17 | 44 | |
| TOTAL KRAKOW | | | 42 | 0 | 0 | 7.1 | 21.4 | 40.5 | 14.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.7 | 17 | 44 | |
| WARSAW (CHOPIN) | BRITISH AIRWAYS PLC | S | 170 | 0 | 2 | 2.3 | 31.4 | 34.3 | 15.1 | 12.2 | 2.3 | 0.6 | 0.6 | 0.0 | 0.0 | 1.2 | 15 | 70.5 | 15 | 156 | |
| WARSAW (CHOPIN) | LOT-POLISH AIRLINES | S | 179 | 0 | 1 | 3.3 | 18.9 | 42.8 | 17.8 | 12.2 | 3.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | 15 | 77.2 | 9 | 162 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|-----------------------------|-------------------|------------|----------|-----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL WARSAW (CHOPIN) | | | 349 | 0 | 3 | 2.8 | 25.0 | 38.6 | 16.5 | 12.2 | 3.1 | 0.6 | 0.3 | 0.0 | 0.0 | 0.9 | 15 | 73.9 | 12 | 318 | |
| TOTAL POLAND | | | 391 | 0 | 3 | 3.3 | 24.6 | 38.8 | 16.2 | 12.7 | 2.8 | 0.5 | 0.3 | 0.0 | 0.0 | 0.8 | 15 | 73.8 | 12 | 362 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | BRITISH AIRWAYS PLC | S | 122 | 0 | 4 | 3.2 | 35.7 | 35.7 | 11.1 | 5.6 | 4.8 | 0.8 | 0.0 | 0.0 | 0.0 | 3.2 | 11 | 60.5 | 18 | 122 | |
| TOTAL FARO | | | 122 | 0 | 4 | 3.2 | 35.7 | 35.7 | 11.1 | 5.6 | 4.8 | 0.8 | 0.0 | 0.0 | 0.0 | 3.2 | 11 | 60.5 | 18 | 122 | |
| LISBON | AIR PORTUGAL | S | 374 | 0 | 2 | 0.3 | 9.8 | 37.2 | 22.1 | 23.7 | 5.6 | 0.8 | 0.0 | 0.0 | 0.0 | 0.5 | 24 | 57.3 | 18 | 378 | |
| LISBON | BRITISH AIRWAYS PLC | S | 260 | 0 | 6 | 0.8 | 18.4 | 32.7 | 22.9 | 13.5 | 7.9 | 1.5 | 0.0 | 0.0 | 0.0 | 2.3 | 22 | 61.7 | 18 | 230 | |
| TOTAL LISBON | | | 634 | 0 | 8 | 0.5 | 13.4 | 35.4 | 22.4 | 19.5 | 6.5 | 1.1 | 0.0 | 0.0 | 0.0 | 1.2 | 23 | 58.9 | 18 | 608 | |
| OPORTO (PORTUGAL) | 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 | 77.1 | 10 | 70 | |
| TOTAL OPORTO (PORTUGAL) | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 77.1 | 10 | 70 | |
| TOTAL PORTUGAL | | | 756 | 0 | 12 | 0.9 | 17.1 | 35.4 | 20.6 | 17.2 | 6.3 | 1.0 | 0.0 | 0.0 | 0.0 | 1.6 | 21 | 60.8 | 17 | 800 | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | BRITISH AIRWAYS PLC | S | 56 | 0 | 0 | 10.7 | 39.3 | 28.6 | 8.9 | 10.7 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.3 | 15 | 60 | |
| TOTAL FUNCHAL | | | 56 | 0 | 0 | 10.7 | 39.3 | 28.6 | 8.9 | 10.7 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.3 | 15 | 60 | |
| TOTAL PORTUGAL | | | 56 | 0 | 0 | 10.7 | 39.3 | 28.6 | 8.9 | 10.7 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.3 | 15 | 60 | |
| QATAR | | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 17.5 | 18.3 | 30.8 | 11.7 | 15.0 | 5.0 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| DOHA HAMAD | QATAR AIRWAYS | S | 421 | 0 | 0 | 4.5 | 28.3 | 39.2 | 15.7 | 8.3 | 2.6 | 1.0 | 0.2 | 0.2 | 0.0 | 0.0 | 14 | 88.2 | 6 | 389 | |
| TOTAL DOHA HAMAD | | | 541 | 0 | 0 | 7.4 | 26.1 | 37.3 | 14.8 | 9.8 | 3.1 | 0.9 | 0.4 | 0.2 | 0.0 | 0.0 | 15 | 88.2 | 6 | 389 | |
| TOTAL QATAR | | | 541 | 0 | 0 | 7.4 | 26.1 | 37.3 | 14.8 | 9.8 | 3.1 | 0.9 | 0.4 | 0.2 | 0.0 | 0.0 | 15 | 88.2 | 6 | 389 | |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | | | | | | | |
| SEOUL (INCHEON) | ASIANA AIRLINES | S | 60 | 0 | 0 | 6.7 | 25.0 | 40.0 | 21.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.3 | 18 | 60 | |
| SEOUL (INCHEON) | KOREAN AIR | S | 60 | 0 | 0 | 15.0 | 38.3 | 40.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.0 | 8 | 60 | |
| TOTAL SEOUL (INCHEON) | | | 120 | 0 | 0 | 10.8 | 31.7 | 40.0 | 12.5 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 13 | 120 | |
| TOTAL REPUBLIC OF KOREA | | | 120 | 0 | 0 | 10.8 | 31.7 | 40.0 | 12.5 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 13 | 120 | |
| REPUBLIC OF SERBIA | | | | | | | | | | | | | | | | | | | | | |
| BELGRADE | AIR SERBIA | S | 76 | 0 | 0 | 1.3 | 25.0 | 30.3 | 13.2 | 26.3 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 68.3 | 29 | 60 | |
| BELGRADE | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 3.8 | 42.3 | 11.5 | 30.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL BELGRADE | | | 102 | 0 | 0 | 2.0 | 29.4 | 25.5 | 17.6 | 22.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 68.3 | 29 | 60 | |
| TOTAL REPUBLIC OF | | | 102 | 0 | 0 | 2.0 | 29.4 | 25.5 | 17.6 | 22.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 68.3 | 29 | 60 | |
| REPUBLIC OF SOUTH | | | | | | | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 38.3 | 20.0 | 31.7 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 11 | 60 | |
| TOTAL CAPE TOWN | | | 60 | 0 | 0 | 38.3 | 20.0 | 31.7 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 11 | 60 | |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 21.0 | 28.2 | 27.4 | 12.9 | 4.8 | 3.2 | 0.8 | 0.8 | 0.8 | 0.0 | 0.0 | 22 | 60.0 | 62 | 120 | |
| JOHANNESBURG | VIRGIN ATLANTIC AIRWAYS LTD | S | 87 | 0 | 0 | 12.6 | 37.9 | 12.6 | 5.7 | 1.1 | 6.9 | 9.2 | 13.8 | 0.0 | 0.0 | 0.0 | 54 | 76.7 | 10 | 60 | |
| TOTAL JOHANNESBURG | | | 211 | 0 | 0 | 17.5 | 32.2 | 21.3 | 10.0 | 3.3 | 4.7 | 4.3 | 6.2 | 0.5 | 0.0 | 0.0 | 35 | 65.6 | 45 | 180 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-------------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| TOTAL REPUBLIC OF ROMANIA | | | 271 | 0 | 0 | 22.1 | 29.5 | 23.6 | 8.9 | 3.7 | 3.7 | 3.3 | 4.8 | 0.4 | 0.0 | 0.0 | 29 | 67.9 | 36 | 240 |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 5.0 | 30.0 | 29.2 | 14.2 | 15.8 | 3.3 | 0.8 | 0.8 | 0.8 | 0.0 | 0.0 | 27 | 72.5 | 12 | 120 |
| BUCHAREST (OTOPENI) | TAROM | S | 52 | 0 | 2 | 18.5 | 20.4 | 27.8 | 9.3 | 18.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 13 | 86.2 | 8 | 58 |
| TOTAL BUCHAREST (OTOPENI) | | | 172 | 0 | 2 | 9.2 | 27.0 | 28.7 | 12.6 | 16.7 | 2.9 | 0.6 | 0.6 | 0.6 | 0.0 | 1.1 | 23 | 77.0 | 10 | 178 |
| TOTAL ROMANIA | | | 172 | 0 | 2 | 9.2 | 27.0 | 28.7 | 12.6 | 16.7 | 2.9 | 0.6 | 0.6 | 0.6 | 0.0 | 1.1 | 23 | 77.0 | 10 | 178 |
| RWANDA | | | | | | | | | | | | | | | | | | | | |
| KIGALI | RWANDAIR EXPRESS | S | 35 | 0 | 1 | 11.1 | 30.6 | 36.1 | 5.6 | 5.6 | 2.8 | 2.8 | 0.0 | 2.8 | 0.0 | 2.8 | 26 | 26.5 | 39 | 34 |
| TOTAL KIGALI | | | 35 | 0 | 1 | 11.1 | 30.6 | 36.1 | 5.6 | 5.6 | 2.8 | 2.8 | 0.0 | 2.8 | 0.0 | 2.8 | 26 | 26.5 | 39 | 34 |
| TOTAL RWANDA | | | 35 | 0 | 1 | 11.1 | 30.6 | 36.1 | 5.6 | 5.6 | 2.8 | 2.8 | 0.0 | 2.8 | 0.0 | 2.8 | 26 | 26.5 | 39 | 34 |
| SAINT VINCENT AND THE E T JOSHUA | | | | | | | | | | | | | | | | | | | | |
| E T JOSHUA | VIRGIN ATLANTIC AIRWAYS LTD | S | 22 | 0 | 0 | 31.8 | 4.5 | 36.4 | 9.1 | 4.5 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 81.8 | 5 | 11 |
| E T JOSHUA | VIRGIN ATLANTIC INTERNATIONAL | S | 5 | 0 | 0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 100.0 | 1 | 6 |
| TOTAL E T JOSHUA | | | 27 | 0 | 0 | 29.6 | 3.7 | 33.3 | 11.1 | 3.7 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 88.2 | 3 | 17 |
| TOTAL SAINT VINCENT | | | 27 | 0 | 0 | 29.6 | 3.7 | 33.3 | 11.1 | 3.7 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 88.2 | 3 | 17 |
| SAUDI ARABIA | | | | | | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 96 | 0 | 6 | 3.9 | 28.4 | 33.3 | 12.7 | 14.7 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 5.9 | 15 | 71.0 | 18 | 69 |
| TOTAL JEDDAH | | | 96 | 0 | 6 | 3.9 | 28.4 | 33.3 | 12.7 | 14.7 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 5.9 | 15 | 71.0 | 18 | 69 |
| NEOM BAY | SAUDI ARABIAN AIRLINES | S | 8 | 0 | 0 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 137 | 55.6 | 28 | 9 |
| TOTAL NEOM BAY | | | 8 | 0 | 0 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 137 | 55.6 | 28 | 9 |
| RIYADH | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 3.4 | 25.9 | 46.6 | 12.1 | 8.6 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.5 | 53 | 55 |
| RIYADH | SAUDI ARABIAN AIRLINES | S | 180 | 0 | 0 | 2.2 | 35.6 | 30.0 | 17.2 | 11.1 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.2 | 17 | 115 |
| TOTAL RIYADH | | | 238 | 0 | 0 | 2.5 | 33.2 | 34.0 | 16.0 | 10.5 | 2.9 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.6 | 28 | 170 |
| TOTAL SAUDI ARABIA | | | 342 | 0 | 6 | 3.7 | 31.6 | 33.3 | 14.9 | 11.5 | 2.0 | 0.6 | 0.0 | 0.6 | 0.0 | 1.7 | 17 | 66.0 | 25 | 248 |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | |
| SINGAPORE | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 5.0 | 25.0 | 45.0 | 11.7 | 5.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 3.3 | 14 | 41.7 | 69 | 60 |
| SINGAPORE | SINGAPORE AIRLINES | S | 238 | 0 | 1 | 0.8 | 14.2 | 32.6 | 14.6 | 24.3 | 11.7 | 0.4 | 0.8 | 0.0 | 0.0 | 0.4 | 28 | 50.4 | 20 | 240 |
| TOTAL SINGAPORE | | | 296 | 0 | 3 | 1.7 | 16.4 | 35.1 | 14.0 | 20.4 | 10.0 | 0.7 | 0.7 | 0.0 | 0.0 | 1.0 | 25 | 48.7 | 30 | 300 |
| TOTAL SINGAPORE | | | 296 | 0 | 3 | 1.7 | 16.4 | 35.1 | 14.0 | 20.4 | 10.0 | 0.7 | 0.7 | 0.0 | 0.0 | 1.0 | 25 | 48.7 | 30 | 300 |
| SLOVENIA | | | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | BRITISH AIRWAYS PLC | S | 32 | 0 | 0 | 0.0 | 40.6 | 37.5 | 15.6 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.2 | 21 | 18 |
| TOTAL LJUBLJANA | | | 32 | 0 | 0 | 0.0 | 40.6 | 37.5 | 15.6 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.2 | 21 | 18 |
| TOTAL SLOVENIA | | | 32 | 0 | 0 | 0.0 | 40.6 | 37.5 | 15.6 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.2 | 21 | 18 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| BARCELONA | BRITISH AIRWAYS PLC | S | 492 | 0 | 22 | 1.2 | 28.0 | 35.2 | 14.4 | 13.6 | 2.9 | 0.0 | 0.4 | 0.0 | 0.0 | 4.3 | 15 | 51.4 | 21 | 437 |
| BARCELONA | VUELING AIRLINES | S | 96 | 0 | 0 | 1.0 | 13.5 | 38.5 | 21.9 | 15.6 | 8.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | |
|--|-----------------------------------|-------------------|-------------|----------|-----------|----------------------|----------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| TOTAL BARCELONA | | | 588 | 0 | 22 | 1.1 | 25.7 | 35.7 | 15.6 | 13.9 | 3.8 | 0.2 | 0.3 | 0.0 | 0.0 | 3.6 | 16 | 51.4 | 21 | 437 |
| IBIZA | BRITISH AIRWAYS PLC | S | 47 | 0 | 1 | 2.1 | 31.3 | 31.3 | 12.5 | 16.7 | 2.1 | 0.0 | 2.1 | 0.0 | 0.0 | 2.1 | 18 | 67.1 | 12 | 70 |
| TOTAL IBIZA | | | 47 | 0 | 1 | 2.1 | 31.3 | 31.3 | 12.5 | 16.7 | 2.1 | 0.0 | 2.1 | 0.0 | 0.0 | 2.1 | 18 | 67.1 | 12 | 70 |
| MADRID | BRITISH AIRWAYS PLC | S | 178 | 0 | 2 | 2.2 | 23.9 | 45.0 | 11.1 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 14 | 67.1 | 15 | 274 |
| MADRID | IBERIA | S | 597 | 0 | 3 | 3.5 | 26.3 | 44.2 | 15.2 | 8.0 | 2.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.5 | 12 | 80.2 | 9 | 480 |
| TOTAL MADRID | | | 775 | 0 | 5 | 3.2 | 25.8 | 44.4 | 14.2 | 8.8 | 2.7 | 0.1 | 0.1 | 0.0 | 0.0 | 0.6 | 12 | 75.4 | 11 | 754 |
| MALAGA | BRITISH AIRWAYS PLC | S | 136 | 0 | 2 | 1.4 | 18.1 | 46.4 | 10.9 | 18.1 | 2.9 | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 16 | 60.6 | 17 | 160 |
| TOTAL MALAGA | | | 136 | 0 | 2 | 1.4 | 18.1 | 46.4 | 10.9 | 18.1 | 2.9 | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 16 | 60.6 | 17 | 160 |
| PALMA DE MALLORCA | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 1.6 | 27.0 | 37.7 | 18.9 | 13.1 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.1 | 20 | 155 |
| TOTAL PALMA DE MALLORCA | | | 122 | 0 | 0 | 1.6 | 27.0 | 37.7 | 18.9 | 13.1 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.1 | 20 | 155 |
| VALENCIA | BRITISH AIRWAYS PLC | S | 48 | 0 | 0 | 4.2 | 20.8 | 43.8 | 12.5 | 10.4 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.0 | 14 | 46 |
| TOTAL VALENCIA | | | 48 | 0 | 0 | 4.2 | 20.8 | 43.8 | 12.5 | 10.4 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.0 | 14 | 46 |
| TOTAL SPAIN | | | 1716 | 0 | 30 | 2.2 | 25.3 | 40.7 | 14.7 | 11.9 | 3.2 | 0.2 | 0.2 | 0.0 | 0.0 | 1.7 | 14 | 64.8 | 16 | 1622 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | BRITISH AIRWAYS PLC | S | 40 | 0 | 0 | 2.5 | 25.0 | 35.0 | 20.0 | 15.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.4 | 13 | 46 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 40 | 0 | 0 | 2.5 | 25.0 | 35.0 | 20.0 | 15.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.4 | 13 | 46 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 40 | 0 | 0 | 2.5 | 25.0 | 35.0 | 20.0 | 15.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.4 | 13 | 46 |
| SRI LANKA | | | | | | | | | | | | | | | | | | | | |
| COLOMBO | SRILANKAN AIRLINES | S | 60 | 0 | 0 | 0.0 | 15.0 | 43.3 | 16.7 | 18.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 30.0 | 35 | 60 |
| TOTAL COLOMBO | | | 60 | 0 | 0 | 0.0 | 15.0 | 43.3 | 16.7 | 18.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 30.0 | 35 | 60 |
| TOTAL SRI LANKA | | | 60 | 0 | 0 | 0.0 | 15.0 | 43.3 | 16.7 | 18.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 30.0 | 35 | 60 |
| ST LUCIA | | | | | | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | VIRGIN ATLANTIC AIRWAYS LTD | S | 29 | 0 | 0 | 37.9 | 34.5 | 17.2 | 3.4 | 3.4 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| ST LUCIA (HEWANORRA) | VIRGIN ATLANTIC INTERNATIONAL | S | 6 | 0 | 0 | 33.3 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL ST LUCIA (HEWANORRA) | | | 35 | 0 | 0 | 37.1 | 34.3 | 17.1 | 5.7 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL ST LUCIA | | | 35 | 0 | 0 | 37.1 | 34.3 | 17.1 | 5.7 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| SWEDEN | | | | | | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | BRITISH AIRWAYS PLC | S | 170 | 0 | 2 | 9.3 | 35.5 | 33.7 | 11.0 | 7.6 | 1.2 | 0.0 | 0.0 | 0.6 | 0.0 | 1.2 | 11 | 69.7 | 13 | 186 |
| TOTAL GOTEBORG (LANDVETTER) | | | 170 | 0 | 2 | 9.3 | 35.5 | 33.7 | 11.0 | 7.6 | 1.2 | 0.0 | 0.0 | 0.6 | 0.0 | 1.2 | 11 | 69.7 | 13 | 186 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS PLC | S | 204 | 0 | 2 | 4.4 | 33.0 | 32.0 | 16.0 | 10.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 13 | 71.9 | 14 | 228 |
| STOCKHOLM (ARLANDA) | SAS | S | 231 | 0 | 0 | 4.3 | 33.3 | 34.2 | 14.7 | 10.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 87.8 | 6 | 221 |
| STOCKHOLM (ARLANDA) | SCANDINAVIAN AIRLINES IRELAND LTD | S | 24 | 0 | 0 | 8.3 | 37.5 | 41.7 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.0 | 3 | 57 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|----------------------------|-------------------|-------------|----------|-----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|--|
| 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 | |
| TOTAL STOCKHOLM (ARLANDA) | | | 459 | 0 | 2 | 4.6 | 33.4 | 33.6 | 15.0 | 10.2 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 12 | 81.2 | 9 | 506 | |
| TOTAL SWEDEN | | | 629 | 0 | 4 | 5.8 | 34.0 | 33.6 | 13.9 | 9.5 | 2.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.6 | 11 | 78.1 | 10 | 692 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | BRITISH AIRWAYS PLC | S | 164 | 0 | 10 | 2.9 | 30.5 | 40.8 | 12.6 | 5.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 10 | 63.0 | 16 | 160 | |
| TOTAL BALE MULHOUSE | | | 164 | 0 | 10 | 2.9 | 30.5 | 40.8 | 12.6 | 5.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 10 | 63.0 | 16 | 160 | |
| GENEVA | BRITISH AIRWAYS PLC | S | 384 | 0 | 6 | 2.8 | 31.3 | 38.2 | 12.8 | 10.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 12 | 52.1 | 23 | 366 | |
| GENEVA | SWISS AIRLINES | S | 288 | 0 | 4 | 2.1 | 21.6 | 36.3 | 19.9 | 13.4 | 4.5 | 0.7 | 0.3 | 0.0 | 0.0 | 1.4 | 19 | 64.5 | 17 | 290 | |
| TOTAL GENEVA | | | 672 | 0 | 10 | 2.5 | 27.1 | 37.4 | 15.8 | 11.9 | 3.4 | 0.3 | 0.1 | 0.0 | 0.0 | 1.5 | 15 | 57.5 | 20 | 656 | |
| ZURICH | BRITISH AIRWAYS PLC | S | 269 | 0 | 7 | 3.3 | 25.7 | 37.0 | 14.9 | 13.0 | 3.3 | 0.4 | 0.0 | 0.0 | 0.0 | 2.5 | 15 | 58.1 | 17 | 264 | |
| ZURICH | SWISS AIRLINES | S | 418 | 0 | 2 | 0.2 | 19.0 | 36.4 | 18.8 | 18.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 20 | 56.6 | 18 | 419 | |
| TOTAL ZURICH | | | 687 | 0 | 9 | 1.4 | 21.7 | 36.6 | 17.2 | 16.2 | 5.3 | 0.1 | 0.0 | 0.0 | 0.0 | 1.3 | 18 | 57.2 | 18 | 683 | |
| TOTAL SWITZERLAND | | | 1523 | 0 | 29 | 2.1 | 25.1 | 37.4 | 16.1 | 13.1 | 4.1 | 0.2 | 0.1 | 0.0 | 0.0 | 1.9 | 16 | 57.9 | 19 | 1499 | |
| TAIWAN | | | | | | | | | | | | | | | | | | | | | |
| TAIPEI | CHINA AIRLINES | S | 34 | 0 | 0 | 2.9 | 26.5 | 20.6 | 11.8 | 20.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 67.6 | 13 | 34 | |
| TAIPEI | EVA AIR | S | 60 | 0 | 0 | 0.0 | 5.0 | 5.0 | 25.0 | 43.3 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 45.0 | 20 | 60 | |
| TOTAL TAIPEI | | | 94 | 0 | 0 | 1.1 | 12.8 | 10.6 | 20.2 | 35.1 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 53.2 | 18 | 94 | |
| TOTAL TAIWAN | | | 94 | 0 | 0 | 1.1 | 12.8 | 10.6 | 20.2 | 35.1 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 53.2 | 18 | 94 | |
| THAILAND | | | | | | | | | | | | | | | | | | | | | |
| BANGKOK SUVARNABHUMI | THAI AIRWAYS INTERNATIONAL | S | 119 | 0 | 1 | 0.0 | 18.3 | 18.3 | 17.5 | 31.7 | 10.8 | 1.7 | 0.0 | 0.8 | 0.0 | 0.8 | 38 | 48.3 | 23 | 120 | |
| TOTAL BANGKOK SUVARNABHUMI | | | 119 | 0 | 1 | 0.0 | 18.3 | 18.3 | 17.5 | 31.7 | 10.8 | 1.7 | 0.0 | 0.8 | 0.0 | 0.8 | 38 | 48.3 | 23 | 120 | |
| TOTAL THAILAND | | | 119 | 0 | 1 | 0.0 | 18.3 | 18.3 | 17.5 | 31.7 | 10.8 | 1.7 | 0.0 | 0.8 | 0.0 | 0.8 | 38 | 48.3 | 23 | 120 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| TUNIS | TUNISAIR | S | 10 | 0 | 0 | 10.0 | 50.0 | 10.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 38.9 | 35 | 18 | |
| TOTAL TUNIS | | | 10 | 0 | 0 | 10.0 | 50.0 | 10.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 38.9 | 35 | 18 | |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 10.0 | 50.0 | 10.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 38.9 | 35 | 18 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| BODRUM (MILAS) | BRITISH AIRWAYS PLC | 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 | |
| TOTAL BODRUM (MILAS) | | | 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 | |
| DALAMAN | BRITISH AIRWAYS PLC | S | 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 | 10 | 80.0 | 2 | 8 | |
| TOTAL DALAMAN | | | 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 | 10 | 80.0 | 2 | 8 | |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 166 | 0 | 0 | 4.2 | 32.5 | 36.7 | 10.8 | 9.0 | 4.8 | 1.2 | 0.6 | 0.0 | 0.0 | 0.0 | 15 | 76.5 | 10 | 179 | |
| ISTANBUL | THY TURKISH AIRLINES | S | 384 | 0 | 0 | 4.9 | 29.7 | 37.2 | 14.1 | 10.7 | 2.9 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.2 | 17 | 382 | |
| TOTAL ISTANBUL | | | 550 | 0 | 0 | 4.7 | 30.5 | 37.1 | 13.1 | 10.2 | 3.5 | 0.7 | 0.2 | 0.0 | 0.0 | 0.0 | 14 | 69.5 | 15 | 561 | |
| ISTANBUL (SABIHA GOKCEN) | BRITISH AIRWAYS PLC | S | 56 | 0 | 0 | 3.6 | 28.6 | 30.4 | 19.6 | 8.9 | 1.8 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|---|-----------------------|-------------------|------------|----------|----------------------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|
| 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 ISTANBUL (SABIHA GOKCEN) | | | 56 | 0 | 0 | 3.6 | 28.6 | 30.4 | 19.6 | 8.9 | 1.8 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| TOTAL TURKEY | | | 616 | 0 | 0 | 4.7 | 30.4 | 36.5 | 13.6 | 10.1 | 3.2 | 1.3 | 0.2 | 0.0 | 0.0 | 0.0 | 14 | 69.7 | 15 | 569 |
| TURKS AND CAICOS | | | | | | | | | | | | | | | | | | | | |
| PROVIDENCIALES | BRITISH AIRWAYS PLC | S | 17 | 0 | 2 | 21.1 | 15.8 | 42.1 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 7 | 47.1 | 76 | 17 |
| TOTAL PROVIDENCIALES | | | 17 | 0 | 2 | 21.1 | 15.8 | 42.1 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 7 | 47.1 | 76 | 17 |
| TOTAL TURKS AND CAICOS | | | 17 | 0 | 2 | 21.1 | 15.8 | 42.1 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 7 | 47.1 | 76 | 17 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | BRITISH AIRWAYS PLC | S | 23 | 0 | 0 | 21.7 | 43.5 | 13.0 | 8.7 | 4.3 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 239 | 0 | 0 | 3.8 | 30.5 | 28.9 | 13.4 | 13.0 | 8.8 | 0.8 | 0.4 | 0.4 | 0.0 | 0.0 | 24 | 90.8 | 4 | 240 |
| TOTAL ABU DHABI INTERNATIONAL | | | 262 | 0 | 0 | 5.3 | 31.7 | 27.5 | 13.0 | 12.2 | 8.4 | 1.1 | 0.4 | 0.4 | 0.0 | 0.0 | 23 | 90.8 | 4 | 240 |
| DUBAI | BRITISH AIRWAYS PLC | S | 150 | 0 | 13 | 10.4 | 28.8 | 24.5 | 12.3 | 8.0 | 4.3 | 1.8 | 1.8 | 0.0 | 0.0 | 8.0 | 19 | 71.8 | 25 | 163 |
| DUBAI | EMIRATES | S | 408 | 0 | 8 | 2.2 | 21.2 | 28.6 | 17.8 | 14.2 | 5.5 | 4.8 | 2.4 | 1.4 | 0.0 | 1.9 | 38 | 73.3 | 10 | 360 |
| DUBAI | ROYAL BRUNEI AIRLINES | S | 3 | 0 | 2 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 40.0 | 86 | 0.0 | 0 | 0 |
| TOTAL DUBAI | | | 561 | 0 | 23 | 4.5 | 23.1 | 27.4 | 16.1 | 12.3 | 5.1 | 4.3 | 2.2 | 1.0 | 0.0 | 3.9 | 33 | 72.8 | 15 | 523 |
| TOTAL UNITED ARAB | | | 823 | 0 | 23 | 4.7 | 25.8 | 27.4 | 15.1 | 12.3 | 6.1 | 3.3 | 1.7 | 0.8 | 0.0 | 2.7 | 30 | 78.5 | 12 | 763 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 379 | 0 | 17 | 2.3 | 35.9 | 30.8 | 14.1 | 9.3 | 3.0 | 0.0 | 0.3 | 0.0 | 0.0 | 4.3 | 12 | 71.5 | 13 | 281 |
| TOTAL ABERDEEN | | | 379 | 0 | 17 | 2.3 | 35.9 | 30.8 | 14.1 | 9.3 | 3.0 | 0.0 | 0.3 | 0.0 | 0.0 | 4.3 | 12 | 71.5 | 13 | 281 |
| BELFAST CITY (GEORGE BEST) | BRITISH AIRWAYS PLC | S | 363 | 0 | 11 | 3.5 | 28.1 | 36.6 | 15.0 | 10.2 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 13 | 75.7 | 10 | 340 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 363 | 0 | 11 | 3.5 | 28.1 | 36.6 | 15.0 | 10.2 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 13 | 75.7 | 10 | 340 |
| CITY OF DERRY (EGLINTON) | LOGANAIR LTD | S | 170 | 0 | 1 | 8.8 | 31.0 | 36.8 | 9.9 | 5.3 | 2.9 | 4.7 | 0.0 | 0.0 | 0.0 | 0.6 | 16 | 0.0 | 0 | 0 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 170 | 0 | 1 | 8.8 | 31.0 | 36.8 | 9.9 | 5.3 | 2.9 | 4.7 | 0.0 | 0.0 | 0.0 | 0.6 | 16 | 0.0 | 0 | 0 |
| DUNDEE | LOGANAIR LTD | S | 60 | 0 | 1 | 1.6 | 37.7 | 39.3 | 8.2 | 8.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 10 | 0.0 | 0 | 0 |
| TOTAL DUNDEE | | | 60 | 0 | 1 | 1.6 | 37.7 | 39.3 | 8.2 | 8.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 10 | 0.0 | 0 | 0 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 670 | 0 | 21 | 3.8 | 28.9 | 32.0 | 17.4 | 10.1 | 3.9 | 0.6 | 0.3 | 0.0 | 0.0 | 3.0 | 15 | 64.2 | 16 | 580 |
| EDINBURGH | UNITED 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 | 92 | 1 |
| TOTAL EDINBURGH | | | 670 | 0 | 21 | 3.8 | 28.9 | 32.0 | 17.4 | 10.1 | 3.9 | 0.6 | 0.3 | 0.0 | 0.0 | 3.0 | 15 | 64.1 | 16 | 581 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 552 | 0 | 12 | 4.1 | 32.3 | 34.0 | 13.8 | 9.9 | 3.2 | 0.4 | 0.0 | 0.2 | 0.0 | 2.1 | 13 | 72.3 | 12 | 451 |
| TOTAL GLASGOW | | | 552 | 0 | 12 | 4.1 | 32.3 | 34.0 | 13.8 | 9.9 | 3.2 | 0.4 | 0.0 | 0.2 | 0.0 | 2.1 | 13 | 72.3 | 12 | 451 |
| INVERNESS | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 0.0 | 19.2 | 37.5 | 24.2 | 14.2 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 70.8 | 14 | 120 |
| TOTAL INVERNESS | | | 120 | 0 | 0 | 0.0 | 19.2 | 37.5 | 24.2 | 14.2 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 70.8 | 14 | 120 |
| ISLE OF MAN | LOGANAIR LTD | S | 66 | 0 | 10 | 1.3 | 19.7 | 28.9 | 9.2 | 11.8 | 9.2 | 3.9 | 2.6 | 0.0 | 0.0 | 13.2 | 34 | 66.7 | 17 | 53 |
| TOTAL ISLE OF MAN | | | 66 | 0 | 10 | 1.3 | 19.7 | 28.9 | 9.2 | 11.8 | 9.2 | 3.9 | 2.6 | 0.0 | 0.0 | 13.2 | 34 | 66.7 | 17 | 53 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-------------------------------|-------------------|-------------|----------|-----------|----------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|-------------|--|
| 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 | | | |
| JERSEY | BRITISH AIRWAYS PLC | S | 259 | 0 | 3 | 1.9 | 37.8 | 33.6 | 11.8 | 8.4 | 5.0 | 0.4 | 0.0 | 0.0 | 0.0 | 1.1 | 12 | 61.3 | 30 | 242 | |
| TOTAL JERSEY | | | 259 | 0 | 3 | 1.9 | 37.8 | 33.6 | 11.8 | 8.4 | 5.0 | 0.4 | 0.0 | 0.0 | 0.0 | 1.1 | 12 | 61.3 | 30 | 242 | |
| KIRKWALL | LOGANAIR LTD | S | 16 | 0 | 1 | 5.9 | 29.4 | 11.8 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 20 | 0.0 | 0 | 0 | |
| TOTAL KIRKWALL | | | 16 | 0 | 1 | 5.9 | 29.4 | 11.8 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 20 | 0.0 | 0 | 0 | |
| MANCHESTER | BRITISH AIRWAYS PLC | S | 398 | 0 | 8 | 3.2 | 29.1 | 32.5 | 16.5 | 11.6 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 63.4 | 16 | 297 | |
| TOTAL MANCHESTER | | | 398 | 0 | 8 | 3.2 | 29.1 | 32.5 | 16.5 | 11.6 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 63.4 | 16 | 297 | |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 297 | 0 | 2 | 2.3 | 33.1 | 35.5 | 14.7 | 11.0 | 2.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.7 | 13 | 69.2 | 13 | 254 | |
| TOTAL NEWCASTLE | | | 297 | 0 | 2 | 2.3 | 33.1 | 35.5 | 14.7 | 11.0 | 2.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.7 | 13 | 69.2 | 13 | 254 | |
| SUMBURGH | LOGANAIR LTD | S | 18 | 0 | 0 | 5.6 | 27.8 | 38.9 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL SUMBURGH | | | 18 | 0 | 0 | 5.6 | 27.8 | 38.9 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL UNITED KINGDOM | | | 3368 | 0 | 87 | 3.3 | 30.9 | 33.6 | 15.0 | 10.1 | 3.8 | 0.6 | 0.1 | 0.0 | 0.0 | 2.5 | 14 | 68.3 | 15 | 2619 | |
| USA | | | | | | | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 60 | 0 | 2 | 1.6 | 22.6 | 27.4 | 17.7 | 21.0 | 4.8 | 1.6 | 0.0 | 0.0 | 0.0 | 3.2 | 22 | 35.0 | 33 | 54 | |
| ATLANTA | DELTA AIRLINES | S | 120 | 0 | 0 | 3.3 | 50.0 | 26.7 | 10.0 | 5.0 | 3.3 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 14 | 119 | |
| ATLANTA | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 3.3 | 21.7 | 35.0 | 13.3 | 21.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 80.0 | 7 | 60 | |
| TOTAL ATLANTA | | | 240 | 0 | 2 | 2.9 | 36.0 | 28.9 | 12.8 | 13.2 | 4.1 | 0.8 | 0.4 | 0.0 | 0.0 | 0.8 | 16 | 69.2 | 17 | 233 | |
| AUSTIN (BERGSTROM) | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 8.3 | 20.0 | 28.3 | 20.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 17 | 65.0 | 19 | 60 | |
| AUSTIN (BERGSTROM) | 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 | 94.1 | 6 | 33 | |
| TOTAL AUSTIN (BERGSTROM) | | | 58 | 0 | 2 | 8.3 | 20.0 | 28.3 | 20.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 17 | 75.5 | 14 | 93 | |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 6.7 | 23.3 | 51.7 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 7 | 49.2 | 20 | 50 | |
| TOTAL BALTIMORE | | | 58 | 0 | 2 | 6.7 | 23.3 | 51.7 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 7 | 49.2 | 20 | 50 | |
| BOSTON | AMERICAN AIRLINES | S | 60 | 0 | 0 | 23.3 | 45.0 | 21.7 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 88.3 | 7 | 60 | |
| BOSTON | BRITISH AIRWAYS PLC | S | 169 | 0 | 11 | 8.3 | 31.7 | 29.4 | 8.9 | 7.2 | 7.2 | 1.1 | 0.0 | 0.0 | 0.0 | 6.1 | 15 | 54.7 | 22 | 163 | |
| BOSTON | DELTA AIRLINES | S | 60 | 0 | 0 | 15.0 | 46.7 | 23.3 | 1.7 | 5.0 | 3.3 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 20 | 78.3 | 16 | 58 | |
| BOSTON | JETBLUE AIRWAYS CORPORATION | S | 60 | 0 | 0 | 5.0 | 40.0 | 38.3 | 5.0 | 3.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.0 | 12 | 59 | |
| BOSTON | UNITED 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 | 82.0 | 7 | 59 | | |
| BOSTON | VIRGIN ATLANTIC AIRWAYS LTD | S | 96 | 0 | 10 | 7.5 | 31.1 | 24.5 | 17.0 | 6.6 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 9.4 | 13 | 90.0 | 6 | 60 | |
| BOSTON | VIRGIN ATLANTIC INTERNATIONAL | S | 16 | 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 | |
| TOTAL BOSTON | | | 461 | 0 | 21 | 10.6 | 35.9 | 28.0 | 9.5 | 5.2 | 5.2 | 0.6 | 0.6 | 0.0 | 0.0 | 4.4 | 14 | 73.9 | 14 | 459 | |
| CHARLOTTE | AMERICAN AIRLINES | S | 177 | 2 | 1 | 15.0 | 45.0 | 15.0 | 6.1 | 5.6 | 5.6 | 2.2 | 1.1 | 2.8 | 1.1 | 0.6 | 46 | 74.7 | 13 | 174 | |
| TOTAL CHARLOTTE | | | 177 | 2 | 1 | 15.0 | 45.0 | 15.0 | 6.1 | 5.6 | 5.6 | 2.2 | 1.1 | 2.8 | 1.1 | 0.6 | 46 | 74.7 | 13 | 174 | |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 237 | 0 | 4 | 15.4 | 36.9 | 22.4 | 8.3 | 7.5 | 4.1 | 0.0 | 1.2 | 2.5 | 0.0 | 1.7 | 26 | 82.5 | 17 | 238 | |
| CHICAGO (O'HARE) | BRITISH AIRWAYS PLC | S | 118 | 0 | 2 | 9.2 | 25.8 | 39.2 | 11.7 | 8.3 | 3.3 | 0.0 | 0.8 | 0.0 | 0.0 | 1.7 | 13 | 46.0 | 25 | 97 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-------------------------------|-------------------|------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| CHICAGO (O'HARE) | UNITED AIRLINES | S | 174 | 0 | 6 | 7.2 | 48.3 | 22.2 | 8.3 | 5.0 | 3.3 | 2.2 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 84.7 | 9 | 170 |
| TOTAL CHICAGO (O'HARE) | | | 529 | 0 | 12 | 11.3 | 38.3 | 26.1 | 9.1 | 6.8 | 3.7 | 0.7 | 0.7 | 1.1 | 0.0 | 2.2 | 18 | 75.3 | 16 | 505 |
| CINCINNATI | BRITISH AIRWAYS PLC | S | 43 | 0 | 0 | 11.6 | 25.6 | 39.5 | 11.6 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| TOTAL CINCINNATI | | | 43 | 0 | 0 | 11.6 | 25.6 | 39.5 | 11.6 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 240 | 0 | 0 | 13.8 | 47.5 | 17.5 | 7.9 | 7.5 | 2.5 | 2.1 | 0.4 | 0.8 | 0.0 | 0.0 | 22 | 82.6 | 12 | 241 |
| DALLAS/FORT WORTH | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 1.7 | 16.7 | 48.3 | 13.3 | 10.0 | 6.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 26.7 | 46 | 58 |
| TOTAL DALLAS/FORT WORTH | | | 300 | 0 | 0 | 11.3 | 41.3 | 23.7 | 9.0 | 8.0 | 3.3 | 2.0 | 0.7 | 0.7 | 0.0 | 0.0 | 22 | 71.4 | 19 | 299 |
| DENVER INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 10.0 | 30.0 | 38.3 | 13.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 26.7 | 47 | 58 |
| DENVER INTERNATIONAL | UNITED AIRLINES | S | 118 | 0 | 2 | 5.8 | 45.0 | 30.0 | 7.5 | 4.2 | 4.2 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 11 | 88.3 | 9 | 120 |
| TOTAL DENVER INTERNATIONAL | | | 178 | 0 | 2 | 7.2 | 40.0 | 32.8 | 9.4 | 4.4 | 3.9 | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 11 | 67.8 | 21 | 178 |
| DETROIT | DELTA AIRLINES | S | 60 | 0 | 0 | 20.0 | 36.7 | 28.3 | 10.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.6 | 7 | 104 |
| TOTAL DETROIT | | | 60 | 0 | 0 | 20.0 | 36.7 | 28.3 | 10.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.6 | 7 | 104 |
| HOUSTON | BRITISH AIRWAYS PLC | S | 97 | 0 | 4 | 5.0 | 29.7 | 28.7 | 8.9 | 13.9 | 5.0 | 3.0 | 2.0 | 0.0 | 0.0 | 4.0 | 24 | 42.2 | 24 | 89 |
| HOUSTON | UNITED AIRLINES | S | 120 | 0 | 0 | 1.7 | 42.5 | 40.0 | 7.5 | 4.2 | 1.7 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 12 | 65.8 | 19 | 120 |
| TOTAL HOUSTON | | | 217 | 0 | 4 | 3.2 | 36.7 | 34.8 | 8.1 | 8.6 | 3.2 | 2.3 | 1.4 | 0.0 | 0.0 | 1.8 | 17 | 55.0 | 21 | 209 |
| LAS VEGAS | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 6.7 | 25.0 | 28.3 | 18.3 | 20.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 36.7 | 31 | 58 |
| LAS VEGAS | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 10.0 | 38.3 | 38.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 73.3 | 19 | 60 |
| TOTAL LAS VEGAS | | | 120 | 0 | 0 | 8.3 | 31.7 | 33.3 | 14.2 | 11.7 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.0 | 25 | 118 |
| LOS ANGELES INTERNATIONAL | AMERICAN AIRLINES | S | 177 | 0 | 2 | 12.3 | 41.9 | 28.5 | 7.8 | 2.8 | 2.2 | 1.1 | 1.7 | 0.6 | 0.0 | 1.1 | 18 | 86.2 | 17 | 174 |
| LOS ANGELES INTERNATIONAL | BRITISH AIRWAYS PLC | S | 174 | 0 | 7 | 4.4 | 26.0 | 33.1 | 13.3 | 9.9 | 6.1 | 2.8 | 0.6 | 0.0 | 0.0 | 3.9 | 20 | 57.2 | 26 | 171 |
| LOS ANGELES INTERNATIONAL | DELTA AIRLINES | S | 60 | 0 | 0 | 15.0 | 45.0 | 31.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 61.0 | 30 | 59 |
| LOS ANGELES INTERNATIONAL | QATAR AIRWAYS | 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 |
| LOS ANGELES INTERNATIONAL | UNITED AIRLINES | S | 118 | 0 | 2 | 9.2 | 54.2 | 24.2 | 3.3 | 5.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 6 | 87.5 | 8 | 120 |
| LOS ANGELES INTERNATIONAL | VIRGIN ATLANTIC AIRWAYS LTD | S | 120 | 0 | 0 | 5.0 | 17.5 | 39.2 | 20.8 | 14.2 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.0 | 10 | 120 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 650 | 0 | 11 | 8.6 | 35.6 | 31.2 | 10.6 | 7.4 | 3.0 | 1.2 | 0.6 | 0.2 | 0.0 | 1.7 | 15 | 75.0 | 18 | 644 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 120 | 0 | 0 | 17.5 | 41.7 | 19.2 | 10.8 | 2.5 | 2.5 | 1.7 | 3.3 | 0.8 | 0.0 | 0.0 | 26 | 76.7 | 14 | 60 |
| MIAMI INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 8.3 | 23.3 | 31.7 | 8.3 | 10.0 | 11.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 29 | 39.2 | 47 | 117 |
| MIAMI INTERNATIONAL | VIRGIN ATLANTIC AIRWAYS LTD | S | 116 | 0 | 4 | 35.0 | 19.2 | 25.0 | 6.7 | 5.0 | 4.2 | 0.8 | 0.8 | 0.0 | 0.0 | 3.3 | 11 | 81.2 | 12 | 85 |
| MIAMI INTERNATIONAL | 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 | 0 | 1 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | |
|---|-------------------------------|-------------------|-------------|----------|-----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 | | | | | | | | |
| TOTAL MIAMI INTERNATIONAL | | | 296 | 0 | 4 | 22.7 | 29.0 | 24.0 | 8.7 | 5.0 | 5.0 | 2.0 | 2.0 | 0.3 | 0.0 | 1.3 | 21 | 61.3 | 28 | 263 |
| MINNEAPOLIS-ST PAUL | DELTA AIRLINES | S | 61 | 0 | 0 | 27.9 | 55.7 | 14.8 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 7 | 60 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 61 | 0 | 0 | 27.9 | 55.7 | 14.8 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 7 | 60 |
| NASHVILLE METROPOLITAN | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 5.0 | 25.0 | 28.3 | 16.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.3 | 21 | 60 |
| TOTAL NASHVILLE METROPOLITAN | | | 60 | 0 | 0 | 5.0 | 25.0 | 28.3 | 16.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.3 | 21 | 60 |
| NEW ORLEANS | BRITISH AIRWAYS PLC | S | 39 | 0 | 2 | 4.9 | 29.3 | 46.3 | 4.9 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 9 | 69.8 | 33 | 43 |
| TOTAL NEW ORLEANS | | | 39 | 0 | 2 | 4.9 | 29.3 | 46.3 | 4.9 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 9 | 69.8 | 33 | 43 |
| NEW YORK (JF KENNEDY) | AMERICAN AIRLINES | S | 240 | 0 | 1 | 13.7 | 48.5 | 24.5 | 4.6 | 3.7 | 3.3 | 0.8 | 0.4 | 0.0 | 0.0 | 0.4 | 9 | 85.4 | 20 | 239 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 476 | 0 | 4 | 11.5 | 32.9 | 34.6 | 10.0 | 7.3 | 2.1 | 0.6 | 0.2 | 0.0 | 0.0 | 0.8 | 10 | 68.2 | 15 | 407 |
| NEW YORK (JF KENNEDY) | DELTA AIRLINES | S | 119 | 0 | 2 | 14.0 | 48.8 | 17.4 | 8.3 | 3.3 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 11 | 71.3 | 23 | 121 |
| NEW YORK (JF KENNEDY) | JETBLUE AIRWAYS CORPORATION | S | 120 | 0 | 0 | 9.2 | 46.7 | 27.5 | 9.2 | 3.3 | 2.5 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 12 | 79.2 | 12 | 120 |
| NEW YORK (JF KENNEDY) | VIRGIN ATLANTIC AIRWAYS LTD | S | 347 | 0 | 10 | 14.6 | 28.0 | 35.9 | 10.1 | 5.6 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 10 | 78.7 | 11 | 327 |
| NEW YORK (JF KENNEDY) | VIRGIN ATLANTIC INTERNATIONAL | S | 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 | 0.0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 1305 | 0 | 17 | 12.8 | 37.1 | 30.9 | 8.8 | 5.4 | 2.9 | 0.6 | 0.2 | 0.1 | 0.0 | 1.3 | 10 | 75.7 | 15 | 1214 |
| NEW YORK (NEWARK) | BRITISH AIRWAYS PLC | S | 112 | 0 | 8 | 15.8 | 26.7 | 29.2 | 9.2 | 5.8 | 4.2 | 0.8 | 1.7 | 0.0 | 0.0 | 6.7 | 17 | 63.4 | 14 | 148 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 356 | 0 | 5 | 6.1 | 44.3 | 26.9 | 9.1 | 5.0 | 4.4 | 1.9 | 0.8 | 0.0 | 0.0 | 1.4 | 15 | 65.1 | 32 | 407 |
| TOTAL NEW YORK (NEWARK) | | | 468 | 0 | 13 | 8.5 | 39.9 | 27.4 | 9.1 | 5.2 | 4.4 | 1.7 | 1.0 | 0.0 | 0.0 | 2.7 | 15 | 64.6 | 27 | 555 |
| ORLANDO | 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 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 120 | 0 | 0 | 15.8 | 18.3 | 26.7 | 17.5 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 25 | 120 |
| TOTAL ORLANDO | | | 120 | 0 | 0 | 15.8 | 18.3 | 26.7 | 17.5 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 75.4 | 25 | 122 |
| PHILADELPHIA INTERNATIONAL | AMERICAN AIRLINES | S | 120 | 0 | 0 | 15.0 | 49.2 | 22.5 | 6.7 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 87.5 | 8 | 120 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 16.7 | 30.0 | 33.3 | 8.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 8 | 68.3 | 15 | 56 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 178 | 0 | 2 | 15.6 | 42.8 | 26.1 | 7.2 | 2.8 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 8 | 81.1 | 11 | 176 |
| PHOENIX | AMERICAN AIRLINES | S | 60 | 0 | 0 | 6.7 | 36.7 | 31.7 | 13.3 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 81.4 | 9 | 59 |
| PHOENIX | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 1.7 | 11.7 | 35.0 | 25.0 | 18.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 16.7 | 58 | 58 |
| TOTAL PHOENIX | | | 120 | 0 | 0 | 4.2 | 24.2 | 33.3 | 19.2 | 12.5 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 48.7 | 33 | 117 |
| PITTSBURGH | BRITISH AIRWAYS PLC | S | 51 | 0 | 0 | 9.8 | 37.3 | 25.5 | 9.8 | 13.7 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.3 | 13 | 32 |
| TOTAL PITTSBURGH | | | 51 | 0 | 0 | 9.8 | 37.3 | 25.5 | 9.8 | 13.7 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.3 | 13 | 32 |
| PORTLAND (OREGON) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 5.0 | 43.3 | 31.7 | 10.0 | 1.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 31.8 | 38 | 44 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|-------------------------------|-------------------|-------------|----------|------------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|--|
| 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 | |
| TOTAL PORTLAND (OREGON) | | | 60 | 0 | 0 | 5.0 | 43.3 | 31.7 | 10.0 | 1.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 31.8 | 38 | 44 | |
| RALEIGH | AMERICAN AIRLINES | S | 60 | 0 | 0 | 21.7 | 60.0 | 11.7 | 1.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 13 | 60 | |
| TOTAL RALEIGH | | | 60 | 0 | 0 | 21.7 | 60.0 | 11.7 | 1.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 13 | 60 | |
| SALT LAKE CITY | DELTA AIRLINES | S | 41 | 0 | 0 | 22.0 | 36.6 | 12.2 | 7.3 | 9.8 | 4.9 | 2.4 | 4.9 | 0.0 | 0.0 | 0.0 | 27 | 78.3 | 11 | 42 | |
| TOTAL SALT LAKE CITY | | | 41 | 0 | 0 | 22.0 | 36.6 | 12.2 | 7.3 | 9.8 | 4.9 | 2.4 | 4.9 | 0.0 | 0.0 | 0.0 | 27 | 78.3 | 11 | 42 | |
| SAN DIEGO | BRITISH AIRWAYS PLC | S | 81 | 0 | 0 | 2.5 | 37.0 | 29.6 | 14.8 | 4.9 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 78.0 | 15 | 59 | |
| TOTAL SAN DIEGO | | | 81 | 0 | 0 | 2.5 | 37.0 | 29.6 | 14.8 | 4.9 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 78.0 | 15 | 59 | |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 116 | 0 | 4 | 5.8 | 30.0 | 33.3 | 12.5 | 9.2 | 4.2 | 0.0 | 1.7 | 0.0 | 0.0 | 3.3 | 16 | 51.7 | 32 | 110 | |
| SAN FRANCISCO | UNITED AIRLINES | S | 180 | 0 | 0 | 6.7 | 35.0 | 30.6 | 9.4 | 6.1 | 10.0 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 19 | 75.1 | 17 | 174 | |
| SAN FRANCISCO | VIRGIN ATLANTIC AIRWAYS LTD | S | 112 | 0 | 8 | 15.0 | 25.8 | 27.5 | 9.2 | 5.8 | 9.2 | 0.8 | 0.0 | 0.0 | 0.0 | 6.7 | 17 | 73.3 | 12 | 119 | |
| TOTAL SAN FRANCISCO | | | 408 | 0 | 12 | 8.8 | 31.0 | 30.5 | 10.2 | 6.9 | 8.1 | 0.7 | 1.0 | 0.0 | 0.0 | 2.9 | 18 | 67.9 | 20 | 403 | |
| SAN JOSE | 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 | 52.3 | 19 | 40 | |
| TOTAL SAN JOSE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 52.3 | 19 | 40 | |
| SEATTLE (TACOMA) | AMERICAN 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 | 86.7 | 41 | 60 | |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 99 | 0 | 0 | 9.1 | 36.4 | 35.4 | 7.1 | 10.1 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 22 | 107 | |
| SEATTLE (TACOMA) | DELTA AIRLINES | S | 59 | 0 | 0 | 15.3 | 39.0 | 32.2 | 5.1 | 1.7 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 20 | 60 | |
| SEATTLE (TACOMA) | VIRGIN ATLANTIC AIRWAYS LTD | S | 54 | 0 | 6 | 10.0 | 13.3 | 18.3 | 15.0 | 15.0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 30 | 91.7 | 6 | 59 | |
| TOTAL SEATTLE (TACOMA) | | | 212 | 0 | 6 | 11.0 | 30.7 | 29.8 | 8.7 | 9.2 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 15 | 69.4 | 22 | 286 | |
| TAMPA | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 20.0 | 28.3 | 35.0 | 10.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.7 | 8 | 60 | |
| TOTAL TAMPA | | | 60 | 0 | 0 | 20.0 | 28.3 | 35.0 | 10.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.7 | 8 | 60 | |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 114 | 0 | 5 | 5.9 | 31.1 | 37.8 | 9.2 | 4.2 | 5.0 | 0.8 | 1.7 | 0.0 | 0.0 | 4.2 | 16 | 49.6 | 35 | 110 | |
| WASHINGTON (DULLES) | UNITED AIRLINES | S | 116 | 0 | 4 | 5.8 | 34.2 | 31.7 | 13.3 | 7.5 | 2.5 | 0.8 | 0.8 | 0.0 | 0.0 | 3.3 | 13 | 80.1 | 14 | 180 | |
| WASHINGTON (DULLES) | VIRGIN ATLANTIC AIRWAYS LTD | S | 56 | 0 | 2 | 0.0 | 15.5 | 13.8 | 13.8 | 24.1 | 27.6 | 1.7 | 0.0 | 0.0 | 0.0 | 3.4 | 41 | 88.3 | 5 | 60 | |
| WASHINGTON (DULLES) | VIRGIN ATLANTIC INTERNATIONAL | 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 | 61 | 0.0 | 0 | 0 | |
| TOTAL WASHINGTON (DULLES) | | | 288 | 0 | 11 | 4.7 | 29.1 | 30.4 | 12.0 | 9.4 | 8.7 | 1.0 | 1.0 | 0.0 | 0.0 | 3.7 | 20 | 71.2 | 19 | 350 | |
| TOTAL USA | | | 6999 | 2 | 124 | 10.7 | 35.7 | 28.9 | 9.8 | 7.1 | 4.2 | 1.0 | 0.6 | 0.2 | 0.0 | 1.7 | 15 | 70.8 | 19 | 7052 | |
| UZBEKISTAN | | | | | | | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 38.9 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 73.1 | 10 | 26 | |
| TOTAL TASHKENT | | | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 38.9 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 73.1 | 10 | 26 | |
| TOTAL UZBEKISTAN | | | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 38.9 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 73.1 | 10 | 26 | |
| VIETNAM | | | | | | | | | | | | | | | | | | | | | |
| HANOI | VIETNAM AIRLINES | S | 18 | 0 | 0 | 16.7 | 22.2 | 16.7 | 16.7 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 68.8 | 17 | 16 | |
| TOTAL HANOI | | | 18 | 0 | 0 | 16.7 | 22.2 | 16.7 | 16.7 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 68.8 | 17 | 16 | |

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------------|------------------|-------------------|--------------|----------|------------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|--------------|
| 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 |
| HO CHI MINH CITY | VIETNAM AIRLINES | S | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 31.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 30.0 | 29 | 10 |
| TOTAL HO CHI MINH CITY | | | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 31.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 30.0 | 29 | 10 |
| TOTAL VIETNAM | | | 34 | 0 | 0 | 8.8 | 20.6 | 20.6 | 23.5 | 17.6 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 53.8 | 21 | 26 |
| TOTAL HEATHROW | | | 39073 | 2 | 643 | 5.7 | 29.8 | 33.3 | 13.5 | 10.8 | 3.9 | 0.8 | 0.4 | 0.2 | 0.0 | 1.6 | 16 | 68.1 | 17 | 36949 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: ISLE OF MAN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|------------------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | | | | | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | EMERALD AIRLINES (IRELAND) LIMITED | S | 62 | 0 | 4 | 1.5 | 48.5 | 30.3 | 6.1 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 5 | 63.8 | 19 | 84 |
| TOTAL DUBLIN | | | 62 | 0 | 4 | 1.5 | 48.5 | 30.3 | 6.1 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 5 | 63.8 | 19 | 84 |
| TOTAL IRISH REPUBLIC | | | 62 | 0 | 4 | 1.5 | 48.5 | 30.3 | 6.1 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 5 | 63.8 | 19 | 84 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | ALBA STAR | 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 BERGAMO | | | 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 |
| VERONA VILAFRANCA | BA CITYFLYER 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 | 2 | |
| TOTAL VERONA VILAFRANCA | | | 0 | 0 | 0 | 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 | |
| TOTAL ITALY | | | 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 | 2 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| MALAGA | 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 | 57 | 80.0 | 6 | 5 |
| TOTAL MALAGA | | | 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 | 80.0 | 6 | 5 |
| TOTAL SPAIN | | | 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 | 80.0 | 6 | 5 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES 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 | 8 | 4 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 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 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 26 | 0 | 2 | 10.7 | 28.6 | 10.7 | 25.0 | 7.1 | 3.6 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 128 | 56.3 | 37 | 16 |
| TOTAL BELFAST INTERNATIONAL | | | 26 | 0 | 2 | 10.7 | 28.6 | 10.7 | 25.0 | 7.1 | 3.6 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 128 | 56.3 | 37 | 16 |
| BIRMINGHAM | LOGANAIR LTD | S | 48 | 0 | 4 | 0.0 | 26.9 | 28.8 | 11.5 | 11.5 | 7.7 | 5.8 | 0.0 | 0.0 | 0.0 | 7.7 | 25 | 68.0 | 15 | 45 |
| TOTAL BIRMINGHAM | | | 48 | 0 | 4 | 0.0 | 26.9 | 28.8 | 11.5 | 11.5 | 7.7 | 5.8 | 0.0 | 0.0 | 0.0 | 7.7 | 25 | 68.0 | 15 | 45 |
| BRISTOL | EASYJET UK LTD | S | 26 | 0 | 2 | 0.0 | 25.0 | 25.0 | 32.1 | 0.0 | 3.6 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 125 | 57.9 | 19 | 70 |
| TOTAL BRISTOL | | | 26 | 0 | 2 | 0.0 | 25.0 | 25.0 | 32.1 | 0.0 | 3.6 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 125 | 57.9 | 19 | 70 |
| EDINBURGH | LOGANAIR LTD | S | 22 | 0 | 4 | 15.4 | 26.9 | 3.8 | 19.2 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 19 | 67.6 | 31 | 30 |
| TOTAL EDINBURGH | | | 22 | 0 | 4 | 15.4 | 26.9 | 3.8 | 19.2 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 19 | 67.6 | 31 | 30 |
| GATWICK | EASYJET UK LTD | S | 116 | 0 | 4 | 7.5 | 40.8 | 32.5 | 9.2 | 3.3 | 0.8 | 1.7 | 0.8 | 0.0 | 0.0 | 3.3 | 12 | 63.7 | 14 | 114 |
| TOTAL GATWICK | | | 116 | 0 | 4 | 7.5 | 40.8 | 32.5 | 9.2 | 3.3 | 0.8 | 1.7 | 0.8 | 0.0 | 0.0 | 3.3 | 12 | 63.7 | 14 | 114 |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 62 | 0.0 | 0 | 0 | |
| TOTAL GUERNSEY | | | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 62 | 0.0 | 0 | 0 | |
| HEATHROW | LOGANAIR LTD | S | 62 | 0 | 6 | 2.9 | 10.3 | 38.2 | 11.8 | 13.2 | 4.4 | 7.4 | 2.9 | 0.0 | 0.0 | 8.8 | 36 | 67.8 | 18 | 53 |
| TOTAL HEATHROW | | | 62 | 0 | 6 | 2.9 | 10.3 | 38.2 | 11.8 | 13.2 | 4.4 | 7.4 | 2.9 | 0.0 | 0.0 | 8.8 | 36 | 67.8 | 18 | 53 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 42 | 0 | 0 | 7.1 | 40.5 | 16.7 | 4.8 | 26.2 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 20 | 66.0 | 18 | 94 | |
| LIVERPOOL (JOHN LENNON) | LOGANAIR LTD | S | 100 | 0 | 4 | 1.9 | 22.1 | 34.6 | 21.2 | 5.8 | 4.8 | 3.8 | 1.9 | 0.0 | 0.0 | 3.8 | 24 | 82.0 | 4 | 89 |

Reporting Airport: ISLE OF MAN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|----------------|-------------------|------------|----------|-----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|-------------|------------------------|--------------------|------------------------|------------|
| 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) | | | 142 | 0 | 4 | 3.4 | 27.4 | 29.5 | 16.4 | 11.6 | 3.4 | 4.1 | 1.4 | 0.0 | 0.0 | 2.7 | 23 | 73.8 | 11 | 183 |
| LONDON CITY | LOGANAIR LTD | S | 64 | 0 | 11 | 13.3 | 41.3 | 25.3 | 1.3 | 2.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 4 | 68.3 | 14 | 56 |
| TOTAL LONDON CITY | | | 64 | 0 | 11 | 13.3 | 41.3 | 25.3 | 1.3 | 2.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 4 | 68.3 | 14 | 56 |
| MANCHESTER | EASYJET UK LTD | S | 38 | 0 | 4 | 4.8 | 31.0 | 23.8 | 9.5 | 14.3 | 2.4 | 0.0 | 4.8 | 0.0 | 0.0 | 9.5 | 24 | 0.0 | 0 | 0 |
| MANCHESTER | LOGANAIR LTD | S | 116 | 0 | 3 | 5.0 | 44.5 | 26.1 | 5.0 | 6.7 | 5.9 | 1.7 | 2.5 | 0.0 | 0.0 | 2.5 | 19 | 68.3 | 18 | 110 |
| TOTAL MANCHESTER | | | 154 | 0 | 7 | 5.0 | 41.0 | 25.5 | 6.2 | 8.7 | 5.0 | 1.2 | 3.1 | 0.0 | 0.0 | 4.3 | 21 | 68.3 | 18 | 110 |
| TOTAL UNITED KINGDOM | | | 664 | 0 | 44 | 5.8 | 32.5 | 27.5 | 11.4 | 8.1 | 3.7 | 2.8 | 1.4 | 0.6 | 0.0 | 6.2 | 28 | 67.5 | 16 | 681 |
| TOTAL ISLE OF MAN | | | 728 | 0 | 48 | 5.4 | 33.9 | 27.7 | 11.0 | 8.1 | 3.4 | 2.6 | 1.3 | 0.5 | 0.0 | 6.2 | 26 | 67.3 | 16 | 772 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: JERSEY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|----------------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| GRENOBLE | BLUE ISLANDS 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 | 37 | 0.0 | 0 | 0 | |
| TOTAL GRENOBLE | | | 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 | |
| TOTAL FRANCE | | | 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 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | BLUE ISLANDS LIMITED | 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 FRANKFURT MAIN | | | 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 | |
| FRIEDRICHSHAFEN | BLUE ISLANDS LIMITED | 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 | 8 | 0.0 | 0 | 0 | |
| TOTAL FRIEDRICHSHAFEN | | | 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 | 8 | 0.0 | 0 | 0 | |
| MEMMINGEN ALLGAU | 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 | 0.0 | 44 | 2 | |
| TOTAL MEMMINGEN ALLGAU | | | 0 | 0 | 0 | 0.0 | 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 | |
| MUNICH | AIR DOLOMITI | 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 | 19 | 0.0 | 0 | 0 | |
| MUNICH | 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 | 100.0 | 1 | 1 | |
| TOTAL MUNICH | | | 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 | 19 | 100.0 | 1 | 1 | |
| STUTTGART | 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 | 2 | 50.0 | 31 | 2 | |
| TOTAL STUTTGART | | | 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 | 50.0 | 31 | 2 | |
| TOTAL GERMANY | | | 7 | 0 | 0 | 14.3 | 28.6 | 14.3 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 40.0 | 30 | 5 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | BLUE ISLANDS LIMITED | S | 26 | 0 | 2 | 10.7 | 39.3 | 28.6 | 0.0 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 | 19 | 66.7 | 17 | 33 | |
| TOTAL DUBLIN | | | 26 | 0 | 2 | 10.7 | 39.3 | 28.6 | 0.0 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 | 19 | 66.7 | 17 | 33 | |
| TOTAL IRISH REPUBLIC | | | 26 | 0 | 2 | 10.7 | 39.3 | 28.6 | 0.0 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 | 19 | 66.7 | 17 | 33 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 83.3 | 5 | 18 | |
| TOTAL AMSTERDAM | | | 0 | 0 | 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 | 18 | |
| ROTTERDAM | BLUE ISLANDS LIMITED | 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 ROTTERDAM | | | 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 NETHERLANDS | | | 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 | 83.3 | 5 | 18 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| MALAGA | BA CITYFLYER 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 | 100.0 | 4 | 2 | |
| MALAGA | SMARTWINGS | 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 | 27 | 1 | |
| TOTAL MALAGA | | | 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 | 66.7 | 11 | 3 | |
| TOTAL SPAIN | | | 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 | 66.7 | 11 | 3 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | SMARTWINGS | C | 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 | 40.0 | 17 | 5 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 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 | 40.0 | 17 | 5 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 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 | 40.0 | 17 | 5 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: JERSEY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|----------------------|-------------------|-------------|----------|-----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|--|
| 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 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 18 | 0 | 0 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 82.4 | 11 | 16 | |
| TOTAL BELFAST INTERNATIONAL | | | 18 | 0 | 0 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 82.4 | 11 | 16 | |
| BIRMINGHAM | BLUE ISLANDS LIMITED | S | 48 | 0 | 2 | 6.0 | 22.0 | 32.0 | 10.0 | 10.0 | 8.0 | 8.0 | 0.0 | 0.0 | 0.0 | 4.0 | 27 | 56.9 | 20 | 58 | |
| BIRMINGHAM | EASYJET UK LTD | S | 18 | 0 | 0 | 16.7 | 55.6 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| TOTAL BIRMINGHAM | | | 66 | 0 | 2 | 8.8 | 30.9 | 27.9 | 7.4 | 10.3 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 2.9 | 21 | 56.9 | 20 | 58 | |
| BRISTOL | BLUE ISLANDS LIMITED | S | 60 | 0 | 0 | 1.7 | 21.7 | 36.7 | 15.0 | 6.7 | 11.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 53.3 | 24 | 58 | |
| TOTAL BRISTOL | | | 60 | 0 | 0 | 1.7 | 21.7 | 36.7 | 15.0 | 6.7 | 11.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 53.3 | 24 | 58 | |
| EAST MIDLANDS INTERNATIONAL | BLUE ISLANDS LIMITED | S | 48 | 0 | 2 | 4.0 | 56.0 | 18.0 | 6.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 15 | 74.2 | 19 | 62 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 48 | 0 | 2 | 4.0 | 56.0 | 18.0 | 6.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 15 | 74.2 | 19 | 62 | |
| EDINBURGH | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 16.7 | 22.2 | 16.7 | 16.7 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 40 | 43.8 | 28 | 16 | |
| TOTAL EDINBURGH | | | 18 | 0 | 0 | 5.6 | 16.7 | 22.2 | 16.7 | 16.7 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 40 | 43.8 | 28 | 16 | |
| EXETER | BLUE ISLANDS LIMITED | S | 60 | 0 | 0 | 0.0 | 33.3 | 35.0 | 11.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.3 | 17 | 58 | |
| TOTAL EXETER | | | 60 | 0 | 0 | 0.0 | 33.3 | 35.0 | 11.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.3 | 17 | 58 | |
| GATWICK | EASYJET UK LTD | S | 242 | 0 | 0 | 25.6 | 52.5 | 16.1 | 2.9 | 2.5 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 4 | 71.6 | 17 | 252 | |
| TOTAL GATWICK | | | 242 | 0 | 0 | 25.6 | 52.5 | 16.1 | 2.9 | 2.5 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 4 | 71.6 | 17 | 252 | |
| GLASGOW | EASYJET UK LTD | S | 34 | 0 | 0 | 8.8 | 38.2 | 32.4 | 17.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 63.9 | 15 | 36 | |
| TOTAL GLASGOW | | | 34 | 0 | 0 | 8.8 | 38.2 | 32.4 | 17.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 63.9 | 15 | 36 | |
| GUERNSEY | BLUE ISLANDS 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 | 49 | 100.0 | 6 | 1 | |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 154 | 0 | 4 | 0.6 | 41.8 | 32.9 | 10.1 | 3.8 | 5.1 | 1.3 | 1.9 | 0.0 | 0.0 | 2.5 | 17 | 76.1 | 13 | 151 | |
| TOTAL GUERNSEY | | | 155 | 0 | 4 | 0.6 | 41.5 | 32.7 | 10.1 | 4.4 | 5.0 | 1.3 | 1.9 | 0.0 | 0.0 | 2.5 | 17 | 76.3 | 13 | 152 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 259 | 0 | 3 | 5.0 | 40.1 | 29.0 | 11.1 | 9.2 | 4.2 | 0.4 | 0.0 | 0.0 | 0.0 | 1.1 | 12 | 64.3 | 16 | 242 | |
| TOTAL HEATHROW | | | 259 | 0 | 3 | 5.0 | 40.1 | 29.0 | 11.1 | 9.2 | 4.2 | 0.4 | 0.0 | 0.0 | 0.0 | 1.1 | 12 | 64.3 | 16 | 242 | |
| ISLE OF MAN | BLUE ISLANDS LIMITED | S | 4 | 0 | 0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 0.0 | 0 | 0 | |
| TOTAL ISLE OF MAN | | | 4 | 0 | 0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 0.0 | 0 | 0 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 50 | 0 | 0 | 14.0 | 48.0 | 22.0 | 4.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 81.8 | 13 | 86 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 50 | 0 | 0 | 14.0 | 48.0 | 22.0 | 4.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 81.8 | 13 | 86 | |
| LUTON | EASYJET UK LTD | S | 86 | 0 | 0 | 14.0 | 55.8 | 19.8 | 8.1 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 60.0 | 21 | 58 | |
| TOTAL LUTON | | | 86 | 0 | 0 | 14.0 | 55.8 | 19.8 | 8.1 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 60.0 | 21 | 58 | |
| MANCHESTER | EASYJET UK LTD | S | 66 | 0 | 2 | 10.3 | 45.6 | 27.9 | 4.4 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 8 | 76.7 | 13 | 58 | |
| TOTAL MANCHESTER | | | 66 | 0 | 2 | 10.3 | 45.6 | 27.9 | 4.4 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 8 | 76.7 | 13 | 58 | |
| SOUTHAMPTON | BLUE ISLANDS LIMITED | S | 180 | 0 | 2 | 8.8 | 39.6 | 35.2 | 2.2 | 3.3 | 7.1 | 2.7 | 0.0 | 0.0 | 0.0 | 1.1 | 13 | 76.6 | 17 | 186 | |
| TOTAL SOUTHAMPTON | | | 180 | 0 | 2 | 8.8 | 39.6 | 35.2 | 2.2 | 3.3 | 7.1 | 2.7 | 0.0 | 0.0 | 0.0 | 1.1 | 13 | 76.6 | 17 | 186 | |
| TOTAL UNITED KINGDOM | | | 1346 | 0 | 15 | 10.0 | 42.4 | 27.1 | 7.6 | 5.1 | 4.8 | 1.5 | 0.3 | 0.1 | 0.0 | 1.1 | 13 | 69.8 | 17 | 1338 | |

| | | | | | | | | | | | | | | | | | | |
|---------------------|-------------|----------|-----------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-------------|-----------|-------------|
| TOTAL JERSEY | 1389 | 0 | 17 | 10.0 | 42.5 | 27.0 | 7.5 | 5.0 | 4.8 | 1.6 | 0.3 | 0.1 | 0.0 | 1.2 | 13 | 69.7 | 17 | 1402 |
|---------------------|-------------|----------|-----------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-------------|-----------|-------------|

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|--------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| 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 | More than 360 m late | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | |
| SALZBURG | JET2.COM LTD | S | 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 | 4 | 100.0 | 0 | 6 |
| TOTAL SALZBURG | | | 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 | 4 | 100.0 | 0 | 6 |
| TOTAL AUSTRIA | | | 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 | 4 | 100.0 | 0 | 6 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 55.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 1 | 18 |
| TOTAL DUBROVNIK | | | 18 | 0 | 0 | 16.7 | 55.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 1 | 18 |
| SPLIT | 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 | 2 |
| TOTAL SPLIT | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL CROATIA | | | 18 | 0 | 0 | 16.7 | 55.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 20 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 17 | 0 | 0 | 29.4 | 29.4 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 82.4 | 7 | 17 |
| TOTAL LARNACA | | | 17 | 0 | 0 | 29.4 | 29.4 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 82.4 | 7 | 17 |
| PAPHOS | JET2.COM LTD | S | 24 | 0 | 0 | 8.3 | 58.3 | 29.2 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 6 | 18 |
| TOTAL PAPHOS | | | 24 | 0 | 0 | 8.3 | 58.3 | 29.2 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 6 | 18 |
| TOTAL CYPRUS | | | 41 | 0 | 0 | 17.1 | 46.3 | 29.3 | 2.4 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 82.9 | 6 | 35 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 50.0 | 18.8 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 93.8 | 3 | 16 |
| TOTAL PRAGUE | | | 16 | 0 | 0 | 12.5 | 50.0 | 18.8 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 93.8 | 3 | 16 |
| TOTAL CZECH REPUBLIC | | | 16 | 0 | 0 | 12.5 | 50.0 | 18.8 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 93.8 | 3 | 16 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 32 | 0 | 2 | 0.0 | 17.6 | 38.2 | 14.7 | 8.8 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 20 | 0.0 | 0 | 0 |
| TOTAL BEAUVAIS | | | 32 | 0 | 2 | 0.0 | 17.6 | 38.2 | 14.7 | 8.8 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 20 | 0.0 | 0 | 0 |
| CHAMBERY | JET2.COM LTD | S | 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 | 29 | 66.7 | 20 | 6 |
| TOTAL CHAMBERY | | | 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 | 29 | 66.7 | 20 | 6 |
| PARIS (CHARLES DE GAULLE) | JET2.COM LTD | S | 33 | 0 | 0 | 3.0 | 48.5 | 36.4 | 6.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.2 | 5 | 34 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 33 | 0 | 0 | 3.0 | 48.5 | 36.4 | 6.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.2 | 5 | 34 |
| 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 | 55.6 | 21 | 18 |
| TOTAL PERPIGNAN | | | 0 | 0 | 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 |
| TARBES-LOURDES INTERNATIONAL | 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 | 39 | 2 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL FRANCE | | | 69 | 0 | 2 | 1.4 | 32.4 | 35.2 | 9.9 | 11.3 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 13 | 73.3 | 13 | 60 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| HERAKLION | JET2.COM LTD | S | 16 | 0 | 0 | 25.0 | 31.3 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 93.8 | 5 | 16 |
| TOTAL HERAKLION | | | 16 | 0 | 0 | 25.0 | 31.3 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 93.8 | 5 | 16 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-------------------------------|--------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| KOS | 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 | 15 | 1 | |
| TOTAL KOS | | | 0 | 0 | 0 | 0.0 | 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 | |
| RHODES | JET2.COM LTD | S | 13 | 0 | 0 | 7.7 | 38.5 | 23.1 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 12 | 4 | |
| TOTAL RHODES | | | 13 | 0 | 0 | 7.7 | 38.5 | 23.1 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 12 | 4 | |
| TOTAL GREECE | | | 29 | 0 | 0 | 17.2 | 34.5 | 34.5 | 0.0 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 90.5 | 6 | 21 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | 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 | 0.0 | 12 | 100.0 | 1 | 16 | |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 16.7 | 38.9 | 27.8 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 1 | 16 | |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 16.7 | 38.9 | 27.8 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 1 | 16 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | JET2.COM LTD | S | 12 | 0 | 0 | 16.7 | 41.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 8 | |
| TOTAL KEFLAVIK | | | 12 | 0 | 0 | 16.7 | 41.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 8 | |
| TOTAL ICELAND | | | 12 | 0 | 0 | 16.7 | 41.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 8 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 144 | 0 | 2 | 10.3 | 54.1 | 24.0 | 4.1 | 5.5 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 5 | 50.8 | 29 | 118 | |
| DUBLIN | RYANAIR | S | 142 | 0 | 3 | 1.4 | 36.6 | 38.6 | 10.3 | 8.3 | 1.4 | 0.7 | 0.7 | 0.0 | 0.0 | 2.1 | 12 | 64.4 | 15 | 146 | |
| TOTAL DUBLIN | | | 286 | 0 | 5 | 5.8 | 45.4 | 31.3 | 7.2 | 6.9 | 1.0 | 0.3 | 0.3 | 0.0 | 0.0 | 1.7 | 8 | 58.3 | 22 | 264 | |
| TOTAL IRISH REPUBLIC | | | 286 | 0 | 5 | 5.8 | 45.4 | 31.3 | 7.2 | 6.9 | 1.0 | 0.3 | 0.3 | 0.0 | 0.0 | 1.7 | 8 | 58.3 | 22 | 264 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| NAPLES | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 56.3 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 72.2 | 14 | 18 | |
| TOTAL NAPLES | | | 16 | 0 | 0 | 6.3 | 56.3 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 72.2 | 14 | 18 | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 66.7 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.3 | 7 | 16 | |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 0.0 | 66.7 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.3 | 7 | 16 | |
| TOTAL ITALY | | | 34 | 0 | 0 | 2.9 | 61.8 | 29.4 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.5 | 10 | 34 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL RIGA | | | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL LATVIA | | | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | 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 | 5 | 87.5 | 8 | 8 | |
| TOTAL MALTA | | | 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 | 5 | 87.5 | 8 | 8 | |
| TOTAL MALTA | | | 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 | 5 | 87.5 | 8 | 8 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 170 | 0 | 2 | 0.0 | 27.3 | 50.0 | 8.1 | 10.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 12 | 80.9 | 9 | 129 | |
| TOTAL AMSTERDAM | | | 170 | 0 | 2 | 0.0 | 27.3 | 50.0 | 8.1 | 10.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 12 | 80.9 | 9 | 129 | |
| TOTAL NETHERLANDS | | | 170 | 0 | 2 | 0.0 | 27.3 | 50.0 | 8.1 | 10.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 12 | 80.9 | 9 | 129 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|-------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|------------|------------------|-----------------|------------------|------------|--|--|
| 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 | | | | | | | | | | | | | | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 24 | 0 | 2 | 0.0 | 53.8 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 3 | 96.2 | 3 | 26 | | |
| 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 | 84.6 | 21 | 26 | | |
| TOTAL GDANSK | | | 24 | 0 | 2 | 0.0 | 53.8 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 3 | 90.4 | 12 | 52 | | |
| 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 | 58.3 | 29 | 24 | | | |
| TOTAL KATOWICE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 58.3 | 29 | 24 | | | |
| KRAKOW | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 44.4 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 15 | 16 | | | |
| KRAKOW | RYANAIR | S | 33 | 0 | 2 | 5.7 | 2.9 | 34.3 | 11.4 | 31.4 | 0.0 | 8.6 | 0.0 | 5.7 | 32 | 50.0 | 30 | 34 | | | |
| 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 | 37.5 | 37 | 16 | | | |
| TOTAL KRAKOW | | | 51 | 0 | 2 | 9.4 | 17.0 | 35.8 | 7.5 | 20.8 | 0.0 | 5.7 | 0.0 | 3.8 | 21 | 53.0 | 28 | 66 | | | |
| POZNAN | RYANAIR | S | 24 | 0 | 0 | 0.0 | 58.3 | 25.0 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 22 | 16 | | | |
| TOTAL POZNAN | | | 24 | 0 | 0 | 0.0 | 58.3 | 25.0 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 22 | 16 | | | |
| WARSAW (CHOPIN) | WIZZ AIR | S | 16 | 0 | 0 | 12.5 | 37.5 | 31.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 13 | 18 | | | |
| TOTAL WARSAW (CHOPIN) | | | 16 | 0 | 0 | 12.5 | 37.5 | 31.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 13 | 18 | | | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 16 | 0 | 0 | 6.3 | 43.8 | 31.3 | 6.3 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 13 | 70.8 | 26 | 24 | | | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 16 | 0 | 0 | 6.3 | 43.8 | 31.3 | 6.3 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 13 | 70.8 | 26 | 24 | | | |
| WROCLAW | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 50.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 5 | 18 | | | |
| 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 | 83.3 | 6 | 18 | | | |
| TOTAL WROCLAW | | | 16 | 0 | 0 | 0.0 | 31.3 | 50.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 86.1 | 5 | 36 | | | |
| TOTAL POLAND | | | 147 | 0 | 4 | 5.3 | 36.4 | 34.4 | 6.0 | 11.3 | 1.3 | 2.6 | 0.0 | 0.0 | 2.6 | 12 | 70.8 | 19 | 236 | | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 64 | 0 | 0 | 21.9 | 35.9 | 32.8 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 97.0 | 5 | 66 | | | |
| FARO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 44.4 | 38.9 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 8 | 61.5 | 35 | 26 | | | |
| TOTAL FARO | | | 82 | 0 | 0 | 17.1 | 37.8 | 34.1 | 4.9 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 5 | 87.0 | 13 | 92 | | | |
| OPORTO (PORTUGAL) | RYANAIR | S | 16 | 0 | 0 | 0.0 | 81.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 61.1 | 20 | 18 | | | |
| TOTAL OPORTO (PORTUGAL) | | | 16 | 0 | 0 | 0.0 | 81.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 61.1 | 20 | 18 | | | |
| TOTAL PORTUGAL | | | 98 | 0 | 0 | 14.3 | 44.9 | 31.6 | 4.1 | 4.1 | 1.0 | 0.0 | 0.0 | 0.0 | 4 | 82.7 | 14 | 110 | | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 90.0 | 6 | 10 | | | |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 90.0 | 6 | 10 | | | |
| TOTAL PORTUGAL | | | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 90.0 | 6 | 10 | | | |
| ROMANIA | | | | | | | | | | | | | | | | | | | | | |
| 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 | 30.0 | 55 | 30 | | | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 22 | 0 | 4 | 11.5 | 11.5 | 26.9 | 19.2 | 3.8 | 11.5 | 0.0 | 0.0 | 15.4 | 22 | 0.0 | 88 | 2 | | | |
| TOTAL BUCHAREST (OTOPENI) | | | 22 | 0 | 4 | 11.5 | 11.5 | 26.9 | 19.2 | 3.8 | 11.5 | 0.0 | 0.0 | 15.4 | 22 | 28.1 | 57 | 32 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|--------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|
| 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 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 45.0 | 21 | 20 |
| CLUJ NAPOCA | WIZZ AIR MALTA | S | 16 | 0 | 4 | 20.0 | 35.0 | 15.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 7 | 100.0 | 4 | 2 |
| TOTAL CLUJ NAPOCA | | | 16 | 0 | 4 | 20.0 | 35.0 | 15.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 7 | 50.0 | 20 | 22 |
| TOTAL ROMANIA | | | 38 | 0 | 8 | 15.2 | 21.7 | 21.7 | 10.9 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 16 | 37.0 | 42 | 54 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 33.3 | 44.4 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.6 | 14 | 18 |
| TOTAL BRATISLAVA | | | 18 | 0 | 0 | 0.0 | 33.3 | 44.4 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.6 | 14 | 18 |
| TOTAL SLOVAK REPUBLIC | | | 18 | 0 | 0 | 0.0 | 33.3 | 44.4 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.6 | 14 | 18 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 98 | 0 | 0 | 15.3 | 40.8 | 35.7 | 3.1 | 4.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 10 | 88 |
| ALICANTE | RYANAIR | S | 103 | 0 | 0 | 3.9 | 27.2 | 37.9 | 11.7 | 15.5 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.0 | 29 | 86 |
| TOTAL ALICANTE | | | 201 | 0 | 0 | 9.5 | 33.8 | 36.8 | 7.5 | 10.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.4 | 20 | 174 |
| BARCELONA | JET2.COM LTD | S | 17 | 0 | 0 | 0.0 | 64.7 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 79.4 | 8 | 33 |
| BARCELONA | 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 | 89 | 0.0 | 0 | 0 |
| TOTAL BARCELONA | | | 18 | 0 | 0 | 0.0 | 61.1 | 33.3 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 79.4 | 8 | 33 |
| GIRONA | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 75.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 2 |
| GIRONA | RYANAIR | S | 34 | 0 | 0 | 0.0 | 61.8 | 29.4 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| TOTAL GIRONA | | | 50 | 0 | 0 | 2.0 | 66.0 | 24.0 | 6.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 0 | 2 |
| IBIZA | JET2.COM LTD | S | 16 | 0 | 0 | 31.3 | 31.3 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 17 |
| IBIZA | RYANAIR | 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 | 44.4 | 27 | 18 |
| TOTAL IBIZA | | | 26 | 0 | 0 | 30.8 | 42.3 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 71.4 | 14 | 35 |
| MAHON | JET2.COM LTD | S | 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 | 1 | 85.7 | 7 | 7 |
| TOTAL MAHON | | | 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 | 1 | 85.7 | 7 | 7 |
| MALAGA | JET2.COM LTD | S | 95 | 0 | 0 | 4.2 | 37.9 | 41.1 | 7.4 | 6.3 | 0.0 | 2.1 | 1.1 | 0.0 | 0.0 | 0.0 | 13 | 79.2 | 8 | 96 |
| MALAGA | RYANAIR | S | 34 | 0 | 0 | 0.0 | 26.5 | 32.4 | 14.7 | 14.7 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 53.5 | 25 | 43 |
| TOTAL MALAGA | | | 129 | 0 | 0 | 3.1 | 34.9 | 38.8 | 9.3 | 8.5 | 3.1 | 1.6 | 0.8 | 0.0 | 0.0 | 0.0 | 16 | 71.2 | 13 | 139 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 78 | 0 | 0 | 9.0 | 34.6 | 43.6 | 6.4 | 1.3 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.8 | 6 | 80 |
| PALMA DE MALLORCA | RYANAIR | S | 60 | 0 | 0 | 8.3 | 31.7 | 38.3 | 6.7 | 10.0 | 1.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 16 | 67.4 | 18 | 86 |
| TOTAL PALMA DE MALLORCA | | | 138 | 0 | 0 | 8.7 | 33.3 | 41.3 | 6.5 | 5.1 | 3.6 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 12 | 75.3 | 12 | 166 |
| REUS | JET2.COM LTD | 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 | 2 | 100.0 | 0 | 4 |
| REUS | RYANAIR | S | 16 | 0 | 0 | 18.8 | 62.5 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| TOTAL REUS | | | 24 | 0 | 0 | 20.8 | 54.2 | 20.8 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 4 |
| TOTAL SPAIN | | | 593 | 0 | 0 | 8.3 | 39.0 | 35.9 | 6.7 | 6.7 | 2.5 | 0.3 | 0.5 | 0.0 | 0.0 | 0.0 | 10 | 73.8 | 14 | 560 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 60 | 0 | 0 | 13.3 | 48.3 | 26.7 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 82.3 | 12 | 61 |
| ARRECIFE | RYANAIR | S | 18 | 0 | 0 | 11.1 | 61.1 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 9 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-----------------|-------------------|------------|----------|-----------|----------------------|----------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL ARRECIFE | | | 78 | 0 | 0 | 12.8 | 51.3 | 24.4 | 5.1 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 81.3 | 11 | 79 | |
| FUERTEVENTURA | JET2.COM LTD | S | 34 | 0 | 0 | 26.5 | 50.0 | 14.7 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 73.1 | 16 | 26 | |
| FUERTEVENTURA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 61.1 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 9 | 16 | |
| TOTAL FUERTEVENTURA | | | 52 | 0 | 0 | 17.3 | 53.8 | 21.2 | 5.8 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 78.6 | 13 | 42 | |
| LAS PALMAS | JET2.COM LTD | S | 35 | 0 | 0 | 20.0 | 57.1 | 17.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 24 | 33 | |
| TOTAL LAS PALMAS | | | 35 | 0 | 0 | 20.0 | 57.1 | 17.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 24 | 33 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 86 | 0 | 0 | 15.1 | 45.3 | 33.7 | 3.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 90.6 | 6 | 85 | |
| TENERIFE (SURREINA SOFIA) | 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 | 8 | 55.6 | 16 | 18 | |
| TENERIFE (SURREINA SOFIA) | 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 | 58 | 0.0 | 0 | 0 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 105 | 0 | 0 | 12.4 | 42.9 | 35.2 | 5.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.5 | 8 | 103 | |
| TOTAL SPAIN(CANARY SWITZERLAND) | | | 270 | 0 | 0 | 14.4 | 49.3 | 27.0 | 5.2 | 3.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.2 | 12 | 257 | |
| GENEVA | JET2.COM LTD | S | 18 | 0 | 1 | 5.3 | 57.9 | 15.8 | 5.3 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 5.3 | 12 | 91.7 | 7 | 24 | |
| TOTAL GENEVA | | | 18 | 0 | 1 | 5.3 | 57.9 | 15.8 | 5.3 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 5.3 | 12 | 91.7 | 7 | 24 | |
| TOTAL SWITZERLAND | | | 18 | 0 | 1 | 5.3 | 57.9 | 15.8 | 5.3 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 5.3 | 12 | 91.7 | 7 | 24 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | JET2.COM LTD | S | 53 | 0 | 0 | 5.7 | 32.1 | 45.3 | 13.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 63.3 | 14 | 49 | |
| ANTALYA | SUNEXPRESS | S | 16 | 0 | 0 | 18.8 | 25.0 | 31.3 | 6.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL ANTALYA | | | 69 | 0 | 0 | 8.7 | 30.4 | 42.0 | 11.6 | 5.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 63.3 | 14 | 49 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 | |
| TOTAL BODRUM (MILAS) | | | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 | |
| DALAMAN | JET2.COM LTD | S | 37 | 0 | 0 | 18.9 | 48.6 | 27.0 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.1 | 4 | 28 | |
| TOTAL DALAMAN | | | 37 | 0 | 0 | 18.9 | 48.6 | 27.0 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.1 | 4 | 28 | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | 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 | 2 | 0.0 | 0 | 0 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 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 | 2 | 0.0 | 0 | 0 | |
| TOTAL TURKEY | | | 123 | 0 | 0 | 14.6 | 38.2 | 35.0 | 7.3 | 4.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 10 | 79 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 216 | 0 | 16 | 13.4 | 54.7 | 14.7 | 2.2 | 5.6 | 1.7 | 0.0 | 0.9 | 0.0 | 0.0 | 6.9 | 7 | 75.9 | 12 | 164 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 216 | 0 | 16 | 13.4 | 54.7 | 14.7 | 2.2 | 5.6 | 1.7 | 0.0 | 0.9 | 0.0 | 0.0 | 6.9 | 7 | 75.9 | 12 | 164 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 36 | 0 | 0 | 5.6 | 72.2 | 8.3 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 55.9 | 22 | 34 | |
| TOTAL BELFAST INTERNATIONAL | | | 36 | 0 | 0 | 5.6 | 72.2 | 8.3 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 55.9 | 22 | 34 | |
| BOURNEMOUTH | 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 | 0 | 2 | |
| TOTAL BOURNEMOUTH | | | 0 | 0 | 0 | 0.0 | 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 | |

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|---------------------|-------------------|-------------|----------|----------------------------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|-------------|
| 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 |
| EDINBURGH | BRITISH AIRWAYS PLC | C | 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 | 224 | 0.0 | 0 | 0 |
| EDINBURGH | 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 | 55 | 1 |
| TOTAL EDINBURGH | | | 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 | 224 | 0.0 | 55 | 1 |
| GATWICK | BRITISH AIRWAYS PLC | 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 | 150 | 0.0 | 0 | 0 |
| TOTAL GATWICK | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 150 | 0.0 | 0 | 0 | |
| TOTAL UNITED KINGDOM | | | 254 | 0 | 16 | 12.2 | 56.7 | 13.7 | 3.3 | 5.2 | 1.5 | 0.4 | 1.1 | 0.0 | 0.0 | 5.9 | 8 | 72.5 | 14 | 201 |
| TOTAL LEEDS BRADFORD | | | 2290 | 0 | 38 | 9.1 | 42.5 | 31.7 | 5.9 | 6.5 | 1.9 | 0.4 | 0.3 | 0.0 | 0.0 | 1.6 | 9 | 73.5 | 15 | 2166 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------|----------------------|-------------------|-----------|----------|----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | EUROATLANTIC 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 | 13 | 1 | |
| TIRANA | TITAN 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 | 19 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 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 | 100.0 | 13 | 1 | |
| TOTAL ALBANIA | | | 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 | 100.0 | 13 | 1 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| CHARLEROI | 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 | 88.9 | 4 | 18 | |
| TOTAL CHARLEROI | | | 0 | 0 | 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 | 18 | |
| TOTAL BELGIUM | | | 0 | 0 | 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 | 18 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | RYANAIR | S | 16 | 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 | 81.3 | 10 | 16 | |
| TOTAL SOFIA | | | 16 | 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 | 81.3 | 10 | 16 | |
| VARNA | 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 | 55.6 | 14 | 18 | |
| TOTAL VARNA | | | 0 | 0 | 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 | 14 | 18 | |
| TOTAL BULGARIA | | | 16 | 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 | 67.6 | 12 | 34 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 25 | 0 | 0 | 4.0 | 28.0 | 36.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.5 | 15 | 25 | |
| TOTAL LARNACA | | | 25 | 0 | 0 | 4.0 | 28.0 | 36.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.5 | 15 | 25 | |
| PAPHOS | JET2.COM LTD | S | 8 | 0 | 0 | 12.5 | 0.0 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| PAPHOS | RYANAIR | S | 8 | 0 | 0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL PAPHOS | | | 16 | 0 | 0 | 18.8 | 12.5 | 56.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL CYPRUS | | | 41 | 0 | 0 | 9.8 | 22.0 | 43.9 | 14.6 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.5 | 15 | 25 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 17 | 0 | 0 | 17.6 | 17.6 | 23.5 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| TOTAL HURGHADA | | | 17 | 0 | 0 | 17.6 | 17.6 | 23.5 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| TOTAL EGYPT | | | 17 | 0 | 0 | 17.6 | 17.6 | 23.5 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| 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 | 76.5 | 9 | 34 | |
| TOTAL BEAUVAIS | | | 0 | 0 | 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 | 9 | 34 | |
| BERGERAC | RYANAIR | S | 24 | 0 | 0 | 4.2 | 37.5 | 33.3 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 26 | 18 | |
| TOTAL BERGERAC | | | 24 | 0 | 0 | 4.2 | 37.5 | 33.3 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 26 | 18 | |
| MONTPELLIER | EUROAIR | 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 MONTPELLIER | | | 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 | |
| NICE | EASYJET UK LTD | S | 56 | 0 | 1 | 8.8 | 40.4 | 26.3 | 7.0 | 5.3 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 1.8 | 19 | 72.7 | 24 | 44 | |
| TOTAL NICE | | | 56 | 0 | 1 | 8.8 | 40.4 | 26.3 | 7.0 | 5.3 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 1.8 | 19 | 72.7 | 24 | 44 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 32 | 0 | 0 | 0.0 | 34.4 | 43.8 | 12.5 | 0.0 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.7 | 17 | 34 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|---|-----------------|-------------------|------------|----------|----------------------------|----------------------|-------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|-----------|
| 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 | | | | | | | | | | | | | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 32 | 0 | 0 | 0.0 | 34.4 | 43.8 | 12.5 | 0.0 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.7 | 17 | 34 |
| PERPIGNAN | 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 | 32 | 2 | |
| PERPIGNAN | EUROAIR | 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 | |
| TOTAL PERPIGNAN | | | 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 | 32 | 2 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 42 | 50.0 | 74 | 2 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 50.0 | 74 | 2 | |
| TOTAL FRANCE | | | 115 | 0 | 1 | 6.0 | 37.9 | 31.9 | 8.6 | 5.2 | 6.0 | 3.4 | 0.0 | 0.0 | 0.9 | 17 | 69.4 | 20 | 134 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | 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 | 31 | 1 | |
| TOTAL BERLIN BRANDENBURG | | | 0 | 0 | 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 | |
| FRANKFURT MAIN | LUFTHANSA | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 76.5 | 11 | 34 | | |
| TOTAL FRANKFURT MAIN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 76.5 | 11 | 34 | | |
| TOTAL GERMANY | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 74.3 | 11 | 35 | | |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| CORFU | EASYJET UK LTD | S | 17 | 0 | 0 | 35.3 | 41.2 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| CORFU | RYANAIR | S | 16 | 1 | 0 | 11.8 | 35.3 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL CORFU | | | 33 | 1 | 0 | 23.5 | 38.2 | 23.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 4 | 0.0 | 0 | 0 | |
| HERAKLION | EASYJET UK 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 | 7 | 87.5 | 6 | 8 | |
| TOTAL HERAKLION | | | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.5 | 6 | 8 | |
| KOS | EASYJET 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 | 83.3 | 13 | 6 | |
| TOTAL KOS | | | 2 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 83.3 | 13 | 6 | |
| TOTAL GREECE | | | 43 | 1 | 0 | 20.5 | 38.6 | 27.3 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 5 | 85.7 | 9 | 14 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 17 | 18 | |
| TOTAL BUDAPEST | | | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 17 | 18 | |
| TOTAL HUNGARY | | | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 17 | 18 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | FLY PLAY HF | S | 10 | 0 | 0 | 10.0 | 10.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.8 | 6 | 16 | |
| TOTAL KEFLAVIK | | | 10 | 0 | 0 | 10.0 | 10.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.8 | 6 | 16 | |
| TOTAL ICELAND | | | 10 | 0 | 0 | 10.0 | 10.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.8 | 6 | 16 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 24 | 0 | 0 | 8.3 | 45.8 | 33.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 71.2 | 17 | 52 | |
| TOTAL CORK | | | 24 | 0 | 0 | 8.3 | 45.8 | 33.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 71.2 | 17 | 52 | |
| DUBLIN | AER LINGUS | S | 93 | 0 | 2 | 11.6 | 47.4 | 34.7 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 3 | 75.0 | 19 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|------------------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| 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 | 0.0 | 0 | 50.0 | 9 | 2 | |
| DUBLIN | JET2.COM 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 | 20 | 0.0 | 0 | 0 | |
| DUBLIN | RYANAIR | S | 300 | 1 | 0 | 6.0 | 44.5 | 26.9 | 9.6 | 8.3 | 2.7 | 0.7 | 0.3 | 0.7 | 0.3 | 0.0 | 14 | 72.2 | 15 | 291 | |
| TOTAL DUBLIN | | | 394 | 1 | 2 | 7.3 | 45.1 | 28.7 | 8.1 | 6.8 | 2.0 | 0.5 | 0.3 | 0.5 | 0.3 | 0.5 | 11 | 72.1 | 15 | 301 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 59 | 0 | 1 | 0.0 | 13.3 | 35.0 | 26.7 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 20 | 85.3 | 9 | 68 | |
| TOTAL IRELAND WEST (KNOCK) | | | 59 | 0 | 1 | 0.0 | 13.3 | 35.0 | 26.7 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 20 | 85.3 | 9 | 68 | |
| SHANNON | RYANAIR | S | 18 | 0 | 0 | 0.0 | 38.9 | 27.8 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.9 | 99 | 18 | |
| TOTAL SHANNON | | | 18 | 0 | 0 | 0.0 | 38.9 | 27.8 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.9 | 99 | 18 | |
| TOTAL IRISH REPUBLIC | | | 495 | 1 | 3 | 6.2 | 41.1 | 29.7 | 10.6 | 8.6 | 2.0 | 0.4 | 0.2 | 0.4 | 0.2 | 0.6 | 12 | 74.7 | 18 | 439 | |
| ISRAEL | | | | | | | | | | | | | | | | | | | | | |
| TEL AVIV | EL AL | 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 | 22 | 1 | |
| TOTAL TEL AVIV | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL ISRAEL | | | 0 | 0 | 0 | 0.0 | 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 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | 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 | 6 | 0.0 | 0 | 0 | |
| BERGAMO | 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 | 55 | 0.0 | 0 | 0 | |
| BERGAMO | BRITISH AIRWAYS PLC | 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 | 29 | 0.0 | 0 | 0 | |
| BERGAMO | ENTER AIR | C | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| BERGAMO | RYANAIR | S | 20 | 0 | 0 | 0.0 | 30.0 | 55.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 2 | 18 | |
| TOTAL BERGAMO | | | 34 | 0 | 0 | 0.0 | 20.6 | 50.0 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 2 | 18 | |
| 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 | 0.0 | 19 | 1 | |
| TOTAL MILAN (MALPENSA) | | | 0 | 0 | 0 | 0.0 | 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 | |
| ROME (CIAMPINO) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 27.8 | 27.8 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.9 | 28 | 18 | |
| TOTAL ROME (CIAMPINO) | | | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 27.8 | 27.8 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.9 | 28 | 18 | |
| TOTAL ITALY | | | 52 | 0 | 0 | 0.0 | 15.4 | 44.2 | 21.2 | 17.3 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 67.6 | 15 | 37 | |
| KOSOVO | | | | | | | | | | | | | | | | | | | | | |
| PRISTINA | 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 | |
| TOTAL PRISTINA | | | 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 | |
| TOTAL KOSOVO | | | 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 | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 24 | 0 | 0 | 0.0 | 33.3 | 33.3 | 20.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 25 | 18 | |
| TOTAL KAUNAS | | | 24 | 0 | 0 | 0.0 | 33.3 | 33.3 | 20.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 25 | 18 | |
| TOTAL LITHUANIA | | | 24 | 0 | 0 | 0.0 | 33.3 | 33.3 | 20.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 25 | 18 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 6.3 | 68.8 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 25.0 | 36 | 16 | |
| TOTAL MALTA | | | 16 | 0 | 0 | 0.0 | 6.3 | 68.8 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 25.0 | 36 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|--------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|-----|
| 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 | |
| | | | | | | | 34.4 | 39.3 | 13.1 | 1.6 | 8.2 | 3.3 | 0.0 | 0.0 | | | | | | | 0.0 |
| TOTAL MALTA | | | 16 | 0 | 0 | 0.0 | 6.3 | 68.8 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 25.0 | 36 | 16 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET UK LTD | S | 61 | 0 | 0 | 0.0 | 34.4 | 39.3 | 13.1 | 1.6 | 8.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 12 | 60 | |
| TOTAL AMSTERDAM | | | 61 | 0 | 0 | 0.0 | 34.4 | 39.3 | 13.1 | 1.6 | 8.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 12 | 60 | |
| MAASTRICHT | RYANAIR SUN | 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 MAASTRICHT | | | 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 NETHERLANDS | | | 62 | 0 | 0 | 0.0 | 35.5 | 38.7 | 12.9 | 1.6 | 8.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 12 | 60 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | 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 | 40 | 0.0 | 0 | 0 | |
| TOTAL BERGEN | | | 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 | 40 | 0.0 | 0 | 0 | |
| OSLO (GARDERMOEN) | 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 | 25 | 4 | |
| OSLO (GARDERMOEN) | 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 | 1 | |
| TOTAL OSLO (GARDERMOEN) | | | 0 | 0 | 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 | |
| TOTAL NORWAY | | | 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 | 40 | 60.0 | 20 | 5 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 44.4 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 91.7 | 6 | 24 | |
| TOTAL GDANSK | | | 18 | 0 | 0 | 5.6 | 33.3 | 44.4 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 91.7 | 6 | 24 | |
| KATOWICE | WIZZ AIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 61.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 61.1 | 13 | 16 | |
| TOTAL KATOWICE | | | 18 | 0 | 0 | 5.6 | 27.8 | 61.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 61.1 | 13 | 16 | |
| KRAKOW | RYANAIR | S | 26 | 0 | 0 | 0.0 | 38.5 | 53.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 26 | |
| TOTAL KRAKOW | | | 26 | 0 | 0 | 0.0 | 38.5 | 53.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 26 | |
| POZNAN | RYANAIR | S | 24 | 0 | 0 | 0.0 | 33.3 | 33.3 | 12.5 | 12.5 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 92.3 | 6 | 26 | |
| TOTAL POZNAN | | | 24 | 0 | 0 | 0.0 | 33.3 | 33.3 | 12.5 | 12.5 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 92.3 | 6 | 26 | |
| SZCZECIN (GOLENOW) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 75.0 | 12 | 16 | |
| TOTAL SZCZECIN (GOLENOW) | | | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 75.0 | 12 | 16 | |
| WARSAW (CHOPIN) | WIZZ AIR | S | 34 | 0 | 0 | 8.8 | 35.3 | 55.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 40 | 18 | |
| TOTAL WARSAW (CHOPIN) | | | 34 | 0 | 0 | 8.8 | 35.3 | 55.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 40 | 18 | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 17 | 0 | 0 | 0.0 | 41.2 | 29.4 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.5 | 4 | 26 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 17 | 0 | 0 | 0.0 | 41.2 | 29.4 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.5 | 4 | 26 | |
| WROCLAW | RYANAIR | S | 26 | 0 | 0 | 0.0 | 38.5 | 42.3 | 11.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 6 | 16 | |
| TOTAL WROCLAW | | | 26 | 0 | 0 | 0.0 | 38.5 | 42.3 | 11.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 6 | 16 | |
| TOTAL POLAND | | | 181 | 0 | 0 | 2.8 | 33.7 | 45.3 | 7.2 | 6.1 | 4.4 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.5 | 10 | 168 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET UK LTD | S | 70 | 0 | 0 | 4.3 | 42.9 | 34.3 | 8.6 | 7.1 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.0 | 20 | 68 | |
| FARO | JET2.COM LTD | S | 24 | 0 | 0 | 20.8 | 33.3 | 37.5 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|---------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| FARO | RYANAIR | S | 26 | 0 | 0 | 3.8 | 19.2 | 46.2 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 65.4 | 27 | 26 | |
| TOTAL FARO | | | 120 | 0 | 0 | 7.5 | 35.8 | 37.5 | 8.3 | 7.5 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.5 | 22 | 94 | |
| OPORTO (PORTUGAL) | RYANAIR | S | 18 | 0 | 0 | 5.6 | 44.4 | 27.8 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.8 | 19 | 16 | |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 5.6 | 44.4 | 27.8 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.8 | 19 | 16 | |
| TOTAL PORTUGAL PORTUGAL(MADEIRA) | | | 138 | 0 | 0 | 7.2 | 37.0 | 36.2 | 9.4 | 7.2 | 2.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.4 | 21 | 110 | |
| FUNCHAL | JET2.COM LTD | S | 9 | 0 | 1 | 10.0 | 40.0 | 20.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 20 | 0.0 | 0 | 0 | |
| TOTAL FUNCHAL | | | 9 | 0 | 1 | 10.0 | 40.0 | 20.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 20 | 0.0 | 0 | 0 | |
| TOTAL PORTUGAL | | | 9 | 0 | 1 | 10.0 | 40.0 | 20.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 20 | 0.0 | 0 | 0 | |
| ROMANIA | | | | | | | | | | | | | | | | | | | | | |
| BACAU | DAN AIR (AOC) S.R.L | S | 8 | 1 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 27 | 0.0 | 0 | 0 | |
| TOTAL BACAU | | | 8 | 1 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 27 | 0.0 | 0 | 0 | |
| 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 | 0.0 | 0 | 45.0 | 26 | 20 | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 26 | 0 | 0 | 7.7 | 23.1 | 38.5 | 7.7 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 107 | 6 | |
| TOTAL BUCHAREST (OTOPENI) | | | 26 | 0 | 0 | 7.7 | 23.1 | 38.5 | 7.7 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 34.6 | 45 | 26 | |
| 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 | 0.0 | 0 | 50.0 | 47 | 14 | |
| CLUJ NAPOCA | WIZZ AIR MALTA | S | 0 | 0 | 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 | |
| TOTAL CLUJ NAPOCA | | | 0 | 0 | 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 | 38 | 18 | |
| IASI | 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 | 42.9 | 37 | 14 | |
| IASI | WIZZ AIR MALTA | S | 26 | 0 | 0 | 26.9 | 11.5 | 46.2 | 3.8 | 3.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 16 | 4 | |
| TOTAL IASI | | | 26 | 0 | 0 | 26.9 | 11.5 | 46.2 | 3.8 | 3.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 32 | 18 | |
| TOTAL ROMANIA | | | 60 | 1 | 0 | 14.8 | 14.8 | 39.3 | 8.2 | 8.2 | 6.6 | 3.3 | 3.3 | 0.0 | 1.6 | 0.0 | 22 | 45.2 | 39 | 62 | |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| KOSICE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 11 | 18 | |
| TOTAL KOSICE | | | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 11 | 18 | |
| TOTAL SLOVAK REPUBLIC | | | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 11 | 18 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 77 | 0 | 0 | 2.6 | 40.3 | 32.5 | 11.7 | 6.5 | 3.9 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 16 | 78.2 | 13 | 78 | |
| ALICANTE | JET2.COM LTD | S | 24 | 0 | 0 | 16.7 | 20.8 | 45.8 | 12.5 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| ALICANTE | RYANAIR | S | 88 | 0 | 0 | 0.0 | 25.0 | 48.9 | 15.9 | 8.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.1 | 11 | 76 | |
| TOTAL ALICANTE | | | 189 | 0 | 0 | 3.2 | 30.7 | 41.8 | 13.8 | 6.3 | 2.1 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 14 | 74.7 | 12 | 154 | |
| BARCELONA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 5.6 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | |
| BARCELONA | RYANAIR | S | 52 | 0 | 0 | 3.8 | 34.6 | 38.5 | 17.3 | 1.9 | 0.0 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 14 | 73.8 | 13 | 42 | |
| TOTAL BARCELONA | | | 70 | 0 | 0 | 2.9 | 30.0 | 37.1 | 17.1 | 2.9 | 5.7 | 1.4 | 2.9 | 0.0 | 0.0 | 0.0 | 21 | 73.8 | 13 | 42 | |
| IBIZA | RYANAIR | 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 | 8 | 100.0 | 0 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|--|----------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL IBIZA | | | 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 | 8 | 100.0 | 0 | 8 | |
| MADRID | RYANAIR | S | 26 | 0 | 0 | 3.8 | 38.5 | 53.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 63.0 | 15 | 26 | |
| TOTAL MADRID | | | 26 | 0 | 0 | 3.8 | 38.5 | 53.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 63.0 | 15 | 26 | |
| MALAGA | EASYJET UK LTD | S | 80 | 0 | 0 | 0.0 | 35.0 | 38.8 | 11.3 | 7.5 | 5.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 20 | 81.4 | 18 | 59 | |
| MALAGA | RYANAIR | S | 85 | 0 | 0 | 0.0 | 22.4 | 37.6 | 23.5 | 12.9 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 68.3 | 16 | 60 | |
| TOTAL MALAGA | | | 165 | 0 | 0 | 0.0 | 28.5 | 38.2 | 17.6 | 10.3 | 4.2 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 17 | 74.8 | 17 | 119 | |
| 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 | 5 | 2 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 60 | 0 | 0 | 5.0 | 53.3 | 30.0 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 69.5 | 20 | 59 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 25 | 0 | 0 | 36.0 | 28.0 | 28.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | RYANAIR | S | 52 | 0 | 0 | 3.8 | 28.8 | 44.2 | 11.5 | 0.0 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.4 | 16 | 44 | |
| TOTAL PALMA DE MALLORCA | | | 137 | 0 | 0 | 10.2 | 39.4 | 35.0 | 8.8 | 2.2 | 1.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 18 | 105 | |
| REUS | RYANAIR | S | 34 | 0 | 0 | 2.9 | 23.5 | 38.2 | 20.6 | 2.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 88.5 | 6 | 26 | |
| TOTAL REUS | | | 34 | 0 | 0 | 2.9 | 23.5 | 38.2 | 20.6 | 2.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 88.5 | 6 | 26 | |
| TOTAL SPAIN | | | 631 | 0 | 0 | 4.1 | 31.7 | 39.0 | 14.3 | 5.5 | 3.0 | 1.4 | 1.0 | 0.0 | 0.0 | 0.0 | 14 | 73.4 | 14 | 480 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 24 | 0 | 0 | 8.3 | 33.3 | 37.5 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 55.6 | 30 | 18 | |
| ARRECIFE | JET2.COM LTD | S | 27 | 0 | 0 | 25.9 | 11.1 | 55.6 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| ARRECIFE | RYANAIR | S | 36 | 0 | 0 | 5.6 | 25.0 | 44.4 | 13.9 | 0.0 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL ARRECIFE | | | 87 | 0 | 0 | 12.6 | 23.0 | 46.0 | 11.5 | 1.1 | 4.6 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 30 | 18 | |
| FUERTEVENTURA | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 37.5 | 18.8 | 31.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| FUERTEVENTURA | RYANAIR | S | 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 | 75.0 | 13 | 8 | |
| TOTAL FUERTEVENTURA | | | 24 | 0 | 0 | 4.2 | 37.5 | 29.2 | 25.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 13 | 8 | |
| LAS PALMAS | JET2.COM LTD | S | 18 | 0 | 0 | 27.8 | 16.7 | 27.8 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TOTAL LAS PALMAS | | | 18 | 0 | 0 | 27.8 | 16.7 | 27.8 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 46 | 0 | 0 | 10.9 | 50.0 | 21.7 | 8.7 | 4.3 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 59.3 | 29 | 26 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 42 | 0 | 0 | 21.4 | 45.2 | 31.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 51 | 0 | 0 | 5.9 | 19.6 | 56.9 | 9.8 | 5.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.6 | 11 | 26 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 139 | 0 | 0 | 12.2 | 37.4 | 37.4 | 6.5 | 4.3 | 0.7 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.7 | 20 | 52 | |
| TOTAL SPAIN(CANARY SWEDEN) | | | 268 | 0 | 0 | 12.7 | 31.3 | 38.8 | 10.4 | 3.4 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.4 | 21 | 78 | |
| STOCKHOLM (ARLANDA) | RYANAIR | S | 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 | 5 | 100.0 | 2 | 16 | |
| TOTAL STOCKHOLM (ARLANDA) | | | 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 | 5 | 100.0 | 2 | 16 | |
| TOTAL SWEDEN | | | 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 | 5 | 100.0 | 2 | 16 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|------------------------------------|-------------------|------------|----------|----------|----------------------------|-------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|------------|--|--|
| 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 | | | | | | | | | | | | | | |
| GENEVA | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 54.2 | 41.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| TOTAL GENEVA | | | 24 | 0 | 0 | 0.0 | 54.2 | 41.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| TOTAL SWITZERLAND | | | 24 | 0 | 0 | 0.0 | 54.2 | 41.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 17 | 0 | 1 | 0.0 | 44.4 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 4 | 0.0 | 0 | 0 | | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 17 | 0 | 1 | 0.0 | 44.4 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 4 | 0.0 | 0 | 0 | | |
| TOTAL TUNISIA | | | 17 | 0 | 1 | 0.0 | 44.4 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 4 | 0.0 | 0 | 0 | | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET UK LTD | S | 34 | 0 | 0 | 14.7 | 32.4 | 41.2 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 91.4 | 7 | 34 | | |
| ANTALYA | JET2.COM LTD | S | 35 | 0 | 0 | 0.0 | 8.6 | 54.3 | 22.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| TOTAL ANTALYA | | | 69 | 0 | 0 | 7.2 | 20.3 | 47.8 | 17.4 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.4 | 7 | 34 | | |
| BODRUM (MILAS) | EASYJET UK LTD | S | 10 | 0 | 0 | 20.0 | 20.0 | 30.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.5 | 18 | 16 | | |
| TOTAL BODRUM (MILAS) | | | 10 | 0 | 0 | 20.0 | 20.0 | 30.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.5 | 18 | 16 | | |
| DALAMAN | EASYJET UK LTD | S | 30 | 0 | 0 | 20.0 | 36.7 | 16.7 | 16.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.0 | 31 | 49 | | |
| DALAMAN | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 16.7 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| TOTAL DALAMAN | | | 48 | 0 | 0 | 18.8 | 29.2 | 35.4 | 10.4 | 2.1 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.0 | 31 | 49 | | |
| IZMIR (ADNAN MENDERES) | 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 | | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 0 | 0 | 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 | | |
| TOTAL TURKEY | | | 127 | 0 | 0 | 12.6 | 23.6 | 41.7 | 15.0 | 5.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.6 | 19 | 107 | | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 68 | 0 | 1 | 7.2 | 63.8 | 13.0 | 4.3 | 2.9 | 4.3 | 2.9 | 0.0 | 0.0 | 1.4 | 12 | 80.4 | 6 | 95 | | |
| BELFAST CITY (GEORGE BEST) | 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 | 11 | 1 | | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 68 | 0 | 1 | 7.2 | 63.8 | 13.0 | 4.3 | 2.9 | 4.3 | 2.9 | 0.0 | 0.0 | 1.4 | 12 | 80.6 | 6 | 96 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 278 | 1 | 0 | 3.2 | 55.9 | 21.5 | 6.8 | 5.4 | 3.9 | 2.9 | 0.0 | 0.0 | 0.4 | 12 | 75.5 | 14 | 320 | | |
| TOTAL BELFAST INTERNATIONAL | | | 278 | 1 | 0 | 3.2 | 55.9 | 21.5 | 6.8 | 5.4 | 3.9 | 2.9 | 0.0 | 0.0 | 0.4 | 12 | 75.5 | 14 | 320 | | |
| BIGGIN HILL | 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 | 45 | 1 | | |
| TOTAL BIGGIN HILL | | | 0 | 0 | 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 | | |
| BIRMINGHAM | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| 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 | 100.0 | 0 | 1 | | |
| TOTAL BIRMINGHAM | | | 0 | 0 | 1 | 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 | | |
| BRISTOL | EASYJET 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 | 50 | 0.0 | 0 | 0 | | |
| TOTAL BRISTOL | | | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|--|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| CARDIFF WALES | 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 | 0.0 | 0 | 0.0 | 17 | 1 | |
| TOTAL CARDIFF WALES | | | 0 | 0 | 0 | 0.0 | 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 | |
| CITY OF DERRY (EGLINTON) | 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 | 81.3 | 15 | 30 | |
| TOTAL CITY OF DERRY (EGLINTON) | | | 0 | 0 | 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 | 15 | 30 | |
| FARNBOROUGH | 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 | 65 | 1 | |
| TOTAL FARNBOROUGH | | | 0 | 0 | 0 | 0.0 | 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 | |
| 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 | 20 | 1 | |
| GATWICK | 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 | 27 | 2 | |
| TOTAL GATWICK | | | 0 | 0 | 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 | 25 | 3 | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 24 | 0 | 0 | 16.7 | 33.3 | 29.2 | 8.3 | 4.2 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| TOTAL GUERNSEY | | | 24 | 0 | 0 | 16.7 | 33.3 | 29.2 | 8.3 | 4.2 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| ISLE OF MAN | EASYJET UK LTD | S | 42 | 0 | 0 | 9.5 | 47.6 | 14.3 | 9.5 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 69.4 | 15 | 99 | |
| ISLE OF MAN | LOGANAIR LTD | S | 100 | 0 | 2 | 0.0 | 26.5 | 38.2 | 16.7 | 5.9 | 4.9 | 3.9 | 2.0 | 0.0 | 0.0 | 2.0 | 24 | 83.0 | 4 | 89 | |
| TOTAL ISLE OF MAN | | | 142 | 0 | 2 | 2.8 | 32.6 | 31.3 | 14.6 | 8.3 | 3.5 | 4.2 | 1.4 | 0.0 | 0.0 | 1.4 | 22 | 76.0 | 10 | 188 | |
| JERSEY | EASYJET UK LTD | S | 49 | 0 | 1 | 6.0 | 48.0 | 22.0 | 10.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 76.1 | 15 | 86 | |
| TOTAL JERSEY | | | 49 | 0 | 1 | 6.0 | 48.0 | 22.0 | 10.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 76.1 | 15 | 86 | |
| LUTON | 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 | 25.0 | 21 | 4 | |
| LUTON | BRITISH AIRWAYS PLC | 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 | |
| LUTON | EASTERN AIRWAYS | C | 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 | 38 | 0.0 | 0 | 0 | |
| TOTAL LUTON | | | 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 | 43 | 25.0 | 21 | 4 | |
| MANCHESTER | 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 | |
| TOTAL MANCHESTER | | | 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 | 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 | 12 | 2 | |
| NEWCASTLE | 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 | 0.0 | 33 | 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 | |
| TOTAL NEWCASTLE | | | 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 | 17 | 50.0 | 12 | 2 | |
| NORWICH | LOGANAIR 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 | 50.0 | 19 | 2 | |
| TOTAL NORWICH | | | 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 | 19 | 2 | |
| SOUTHAMPTON | BLUE ISLANDS LIMITED | C | 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 | 51 | 0.0 | 0 | 0 | |
| TOTAL SOUTHAMPTON | | | 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 | 51 | 0.0 | 0 | 0 | |
| 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 | 50.0 | 24 | 6 | |
| STANSTED | 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 | |

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

NUMBER OF FLIGHTS ----- PERCENTAGE OF FLIGHTS LATE ----- APR 2023 -----

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|-----------------------|---------|----------------|-------------------|-------|-----|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|-------|-----|------------------------|--------------------|------------------------|------|---|
| | | | 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 STANSTED | | | 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 | 3 | 50.0 | 24 | 6 |
| TOTAL UNITED KINGDOM | | | 574 | 1 | 7 | 4.6 | 48.3 | 23.0 | 8.8 | 6.0 | 4.1 | 3.1 | 0.7 | 0.0 | 0.2 | 1.2 | 15 | 75.3 | 12 | 741 | |
| TOTAL LIVERPOOL (JOHN | | | 2982 | 4 | 13 | 6.1 | 36.0 | 34.8 | 11.1 | 6.3 | 3.1 | 1.5 | 0.4 | 0.1 | 0.1 | 0.4 | 13 | 73.3 | 15 | 2651 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LONDON CITY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|------------------------|-------------------|------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| SALZBURG | BA CITYFLYER 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 | 100.0 | 3 | 6 | |
| TOTAL SALZBURG | | | 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 | 3 | 6 | |
| TOTAL AUSTRIA | | | 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 | 3 | 6 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| ANTWERP | LUXAIR | S | 32 | 0 | 0 | 15.6 | 46.9 | 28.1 | 0.0 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.7 | 17 | 36 | |
| TOTAL ANTWERP | | | 32 | 0 | 0 | 15.6 | 46.9 | 28.1 | 0.0 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.7 | 17 | 36 | |
| TOTAL BELGIUM | | | 32 | 0 | 0 | 15.6 | 46.9 | 28.1 | 0.0 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.7 | 17 | 36 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| BILLUND | BA CITYFLYER 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 | |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 48 | 0 | 0 | 6.3 | 52.1 | 37.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 89.5 | 4 | 38 | |
| TOTAL BILLUND | | | 48 | 0 | 2 | 6.0 | 50.0 | 36.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 2 | 85.0 | 4 | 38 | |
| TOTAL DENMARK | | | 48 | 0 | 2 | 6.0 | 50.0 | 36.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 2 | 85.0 | 4 | 38 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| CHAMBERY | BA CITYFLYER LTD | S | 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 | 59 | 4 | |
| TOTAL CHAMBERY | | | 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 | 59 | 4 | |
| NICE | BA CITYFLYER LTD | S | 72 | 0 | 4 | 1.3 | 34.2 | 50.0 | 5.3 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 6 | 54.1 | 26 | 74 | |
| TOTAL NICE | | | 72 | 0 | 4 | 1.3 | 34.2 | 50.0 | 5.3 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 6 | 54.1 | 26 | 74 | |
| TOTAL FRANCE | | | 75 | 0 | 4 | 1.3 | 35.4 | 49.4 | 5.1 | 2.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 6 | 51.3 | 28 | 78 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | BA CITYFLYER LTD | S | 181 | 0 | 3 | 6.5 | 29.9 | 36.4 | 16.8 | 4.9 | 3.3 | 0.0 | 0.5 | 0.0 | 0.0 | 1.6 | 12 | 70.0 | 13 | 147 | |
| TOTAL BERLIN BRANDENBURG | | | 181 | 0 | 3 | 6.5 | 29.9 | 36.4 | 16.8 | 4.9 | 3.3 | 0.0 | 0.5 | 0.0 | 0.0 | 1.6 | 12 | 70.0 | 13 | 147 | |
| DUSSELDORF | 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 | 89.6 | 5 | 132 | |
| TOTAL DUSSELDORF | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 89.6 | 5 | 132 | |
| FRANKFURT MAIN | AIR DOLOMITI | S | 94 | 0 | 0 | 0.0 | 28.7 | 45.7 | 14.9 | 6.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| FRANKFURT MAIN | BA CITYFLYER LTD | S | 137 | 0 | 1 | 8.7 | 32.6 | 42.8 | 7.2 | 5.8 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 7 | 86.0 | 6 | 164 | |
| FRANKFURT MAIN | LUFTHANSA | S | 80 | 0 | 6 | 0.0 | 26.7 | 54.7 | 7.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 8 | 73.5 | 12 | 136 | |
| TOTAL FRANKFURT MAIN | | | 311 | 0 | 7 | 3.8 | 29.9 | 46.9 | 9.4 | 5.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 9 | 80.3 | 9 | 300 | |
| TOTAL GERMANY | | | 492 | 0 | 10 | 4.8 | 29.9 | 43.0 | 12.2 | 5.4 | 2.6 | 0.0 | 0.2 | 0.0 | 0.0 | 2.0 | 10 | 79.8 | 9 | 579 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | BA CITYFLYER LTD | S | 318 | 0 | 7 | 24.6 | 32.9 | 30.2 | 6.5 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 5 | 83.8 | 8 | 258 | |
| TOTAL DUBLIN | | | 318 | 0 | 7 | 24.6 | 32.9 | 30.2 | 6.5 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 5 | 83.8 | 8 | 258 | |
| TOTAL IRISH REPUBLIC | | | 318 | 0 | 7 | 24.6 | 32.9 | 30.2 | 6.5 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 5 | 83.8 | 8 | 258 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| FLORENCE | BA CITYFLYER LTD | S | 121 | 0 | 1 | 9.8 | 25.4 | 37.7 | 9.8 | 9.0 | 4.1 | 2.5 | 0.8 | 0.0 | 0.0 | 0.8 | 17 | 68.8 | 12 | 109 | |
| TOTAL FLORENCE | | | 121 | 0 | 1 | 9.8 | 25.4 | 37.7 | 9.8 | 9.0 | 4.1 | 2.5 | 0.8 | 0.0 | 0.0 | 0.8 | 17 | 68.8 | 12 | 109 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LONDON CITY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|-----------------------------|-------------------|------------|----------|----------------------------|----------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| MILAN (LINATE) | (ITA) ITALIA TRASPOTO AEREO | S | 231 | 0 | 0 | 5.2 | 31.2 | 35.1 | 18.2 | 10.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 46.3 | 20 | 140 | |
| MILAN (LINATE) | BA CITYFLYER 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 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL MILAN (LINATE) | | | 239 | 0 | 0 | 5.0 | 31.0 | 36.4 | 17.6 | 9.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 46.3 | 20 | 140 | |
| ROME (FIUMICINO) | (ITA) ITALIA TRASPOTO AEREO | S | 104 | 0 | 0 | 1.9 | 23.1 | 42.3 | 23.1 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL ROME (FIUMICINO) | | | 104 | 0 | 0 | 1.9 | 23.1 | 42.3 | 23.1 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL ITALY | | | 464 | 0 | 1 | 5.6 | 27.7 | 38.1 | 16.8 | 8.6 | 2.2 | 0.6 | 0.2 | 0.0 | 0.0 | 0.2 | 13 | 54.5 | 17 | 249 | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | | |
| VILNIUS | LOT-POLISH AIRLINES | S | 44 | 0 | 0 | 27.3 | 36.4 | 31.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.0 | 10 | 50 | |
| TOTAL VILNIUS | | | 44 | 0 | 0 | 27.3 | 36.4 | 31.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.0 | 10 | 50 | |
| TOTAL LITHUANIA | | | 44 | 0 | 0 | 27.3 | 36.4 | 31.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.0 | 10 | 50 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 274 | 0 | 0 | 0.4 | 33.9 | 50.4 | 9.5 | 4.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.5 | 9 | 275 | |
| TOTAL LUXEMBOURG | | | 274 | 0 | 0 | 0.4 | 33.9 | 50.4 | 9.5 | 4.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.5 | 9 | 275 | |
| TOTAL LUXEMBOURG | | | 274 | 0 | 0 | 0.4 | 33.9 | 50.4 | 9.5 | 4.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.5 | 9 | 275 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | BA CITYFLYER LTD | S | 260 | 0 | 6 | 4.1 | 35.3 | 37.6 | 10.2 | 6.4 | 3.8 | 0.0 | 0.4 | 0.0 | 0.0 | 2.3 | 11 | 85.1 | 9 | 242 | |
| AMSTERDAM | KLM | S | 428 | 0 | 14 | 4.3 | 37.3 | 31.9 | 14.9 | 5.2 | 2.7 | 0.5 | 0.0 | 0.0 | 0.0 | 3.2 | 11 | 75.5 | 11 | 421 | |
| TOTAL AMSTERDAM | | | 688 | 0 | 20 | 4.2 | 36.6 | 34.0 | 13.1 | 5.6 | 3.1 | 0.3 | 0.1 | 0.0 | 0.0 | 2.8 | 11 | 78.9 | 10 | 663 | |
| ROTTERDAM | BA CITYFLYER LTD | S | 177 | 0 | 5 | 3.3 | 44.0 | 35.2 | 7.1 | 6.6 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 7 | 82.3 | 8 | 191 | |
| TOTAL ROTTERDAM | | | 177 | 0 | 5 | 3.3 | 44.0 | 35.2 | 7.1 | 6.6 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 7 | 82.3 | 8 | 191 | |
| TOTAL NETHERLANDS | | | 865 | 0 | 25 | 4.0 | 38.1 | 34.3 | 11.9 | 5.8 | 2.7 | 0.2 | 0.1 | 0.0 | 0.0 | 2.8 | 10 | 79.7 | 10 | 854 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| BARCELONA | BA CITYFLYER LTD | S | 42 | 0 | 0 | 0.0 | 38.1 | 50.0 | 7.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.1 | 13 | 38 | |
| TOTAL BARCELONA | | | 42 | 0 | 0 | 0.0 | 38.1 | 50.0 | 7.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.1 | 13 | 38 | |
| IBIZA | BA CITYFLYER LTD | S | 62 | 0 | 0 | 21.0 | 35.5 | 35.5 | 4.8 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.7 | 13 | 82 | |
| TOTAL IBIZA | | | 62 | 0 | 0 | 21.0 | 35.5 | 35.5 | 4.8 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.7 | 13 | 82 | |
| MALAGA | BA CITYFLYER LTD | S | 54 | 0 | 0 | 5.6 | 38.9 | 40.7 | 7.4 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 59.6 | 23 | 52 | |
| TOTAL MALAGA | | | 54 | 0 | 0 | 5.6 | 38.9 | 40.7 | 7.4 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 59.6 | 23 | 52 | |
| PALMA DE MALLORCA | BA CITYFLYER LTD | S | 36 | 0 | 0 | 0.0 | 25.0 | 55.6 | 5.6 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 52.6 | 21 | 37 | |
| TOTAL PALMA DE MALLORCA | | | 36 | 0 | 0 | 0.0 | 25.0 | 55.6 | 5.6 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 52.6 | 21 | 37 | |
| SAN SEBASTIAN | BA CITYFLYER LTD | S | 16 | 0 | 0 | 12.5 | 37.5 | 43.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL SAN SEBASTIAN | | | 16 | 0 | 0 | 12.5 | 37.5 | 43.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL SPAIN | | | 210 | 0 | 0 | 8.6 | 35.2 | 43.8 | 5.7 | 4.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.8 | 17 | 209 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| GENEVA | BA CITYFLYER LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 41.2 | 22 | 34 | |
| GENEVA | SWISS 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 | 57.8 | 18 | 88 | |

Reporting Airport: LONDON CITY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|---|----------------------|-------------------|-------------|----------|----------------------------|----------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|-------------|--|
| 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 | | |
| TOTAL GENEVA | | | 16 | 0 | 0 | 0.0 | 37.5 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.2 | 19 | 122 | |
| ZURICH | BA CITYFLYER LTD | S | 134 | 0 | 2 | 2.2 | 33.8 | 47.8 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 7 | 78.6 | 12 | 126 | |
| ZURICH | SWISS AIRLINES | S | 181 | 0 | 9 | 0.0 | 25.8 | 38.9 | 17.9 | 11.1 | 0.5 | 1.1 | 0.0 | 0.0 | 4.7 | 14 | 47.9 | 22 | 232 | |
| TOTAL ZURICH | | | 315 | 0 | 11 | 0.9 | 29.1 | 42.6 | 14.1 | 8.9 | 0.3 | 0.6 | 0.0 | 0.0 | 3.4 | 11 | 58.6 | 19 | 358 | |
| TOTAL SWITZERLAND | | | 331 | 0 | 11 | 0.9 | 29.5 | 42.7 | 14.3 | 8.5 | 0.3 | 0.6 | 0.0 | 0.0 | 3.2 | 11 | 57.2 | 19 | 480 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | S | 134 | 0 | 2 | 16.9 | 49.3 | 23.5 | 4.4 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 5 | 89.8 | 4 | 163 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 134 | 0 | 2 | 16.9 | 49.3 | 23.5 | 4.4 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 5 | 89.8 | 4 | 163 | |
| 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 | 78.6 | 11 | 84 | |
| TOTAL DUNDEE | | | 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 | 11 | 84 | |
| EDINBURGH | BA CITYFLYER LTD | S | 428 | 0 | 9 | 18.8 | 40.5 | 27.9 | 7.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 4 | 87.5 | 7 | 390 | |
| TOTAL EDINBURGH | | | 428 | 0 | 9 | 18.8 | 40.5 | 27.9 | 7.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 4 | 87.5 | 7 | 390 | |
| GLASGOW | BA CITYFLYER LTD | S | 246 | 0 | 5 | 19.5 | 42.6 | 27.1 | 5.2 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 2.0 | 5 | 86.6 | 6 | 232 | |
| TOTAL GLASGOW | | | 246 | 0 | 5 | 19.5 | 42.6 | 27.1 | 5.2 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 2.0 | 5 | 86.6 | 6 | 232 | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 104 | 0 | 6 | 6.4 | 23.6 | 27.3 | 14.5 | 11.8 | 8.2 | 1.8 | 0.9 | 0.0 | 5.5 | 22 | 0.0 | 0 | 0 | |
| TOTAL GUERNSEY | | | 104 | 0 | 6 | 6.4 | 23.6 | 27.3 | 14.5 | 11.8 | 8.2 | 1.8 | 0.9 | 0.0 | 5.5 | 22 | 0.0 | 0 | 0 | |
| ISLE OF MAN | LOGANAIR LTD | S | 60 | 0 | 8 | 11.8 | 41.2 | 30.9 | 1.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 4 | 65.6 | 17 | 56 | |
| TOTAL ISLE OF MAN | | | 60 | 0 | 8 | 11.8 | 41.2 | 30.9 | 1.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 4 | 65.6 | 17 | 56 | |
| 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 | 25 | 1 | | |
| TOTAL KIRKWALL | | | 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 | BA CITYFLYER 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 | 14 | 1 | | |
| TOTAL MANCHESTER | | | 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 | | |
| SUMBURGH | 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 | 100.0 | 0 | 1 | | |
| TOTAL SUMBURGH | | | 0 | 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 | | |
| TOTAL UNITED KINGDOM | | | 972 | 0 | 30 | 16.9 | 40.4 | 27.2 | 6.8 | 4.0 | 1.4 | 0.2 | 0.1 | 0.0 | 3.0 | 6 | 85.3 | 7 | 928 | |
| TOTAL LONDON CITY | | | 4127 | 0 | 90 | 9.0 | 35.1 | 36.2 | 10.1 | 5.3 | 1.8 | 0.2 | 0.1 | 0.0 | 2.1 | 9 | 75.5 | 11 | 4040 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------|-----------------|------------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | 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 |
| ALBANIA | | | | | | | | | | | | | | | | | | | | |
| TIRANA | WIZZ AIR UK LTD | S | 179 | 0 | 0 | 8.9 | 35.2 | 38.0 | 7.8 | 3.4 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 31 | 162 |
| TOTAL TIRANA | | | 179 | 0 | 0 | 8.9 | 35.2 | 38.0 | 7.8 | 3.4 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 31 | 162 |
| TOTAL ALBANIA | | | 179 | 0 | 0 | 8.9 | 35.2 | 38.0 | 7.8 | 3.4 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 31 | 162 |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | 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 | 1 | 33.3 | 16 | 3 |
| TOTAL INNSBRUCK | | | 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 | 33.3 | 16 | 3 |
| SALZBURG | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 7.7 | 65.4 | 23.1 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| TOTAL SALZBURG | | | 26 | 0 | 0 | 7.7 | 65.4 | 23.1 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| TOTAL AUSTRIA | | | 27 | 0 | 0 | 7.4 | 63.0 | 25.9 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 33.3 | 16 | 3 |
| BOSNIA-HERZEGOVINA | | | | | | | | | | | | | | | | | | | | |
| SARAJEVO | WIZZ AIR UK LTD | S | 18 | 0 | 0 | 33.3 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| TOTAL SARAJEVO | | | 18 | 0 | 0 | 33.3 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| TOTAL BOSNIA- | | | 18 | 0 | 0 | 33.3 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| BULGARIA | | | | | | | | | | | | | | | | | | | | |
| BURGAS | RYANAIR | S | 16 | 1 | 0 | 0.0 | 5.9 | 47.1 | 5.9 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 29 | 77.8 | 7 | 18 |
| BURGAS | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 23.5 | 32.4 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 10 | 83.3 | 19 | 24 |
| TOTAL BURGAS | | | 50 | 1 | 0 | 15.7 | 23.5 | 35.3 | 9.8 | 7.8 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 17 | 81.0 | 14 | 42 |
| PLOVDIV | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 11.5 | 38.5 | 46.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 6 | 18 |
| TOTAL PLOVDIV | | | 26 | 0 | 0 | 11.5 | 38.5 | 46.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 6 | 18 |
| SOFIA | WIZZ AIR | S | 146 | 0 | 0 | 19.9 | 35.6 | 27.4 | 9.6 | 4.1 | 2.1 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 10 | 70.1 | 16 | 142 |
| TOTAL SOFIA | | | 146 | 0 | 0 | 19.9 | 35.6 | 27.4 | 9.6 | 4.1 | 2.1 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 10 | 70.1 | 16 | 142 |
| VARNA | WIZZ AIR | S | 42 | 0 | 0 | 21.4 | 35.7 | 33.3 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.9 | 11 | 96 |
| TOTAL VARNA | | | 42 | 0 | 0 | 21.4 | 35.7 | 33.3 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.9 | 11 | 96 |
| TOTAL BULGARIA | | | 264 | 1 | 0 | 18.5 | 33.6 | 31.7 | 8.3 | 3.8 | 2.3 | 0.4 | 1.1 | 0.0 | 0.4 | 0.0 | 10 | 73.7 | 14 | 298 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| PULA | EASYJET UK LTD | S | 22 | 0 | 0 | 4.5 | 63.6 | 22.7 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| TOTAL PULA | | | 22 | 0 | 0 | 4.5 | 63.6 | 22.7 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| SPLIT | EASYJET UK LTD | S | 68 | 0 | 0 | 7.4 | 42.6 | 35.3 | 11.8 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 67.9 | 18 | 28 |
| SPLIT | 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 | 83.3 | 4 | 12 |
| TOTAL SPLIT | | | 68 | 0 | 0 | 7.4 | 42.6 | 35.3 | 11.8 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.5 | 14 | 40 |
| TOTAL CROATIA | | | 90 | 0 | 0 | 6.7 | 47.8 | 32.2 | 10.0 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.5 | 14 | 40 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 26 | 0 | 0 | 11.5 | 19.2 | 34.6 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.1 | 20 | 18 |
| LARNACA | WIZZ AIR | S | 59 | 0 | 0 | 25.4 | 39.0 | 22.0 | 3.4 | 3.4 | 3.4 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 21 | 60.0 | 21 | 60 |
| LARNACA | WIZZ AIR 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 | 0 | 0 |
| TOTAL LARNACA | | | 87 | 0 | 0 | 21.8 | 33.3 | 25.3 | 9.2 | 5.7 | 2.3 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 18 | 60.3 | 21 | 78 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| PAPHOS | EASYJET UK LTD | S | 52 | 0 | 0 | 9.6 | 44.2 | 34.6 | 9.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 55.9 | 24 | 34 |
| TOTAL PAPHOS | | | 52 | 0 | 0 | 9.6 | 44.2 | 34.6 | 9.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 55.9 | 24 | 34 |
| TOTAL CYPRUS | | | 139 | 0 | 0 | 17.3 | 37.4 | 28.8 | 9.4 | 4.3 | 1.4 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 13 | 58.9 | 22 | 112 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 42 | 0 | 0 | 0.0 | 31.0 | 52.4 | 9.5 | 2.4 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.6 | 16 | 34 |
| PRAGUE | WIZZ AIR UK LTD | S | 118 | 0 | 0 | 10.2 | 54.2 | 16.9 | 5.9 | 7.6 | 3.4 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 24 | 54.7 | 36 | 86 |
| TOTAL PRAGUE | | | 160 | 0 | 0 | 7.5 | 48.1 | 26.3 | 6.9 | 6.3 | 3.8 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 20 | 59.2 | 30 | 120 |
| TOTAL CZECH REPUBLIC | | | 160 | 0 | 0 | 7.5 | 48.1 | 26.3 | 6.9 | 6.3 | 3.8 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 20 | 59.2 | 30 | 120 |
| EGYPT | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 17 | 0 | 0 | 0.0 | 29.4 | 47.1 | 0.0 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 62.5 | 16 | 8 |
| HURGHADA | 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 | 29.6 | 93 | 26 |
| TOTAL HURGHADA | | | 17 | 0 | 0 | 0.0 | 29.4 | 47.1 | 0.0 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 37.1 | 75 | 34 |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 25 | 0 | 0 | 4.0 | 32.0 | 52.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 26 | 18 |
| SHARM EL SHEIKH (OPHIRA) | 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 | 35.3 | 35 | 17 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 25 | 0 | 0 | 4.0 | 32.0 | 52.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 42.9 | 31 | 35 |
| SPHINX INTERNATIONAL | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 42.3 | 34.6 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| SPHINX INTERNATIONAL | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 7.7 | 15.4 | 50.0 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| TOTAL SPHINX INTERNATIONAL | | | 52 | 0 | 0 | 3.8 | 13.5 | 46.2 | 28.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| TOTAL EGYPT | | | 94 | 0 | 0 | 3.2 | 21.3 | 47.9 | 17.0 | 7.4 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 40.0 | 53 | 69 |
| ESTONIA | | | | | | | | | | | | | | | | | | | | |
| TALLIN | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 5.9 | 50.0 | 26.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 25.0 | 55 | 16 |
| TOTAL TALLIN | | | 34 | 0 | 0 | 5.9 | 50.0 | 26.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 25.0 | 55 | 16 |
| TOTAL ESTONIA | | | 34 | 0 | 0 | 5.9 | 50.0 | 26.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 25.0 | 55 | 16 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BEZIERS | RYANAIR | S | 24 | 0 | 0 | 0.0 | 8.3 | 66.7 | 4.2 | 16.7 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 22.2 | 45 | 18 |
| TOTAL BEZIERS | | | 24 | 0 | 0 | 0.0 | 8.3 | 66.7 | 4.2 | 16.7 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 22.2 | 45 | 18 |
| BORDEAUX | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 38.5 | 26.9 | 7.7 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.5 | 18 | 26 |
| BORDEAUX | 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 | 5 | 0.0 | 0 | 0 |
| TOTAL BORDEAUX | | | 27 | 0 | 0 | 3.7 | 37.0 | 29.6 | 7.4 | 7.4 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.5 | 18 | 26 |
| GRENOBLE | 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 | 15 | 0.0 | 0 | 0 |
| GRENOBLE | 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 | 16.7 | 37 | 12 |
| TOTAL GRENOBLE | | | 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 | 16.7 | 37 | 12 |
| LYON | EASYJET UK LTD | S | 58 | 0 | 0 | 1.7 | 41.4 | 34.5 | 13.8 | 5.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 44.3 | 33 | 61 |
| TOTAL LYON | | | 58 | 0 | 0 | 1.7 | 41.4 | 34.5 | 13.8 | 5.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 44.3 | 33 | 61 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| NICE | EASYJET UK LTD | S | 119 | 0 | 0 | 3.4 | 29.4 | 38.7 | 15.1 | 9.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 45.1 | 31 | 121 |
| TOTAL NICE | | | 119 | 0 | 0 | 3.4 | 29.4 | 38.7 | 15.1 | 9.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 45.1 | 31 | 121 |
| PARIS (CHARLES DE GAULLE) | 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 | 20.0 | 38 | 10 |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 182 | 0 | 0 | 0.5 | 29.1 | 34.1 | 12.6 | 16.5 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 52.9 | 23 | 170 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 182 | 0 | 0 | 0.5 | 29.1 | 34.1 | 12.6 | 16.5 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 51.1 | 23 | 180 |
| TOTAL FRANCE | | | 414 | 0 | 0 | 1.7 | 30.2 | 37.2 | 12.6 | 12.3 | 5.8 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.8 | 28 | 418 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 40 | 0 | 3 | 4.7 | 25.6 | 30.2 | 14.0 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 14 | 65.1 | 18 | 42 |
| TOTAL BERLIN BRANDENBURG | | | 40 | 0 | 3 | 4.7 | 25.6 | 30.2 | 14.0 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 14 | 65.1 | 18 | 42 |
| HAMBURG | 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 | 38 | 1 |
| TOTAL HAMBURG | | | 0 | 0 | 0 | 0.0 | 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 |
| HANOVER | WIZZ AIR UK 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 | 75 | 0.0 | 0 | 0 |
| TOTAL HANOVER | | | 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 |
| NUREMBERG | 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 | 0 | 1 |
| TOTAL NUREMBERG | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL GERMANY | | | 41 | 0 | 3 | 4.5 | 25.0 | 29.5 | 13.6 | 18.2 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 16 | 64.4 | 18 | 44 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | RYANAIR | S | 44 | 0 | 0 | 0.0 | 25.0 | 36.4 | 15.9 | 20.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.9 | 17 | 34 |
| ATHENS | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 11.8 | 32.4 | 32.4 | 5.9 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 26.2 | 48 | 42 |
| TOTAL ATHENS | | | 78 | 0 | 0 | 5.1 | 28.2 | 34.6 | 11.5 | 17.9 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 39.5 | 34 | 76 |
| CHANIA | 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 | 0.0 | 3 | 87.5 | 8 | 8 |
| TOTAL CHANIA | | | 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 | 87.5 | 8 | 8 |
| CORFU | EASYJET UK LTD | S | 48 | 0 | 0 | 14.6 | 41.7 | 35.4 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 33.3 | 36 | 24 |
| TOTAL CORFU | | | 48 | 0 | 0 | 14.6 | 41.7 | 35.4 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 33.3 | 36 | 24 |
| HERAKLION | EASYJET UK LTD | S | 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 | 40.0 | 26 | 10 |
| TOTAL HERAKLION | | | 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 | 40.0 | 26 | 10 |
| RHODES | EASYJET UK LTD | S | 44 | 0 | 0 | 13.6 | 36.4 | 34.1 | 13.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 55.6 | 39 | 18 |
| TOTAL RHODES | | | 44 | 0 | 0 | 13.6 | 36.4 | 34.1 | 13.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 55.6 | 39 | 18 |
| SALONIKA | SMARTWINGS | 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 | 0.0 | 0 | 0 |
| SALONIKA | 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 | 69.2 | 14 | 26 |
| TOTAL SALONIKA | | | 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 | 69.2 | 14 | 26 |
| THIRA (SANTORINI) | 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 | 2 | 0.0 | 0 | 0 |
| TOTAL THIRA (SANTORINI) | | | 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 | 0.0 | 0 | 0 |
| TOTAL GREECE | | | 205 | 0 | 0 | 9.8 | 36.1 | 35.1 | 9.8 | 8.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 47.5 | 30 | 162 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|-----------------|----------------|-------------------|----------|----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|------------|
| | | | 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 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 100.0 | 0 | 1 |
| BUDAPEST | WIZZ AIR | S | 180 | 0 | 0 | 10.0 | 36.7 | 32.8 | 9.4 | 5.0 | 5.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 48.9 | 32 | 180 |
| TOTAL BUDAPEST | | | 180 | 0 | 0 | 10.0 | 36.7 | 32.8 | 9.4 | 5.0 | 5.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 49.2 | 31 | 181 |
| DEBRECEN | WIZZ AIR | S | 44 | 0 | 0 | 22.7 | 65.9 | 6.8 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 96.2 | 2 | 52 |
| TOTAL DEBRECEN | | | 44 | 0 | 0 | 22.7 | 65.9 | 6.8 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 96.2 | 2 | 52 |
| TOTAL HUNGARY | | | 224 | 0 | 0 | 12.5 | 42.4 | 27.7 | 7.6 | 4.0 | 4.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 59.7 | 25 | 233 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET UK LTD | S | 35 | 0 | 0 | 0.0 | 40.0 | 42.9 | 5.7 | 5.7 | 0.0 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 20 | 86.0 | 8 | 50 |
| TOTAL KEFLAVIK | | | 35 | 0 | 0 | 0.0 | 40.0 | 42.9 | 5.7 | 5.7 | 0.0 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 20 | 86.0 | 8 | 50 |
| TOTAL ICELAND | | | 35 | 0 | 0 | 0.0 | 40.0 | 42.9 | 5.7 | 5.7 | 0.0 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 20 | 86.0 | 8 | 50 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 42 | 0 | 0 | 9.5 | 42.9 | 35.7 | 4.8 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.4 | 15 | 42 |
| TOTAL CORK | | | 42 | 0 | 0 | 9.5 | 42.9 | 35.7 | 4.8 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.4 | 15 | 42 |
| DUBLIN | RYANAIR | S | 214 | 0 | 0 | 4.2 | 34.1 | 28.5 | 14.0 | 12.1 | 3.7 | 2.8 | 0.5 | 0.0 | 0.0 | 0.0 | 18 | 63.1 | 17 | 214 |
| TOTAL DUBLIN | | | 214 | 0 | 0 | 4.2 | 34.1 | 28.5 | 14.0 | 12.1 | 3.7 | 2.8 | 0.5 | 0.0 | 0.0 | 0.0 | 18 | 63.1 | 17 | 214 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 75 | 0 | 0 | 0.0 | 44.0 | 38.7 | 12.0 | 4.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.8 | 24 | 86 |
| TOTAL IRELAND WEST (KNOCK) | | | 75 | 0 | 0 | 0.0 | 44.0 | 38.7 | 12.0 | 4.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.8 | 24 | 86 |
| KERRY COUNTY | RYANAIR | S | 68 | 0 | 0 | 0.0 | 48.5 | 32.4 | 11.8 | 5.9 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 10 | 68.3 | 15 | 60 |
| TOTAL KERRY COUNTY | | | 68 | 0 | 0 | 0.0 | 48.5 | 32.4 | 11.8 | 5.9 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 10 | 68.3 | 15 | 60 |
| TOTAL IRISH REPUBLIC | | | 399 | 0 | 0 | 3.3 | 39.3 | 31.8 | 12.3 | 8.8 | 2.5 | 1.5 | 0.5 | 0.0 | 0.0 | 0.0 | 14 | 66.2 | 18 | 402 |
| ISRAEL | | | | | | | | | | | | | | | | | | | | |
| TEL AVIV | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 46.8 | 21 | 111 |
| TEL AVIV | EL AL | S | 84 | 0 | 0 | 2.4 | 26.2 | 32.1 | 19.0 | 9.5 | 8.3 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 24 | 68.0 | 16 | 75 |
| TEL AVIV | WIZZ AIR UK LTD | S | 25 | 0 | 1 | 0.0 | 11.5 | 38.5 | 19.2 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 24 | 42.0 | 54 | 50 |
| TOTAL TEL AVIV | | | 127 | 0 | 1 | 1.6 | 19.5 | 35.2 | 20.3 | 13.3 | 7.8 | 0.0 | 1.6 | 0.0 | 0.0 | 0.8 | 24 | 52.5 | 26 | 236 |
| TOTAL ISRAEL | | | 127 | 0 | 1 | 1.6 | 19.5 | 35.2 | 20.3 | 13.3 | 7.8 | 0.0 | 1.6 | 0.0 | 0.0 | 0.8 | 24 | 52.5 | 26 | 236 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BOLOGNA | RYANAIR | S | 32 | 0 | 0 | 3.1 | 40.6 | 25.0 | 6.3 | 21.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.9 | 28 | 34 |
| TOTAL BOLOGNA | | | 32 | 0 | 0 | 3.1 | 40.6 | 25.0 | 6.3 | 21.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.9 | 28 | 34 |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 44 | 0 | 0 | 11.4 | 56.8 | 27.3 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 67.6 | 19 | 34 |
| CATANIA (FONTANAROSSA) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 33.3 | 61.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 13 | 18 |
| TOTAL CATANIA (FONTANAROSSA) | | | 62 | 0 | 0 | 8.1 | 50.0 | 37.1 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 67.3 | 17 | 52 |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 18.8 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 44.2 | 34 | 52 |
| MILAN (MALPENSA) | EASYJET 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 | 60.0 | 26 | 10 |
| TOTAL MILAN (MALPENSA) | | | 34 | 0 | 0 | 0.0 | 17.6 | 44.1 | 17.6 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 46.8 | 33 | 62 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| NAPLES | 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 | 0.0 | 25 | 1 |
| NAPLES | EASYJET UK LTD | S | 52 | 0 | 0 | 1.9 | 34.6 | 38.5 | 13.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.0 | 32 | 40 |
| NAPLES | RYANAIR | S | 34 | 0 | 0 | 8.8 | 41.2 | 17.6 | 20.6 | 2.9 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 35.3 | 38 | 34 |
| TOTAL NAPLES | | | 86 | 0 | 0 | 4.7 | 37.2 | 30.2 | 16.3 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 48.7 | 34 | 75 |
| OLBIA | EASYJET UK LTD | S | 18 | 0 | 0 | 11.1 | 33.3 | 38.9 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| TOTAL OLBIA | | | 18 | 0 | 0 | 11.1 | 33.3 | 38.9 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| PALERMO | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 38.5 | 50.0 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 33.3 | 52 | 18 |
| TOTAL PALERMO | | | 26 | 0 | 0 | 0.0 | 38.5 | 50.0 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 33.3 | 52 | 18 |
| PISA | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 35.3 | 50.0 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 61.9 | 22 | 42 |
| TOTAL PISA | | | 34 | 0 | 0 | 2.9 | 35.3 | 50.0 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 61.9 | 22 | 42 |
| TREVISO | RYANAIR | S | 18 | 0 | 0 | 16.7 | 55.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| TOTAL TREVISO | | | 18 | 0 | 0 | 16.7 | 55.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| TURIN | EASYJET 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 | 2 | 0.0 | 0 | 0 |
| TOTAL TURIN | | | 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 | 0.0 | 0 | 0 |
| VENICE | 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 | 59.4 | 19 | 32 |
| TOTAL VENICE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 59.4 | 19 | 32 |
| TOTAL ITALY | | | 314 | 0 | 0 | 5.1 | 38.9 | 36.9 | 9.2 | 6.7 | 2.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 53.8 | 28 | 315 |
| JORDAN | | | | | | | | | | | | | | | | | | | | |
| AMMAN | WIZZ AIR UK LTD | S | 32 | 0 | 0 | 0.0 | 15.6 | 25.0 | 9.4 | 31.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 65.4 | 22 | 26 |
| TOTAL AMMAN | | | 32 | 0 | 0 | 0.0 | 15.6 | 25.0 | 9.4 | 31.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 65.4 | 22 | 26 |
| TOTAL JORDAN | | | 32 | 0 | 0 | 0.0 | 15.6 | 25.0 | 9.4 | 31.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 65.4 | 22 | 26 |
| KOSOVO | | | | | | | | | | | | | | | | | | | | |
| PRISTINA | WIZZ AIR UK LTD | S | 35 | 0 | 0 | 11.4 | 37.1 | 31.4 | 8.6 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 48.4 | 41 | 61 |
| TOTAL PRISTINA | | | 35 | 0 | 0 | 11.4 | 37.1 | 31.4 | 8.6 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 48.4 | 41 | 61 |
| TOTAL KOSOVO | | | 35 | 0 | 0 | 11.4 | 37.1 | 31.4 | 8.6 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 48.4 | 41 | 61 |
| LATVIA | | | | | | | | | | | | | | | | | | | | |
| RIGA | 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 | 73.1 | 17 | 78 |
| TOTAL RIGA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.1 | 17 | 78 |
| TOTAL LATVIA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.1 | 17 | 78 |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 60 | 0 | 0 | 3.3 | 36.7 | 33.3 | 15.0 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 8 | 60 |
| KAUNAS | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 3.3 | 46.7 | 31.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 15 | 46.2 | 57 | 52 |
| TOTAL KAUNAS | | | 120 | 0 | 0 | 3.3 | 41.7 | 32.5 | 12.5 | 5.8 | 3.3 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 13 | 64.3 | 30 | 112 |
| VILNIUS | RYANAIR | S | 60 | 0 | 0 | 1.7 | 38.3 | 43.3 | 10.0 | 5.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 10 | 63.3 | 20 | 60 |
| VILNIUS | WIZZ AIR | S | 60 | 0 | 0 | 0.0 | 48.3 | 38.3 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 60.5 | 21 | 43 |
| TOTAL VILNIUS | | | 120 | 0 | 0 | 0.8 | 43.3 | 40.8 | 10.8 | 3.3 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 8 | 62.1 | 20 | 103 |
| TOTAL LITHUANIA | | | 240 | 0 | 0 | 2.1 | 42.5 | 36.7 | 11.7 | 4.6 | 1.7 | 0.0 | 0.4 | 0.4 | 0.0 | 0.0 | 11 | 63.3 | 26 | 215 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|-----------------|----------------|-------------------|----------|----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|------------|
| | | | 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 |
| MACEDONIA | | | | | | | | | | | | | | | | | | | | |
| SKOPJE | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 3.8 | 38.5 | 50.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.0 | 42 | 25 |
| TOTAL SKOPJE | | | 26 | 0 | 0 | 3.8 | 38.5 | 50.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.0 | 42 | 25 |
| TOTAL MACEDONIA | | | 26 | 0 | 0 | 3.8 | 38.5 | 50.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.0 | 42 | 25 |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 44 | 0 | 0 | 0.0 | 25.0 | 43.2 | 18.2 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.1 | 21 | 34 |
| TOTAL MALTA | | | 44 | 0 | 0 | 0.0 | 25.0 | 43.2 | 18.2 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.1 | 21 | 34 |
| TOTAL MALTA | | | 44 | 0 | 0 | 0.0 | 25.0 | 43.2 | 18.2 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.1 | 21 | 34 |
| MOROCCO | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | EASYJET UK LTD | S | 34 | 0 | 0 | 14.7 | 38.2 | 38.2 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 18 | 18 |
| TOTAL AGADIR (AL MASSIRA) | | | 34 | 0 | 0 | 14.7 | 38.2 | 38.2 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 18 | 18 |
| MARRAKESH | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 42.3 | 30.8 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.6 | 11 | 17 |
| TOTAL MARRAKESH | | | 26 | 0 | 0 | 7.7 | 42.3 | 30.8 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.6 | 11 | 17 |
| TOTAL MOROCCO | | | 60 | 0 | 0 | 11.7 | 40.0 | 35.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 68.6 | 15 | 35 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 46 | 0 | 0 | 0.0 | 37.0 | 37.0 | 13.0 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.0 | 13 | 54 |
| AMSTERDAM | EASYJET UK LTD | S | 286 | 0 | 3 | 2.1 | 33.6 | 39.8 | 11.4 | 9.0 | 2.4 | 0.3 | 0.3 | 0.0 | 0.0 | 1.0 | 12 | 67.2 | 15 | 270 |
| TOTAL AMSTERDAM | | | 332 | 0 | 3 | 1.8 | 34.0 | 39.4 | 11.6 | 9.6 | 2.1 | 0.3 | 0.3 | 0.0 | 0.0 | 0.9 | 12 | 65.9 | 15 | 324 |
| TOTAL NETHERLANDS | | | 332 | 0 | 3 | 1.8 | 34.0 | 39.4 | 11.6 | 9.6 | 2.1 | 0.3 | 0.3 | 0.0 | 0.0 | 0.9 | 12 | 65.9 | 15 | 324 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 26 | 0 | 0 | 0.0 | 34.6 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.9 | 4 | 28 |
| BYDGOSZCZ | WIZZ AIR UK LTD | S | 25 | 0 | 0 | 20.0 | 36.0 | 20.0 | 12.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 16 | 18 |
| TOTAL BYDGOSZCZ | | | 51 | 0 | 0 | 9.8 | 35.3 | 31.4 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.3 | 9 | 46 |
| GDANSK | WIZZ AIR | S | 118 | 0 | 0 | 9.3 | 39.8 | 37.3 | 6.8 | 3.4 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 78.3 | 10 | 120 |
| TOTAL GDANSK | | | 118 | 0 | 0 | 9.3 | 39.8 | 37.3 | 6.8 | 3.4 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 78.3 | 10 | 120 |
| KATOWICE | WIZZ AIR | S | 120 | 0 | 0 | 15.8 | 39.2 | 31.7 | 7.5 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.2 | 37 | 118 |
| TOTAL KATOWICE | | | 120 | 0 | 0 | 15.8 | 39.2 | 31.7 | 7.5 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.2 | 37 | 118 |
| 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 | 18 | 16 |
| KRAKOW | RYANAIR | S | 60 | 0 | 0 | 10.0 | 45.0 | 33.3 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 73.3 | 19 | 60 |
| KRAKOW | WIZZ AIR | S | 60 | 0 | 0 | 1.7 | 36.7 | 46.7 | 11.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 18 | 60 |
| TOTAL KRAKOW | | | 120 | 0 | 0 | 5.8 | 40.8 | 40.0 | 10.0 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.1 | 18 | 136 |
| LODZ LUBLINEK | 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 | 75.0 | 25 | 16 |
| TOTAL LODZ LUBLINEK | | | 0 | 0 | 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 | 25 | 16 |
| LUBLIN (PORT LOTNICZY) | RYANAIR | S | 52 | 0 | 0 | 3.8 | 34.6 | 38.5 | 13.5 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 13 | 42 |
| LUBLIN (PORT LOTNICZY) | WIZZ AIR UK LTD | S | 59 | 0 | 0 | 20.3 | 57.6 | 13.6 | 1.7 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 93.3 | 2 | 60 |
| TOTAL LUBLIN (PORT LOTNICZY) | | | 111 | 0 | 0 | 12.6 | 46.8 | 25.2 | 7.2 | 6.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 89.2 | 7 | 102 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| POZNAN | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 3.3 | 68.3 | 11.7 | 11.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.9 | 17 | 54 |
| TOTAL POZNAN | | | 60 | 0 | 0 | 3.3 | 68.3 | 11.7 | 11.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.9 | 17 | 54 |
| RZESZOW | RYANAIR | S | 24 | 0 | 0 | 4.2 | 50.0 | 37.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 73.1 | 10 | 26 |
| TOTAL RZESZOW | | | 24 | 0 | 0 | 4.2 | 50.0 | 37.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 73.1 | 10 | 26 |
| SZYMANY (MAZURY) | 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 | 88.9 | 4 | 18 |
| TOTAL SZYMANY (MAZURY) | | | 0 | 0 | 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 | 18 |
| WARSAW (CHOPIN) | WIZZ AIR | S | 212 | 0 | 0 | 13.7 | 37.3 | 27.4 | 8.5 | 5.7 | 7.1 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.9 | 27 | 178 |
| WARSAW (CHOPIN) | WIZZ AIR UK 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 | 32 | 0.0 | 0 | 0 |
| TOTAL WARSAW (CHOPIN) | | | 213 | 0 | 0 | 13.6 | 37.1 | 27.2 | 8.5 | 6.1 | 7.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.9 | 27 | 178 |
| WROCLAW | WIZZ AIR | S | 78 | 0 | 0 | 24.4 | 56.4 | 12.8 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 78.6 | 9 | 84 |
| TOTAL WROCLAW | | | 78 | 0 | 0 | 24.4 | 56.4 | 12.8 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 78.6 | 9 | 84 |
| TOTAL POLAND | | | 895 | 0 | 0 | 12.0 | 43.5 | 28.8 | 8.2 | 4.8 | 2.6 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 74.0 | 18 | 898 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET UK LTD | S | 154 | 0 | 0 | 2.6 | 35.1 | 35.7 | 12.3 | 9.7 | 2.6 | 1.3 | 0.0 | 0.6 | 0.0 | 0.0 | 15 | 62.3 | 21 | 146 |
| FARO | RYANAIR | S | 42 | 0 | 0 | 7.1 | 50.0 | 21.4 | 16.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 78.6 | 11 | 42 |
| TOTAL FARO | | | 196 | 0 | 0 | 3.6 | 38.3 | 32.7 | 13.3 | 8.7 | 2.0 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 14 | 66.0 | 18 | 188 |
| LISBON | EASYJET UK LTD | S | 180 | 0 | 1 | 0.6 | 24.3 | 40.3 | 21.5 | 8.8 | 3.3 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 16 | 42.5 | 32 | 180 |
| LISBON | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 3.3 | 26.7 | 26.7 | 25.0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.5 | 38 | 61 |
| TOTAL LISBON | | | 240 | 0 | 1 | 1.2 | 24.9 | 36.9 | 22.4 | 11.2 | 2.5 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 15 | 45.0 | 33 | 241 |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 24 | 0 | 0 | 4.2 | 45.8 | 41.7 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 56.9 | 25 | 51 |
| TOTAL OPORTO (PORTUGAL) | | | 24 | 0 | 0 | 4.2 | 45.8 | 41.7 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 56.9 | 25 | 51 |
| TOTAL PORTUGAL | | | 460 | 0 | 1 | 2.4 | 31.7 | 35.4 | 17.6 | 9.8 | 2.2 | 0.4 | 0.2 | 0.2 | 0.0 | 0.2 | 14 | 54.5 | 26 | 480 |
| REPUBLIC OF MOLDOVA | | | | | | | | | | | | | | | | | | | | |
| CHISINAU INTERNATIONAL | FLY ONE | S | 59 | 0 | 1 | 15.0 | 45.0 | 30.0 | 3.3 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 7 | 0.0 | 96 | 28 |
| CHISINAU INTERNATIONAL | WIZZ AIR UK LTD | S | 62 | 0 | 0 | 1.6 | 35.5 | 46.8 | 6.5 | 4.8 | 3.2 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TOTAL CHISINAU INTERNATIONAL | | | 121 | 0 | 1 | 8.2 | 40.2 | 38.5 | 4.9 | 3.3 | 3.3 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 9 | 0.0 | 96 | 28 |
| TOTAL REPUBLIC OF REPUBLIC OF | | | 121 | 0 | 1 | 8.2 | 40.2 | 38.5 | 4.9 | 3.3 | 3.3 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 9 | 0.0 | 96 | 28 |
| TIVAT | EASYJET UK LTD | S | 18 | 0 | 0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| TOTAL TIVAT | | | 18 | 0 | 0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| TOTAL REPUBLIC OF REPUBLIC OF SERBIA | | | 18 | 0 | 0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| BELGRADE | WIZZ AIR | 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 | 49 | 0.0 | 0 | 0 |
| BELGRADE | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 23.3 | 46.7 | 21.7 | 1.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.7 | 8 | 42 |
| TOTAL BELGRADE | | | 61 | 0 | 0 | 23.0 | 45.9 | 21.3 | 1.6 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.7 | 8 | 42 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|---------------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL REPUBLIC OF ROMANIA | | | 61 | 0 | 0 | 23.0 | 45.9 | 21.3 | 1.6 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.7 | 8 | 42 | |
| BACAU | DAN AIR (AOC) S.R.L | S | 18 | 0 | 0 | 16.7 | 33.3 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| BACAU | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 30.0 | 48.3 | 16.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 57.4 | 22 | 60 | |
| TOTAL BACAU | | | 78 | 0 | 0 | 26.9 | 44.9 | 20.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 57.4 | 22 | 60 | |
| BRASOV-GHIMBAV | WIZZ AIR UK LTD | S | 27 | 0 | 0 | 33.3 | 63.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| TOTAL BRASOV-GHIMBAV | | | 27 | 0 | 0 | 33.3 | 63.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| 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 | 0.0 | 0 | 55.9 | 29 | 220 | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 204 | 0 | 0 | 14.2 | 34.3 | 33.3 | 5.9 | 8.3 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL BUCHAREST (OTOPENI) | | | 204 | 0 | 0 | 14.2 | 34.3 | 33.3 | 5.9 | 8.3 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.9 | 29 | 220 | |
| 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 | 0.0 | 0 | 61.1 | 22 | 144 | |
| CLUJ NAPOCA | WIZZ AIR MALTA | S | 120 | 0 | 0 | 12.5 | 35.8 | 39.2 | 9.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| TOTAL CLUJ NAPOCA | | | 120 | 0 | 0 | 12.5 | 35.8 | 39.2 | 9.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 61.1 | 22 | 144 | |
| CONSTANTA | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 7.7 | 30.8 | 23.1 | 7.7 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 66.7 | 17 | 18 | |
| TOTAL CONSTANTA | | | 26 | 0 | 0 | 7.7 | 30.8 | 23.1 | 7.7 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 66.7 | 17 | 18 | |
| CRAIOVA | 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 | 76.0 | 15 | 96 | |
| CRAIOVA | WIZZ AIR MALTA | S | 60 | 0 | 0 | 0.0 | 53.3 | 41.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| TOTAL CRAIOVA | | | 60 | 0 | 0 | 0.0 | 53.3 | 41.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.0 | 15 | 96 | |
| IASI | 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 | 61.7 | 25 | 114 | |
| IASI | WIZZ AIR MALTA | S | 120 | 0 | 0 | 39.2 | 30.0 | 20.8 | 2.5 | 3.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| IASI | 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 | 81.4 | 11 | 43 | |
| TOTAL IASI | | | 120 | 0 | 0 | 39.2 | 30.0 | 20.8 | 2.5 | 3.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.9 | 21 | 157 | |
| SATU MARE | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 15.4 | 57.7 | 11.5 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 55.6 | 18 | 18 | |
| TOTAL SATU MARE | | | 26 | 0 | 0 | 15.4 | 57.7 | 11.5 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 55.6 | 18 | 18 | |
| SIBIU | 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 | 83.3 | 8 | 60 | |
| SIBIU | WIZZ AIR MALTA | S | 60 | 0 | 0 | 30.0 | 41.7 | 23.3 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| TOTAL SIBIU | | | 60 | 0 | 0 | 30.0 | 41.7 | 23.3 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 83.3 | 8 | 60 | |
| SUCEAVA | 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 | 70.2 | 28 | 80 | |
| SUCEAVA | WIZZ AIR UK LTD | S | 90 | 0 | 0 | 21.1 | 44.4 | 22.2 | 4.4 | 6.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| TOTAL SUCEAVA | | | 90 | 0 | 0 | 21.1 | 44.4 | 22.2 | 4.4 | 6.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.2 | 28 | 80 | |
| TIMISOARA | 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 | 81.6 | 8 | 76 | |
| TIMISOARA | WIZZ AIR MALTA | S | 60 | 0 | 0 | 0.0 | 35.0 | 65.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL TIMISOARA | | | 60 | 0 | 0 | 0.0 | 35.0 | 65.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.6 | 8 | 76 | |
| TIRGU MURES | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 15.4 | 34.6 | 38.5 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.3 | 44 | 16 | |
| TOTAL TIRGU MURES | | | 26 | 0 | 0 | 15.4 | 34.6 | 38.5 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.3 | 44 | 16 | |
| TOTAL ROMANIA | | | 897 | 0 | 0 | 18.7 | 39.1 | 30.5 | 5.0 | 4.0 | 2.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.3 | 21 | 945 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|-----------------------------------|-----------------|----------------|-------------------|----------|----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|------------|--|
| | | | 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 | |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 14.7 | 67.6 | 8.8 | 0.0 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.4 | 37 | 42 | |
| TOTAL BRATISLAVA | | | 34 | 0 | 0 | 14.7 | 67.6 | 8.8 | 0.0 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.4 | 37 | 42 | |
| KOSICE | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 5.9 | 44.1 | 23.5 | 8.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 78.8 | 29 | 52 | |
| TOTAL KOSICE | | | 34 | 0 | 0 | 5.9 | 44.1 | 23.5 | 8.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 78.8 | 29 | 52 | |
| TATRY-POPRAD | WIZZ AIR UK LTD | S | 16 | 0 | 0 | 6.3 | 37.5 | 43.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 94.4 | 3 | 18 | |
| TOTAL TATRY-POPRAD | | | 16 | 0 | 0 | 6.3 | 37.5 | 43.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 94.4 | 3 | 18 | |
| TOTAL SLOVAK REPUBLIC | | | 84 | 0 | 0 | 9.5 | 52.4 | 21.4 | 6.0 | 6.0 | 3.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 78.6 | 28 | 112 | |
| SLOVENIA | | | | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | 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 | 57.7 | 37 | 26 | |
| TOTAL LJUBLJANA | | | 0 | 0 | 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 | 37 | 26 | |
| TOTAL SLOVENIA | | | 0 | 0 | 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 | 37 | 26 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 129 | 0 | 0 | 1.6 | 37.2 | 34.9 | 14.7 | 5.4 | 5.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.1 | 19 | 127 | |
| ALICANTE | RYANAIR | S | 68 | 0 | 0 | 4.4 | 22.1 | 30.9 | 10.3 | 17.6 | 5.9 | 5.9 | 1.5 | 1.5 | 0.0 | 0.0 | 36 | 46.7 | 29 | 60 | |
| TOTAL ALICANTE | | | 197 | 0 | 0 | 2.5 | 32.0 | 33.5 | 13.2 | 9.6 | 5.6 | 2.5 | 0.5 | 0.5 | 0.0 | 0.0 | 21 | 54.5 | 22 | 187 | |
| BARCELONA | EASYJET UK LTD | S | 120 | 0 | 0 | 1.7 | 39.2 | 37.5 | 9.2 | 10.8 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.7 | 20 | 112 | |
| BARCELONA | RYANAIR | S | 68 | 0 | 0 | 1.5 | 22.1 | 32.4 | 16.2 | 13.2 | 13.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 58.8 | 23 | 34 | |
| TOTAL BARCELONA | | | 188 | 0 | 0 | 1.6 | 33.0 | 35.6 | 11.7 | 11.7 | 5.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.3 | 21 | 146 | |
| IBIZA | EASYJET UK LTD | S | 35 | 0 | 0 | 2.9 | 51.4 | 22.9 | 17.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.9 | 25 | 47 | |
| TOTAL IBIZA | | | 35 | 0 | 0 | 2.9 | 51.4 | 22.9 | 17.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.9 | 25 | 47 | |
| MAHON | EASYJET UK LTD | S | 24 | 0 | 0 | 4.2 | 54.2 | 37.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 16 | 16 | |
| TOTAL MAHON | | | 24 | 0 | 0 | 4.2 | 54.2 | 37.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 16 | 16 | |
| MALAGA | EASYJET UK LTD | S | 181 | 0 | 0 | 0.0 | 24.3 | 34.3 | 19.9 | 16.0 | 3.9 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.1 | 20 | 162 | |
| MALAGA | RYANAIR | S | 68 | 0 | 0 | 0.0 | 27.9 | 38.2 | 13.2 | 13.2 | 4.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 57.7 | 16 | 52 | |
| 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 | 0.0 | 0 | 61.9 | 35 | 42 | |
| TOTAL MALAGA | | | 249 | 0 | 0 | 0.0 | 25.3 | 35.3 | 18.1 | 15.3 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.5 | 22 | 256 | |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 18 | 0 | 0 | 33.3 | 44.4 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 50.0 | 40 | 18 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 44 | 0 | 0 | 0.0 | 43.2 | 31.8 | 13.6 | 4.5 | 4.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 69.8 | 13 | 43 | |
| TOTAL MURCIA INTERNATIONAL | | | 62 | 0 | 0 | 9.7 | 43.5 | 27.4 | 11.3 | 3.2 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 63.9 | 21 | 61 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 22 | 0 | 0 | 4.5 | 36.4 | 40.9 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.5 | 22 | 26 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 146 | 0 | 0 | 4.1 | 26.7 | 39.0 | 12.3 | 13.0 | 3.4 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 18 | 69.1 | 18 | 137 | |
| PALMA DE MALLORCA | RYANAIR | S | 24 | 0 | 0 | 0.0 | 45.8 | 33.3 | 12.5 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 17.6 | 41.2 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 25.0 | 25 | 16 | |
| 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 | 0.0 | 0 | 40.0 | 58 | 58 | |
| TOTAL PALMA DE MALLORCA | | | 209 | 0 | 0 | 3.3 | 29.2 | 38.8 | 13.4 | 12.0 | 2.4 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 15 | 58.1 | 29 | 237 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|---------------------|-------------------|-------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 27.8 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL REUS | | | 18 | 0 | 0 | 0.0 | 33.3 | 27.8 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| SEVILLE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 50.0 | 22.2 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 35 | 18 | |
| TOTAL SEVILLE | | | 18 | 0 | 0 | 0.0 | 50.0 | 22.2 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 35 | 18 | |
| TOTAL SPAIN | | | 1000 | 0 | 0 | 2.3 | 32.2 | 34.5 | 14.4 | 11.0 | 3.9 | 1.3 | 0.3 | 0.1 | 0.0 | 0.0 | 16 | 58.1 | 24 | 968 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 27 | 0 | 1 | 7.1 | 21.4 | 42.9 | 14.3 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 11 | 81.3 | 8 | 16 | |
| ARRECIFE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 56.3 | 25.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.8 | 11 | 18 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 18.8 | 18.8 | 6.3 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 86 | 55.6 | 15 | 18 | |
| TOTAL ARRECIFE | | | 59 | 0 | 1 | 3.3 | 26.7 | 36.7 | 15.0 | 11.7 | 1.7 | 0.0 | 0.0 | 3.3 | 0.0 | 1.7 | 30 | 71.2 | 12 | 52 | |
| FUERTEVENTURA | EASYJET UK LTD | S | 24 | 0 | 0 | 12.5 | 29.2 | 29.2 | 16.7 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 81.5 | 8 | 27 | |
| FUERTEVENTURA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 68.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 2 | 16 | |
| TOTAL FUERTEVENTURA | | | 40 | 0 | 0 | 7.5 | 45.0 | 30.0 | 10.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 88.4 | 6 | 43 | |
| LAS PALMAS | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 38.5 | 7.7 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.1 | 19 | 26 | |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 72.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 17 | 18 | |
| TOTAL LAS PALMAS | | | 44 | 0 | 0 | 0.0 | 25.0 | 52.3 | 9.1 | 11.4 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 18 | 44 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 68 | 0 | 0 | 5.9 | 38.2 | 38.2 | 8.8 | 5.9 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 60.0 | 22 | 60 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 25.0 | 12.5 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.2 | 14 | 18 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 5.9 | 5.9 | 47.1 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.0 | 32 | 14 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 101 | 0 | 0 | 5.0 | 31.7 | 37.6 | 9.9 | 9.9 | 5.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 60.9 | 22 | 92 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 244 | 0 | 1 | 4.1 | 31.4 | 38.8 | 11.0 | 10.2 | 2.9 | 0.4 | 0.0 | 0.8 | 0.0 | 0.4 | 16 | 71.0 | 16 | 231 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| GENEVA | EASYJET SWITZERLAND | S | 10 | 0 | 0 | 0.0 | 0.0 | 0.0 | 10.0 | 30.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 37.5 | 37 | 8 | |
| GENEVA | EASYJET UK LTD | S | 120 | 0 | 0 | 1.7 | 35.0 | 41.7 | 10.8 | 5.8 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 51.8 | 30 | 112 | |
| TOTAL GENEVA | | | 130 | 0 | 0 | 1.5 | 32.3 | 38.5 | 10.8 | 7.7 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.8 | 30 | 120 | |
| ZURICH | EASYJET UK LTD | S | 52 | 0 | 0 | 0.0 | 34.6 | 38.5 | 11.5 | 5.8 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 44.1 | 22 | 32 | |
| TOTAL ZURICH | | | 52 | 0 | 0 | 0.0 | 34.6 | 38.5 | 11.5 | 5.8 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 44.1 | 22 | 32 | |
| TOTAL SWITZERLAND | | | 182 | 0 | 0 | 1.1 | 33.0 | 38.5 | 11.0 | 7.1 | 8.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 49.4 | 28 | 152 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 26 | 0 | 0 | 26.9 | 15.4 | 23.1 | 7.7 | 15.4 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 26 | 0 | 0 | 26.9 | 15.4 | 23.1 | 7.7 | 15.4 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| TOTAL TUNISIA | | | 26 | 0 | 0 | 26.9 | 15.4 | 23.1 | 7.7 | 15.4 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|-------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 15.4 | 53.8 | 19.2 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 31.6 | 32 | 17 | |
| ANTALYA | FREEBIRD 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 | 29 | 2 | |
| ANTALYA | SUNEXPRESS | S | 36 | 0 | 0 | 0.0 | 30.6 | 47.2 | 11.1 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.3 | 14 | 15 | |
| ANTALYA | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 0.0 | 50.0 | 19.2 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 8.7 | 61 | 23 | |
| TOTAL ANTALYA | | | 88 | 0 | 0 | 1.1 | 31.8 | 40.9 | 15.9 | 6.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 32.2 | 39 | 57 | |
| BODRUM (MILAS) | EASYJET UK LTD | S | 52 | 0 | 0 | 11.5 | 25.0 | 44.2 | 7.7 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 25 | 34 | |
| TOTAL BODRUM (MILAS) | | | 52 | 0 | 0 | 11.5 | 25.0 | 44.2 | 7.7 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 25 | 34 | |
| DALAMAN | EASYJET UK LTD | S | 50 | 0 | 1 | 7.8 | 39.2 | 35.3 | 11.8 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 66.7 | 19 | 45 | |
| DALAMAN | WIZZ AIR UK LTD | S | 18 | 0 | 0 | 11.1 | 38.9 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 33.3 | 47 | 18 | |
| TOTAL DALAMAN | | | 68 | 0 | 1 | 8.7 | 39.1 | 34.8 | 13.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 8 | 57.1 | 27 | 63 | |
| ISTANBUL | WIZZ AIR UK LTD | S | 89 | 0 | 0 | 10.1 | 49.4 | 28.1 | 6.7 | 3.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 31.7 | 39 | 60 | |
| TOTAL ISTANBUL | | | 89 | 0 | 0 | 10.1 | 49.4 | 28.1 | 6.7 | 3.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 31.7 | 39 | 60 | |
| IZMIR (ADNAN MENDERES) | EASYJET UK LTD | S | 26 | 0 | 0 | 23.1 | 23.1 | 23.1 | 19.2 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 26 | 8 | |
| IZMIR (ADNAN MENDERES) | 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 | 0.0 | 4 | 62.5 | 8 | 7 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 28 | 0 | 0 | 21.4 | 25.0 | 25.0 | 17.9 | 3.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.3 | 18 | 15 | |
| TOTAL TURKEY | | | 325 | 0 | 1 | 8.6 | 36.5 | 35.3 | 11.7 | 4.3 | 2.8 | 0.0 | 0.6 | 0.0 | 0.0 | 0.3 | 10 | 43.1 | 32 | 229 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET UK LTD | S | 70 | 0 | 0 | 8.6 | 45.7 | 30.0 | 8.6 | 1.4 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 27 | 52 | |
| TOTAL ABERDEEN | | | 70 | 0 | 0 | 8.6 | 45.7 | 30.0 | 8.6 | 1.4 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 27 | 52 | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 52 | 0 | 0 | 26.9 | 32.7 | 26.9 | 5.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 52 | 0 | 0 | 26.9 | 32.7 | 26.9 | 5.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 228 | 0 | 3 | 5.2 | 47.6 | 27.7 | 6.5 | 8.7 | 1.3 | 0.9 | 0.9 | 0.0 | 0.0 | 1.3 | 11 | 58.4 | 21 | 212 | |
| TOTAL BELFAST INTERNATIONAL | | | 228 | 0 | 3 | 5.2 | 47.6 | 27.7 | 6.5 | 8.7 | 1.3 | 0.9 | 0.9 | 0.0 | 0.0 | 1.3 | 11 | 58.4 | 21 | 212 | |
| BRISTOL | 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 | 29 | 0.0 | 0 | 0 | |
| TOTAL BRISTOL | | | 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 | |
| EDINBURGH | EASYJET UK LTD | S | 198 | 0 | 0 | 6.1 | 40.4 | 27.3 | 13.1 | 11.6 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.9 | 16 | 176 | |
| TOTAL EDINBURGH | | | 198 | 0 | 0 | 6.1 | 40.4 | 27.3 | 13.1 | 11.6 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.9 | 16 | 176 | |
| 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 | 79 | 2 | |
| TOTAL GATWICK | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 79 | 2 | |
| GLASGOW | EASYJET UK LTD | S | 162 | 0 | 0 | 8.0 | 45.1 | 29.0 | 9.3 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.0 | 16 | 162 | |
| TOTAL GLASGOW | | | 162 | 0 | 0 | 8.0 | 45.1 | 29.0 | 9.3 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.0 | 16 | 162 | |
| INVERNESS | EASYJET UK LTD | S | 94 | 0 | 0 | 3.2 | 26.6 | 26.6 | 18.1 | 13.8 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 36.6 | 39 | 112 | |
| TOTAL INVERNESS | | | 94 | 0 | 0 | 3.2 | 26.6 | 26.6 | 18.1 | 13.8 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 36.6 | 39 | 112 | |
| JERSEY | EASYJET UK LTD | S | 86 | 0 | 0 | 8.1 | 60.5 | 24.4 | 4.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 61.7 | 20 | 58 | |
| TOTAL JERSEY | | | 86 | 0 | 0 | 8.1 | 60.5 | 24.4 | 4.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 61.7 | 20 | 58 | |

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|-----------------|-------------------|-------------|----------|----------------------------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|-------------|
| 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 |
| NORWICH | 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 |
| TOTAL NORWICH | | | 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 |
| STANSTED | 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 | 24 | 0.0 | 0 | 0 |
| TOTAL STANSTED | | | 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 |
| TOTAL UNITED KINGDOM | | | 893 | 0 | 3 | 7.5 | 43.4 | 27.5 | 9.9 | 8.1 | 2.5 | 0.3 | 0.4 | 0.0 | 0.0 | 0.3 | 11 | 61.4 | 22 | 774 |
| TOTAL LUTON | | | 8739 | 1 | 14 | 7.9 | 37.4 | 32.9 | 10.4 | 7.3 | 3.0 | 0.5 | 0.2 | 0.1 | 0.0 | 0.2 | 12 | 61.4 | 23 | 8363 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|---------------------------|-------------------|------------|----------|----------|----------------------------|-------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|------------|--|
| 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | RYANAIR UK LTD | S | 27 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 14.8 | 0.0 | 11.1 | 7.4 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 27 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 14.8 | 0.0 | 11.1 | 7.4 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | |
| TOTAL ALBANIA | | | 27 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 14.8 | 0.0 | 11.1 | 7.4 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | EASYJET UK LTD | S | 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 | 14 | 0.0 | 0 | 0 | |
| INNSBRUCK | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 50.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.8 | 2 | 16 | |
| INNSBRUCK | TUI AIRWAYS LTD | C | 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 | 50.0 | 27 | 6 | |
| TOTAL INNSBRUCK | | | 22 | 0 | 0 | 9.1 | 54.5 | 18.2 | 9.1 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.8 | 9 | 22 | |
| SALZBURG | JET2.COM 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 | 100.0 | 0 | 6 | |
| TOTAL SALZBURG | | | 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 | 100.0 | 0 | 6 | |
| VIENNA | AUSTRIAN AIRLINES | S | 30 | 0 | 2 | 0.0 | 59.4 | 28.1 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 4 | 91.2 | 5 | 34 | |
| VIENNA | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 38.9 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| VIENNA | RYANAIR | S | 52 | 0 | 0 | 0.0 | 40.4 | 36.5 | 13.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 8 | 24 | |
| TOTAL VIENNA | | | 100 | 0 | 2 | 1.0 | 46.1 | 31.4 | 13.7 | 4.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 89.7 | 6 | 58 | |
| TOTAL AUSTRIA | | | 126 | 0 | 2 | 2.3 | 48.4 | 28.9 | 12.5 | 4.7 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 8 | 88.4 | 6 | 86 | |
| BAHRAIN | | | | | | | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 32 | 0 | 0 | 3.1 | 28.1 | 34.4 | 12.5 | 12.5 | 3.1 | 0.0 | 3.1 | 3.1 | 0.0 | 0.0 | 37 | 61.1 | 17 | 18 | |
| TOTAL BAHRAIN | | | 32 | 0 | 0 | 3.1 | 28.1 | 34.4 | 12.5 | 12.5 | 3.1 | 0.0 | 3.1 | 3.1 | 0.0 | 0.0 | 37 | 61.1 | 17 | 18 | |
| TOTAL BAHRAIN | | | 32 | 0 | 0 | 3.1 | 28.1 | 34.4 | 12.5 | 12.5 | 3.1 | 0.0 | 3.1 | 3.1 | 0.0 | 0.0 | 37 | 61.1 | 17 | 18 | |
| BANGLADESH | | | | | | | | | | | | | | | | | | | | | |
| DHAKHA | BIMAN BANGLADESH AIRLINES | S | 26 | 0 | 0 | 7.7 | 30.8 | 19.2 | 3.8 | 23.1 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 69.2 | 44 | 26 | |
| TOTAL DHAKHA | | | 26 | 0 | 0 | 7.7 | 30.8 | 19.2 | 3.8 | 23.1 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 69.2 | 44 | 26 | |
| TOTAL BANGLADESH | | | 26 | 0 | 0 | 7.7 | 30.8 | 19.2 | 3.8 | 23.1 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 69.2 | 44 | 26 | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | AER LINGUS | S | 25 | 0 | 0 | 32.0 | 40.0 | 20.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| BRIDGETOWN | AER LINGUS (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 | 74.1 | 16 | 26 | |
| BRIDGETOWN | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 11.1 | 16.7 | 38.9 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 47.1 | 23 | 17 | |
| TOTAL BRIDGETOWN | | | 43 | 0 | 0 | 23.3 | 30.2 | 27.9 | 9.3 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 63.6 | 19 | 43 | |
| TOTAL BARBADOS | | | 43 | 0 | 0 | 23.3 | 30.2 | 27.9 | 9.3 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 63.6 | 19 | 43 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 104 | 0 | 0 | 2.9 | 27.9 | 48.1 | 11.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 51.0 | 19 | 100 | |
| TOTAL BRUSSELS | | | 104 | 0 | 0 | 2.9 | 27.9 | 48.1 | 11.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 51.0 | 19 | 100 | |
| CHARLEROI | RYANAIR | S | 152 | 0 | 0 | 7.2 | 44.7 | 27.6 | 10.5 | 8.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.2 | 22 | 120 | |
| CHARLEROI | 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 | 4 | 8 | |
| TOTAL CHARLEROI | | | 152 | 0 | 0 | 7.2 | 44.7 | 27.6 | 10.5 | 8.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.6 | 21 | 128 | |
| TOTAL BELGIUM | | | 256 | 0 | 0 | 5.5 | 37.9 | 35.9 | 10.9 | 8.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 59.2 | 20 | 228 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|----------------------|-------------------|-----------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|-----------|--|--|
| 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 | | | | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 44.4 | 50.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 14 | 18 | | |
| SOFIA | JET2.COM 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 | | |
| TOTAL SOFIA | | | 19 | 0 | 0 | 5.3 | 42.1 | 47.4 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 14 | 18 | | |
| TOTAL BULGARIA | | | 19 | 0 | 0 | 5.3 | 42.1 | 47.4 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 14 | 18 | | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| OTTAWA INTERNATIONAL | SUNWING AIRLINES INC | 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 | 97 | 1 | | |
| TOTAL OTTAWA INTERNATIONAL | | | 0 | 0 | 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 | 1 | | |
| TORONTO | AIR TRANSAT | S | 8 | 0 | 0 | 12.5 | 12.5 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 43 | 18 | | |
| TOTAL TORONTO | | | 8 | 0 | 0 | 12.5 | 12.5 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 43 | 18 | | |
| TOTAL CANADA | | | 8 | 0 | 0 | 12.5 | 12.5 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 47.4 | 45 | 19 | | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | TUI AIRWAYS LTD | S | 36 | 0 | 0 | 2.8 | 30.6 | 55.6 | 2.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.0 | 12 | 24 | | |
| TOTAL BOA VISTA (RABIL) | | | 36 | 0 | 0 | 2.8 | 30.6 | 55.6 | 2.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.0 | 12 | 24 | | |
| ILHA DO SAL C.VERDE | 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 | 25 | 0.0 | 0 | 0 | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 41 | 0 | 0 | 4.9 | 26.8 | 56.1 | 7.3 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.0 | 16 | 25 | | |
| TOTAL ILHA DO SAL C.VERDE | | | 42 | 0 | 0 | 4.8 | 26.2 | 54.8 | 9.5 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.0 | 16 | 25 | | |
| TOTAL CAPE VERDE | | | 78 | 0 | 0 | 3.8 | 28.2 | 55.1 | 6.4 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.0 | 14 | 49 | | |
| CHINA | | | | | | | | | | | | | | | | | | | | | |
| BEIJING | HAINAN AIRLINES | S | 34 | 0 | 0 | 2.9 | 41.2 | 23.5 | 11.8 | 14.7 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 15 | 22 | | |
| TOTAL BEIJING | | | 34 | 0 | 0 | 2.9 | 41.2 | 23.5 | 11.8 | 14.7 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 15 | 22 | | |
| TOTAL CHINA | | | 34 | 0 | 0 | 2.9 | 41.2 | 23.5 | 11.8 | 14.7 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 15 | 22 | | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 68.8 | 18.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 66.7 | 12 | 18 | | |
| DUBROVNIK | FREEBIRD 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 | 36 | 4 | | |
| DUBROVNIK | JET2.COM LTD | S | 24 | 0 | 0 | 12.5 | 37.5 | 41.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 1 | 18 | | |
| DUBROVNIK | RYANAIR | S | 16 | 0 | 0 | 12.5 | 18.8 | 37.5 | 6.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | |
| TOTAL DUBROVNIK | | | 56 | 0 | 0 | 10.7 | 41.1 | 33.9 | 1.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 9 | 40 | | |
| ZADAR | RYANAIR | S | 18 | 0 | 0 | 11.1 | 27.8 | 38.9 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| TOTAL ZADAR | | | 18 | 0 | 0 | 11.1 | 27.8 | 38.9 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| ZAGREB | RYANAIR | S | 18 | 0 | 0 | 11.1 | 27.8 | 38.9 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 61.1 | 24 | 18 | | |
| TOTAL ZAGREB | | | 18 | 0 | 0 | 11.1 | 27.8 | 38.9 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 61.1 | 24 | 18 | | |
| TOTAL CROATIA | | | 92 | 0 | 0 | 10.9 | 35.9 | 35.9 | 6.5 | 8.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.7 | 14 | 58 | | |
| CUBA | | | | | | | | | | | | | | | | | | | | | |
| VARADERO | TUI AIRWAYS LTD | C | 15 | 0 | 0 | 0.0 | 13.3 | 60.0 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 21 | 16 | | |
| TOTAL VARADERO | | | 15 | 0 | 0 | 0.0 | 13.3 | 60.0 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 21 | 16 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|-----------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 CUBA | | | 15 | 0 | 0 | 0.0 | 13.3 | 60.0 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 21 | 16 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | 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 | 12 | 0.0 | 0 | 0 | |
| LARNACA | JET2.COM LTD | S | 34 | 0 | 0 | 8.8 | 11.8 | 55.9 | 14.7 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 85.7 | 9 | 35 | |
| LARNACA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 12.5 | 20.8 | 41.7 | 12.5 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 54.2 | 16 | 24 | |
| TOTAL LARNACA | | | 59 | 0 | 0 | 10.2 | 15.3 | 50.8 | 13.6 | 8.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.9 | 12 | 59 | |
| PAPHOS | EASYJET UK LTD | S | 34 | 0 | 0 | 29.4 | 26.5 | 26.5 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 52.9 | 23 | 51 | |
| PAPHOS | JET2.COM LTD | S | 60 | 0 | 0 | 16.7 | 35.0 | 26.7 | 11.7 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.9 | 12 | 52 | |
| PAPHOS | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 46.2 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.2 | 17 | 24 | |
| PAPHOS | TUI AIRWAYS LTD | C | 34 | 0 | 0 | 0.0 | 23.5 | 55.9 | 11.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.1 | 20 | 35 | |
| TOTAL PAPHOS | | | 154 | 0 | 0 | 13.0 | 29.2 | 36.4 | 12.3 | 7.1 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.4 | 18 | 162 | |
| TOTAL CYPRUS | | | 213 | 0 | 0 | 12.2 | 25.4 | 40.4 | 12.7 | 7.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 67.4 | 16 | 221 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 48 | 0 | 0 | 6.3 | 39.6 | 25.0 | 8.3 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.5 | 17 | 32 | |
| PRAGUE | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 20.6 | 50.0 | 26.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 91.2 | 5 | 34 | |
| PRAGUE | RYANAIR | S | 60 | 0 | 0 | 0.0 | 35.0 | 46.7 | 8.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.4 | 15 | 70 | |
| TOTAL PRAGUE | | | 142 | 0 | 0 | 2.1 | 33.1 | 40.1 | 12.7 | 9.2 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 74.3 | 13 | 136 | |
| TOTAL CZECH REPUBLIC | | | 142 | 0 | 0 | 2.1 | 33.1 | 40.1 | 12.7 | 9.2 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 74.3 | 13 | 136 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| BILLUND | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 4.0 | 62.0 | 34.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 28 | |
| BILLUND | RYANAIR | S | 28 | 0 | 0 | 0.0 | 21.4 | 46.4 | 10.7 | 3.6 | 10.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 58.8 | 23 | 51 | |
| BILLUND | RYANAIR UK LTD | S | 8 | 0 | 0 | 37.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL BILLUND | | | 86 | 0 | 0 | 5.8 | 44.2 | 37.2 | 3.5 | 1.2 | 3.5 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.4 | 15 | 79 | |
| COPENHAGEN | EASYJET UK LTD | S | 78 | 0 | 0 | 2.6 | 56.4 | 12.8 | 16.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 51.1 | 33 | 91 | |
| COPENHAGEN | NORWEGIAN AIR INTERNATIONAL | S | 26 | 0 | 0 | 0.0 | 11.5 | 11.5 | 30.8 | 19.2 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | |
| COPENHAGEN | RYANAIR | S | 44 | 0 | 0 | 11.4 | 27.3 | 27.3 | 18.2 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 42.9 | 36 | 42 | |
| COPENHAGEN | RYANAIR UK LTD | S | 26 | 0 | 0 | 3.8 | 26.9 | 23.1 | 7.7 | 19.2 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 77.8 | 11 | 18 | |
| COPENHAGEN | SAS | S | 108 | 0 | 0 | 0.9 | 32.4 | 38.0 | 19.4 | 7.4 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 52.3 | 26 | 84 | |
| TOTAL COPENHAGEN | | | 282 | 0 | 0 | 3.2 | 35.8 | 25.5 | 18.4 | 11.0 | 5.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.1 | 29 | 235 | |
| TOTAL DENMARK | | | 368 | 0 | 0 | 3.8 | 37.8 | 28.3 | 14.9 | 8.7 | 4.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.4 | 26 | 314 | |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PUNTA CANA | TUI AIRWAYS LTD | C | 29 | 0 | 0 | 0.0 | 17.2 | 48.3 | 10.3 | 17.2 | 3.4 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 30 | 41.2 | 39 | 17 | |
| TOTAL PUNTA CANA | | | 29 | 0 | 0 | 0.0 | 17.2 | 48.3 | 10.3 | 17.2 | 3.4 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 30 | 41.2 | 39 | 17 | |
| TOTAL DOMINICAN | | | 29 | 0 | 0 | 0.0 | 17.2 | 48.3 | 10.3 | 17.2 | 3.4 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 30 | 41.2 | 39 | 17 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| CAIRO | EGYPT AIR | S | 58 | 0 | 0 | 0.0 | 15.5 | 37.9 | 12.1 | 31.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|--------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL CAIRO | | | 58 | 0 | 0 | 0.0 | 15.5 | 37.9 | 12.1 | 31.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| HURGHADA | EASYJET UK LTD | S | 52 | 0 | 0 | 9.6 | 23.1 | 46.2 | 13.5 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.4 | 16 | 26 | |
| HURGHADA | TUI AIRWAYS LTD | S | 36 | 0 | 0 | 13.9 | 30.6 | 36.1 | 13.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 5 | 23 | |
| TOTAL HURGHADA | | | 88 | 0 | 0 | 11.4 | 26.1 | 42.0 | 13.6 | 5.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 74.0 | 11 | 49 | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 34 | 0 | 0 | 11.8 | 26.5 | 29.4 | 20.6 | 8.8 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 63.0 | 16 | 25 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 33 | 0 | 0 | 18.2 | 21.2 | 39.4 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 96.2 | 4 | 26 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 67 | 0 | 0 | 14.9 | 23.9 | 34.3 | 20.9 | 4.5 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 79.2 | 10 | 51 | |
| TOTAL EGYPT | | | 213 | 0 | 0 | 9.4 | 22.5 | 38.5 | 15.5 | 12.2 | 1.4 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.7 | 10 | 100 | |
| ETHIOPIA | | | | | | | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 44 | 0 | 0 | 2.3 | 38.6 | 13.6 | 6.8 | 29.5 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.8 | 24 | 36 | |
| TOTAL ADDIS ABABA | | | 44 | 0 | 0 | 2.3 | 38.6 | 13.6 | 6.8 | 29.5 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.8 | 24 | 36 | |
| TOTAL ETHIOPIA | | | 44 | 0 | 0 | 2.3 | 38.6 | 13.6 | 6.8 | 29.5 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.8 | 24 | 36 | |
| FINLAND | | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 102 | 0 | 2 | 3.8 | 32.7 | 30.8 | 14.4 | 13.5 | 1.0 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 15 | 92.4 | 3 | 66 | |
| TOTAL HELSINKI | | | 102 | 0 | 2 | 3.8 | 32.7 | 30.8 | 14.4 | 13.5 | 1.0 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 15 | 92.4 | 3 | 66 | |
| TOTAL FINLAND | | | 102 | 0 | 2 | 3.8 | 32.7 | 30.8 | 14.4 | 13.5 | 1.0 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 15 | 92.4 | 3 | 66 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 76 | 0 | 2 | 0.0 | 20.5 | 25.6 | 24.4 | 20.5 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 2.6 | 24 | 46.7 | 38 | 60 | |
| BEAUVAIS | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL BEAUVAIS | | | 84 | 0 | 2 | 0.0 | 25.6 | 23.3 | 22.1 | 20.9 | 4.7 | 1.2 | 0.0 | 0.0 | 0.0 | 2.3 | 23 | 46.7 | 38 | 60 | |
| BEZIERS | RYANAIR | S | 24 | 0 | 0 | 0.0 | 41.7 | 29.2 | 12.5 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 37.5 | 31 | 8 | |
| BEZIERS | 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 | 62.5 | 7 | 8 | |
| TOTAL BEZIERS | | | 24 | 0 | 0 | 0.0 | 41.7 | 29.2 | 12.5 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 19 | 16 | |
| BORDEAUX | EASYJET UK LTD | S | 26 | 0 | 0 | 11.5 | 26.9 | 19.2 | 23.1 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 81.3 | 10 | 16 | |
| BORDEAUX | RYANAIR | S | 26 | 0 | 0 | 3.8 | 34.6 | 30.8 | 26.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 25.0 | 40 | 24 | |
| TOTAL BORDEAUX | | | 52 | 0 | 0 | 7.7 | 30.8 | 25.0 | 25.0 | 9.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 47.5 | 28 | 40 | |
| CARCASSONNE | RYANAIR | S | 36 | 0 | 0 | 0.0 | 22.2 | 19.4 | 27.8 | 16.7 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.8 | 24 | 32 | |
| TOTAL CARCASSONNE | | | 36 | 0 | 0 | 0.0 | 22.2 | 19.4 | 27.8 | 16.7 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.8 | 24 | 32 | |
| CHAMBERY | JET2.COM LTD | S | 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 | 37.5 | 62 | 16 | |
| CHAMBERY | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 18.2 | 43 | 11 | |
| TOTAL CHAMBERY | | | 18 | 0 | 0 | 11.1 | 44.4 | 22.2 | 0.0 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 29.6 | 55 | 27 | |
| GRENOBLE | JET2.COM LTD | S | 8 | 0 | 0 | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 13 | 12 | |
| TOTAL GRENOBLE | | | 8 | 0 | 0 | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 13 | 12 | |
| LIMOGES | RYANAIR | S | 24 | 0 | 2 | 0.0 | 34.6 | 42.3 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 10 | 46.2 | 27 | 26 | |
| TOTAL LIMOGES | | | 24 | 0 | 2 | 0.0 | 34.6 | 42.3 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 10 | 46.2 | 27 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|------------------------|-------------------|------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| LYON | EASYJET UK LTD | S | 18 | 0 | 0 | 22.2 | 66.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| LYON | 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 | 66.7 | 11 | 6 | |
| TOTAL LYON | | | 20 | 0 | 0 | 25.0 | 65.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 66.7 | 11 | 6 | |
| MARSEILLE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 31.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.9 | 40 | 18 | |
| MARSEILLE | 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 | 44.4 | 45 | 16 | |
| TOTAL MARSEILLE | | | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 31.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 41.7 | 42 | 34 | |
| NANTES | RYANAIR | S | 14 | 0 | 2 | 0.0 | 31.3 | 25.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 10 | 32.4 | 30 | 33 | |
| NANTES | RYANAIR UK LTD | S | 8 | 0 | 0 | 12.5 | 0.0 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TOTAL NANTES | | | 22 | 0 | 2 | 4.2 | 20.8 | 29.2 | 29.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 14 | 32.4 | 30 | 33 | |
| NICE | EASYJET UK LTD | S | 32 | 0 | 2 | 0.0 | 26.5 | 38.2 | 8.8 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 17 | 59.5 | 28 | 42 | |
| NICE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 38.9 | 16.7 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 48 | 56.3 | 23 | 16 | |
| TOTAL NICE | | | 50 | 0 | 2 | 0.0 | 19.2 | 30.8 | 19.2 | 15.4 | 9.6 | 0.0 | 1.9 | 0.0 | 0.0 | 3.8 | 28 | 58.6 | 27 | 58 | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 184 | 0 | 4 | 0.5 | 38.8 | 40.4 | 8.0 | 7.4 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 10 | 58.4 | 20 | 214 | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 66 | 0 | 0 | 1.5 | 34.8 | 25.8 | 12.1 | 15.2 | 9.1 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 42.3 | 36 | 26 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 146 | 0 | 7 | 0.7 | 23.5 | 38.6 | 20.3 | 9.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 15 | 54.6 | 23 | 162 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 396 | 0 | 11 | 0.7 | 32.4 | 37.3 | 13.3 | 9.3 | 3.9 | 0.2 | 0.0 | 0.0 | 0.0 | 2.7 | 14 | 55.8 | 22 | 402 | |
| PARIS (ORLY) | EASYJET EUROPE | S | 42 | 0 | 2 | 6.8 | 29.5 | 40.9 | 6.8 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 10 | 57.5 | 20 | 40 | |
| PARIS (ORLY) | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 62.5 | 25.0 | 6.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 13 | 20 | |
| TOTAL PARIS (ORLY) | | | 58 | 0 | 2 | 5.0 | 38.3 | 36.7 | 6.7 | 8.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 61.7 | 18 | 60 | |
| TOULOUSE (BLAGNAC) | 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 | 7 | 66.7 | 20 | 3 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 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 | 66.7 | 20 | 3 | |
| TOTAL FRANCE | | | 809 | 0 | 21 | 2.3 | 32.2 | 31.9 | 15.2 | 11.3 | 4.1 | 0.4 | 0.1 | 0.0 | 0.0 | 2.5 | 15 | 53.0 | 26 | 809 | |
| GAMBIA | | | | | | | | | | | | | | | | | | | | | |
| BANJUL | TUI AIRWAYS LTD | C | 15 | 0 | 0 | 6.7 | 40.0 | 20.0 | 0.0 | 13.3 | 13.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 33 | 73.3 | 8 | 15 | |
| TOTAL BANJUL | | | 15 | 0 | 0 | 6.7 | 40.0 | 20.0 | 0.0 | 13.3 | 13.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 33 | 73.3 | 8 | 15 | |
| TOTAL GAMBIA | | | 15 | 0 | 0 | 6.7 | 40.0 | 20.0 | 0.0 | 13.3 | 13.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 33 | 73.3 | 8 | 15 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 35.3 | 44.1 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 60.0 | 13 | 32 | |
| BERLIN BRANDENBURG | RYANAIR | S | 103 | 0 | 0 | 2.9 | 34.0 | 29.1 | 12.6 | 13.6 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 67.1 | 16 | 68 | |
| BERLIN BRANDENBURG | 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 | 30 | 8 | |
| TOTAL BERLIN BRANDENBURG | | | 137 | 0 | 0 | 2.9 | 34.3 | 32.8 | 11.7 | 12.4 | 4.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.7 | 16 | 108 | |
| COLOGNE BONN | RYANAIR | S | 64 | 0 | 0 | 0.0 | 25.0 | 23.4 | 7.8 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 38.0 | 41 | 46 | |
| TOTAL COLOGNE BONN | | | 64 | 0 | 0 | 0.0 | 25.0 | 23.4 | 7.8 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 38.0 | 41 | 46 | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 116 | 0 | 0 | 0.0 | 42.2 | 31.0 | 11.2 | 7.8 | 6.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.7 | 16 | 98 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|--------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|-----------|--|
| 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 | | |
| TOTAL DUSSELDORF | | | 116 | 0 | 0 | 0.0 | 42.2 | 31.0 | 11.2 | 7.8 | 6.0 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 64.7 | 16 | 98 | |
| FRANKFURT MAIN | LUFTHANSA | S | 230 | 0 | 0 | 0.0 | 31.3 | 41.3 | 18.7 | 7.4 | 1.3 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 8 | 199 | | |
| TOTAL FRANKFURT MAIN | | | 230 | 0 | 0 | 0.0 | 31.3 | 41.3 | 18.7 | 7.4 | 1.3 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 8 | 199 | | |
| HAMBURG | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 50.0 | 34.6 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 8 | 14 | | |
| HAMBURG | EUROWINGS LUFTVERKEHRS | S | 28 | 0 | 0 | 0.0 | 39.3 | 35.7 | 10.7 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| TOTAL HAMBURG | | | 54 | 0 | 0 | 3.7 | 44.4 | 35.2 | 9.3 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 11 | 75.0 | 8 | 14 | | |
| MUNICH | 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 | 100.0 | 0 | 1 | | |
| MUNICH | CONDOR | 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 | 6 | 2 | | |
| MUNICH | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 38.2 | 44.1 | 8.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 9 | 85.3 | 6 | 34 | | |
| MUNICH | 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 | 50.0 | 13 | 2 | | |
| MUNICH | INTERSKY LUFTFAHRT GMBH | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 37 | 2 | | |
| MUNICH | 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 | | |
| MUNICH | LUFTHANSA | S | 165 | 0 | 2 | 0.0 | 20.4 | 37.7 | 19.2 | 15.6 | 6.0 | 0.0 | 0.0 | 1.2 | 19 | 72.5 | 13 | 120 | | |
| MUNICH | 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 | 100.0 | 0 | 1 | | |
| TOTAL MUNICH | | | 199 | 0 | 2 | 0.5 | 23.4 | 38.8 | 17.4 | 12.9 | 6.0 | 0.0 | 0.0 | 1.0 | 17 | 75.6 | 11 | 164 | | |
| TOTAL GERMANY | | | 800 | 0 | 2 | 0.9 | 31.8 | 35.9 | 14.6 | 11.3 | 4.5 | 0.7 | 0.0 | 0.0 | 15 | 70.2 | 14 | 629 | | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 50.0 | 32.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 71.4 | 22 | 60 | | |
| TOTAL GIBRALTAR | | | 34 | 0 | 0 | 2.9 | 50.0 | 32.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 71.4 | 22 | 60 | | |
| TOTAL GIBRALTAR | | | 34 | 0 | 0 | 2.9 | 50.0 | 32.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 71.4 | 22 | 60 | | |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 26 | 0 | 0 | 0.0 | 7.7 | 65.4 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 22 | 18 | | |
| ATHENS | EASYJET UK LTD | S | 34 | 0 | 0 | 17.6 | 11.8 | 29.4 | 8.8 | 23.5 | 5.9 | 2.9 | 0.0 | 0.0 | 24 | 41.9 | 28 | 39 | | |
| ATHENS | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 42.3 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 28 | 18 | | |
| TOTAL ATHENS | | | 86 | 0 | 0 | 7.0 | 10.5 | 44.2 | 19.8 | 15.1 | 2.3 | 1.2 | 0.0 | 0.0 | 18 | 45.6 | 27 | 75 | | |
| CHANIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.4 | 17 | 26 | | |
| TOTAL CHANIA | | | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.4 | 17 | 26 | | |
| CORFU | EASYJET UK LTD | S | 18 | 0 | 0 | 22.2 | 33.3 | 22.2 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 70.6 | 15 | 34 | | |
| CORFU | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 27.8 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 8 | 2 | | |
| CORFU | RYANAIR | S | 16 | 0 | 0 | 0.0 | 43.8 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.3 | 29 | 16 | | |
| CORFU | RYANAIR UK LTD | S | 8 | 0 | 0 | 12.5 | 12.5 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | |
| TOTAL CORFU | | | 60 | 0 | 0 | 13.3 | 31.7 | 36.7 | 6.7 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 11 | 67.3 | 19 | 52 | | |
| HERAKLION | CORENDON AIRLINES EUROPE | S | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| HERAKLION | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 44.4 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 37 | 10 | | |
| HERAKLION | JET2.COM LTD | S | 28 | 0 | 0 | 17.9 | 17.9 | 28.6 | 17.9 | 7.1 | 3.6 | 0.0 | 7.1 | 0.0 | 29 | 82.1 | 6 | 28 | | |
| HERAKLION | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 68.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 93.8 | 10 | 16 | | |
| TOTAL HERAKLION | | | 64 | 0 | 0 | 9.4 | 17.2 | 43.8 | 17.2 | 7.8 | 1.6 | 0.0 | 3.1 | 0.0 | 18 | 79.6 | 13 | 54 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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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 | | | | | | | | | | | | | |
| KALAMATA | 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 | 50.0 | 30 | 2 | |
| TOTAL KALAMATA | | | 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 | |
| KOS | EASYJET UK LTD | S | 8 | 0 | 0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 78.8 | 9 | 32 | |
| TOTAL KOS | | | 8 | 0 | 0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 78.8 | 9 | 32 | |
| MIKONOS | 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 | 75.0 | 8 | 8 | |
| TOTAL MIKONOS | | | 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 | |
| MYTILINI | JET2.COM 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 | 16 | 0.0 | 0 | 0 | |
| TOTAL MYTILINI | | | 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 | |
| RHODES | EASYJET UK LTD | S | 22 | 0 | 0 | 4.5 | 22.7 | 59.1 | 4.5 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 57.9 | 33 | 18 | |
| RHODES | JET2.COM LTD | S | 30 | 0 | 0 | 0.0 | 20.0 | 53.3 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.0 | 12 | 25 | |
| RHODES | RYANAIR | S | 34 | 0 | 0 | 0.0 | 20.6 | 41.2 | 29.4 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 44.0 | 39 | 25 | |
| RHODES | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 22 | 8 | |
| RHODES | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 12.5 | 31.3 | 50.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 34 | 16 | |
| TOTAL RHODES | | | 110 | 0 | 0 | 2.7 | 25.5 | 49.1 | 15.5 | 6.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.0 | 28 | 92 | |
| SALONIKA | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.8 | 23 | 16 | |
| SALONIKA | 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 | 6 | 61.1 | 18 | 18 | |
| TOTAL SALONIKA | | | 26 | 0 | 0 | 3.8 | 23.1 | 50.0 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.7 | 21 | 34 | |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 24 | 18 | |
| THIRA (SANTORINI) | JET2.COM 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 | 8 | 0.0 | 0 | 0 | |
| TOTAL THIRA (SANTORINI) | | | 26 | 0 | 0 | 0.0 | 23.1 | 42.3 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 24 | 18 | |
| 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 | 87.5 | 13 | 8 | |
| TOTAL ZAKINTHOS | | | 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 | 13 | 8 | |
| TOTAL GREECE | | | 410 | 0 | 0 | 6.6 | 22.0 | 43.7 | 16.8 | 8.8 | 1.5 | 0.2 | 0.5 | 0.0 | 0.0 | 13 | 63.4 | 21 | 401 | |
| HONG KONG | | | | | | | | | | | | | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 34 | 0 | 0 | 8.8 | 47.1 | 35.3 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.2 | 4 | 34 | |
| TOTAL HONG KONG (CHEK LAP KOK) | | | 34 | 0 | 0 | 8.8 | 47.1 | 35.3 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.2 | 4 | 34 | |
| TOTAL HONG KONG | | | 34 | 0 | 0 | 8.8 | 47.1 | 35.3 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.2 | 4 | 34 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 34 | 0 | 0 | 11.8 | 29.4 | 35.3 | 14.7 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.5 | 10 | 34 | |
| BUDAPEST | RYANAIR | S | 34 | 0 | 0 | 0.0 | 26.5 | 47.1 | 14.7 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 85.3 | 6 | 34 | |
| BUDAPEST | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| BUDAPEST | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 50.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| TOTAL BUDAPEST | | | 86 | 0 | 0 | 4.7 | 31.4 | 40.7 | 15.1 | 3.5 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.9 | 8 | 68 | |
| TOTAL HUNGARY | | | 86 | 0 | 0 | 4.7 | 31.4 | 40.7 | 15.1 | 3.5 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.9 | 8 | 68 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | |
|-----------------------------------|---------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 87.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 18 |
| KEFLAVIK | ICELANDAIR | S | 58 | 0 | 0 | 15.5 | 60.3 | 13.8 | 5.2 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.5 | 14 | 62 |
| KEFLAVIK | JET2.COM LTD | S | 14 | 0 | 0 | 0.0 | 50.0 | 21.4 | 14.3 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.7 | 5 | 14 |
| TOTAL KEFLAVIK | | | 88 | 0 | 0 | 11.4 | 63.6 | 13.6 | 5.7 | 4.5 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.3 | 10 | 94 |
| TOTAL ICELAND | | | 88 | 0 | 0 | 11.4 | 63.6 | 13.6 | 5.7 | 4.5 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.3 | 10 | 94 |
| INDIA | | | | | | | | | | | | | | | | | | | | |
| GOA | 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 | 50 | 1 |
| TOTAL GOA | | | 0 | 0 | 0 | 0.0 | 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 |
| MUMBAI | 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 |
| TOTAL MUMBAI | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL INDIA | | | 0 | 0 | 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 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 76 | 0 | 0 | 13.2 | 38.2 | 34.2 | 3.9 | 6.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.6 | 20 | 102 |
| CORK | 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 | 88.9 | 6 | 18 |
| TOTAL CORK | | | 76 | 0 | 0 | 13.2 | 38.2 | 34.2 | 3.9 | 6.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.7 | 18 | 120 |
| DUBLIN | AER LINGUS | S | 337 | 0 | 8 | 9.9 | 43.5 | 25.8 | 9.0 | 3.8 | 3.2 | 2.3 | 0.3 | 0.0 | 0.0 | 2.3 | 12 | 59.6 | 21 | 337 |
| DUBLIN | RYANAIR | S | 317 | 0 | 0 | 1.9 | 39.1 | 31.5 | 12.9 | 8.5 | 4.1 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 15 | 50.4 | 29 | 276 |
| DUBLIN | RYANAIR UK LTD | S | 40 | 0 | 0 | 15.0 | 22.5 | 40.0 | 10.0 | 2.5 | 0.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 50 | 68.0 | 17 | 50 |
| DUBLIN | SUNEXPRESS | 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 |
| TOTAL DUBLIN | | | 695 | 0 | 8 | 6.5 | 40.3 | 29.3 | 10.8 | 5.8 | 3.4 | 1.8 | 0.6 | 0.3 | 0.0 | 1.1 | 16 | 56.4 | 24 | 663 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 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 | 10 | 91.7 | 2 | 24 |
| IRELAND WEST(KNOCK) | RYANAIR UK LTD | S | 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 |
| TOTAL IRELAND WEST (KNOCK) | | | 16 | 0 | 0 | 0.0 | 43.8 | 31.3 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.7 | 2 | 24 |
| KERRY COUNTY | RYANAIR | S | 18 | 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 | 70.8 | 17 | 24 |
| TOTAL KERRY COUNTY | | | 18 | 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 | 70.8 | 17 | 24 |
| SHANNON | RYANAIR | S | 34 | 0 | 0 | 2.9 | 29.4 | 41.2 | 11.8 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.5 | 29 | 52 |
| SHANNON | RYANAIR UK LTD | S | 8 | 0 | 0 | 25.0 | 25.0 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 9 | 8 |
| TOTAL SHANNON | | | 42 | 0 | 0 | 7.1 | 28.6 | 35.7 | 14.3 | 11.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.3 | 27 | 60 |
| TOTAL IRISH REPUBLIC | | | 847 | 0 | 8 | 6.9 | 39.4 | 30.2 | 10.4 | 6.7 | 3.3 | 1.5 | 0.5 | 0.2 | 0.0 | 0.9 | 15 | 60.3 | 23 | 891 |
| ISRAEL | | | | | | | | | | | | | | | | | | | | |
| TEL AVIV | 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 | 48.0 | 30 | 25 |
| TOTAL TEL AVIV | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 48.0 | 30 | 25 |
| TOTAL ISRAEL | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 48.0 | 30 | 25 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 58 | 0 | 0 | 0.0 | 20.7 | 37.9 | 19.0 | 19.0 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 67.6 | 17 | 68 |
| BERGAMO | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 54.5 | 40 | 11 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|-----------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL BERGAMO | | | 76 | 0 | 0 | 0.0 | 23.7 | 34.2 | 19.7 | 18.4 | 1.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 65.8 | 20 | 79 | |
| BOLOGNA | RYANAIR | S | 43 | 0 | 0 | 2.3 | 23.3 | 30.2 | 16.3 | 14.0 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 8 | 18 | |
| TOTAL BOLOGNA | | | 43 | 0 | 0 | 2.3 | 23.3 | 30.2 | 16.3 | 14.0 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 8 | 18 | |
| BRINDISI | RYANAIR | S | 16 | 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 | 25.0 | 81 | 8 | |
| BRINDISI | 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 | 40.0 | 28 | 10 | |
| TOTAL BRINDISI | | | 16 | 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 | 33.3 | 52 | 18 | |
| CATANIA (FONTANAROSSA) | 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 | 0.0 | 305 | 2 | |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 43.8 | 25.0 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.0 | 17 | 16 | |
| CATANIA (FONTANAROSSA) | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 38.9 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 34 | 0 | 0 | 5.9 | 41.2 | 35.3 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 49 | 18 | |
| FORLI | ETF 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 | |
| TOTAL FORLI | | | 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 | |
| GENOA | RYANAIR | S | 18 | 0 | 0 | 11.1 | 38.9 | 11.1 | 5.6 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 61.1 | 25 | 18 | |
| TOTAL GENOA | | | 18 | 0 | 0 | 11.1 | 38.9 | 11.1 | 5.6 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 61.1 | 25 | 18 | |
| MILAN (MALPENSA) | AIR ONE | 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 | |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 94 | 0 | 0 | 9.6 | 38.3 | 35.1 | 9.6 | 5.3 | 0.0 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 10 | 64.0 | 16 | 50 | |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 33.3 | 33.3 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 16 | 26 | |
| MILAN (MALPENSA) | RYANAIR | S | 80 | 0 | 0 | 6.3 | 28.8 | 25.0 | 7.5 | 17.5 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 12 | 40 | |
| MILAN (MALPENSA) | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 40.0 | 22 | 18 | |
| TOTAL MILAN (MALPENSA) | | | 201 | 0 | 0 | 7.5 | 32.8 | 29.4 | 8.0 | 14.4 | 7.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 16 | 64.7 | 16 | 134 | |
| NAPLES | 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 | 0.0 | 108 | 1 | |
| NAPLES | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 57.7 | 23.1 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.9 | 32 | 25 | |
| NAPLES | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 25.0 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 44.4 | 16 | 18 | |
| NAPLES | RYANAIR | S | 34 | 0 | 0 | 5.9 | 11.8 | 41.2 | 23.5 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 27.8 | 51 | 18 | |
| NAPLES | RYANAIR UK LTD | S | 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 | 38 | 80.0 | 8 | 9 | |
| NAPLES | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 0.0 | 83.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.3 | 9 | 16 | |
| TOTAL NAPLES | | | 102 | 0 | 0 | 6.9 | 22.5 | 43.1 | 13.7 | 8.8 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 60.7 | 27 | 87 | |
| PISA | EASYJET UK LTD | S | 44 | 0 | 0 | 4.5 | 38.6 | 29.5 | 9.1 | 15.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.0 | 14 | 42 | |
| PISA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 72.2 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 21 | 16 | |
| PISA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 19.2 | 23.1 | 15.4 | 34.6 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 65.4 | 25 | 26 | |
| PISA | 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 | 7 | 8 | |
| TOTAL PISA | | | 88 | 0 | 0 | 2.3 | 28.4 | 36.4 | 10.2 | 18.2 | 3.4 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 17 | 70.7 | 18 | 92 | |
| REGGIO | 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 | 1 | 0.0 | 0 | 0 | |
| TOTAL REGGIO | | | 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 | |
| ROME (CIAMPINO) | RYANAIR | S | 94 | 0 | 0 | 2.1 | 22.3 | 37.2 | 20.2 | 10.6 | 5.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 80.0 | 15 | 60 | |
| ROME (CIAMPINO) | 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 | 80.6 | 13 | 36 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-----------------|-------------------|------------|----------|----------|---------------|----------------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|-----------------------|------------|------------|------------------------|--------------------|------------------------|------------|--|
| 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 | | | | | | | |
| TOTAL ROME (CIAMPINO) | | | 94 | 0 | 0 | 2.1 | 22.3 | 37.2 | 20.2 | 10.6 | 5.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 80.2 | 14 | 96 | |
| ROME (FIUMICINO) | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 43.8 | 25.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 8 | 26 | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 44.1 | 41.2 | 5.9 | 2.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 94.1 | 3 | 34 | |
| ROME (FIUMICINO) | 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 | 14 | 0.0 | 0 | 0 | |
| TOTAL ROME (FIUMICINO) | | | 51 | 0 | 0 | 0.0 | 43.1 | 37.3 | 9.8 | 5.9 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 86.7 | 5 | 60 | |
| TRAPANI | RYANAIR | S | 10 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 56.3 | 19 | 16 | |
| TRAPANI | RYANAIR UK LTD | S | 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 | 7 | 0.0 | 0 | 0 | |
| TOTAL TRAPANI | | | 18 | 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 | 56.3 | 19 | 16 | |
| TURIN | EASYJET UK LTD | 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 | 15 | 0.0 | 0 | 0 | |
| TURIN | 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 | 3 | 100.0 | 1 | 4 | |
| TURIN | 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 | 5 | 66.7 | 16 | 3 | |
| TOTAL TURIN | | | 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 | 10 | 85.7 | 7 | 7 | |
| VENICE | AER LINGUS | 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 | |
| VENICE | EASYJET EUROPE | S | 44 | 0 | 0 | 20.5 | 43.2 | 29.5 | 2.3 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| VENICE | EASYJET UK LTD | 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 | 10 | 75.0 | 18 | 34 | |
| VENICE | JET2.COM LTD | S | 34 | 0 | 0 | 8.8 | 29.4 | 47.1 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.7 | 5 | 34 | |
| VENICE | RYANAIR | S | 34 | 1 | 0 | 0.0 | 22.9 | 48.6 | 14.3 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 11 | 69.2 | 13 | 26 | |
| VENICE | RYANAIR 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 | 9 | 0.0 | 0 | 0 | |
| TOTAL VENICE | | | 129 | 1 | 0 | 10.0 | 33.8 | 38.5 | 10.8 | 5.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 8 | 77.3 | 12 | 94 | |
| VERONA VILLAFRANCA | RYANAIR | S | 16 | 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 | |
| VERONA VILLAFRANCA | 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 | 37.5 | 27 | 16 | |
| VERONA VILLAFRANCA | 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 | 9 | 66.7 | 6 | 3 | |
| TOTAL VERONA VILLAFRANCA | | | 17 | 0 | 0 | 0.0 | 58.8 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 42.1 | 23 | 19 | |
| TOTAL ITALY | | | 896 | 1 | 1 | 4.9 | 31.1 | 35.3 | 12.2 | 10.9 | 4.2 | 0.9 | 0.2 | 0.0 | 0.1 | 0.1 | 14 | 69.0 | 18 | 756 | |
| JAMAICA | | | | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 29.4 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 29.4 | 46 | 17 | |
| TOTAL MONTEGO BAY | | | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 29.4 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 29.4 | 46 | 17 | |
| TOTAL JAMAICA | | | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 29.4 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 29.4 | 46 | 17 | |
| JORDAN | | | | | | | | | | | | | | | | | | | | | |
| AMMAN | ROYAL JORDANIAN | S | 26 | 0 | 0 | 7.7 | 34.6 | 30.8 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL AMMAN | | | 26 | 0 | 0 | 7.7 | 34.6 | 30.8 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL JORDAN | | | 26 | 0 | 0 | 7.7 | 34.6 | 30.8 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| KUWAIT | | | | | | | | | | | | | | | | | | | | | |
| KUWAIT | KUWAIT AIRWAYS | S | 26 | 0 | 0 | 23.1 | 34.6 | 30.8 | 3.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 46.2 | 34 | 26 | |
| TOTAL KUWAIT | | | 26 | 0 | 0 | 23.1 | 34.6 | 30.8 | 3.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 46.2 | 34 | 26 | |
| TOTAL KUWAIT | | | 26 | 0 | 0 | 23.1 | 34.6 | 30.8 | 3.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 46.2 | 34 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | | | | | | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 1 | 18 | |
| RIGA | 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 | 11 | 8 | |
| TOTAL RIGA | | | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 96.2 | 4 | 26 | |
| TOTAL LATVIA | | | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 96.2 | 4 | 26 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 26 | 0 | 0 | 0.0 | 38.5 | 34.6 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL LUXEMBOURG | | | 26 | 0 | 0 | 0.0 | 38.5 | 34.6 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL LUXEMBOURG | | | 26 | 0 | 0 | 0.0 | 38.5 | 34.6 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | EASYJET UK LTD | S | 60 | 0 | 0 | 3.3 | 41.7 | 41.7 | 8.3 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 12 | 60 | |
| MALTA | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 26.9 | 42.3 | 11.5 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.4 | 22 | 26 | |
| MALTA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 25.0 | 21.7 | 16.7 | 26.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 38.2 | 32 | 34 | |
| MALTA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 4.2 | 41.7 | 29.2 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 29.2 | 22 | 24 | |
| TOTAL MALTA | | | 170 | 0 | 0 | 2.4 | 28.2 | 34.7 | 14.7 | 12.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.9 | 20 | 144 | |
| TOTAL MALTA | | | 170 | 0 | 0 | 2.4 | 28.2 | 34.7 | 14.7 | 12.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.9 | 20 | 144 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| CANCUN | 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 | 5 | 0.0 | 0 | 0 | |
| CANCUN | TUI AIRWAYS LTD | S | 35 | 0 | 0 | 17.1 | 17.1 | 31.4 | 20.0 | 8.6 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 19 | 26 | |
| TOTAL CANCUN | | | 36 | 0 | 0 | 16.7 | 16.7 | 33.3 | 19.4 | 8.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 19 | 26 | |
| PUERTO VALLARTA | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 0.0 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 37.5 | 43 | 8 | |
| TOTAL PUERTO VALLARTA | | | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 0.0 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 37.5 | 43 | 8 | |
| TOTAL MEXICO | | | 45 | 0 | 0 | 13.3 | 15.6 | 33.3 | 15.6 | 13.3 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 58.8 | 25 | 34 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | EASYJET UK LTD | S | 16 | 0 | 0 | 43.8 | 12.5 | 37.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 44 | 0 | 1 | 0.0 | 37.8 | 42.2 | 6.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 8 | 76.9 | 8 | 26 | |
| AGADIR (AL MASSIRA) | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 81.3 | 6 | 16 | |
| TOTAL AGADIR (AL MASSIRA) | | | 78 | 0 | 1 | 8.9 | 30.4 | 38.0 | 5.1 | 8.9 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 13 | 78.6 | 7 | 42 | |
| MARRAKESH | EASYJET UK LTD | S | 52 | 0 | 0 | 5.8 | 44.2 | 26.9 | 9.6 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 8 | 24 | |
| MARRAKESH | RYANAIR UK LTD | S | 59 | 0 | 1 | 3.3 | 23.3 | 35.0 | 11.7 | 10.0 | 10.0 | 5.0 | 0.0 | 0.0 | 1.7 | 27 | 67.6 | 20 | 34 | | |
| MARRAKESH | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 44.4 | 38.9 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.5 | 19 | 16 | |
| TOTAL MARRAKESH | | | 129 | 0 | 1 | 3.8 | 34.6 | 32.3 | 10.8 | 10.8 | 4.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.8 | 17 | 68.9 | 16 | 74 | |
| RABAT | RYANAIR 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 | 30 | 0.0 | 0 | 0 | |
| TOTAL RABAT | | | 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 | |
| TANGIERS (IBN BATUTA) | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| TOTAL TANGIERS (IBN BATUTA) | | | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | |
|----------------------------------|-----------------------------|-------------------|------------|----------|-----------|-------------|----------------------------|--------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | |
| TOTAL MOROCCO | | | 226 | 0 | 2 | 5.3 | 31.1 | 36.0 | 9.2 | 10.1 | 5.3 | 2.2 | 0.0 | 0.0 | 0.0 | 0.9 | 17 | 72.4 | 13 | 116 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 26 | 0 | 2 | 0.0 | 32.1 | 35.7 | 10.7 | 3.6 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 16 | 0.0 | 0 | 0 |
| AMSTERDAM | EASYJET UK LTD | S | 256 | 0 | 4 | 1.9 | 28.8 | 36.2 | 16.5 | 8.5 | 4.2 | 1.2 | 1.2 | 0.0 | 0.0 | 1.5 | 17 | 71.0 | 15 | 234 |
| AMSTERDAM | KLM | S | 318 | 0 | 12 | 0.3 | 16.7 | 42.1 | 25.2 | 8.2 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 16 | 76.4 | 11 | 313 |
| TOTAL AMSTERDAM | | | 600 | 0 | 18 | 1.0 | 22.5 | 39.3 | 20.9 | 8.1 | 4.4 | 0.5 | 0.5 | 0.0 | 0.0 | 2.9 | 17 | 74.0 | 13 | 547 |
| EINDHOVEN | RYANAIR | S | 26 | 0 | 0 | 0.0 | 30.8 | 30.8 | 15.4 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 18 | 26 |
| TOTAL EINDHOVEN | | | 26 | 0 | 0 | 0.0 | 30.8 | 30.8 | 15.4 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 18 | 26 |
| TOTAL NETHERLANDS | | | 626 | 0 | 18 | 0.9 | 22.8 | 39.0 | 20.7 | 8.2 | 4.7 | 0.5 | 0.5 | 0.0 | 0.0 | 2.8 | 17 | 73.5 | 13 | 573 |
| NORWAY | | | | | | | | | | | | | | | | | | | | |
| BERGEN | JET2.COM 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 | 79 | 0.0 | 0 | 0 |
| BERGEN | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 5.6 | 44.4 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.8 | 4 | 16 |
| TOTAL BERGEN | | | 22 | 0 | 0 | 4.5 | 36.4 | 36.4 | 9.1 | 4.5 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 93.8 | 4 | 16 |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 34 | 0 | 0 | 0.0 | 52.9 | 38.2 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 96.4 | 3 | 28 |
| OSLO (GARDERMOEN) | SAS | S | 94 | 0 | 2 | 1.0 | 37.5 | 40.6 | 7.3 | 8.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 10 | 84.4 | 7 | 64 |
| TOTAL OSLO (GARDERMOEN) | | | 128 | 0 | 2 | 0.8 | 41.5 | 40.0 | 6.9 | 6.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 9 | 88.0 | 6 | 92 |
| SANDEFJORD(TORP) | RYANAIR UK LTD | S | 52 | 0 | 0 | 5.8 | 30.8 | 36.5 | 3.8 | 3.8 | 17.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 84.1 | 8 | 44 |
| TOTAL SANDEFJORD(TORP) | | | 52 | 0 | 0 | 5.8 | 30.8 | 36.5 | 3.8 | 3.8 | 17.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 84.1 | 8 | 44 |
| 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 | 13 | 2 |
| STAVANGER | NORWEGIAN AIR SHUTTLE | S | 18 | 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 | 93.8 | 3 | 16 |
| TOTAL STAVANGER | | | 18 | 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 | 88.9 | 4 | 18 |
| TRONDHEIM (VAERNES) | NORWEGIAN AIR SHUTTLE | S | 0 | 0 | 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 |
| TOTAL TRONDHEIM (VAERNES) | | | 0 | 0 | 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 |
| TOTAL NORWAY | | | 220 | 0 | 2 | 2.3 | 39.6 | 39.2 | 5.9 | 5.4 | 5.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.9 | 12 | 87.6 | 6 | 186 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 37 | 0 | 0 | 8.1 | 35.1 | 40.5 | 13.5 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 5 | 18 |
| TOTAL GDANSK | | | 37 | 0 | 0 | 8.1 | 35.1 | 40.5 | 13.5 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 5 | 18 |
| KATOWICE | RYANAIR | S | 22 | 0 | 0 | 13.6 | 50.0 | 27.3 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 6 | 18 |
| TOTAL KATOWICE | | | 22 | 0 | 0 | 13.6 | 50.0 | 27.3 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 6 | 18 |
| KRAKOW | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 72.2 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 72.2 | 11 | 18 |
| KRAKOW | 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 | 5 | 2 |
| KRAKOW | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 29.4 | 61.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.5 | 22 | 34 |
| KRAKOW | RYANAIR | S | 53 | 0 | 1 | 3.7 | 27.8 | 42.6 | 13.0 | 3.7 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 1.9 | 21 | 96.2 | 2 | 26 |
| KRAKOW | RYANAIR UK LTD | S | 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 | 5 | 100.0 | 1 | 8 |
| TOTAL KRAKOW | | | 113 | 0 | 1 | 2.6 | 36.8 | 44.7 | 9.6 | 1.8 | 1.8 | 0.0 | 1.8 | 0.0 | 0.0 | 0.9 | 12 | 84.1 | 12 | 88 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|-----------------|-------------------|------------|----------|----------|----------------------|----------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| POZNAN | RYANAIR | 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 | 21 | 100.0 | 2 | 16 | |
| TOTAL POZNAN | | | 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 | 21 | 100.0 | 2 | 16 | |
| RZESZOW | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 38.9 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 23 | 18 | |
| TOTAL RZESZOW | | | 18 | 0 | 0 | 0.0 | 55.6 | 38.9 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 23 | 18 | |
| WARSAW (CHOPIN) | RYANAIR UK LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 61.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 51 | 0.0 | 0 | 0 | |
| TOTAL WARSAW (CHOPIN) | | | 18 | 0 | 0 | 5.6 | 22.2 | 61.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 51 | 0.0 | 0 | 0 | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 12 | 0 | 0 | 8.3 | 50.0 | 8.3 | 8.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 47.1 | 30 | 17 | |
| WARSAW (MODLIN MASOVIA) | 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 | 8 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 12 | 0 | 0 | 8.3 | 50.0 | 8.3 | 8.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.0 | 21 | 25 | |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 5.6 | 22.2 | 33.3 | 11.1 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 5 | 18 | |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 5.6 | 22.2 | 33.3 | 11.1 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 5 | 18 | |
| TOTAL POLAND | | | 254 | 0 | 1 | 4.7 | 36.1 | 40.0 | 9.4 | 6.3 | 2.0 | 0.0 | 0.8 | 0.4 | 0.0 | 0.4 | 14 | 81.6 | 11 | 201 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET EUROPE | S | 48 | 0 | 0 | 4.2 | 45.8 | 35.4 | 12.5 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.2 | 2 | 30 | |
| FARO | JET2.COM LTD | S | 68 | 0 | 0 | 10.3 | 23.5 | 50.0 | 7.4 | 5.9 | 1.5 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 14 | 69.4 | 15 | 72 | |
| FARO | RYANAIR | S | 102 | 0 | 0 | 3.9 | 22.5 | 36.3 | 22.5 | 9.8 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 65.3 | 20 | 144 | |
| FARO | 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 | 80.0 | 15 | 10 | |
| FARO | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 12.5 | 37.5 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 14 | 9 | |
| TOTAL FARO | | | 226 | 0 | 0 | 6.2 | 28.3 | 40.3 | 15.0 | 6.6 | 2.7 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 13 | 69.9 | 16 | 265 | |
| LISBON | AIR PORTUGAL | S | 90 | 0 | 0 | 1.1 | 14.4 | 31.1 | 24.4 | 21.1 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 51.9 | 22 | 106 | |
| LISBON | EASYJET EUROPE | S | 26 | 0 | 0 | 3.8 | 38.5 | 38.5 | 7.7 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.9 | 25 | 26 | |
| LISBON | EASYJET UK LTD | S | 42 | 0 | 0 | 0.0 | 28.6 | 26.2 | 21.4 | 11.9 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 83.3 | 14 | 42 | |
| LISBON | RYANAIR | S | 34 | 0 | 0 | 2.9 | 14.7 | 35.3 | 20.6 | 14.7 | 5.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 30 | 25.0 | 52 | 24 | |
| LISBON | RYANAIR UK LTD | S | 19 | 0 | 0 | 0.0 | 0.0 | 26.3 | 10.5 | 21.1 | 36.8 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 60.0 | 15 | 10 | |
| TOTAL LISBON | | | 211 | 0 | 0 | 1.4 | 19.0 | 31.3 | 19.9 | 16.1 | 10.0 | 1.9 | 0.5 | 0.0 | 0.0 | 0.0 | 25 | 58.7 | 24 | 208 | |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 38.5 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.6 | 18 | 34 | |
| OPORTO (PORTUGAL) | RYANAIR | S | 36 | 0 | 0 | 2.8 | 33.3 | 33.3 | 13.9 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.8 | 13 | 42 | |
| TOTAL OPORTO (PORTUGAL) | | | 62 | 0 | 0 | 1.6 | 35.5 | 35.5 | 14.5 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.4 | 15 | 76 | |
| TOTAL PORTUGAL | | | 499 | 0 | 0 | 3.6 | 25.3 | 35.9 | 17.0 | 11.0 | 5.8 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 | 18 | 66.0 | 19 | 549 | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET UK LTD | S | 18 | 0 | 1 | 0.0 | 36.8 | 31.6 | 5.3 | 15.8 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 15 | 50.0 | 29 | 16 | |
| FUNCHAL | JET2.COM LTD | S | 27 | 0 | 1 | 17.9 | 17.9 | 46.4 | 3.6 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 8 | 84.6 | 14 | 26 | |
| FUNCHAL | RYANAIR | S | 18 | 0 | 0 | 22.2 | 33.3 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 80.8 | 7 | 26 | |
| FUNCHAL | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 11.1 | 50.0 | 16.7 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 2 | 15 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|----------------------------------|------------------------|-------------------|------------|----------|----------------------------|----------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | | | | | | |
| TOTAL FUNCHAL | | | 81 | 0 | 2 | 13.3 | 32.5 | 34.9 | 6.0 | 7.2 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 9 | 79.5 | 12 | 83 |
| TOTAL PORTUGAL | | | 81 | 0 | 2 | 13.3 | 32.5 | 34.9 | 6.0 | 7.2 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 9 | 79.5 | 12 | 83 |
| QATAR | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 180 | 0 | 0 | 10.6 | 31.7 | 42.8 | 5.6 | 5.6 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 85.1 | 7 | 153 |
| TOTAL DOHA HAMAD | | | 180 | 0 | 0 | 10.6 | 31.7 | 42.8 | 5.6 | 5.6 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 85.1 | 7 | 153 |
| TOTAL QATAR | | | 180 | 0 | 0 | 10.6 | 31.7 | 42.8 | 5.6 | 5.6 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 85.1 | 7 | 153 |
| REPUBLIC OF | | | | | | | | | | | | | | | | | | | | |
| PODGORICA | RYANAIR UK LTD | S | 18 | 0 | 0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 8 | 18 |
| TOTAL PODGORICA | | | 18 | 0 | 0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 8 | 18 |
| TIVAT | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 31.3 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TIVAT | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 44.4 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| TOTAL TIVAT | | | 34 | 0 | 0 | 2.9 | 38.2 | 47.1 | 8.8 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| TOTAL REPUBLIC OF ROMANIA | | | 52 | 0 | 0 | 5.8 | 34.6 | 42.3 | 13.5 | 1.9 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 10 | 83.3 | 8 | 18 |
| ROMANIA | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.9 | 4 | 18 |
| TOTAL BUCHAREST (OTOPENI) | | | 26 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.9 | 4 | 18 |
| TOTAL ROMANIA | | | 26 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.9 | 4 | 18 |
| SAUDI ARABIA | | | | | | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 44 | 0 | 0 | 0.0 | 27.3 | 40.9 | 13.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 23 | 44 |
| TOTAL JEDDAH | | | 44 | 0 | 0 | 0.0 | 27.3 | 40.9 | 13.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 23 | 44 |
| TOTAL SAUDI ARABIA | | | 44 | 0 | 0 | 0.0 | 27.3 | 40.9 | 13.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 23 | 44 |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 42 | 0 | 0 | 0.0 | 11.9 | 33.3 | 21.4 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 51.2 | 18 | 43 |
| SINGAPORE | 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 | 0 | 0 |
| TOTAL SINGAPORE | | | 43 | 0 | 0 | 2.3 | 11.6 | 32.6 | 20.9 | 23.3 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 51.2 | 18 | 43 |
| TOTAL SINGAPORE | | | 43 | 0 | 0 | 2.3 | 11.6 | 32.6 | 20.9 | 23.3 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 51.2 | 18 | 43 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 50.0 | 3.8 | 7.7 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 56.3 | 23 | 16 |
| BRATISLAVA | 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 | 4 | 8 |
| TOTAL BRATISLAVA | | | 26 | 0 | 0 | 0.0 | 26.9 | 50.0 | 3.8 | 7.7 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 70.8 | 17 | 24 |
| TOTAL SLOVAK REPUBLIC | | | 26 | 0 | 0 | 0.0 | 26.9 | 50.0 | 3.8 | 7.7 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 70.8 | 17 | 24 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 147 | 0 | 0 | 3.4 | 38.1 | 33.3 | 8.2 | 4.8 | 10.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.5 | 17 | 135 |
| ALICANTE | JET2.COM LTD | S | 86 | 0 | 0 | 4.7 | 12.8 | 50.0 | 15.1 | 11.6 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.1 | 17 | 88 |
| ALICANTE | RYANAIR | S | 178 | 1 | 0 | 3.9 | 29.1 | 36.3 | 12.8 | 12.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 14 | 54.5 | 23 | 165 |
| ALICANTE | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 18 | 24 |
| ALICANTE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 22.2 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 22 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------|-------------------|----------------|-------------------|----------|----------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|-----------|------------|
| | | | MAT | UNMAT | CAN | More than 15 m early | 15 m to 1 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 | |
| TOTAL ALICANTE | | | 437 | 1 | 0 | 3.7 | 29.0 | 38.1 | 11.9 | 9.4 | 6.8 | 0.9 | 0.0 | 0.0 | 0.2 | 0.0 | 16 | 64.7 | 20 | 430 |
| ALMERIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 30.8 | 61.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 14 | 16 |
| TOTAL ALMERIA | | | 26 | 0 | 0 | 0.0 | 30.8 | 61.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 14 | 16 |
| BARCELONA | EASYJET EUROPE | 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 | 9 | 0.0 | 0 | 0 |
| BARCELONA | EASYJET UK LTD | S | 52 | 0 | 0 | 7.7 | 48.1 | 26.9 | 13.5 | 0.0 | 0.0 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 12 | 84.3 | 6 | 51 |
| BARCELONA | JET2.COM LTD | S | 32 | 0 | 0 | 6.3 | 31.3 | 50.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 94.1 | 3 | 34 |
| BARCELONA | RYANAIR | S | 84 | 0 | 0 | 7.1 | 19.0 | 41.7 | 20.2 | 7.1 | 3.6 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 16 | 62.8 | 23 | 86 |
| BARCELONA | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 50.0 | 10.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 |
| BARCELONA | VUELING AIRLINES | S | 98 | 0 | 0 | 12.2 | 36.7 | 31.6 | 9.2 | 3.1 | 4.1 | 2.0 | 0.0 | 1.0 | 0.0 | 0.0 | 16 | 77.5 | 11 | 80 |
| TOTAL BARCELONA | | | 284 | 0 | 0 | 8.5 | 31.3 | 37.0 | 13.4 | 4.6 | 3.2 | 1.1 | 0.7 | 0.4 | 0.0 | 0.0 | 14 | 76.1 | 13 | 251 |
| BILBAO | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 67.6 | 14.7 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 12 | 42 |
| TOTAL BILBAO | | | 34 | 0 | 0 | 2.9 | 67.6 | 14.7 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 12 | 42 |
| GIRONA | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 38.9 | 38.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| GIRONA | RYANAIR | S | 37 | 0 | 0 | 5.4 | 21.6 | 43.2 | 18.9 | 2.7 | 2.7 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL GIRONA | | | 55 | 0 | 0 | 7.3 | 27.3 | 41.8 | 16.4 | 1.8 | 1.8 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| 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 | 79.2 | 7 | 22 |
| IBIZA | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 31.3 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 95.0 | 2 | 20 |
| IBIZA | RYANAIR | S | 78 | 0 | 0 | 1.3 | 43.6 | 32.1 | 11.5 | 5.1 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.8 | 29 | 86 |
| IBIZA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL IBIZA | | | 102 | 0 | 0 | 3.9 | 43.1 | 33.3 | 10.8 | 3.9 | 3.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.8 | 21 | 128 |
| MADRID | AIR ONE | 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 | 36 | 0.0 | 0 | 0 |
| MADRID | ENTER AIR | 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 | 36 | 0.0 | 0 | 0 |
| MADRID | IBERIA | 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 | 14 | 0.0 | 0 | 0 |
| MADRID | IBERIA EXPRESS | S | 42 | 0 | 0 | 2.4 | 28.6 | 57.1 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 10 | 24 |
| MADRID | JET2.COM 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 | 28 | 0.0 | 0 | 0 |
| MADRID | 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 | 10 | 0.0 | 0 | 0 |
| MADRID | RYANAIR | S | 52 | 0 | 0 | 0.0 | 25.0 | 32.7 | 19.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.1 | 20 | 62 |
| MADRID | SUNDAIR GMBH | 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 | 22 | 0.0 | 0 | 0 |
| MADRID | TITAN AIRWAYS 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 | 0.0 | 9 | 0.0 | 0 | 0 |
| TOTAL MADRID | | | 106 | 0 | 0 | 0.9 | 24.5 | 42.5 | 17.0 | 11.3 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.9 | 17 | 86 |
| 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 | 72.2 | 15 | 18 |
| MAHON | JET2.COM LTD | S | 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 | 2 | 80.0 | 7 | 10 |
| MAHON | RYANAIR | S | 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 | 10 | 0.0 | 0 | 0 |
| MAHON | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TOTAL MAHON | | | 23 | 0 | 0 | 4.3 | 39.1 | 39.1 | 8.7 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 12 | 28 |
| MALAGA | EASYJET EUROPE | S | 52 | 0 | 0 | 13.5 | 50.0 | 34.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 81.0 | 10 | 42 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|-----------------|-------------------|-------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|--|
| 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 | |
| MALAGA | EASYJET UK LTD | S | 44 | 0 | 0 | 2.3 | 25.0 | 38.6 | 18.2 | 4.5 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.7 | 19 | 44 | |
| MALAGA | JET2.COM LTD | S | 78 | 0 | 0 | 6.4 | 24.4 | 57.7 | 6.4 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.6 | 17 | 76 | |
| MALAGA | RYANAIR | S | 82 | 0 | 0 | 1.2 | 13.4 | 34.1 | 22.0 | 19.5 | 7.3 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 27 | 52.9 | 25 | 104 | |
| MALAGA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 38.9 | 27.8 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 93.8 | 4 | 16 | |
| MALAGA | TUI AIRWAYS LTD | C | 22 | 0 | 0 | 0.0 | 9.1 | 31.8 | 22.7 | 31.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 69.2 | 14 | 26 | |
| TOTAL MALAGA | | | 296 | 0 | 0 | 4.7 | 25.7 | 40.5 | 12.5 | 9.8 | 6.1 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 16 | 70.1 | 18 | 308 | |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 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 | 55.6 | 22 | 18 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 44 | 0 | 0 | 6.8 | 56.8 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 78.6 | 7 | 41 | |
| MURCIA INTERNATIONAL | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 18.8 | 31.3 | 25.0 | 6.3 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 87.5 | 5 | 8 | |
| TOTAL MURCIA INTERNATIONAL | | | 64 | 0 | 0 | 7.8 | 46.9 | 34.4 | 6.3 | 1.6 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 73.5 | 11 | 67 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 44 | 0 | 0 | 4.5 | 11.4 | 56.8 | 11.4 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.7 | 40 | 26 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 50 | 0 | 0 | 10.0 | 42.0 | 22.0 | 10.0 | 10.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 23 | 83 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 83 | 0 | 1 | 9.5 | 25.0 | 52.4 | 7.1 | 1.2 | 1.2 | 2.4 | 0.0 | 0.0 | 0.0 | 1.2 | 9 | 87.1 | 8 | 70 | |
| PALMA DE MALLORCA | RYANAIR | S | 148 | 0 | 0 | 2.7 | 27.7 | 26.4 | 16.2 | 18.9 | 7.4 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.1 | 17 | 112 | |
| PALMA DE MALLORCA | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 43.8 | 25.0 | 12.5 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 10 | 32 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 38 | 0 | 0 | 0.0 | 18.4 | 44.7 | 15.8 | 7.9 | 7.9 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 26 | 63.9 | 22 | 36 | |
| TOTAL PALMA DE MALLORCA | | | 379 | 0 | 1 | 5.3 | 26.8 | 36.8 | 12.6 | 11.1 | 4.7 | 2.1 | 0.3 | 0.0 | 0.0 | 0.3 | 17 | 70.2 | 18 | 359 | |
| REUS | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 50.0 | 38.9 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| REUS | JET2.COM LTD | S | 18 | 0 | 0 | 44.4 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 10 | |
| REUS | RYANAIR | S | 26 | 0 | 0 | 11.5 | 57.7 | 11.5 | 7.7 | 3.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 4 | 16 | |
| TOTAL REUS | | | 62 | 0 | 0 | 19.4 | 45.2 | 24.2 | 4.8 | 3.2 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.3 | 3 | 26 | |
| SANTANDER | RYANAIR | S | 18 | 0 | 0 | 5.6 | 55.6 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.7 | 14 | 18 | |
| TOTAL SANTANDER | | | 18 | 0 | 0 | 5.6 | 55.6 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.7 | 14 | 18 | |
| SEVILLE | 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 | 0 | 1 | |
| SEVILLE | RYANAIR | S | 36 | 0 | 0 | 0.0 | 19.4 | 36.1 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 21 | 26 | |
| TOTAL SEVILLE | | | 36 | 0 | 0 | 0.0 | 19.4 | 36.1 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.4 | 20 | 27 | |
| VALENCIA | RYANAIR | S | 42 | 0 | 0 | 0.0 | 21.4 | 35.7 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.8 | 23 | 26 | |
| TOTAL VALENCIA | | | 42 | 0 | 0 | 0.0 | 21.4 | 35.7 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.8 | 23 | 26 | |
| TOTAL SPAIN | | | 1964 | 1 | 1 | 5.2 | 30.7 | 37.3 | 12.9 | 8.1 | 4.3 | 1.1 | 0.3 | 0.1 | 0.1 | 0.1 | 14 | 70.3 | 17 | 1812 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 42 | 0 | 0 | 9.5 | 28.6 | 31.0 | 19.0 | 7.1 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 7 | 36 | |
| ARRECIFE | JET2.COM LTD | S | 75 | 0 | 0 | 13.3 | 33.3 | 36.0 | 9.3 | 4.0 | 0.0 | 1.3 | 2.7 | 0.0 | 0.0 | 0.0 | 14 | 86.4 | 6 | 87 | |
| ARRECIFE | RYANAIR | S | 60 | 0 | 0 | 1.7 | 36.7 | 28.3 | 20.0 | 8.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 53.3 | 18 | 60 | |
| ARRECIFE | RYANAIR UK LTD | S | 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 | 13 | 0.0 | 0 | 0 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 44 | 0 | 0 | 9.1 | 34.1 | 40.9 | 4.5 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 82.4 | 10 | 34 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-----------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|-----------|------------|------|
| 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 |
| TOTAL ARRECIFE | | | 229 | 0 | 0 | 8.3 | 33.2 | 33.6 | 14.0 | 6.6 | 2.2 | 1.3 | 0.9 | 0.0 | 0.0 | 0.0 | 14 | 76.1 | 10 | 217 | |
| FUERTEVENTURA | EASYJET UK LTD | S | 18 | 0 | 0 | 33.3 | 38.9 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| FUERTEVENTURA | JET2.COM LTD | S | 42 | 0 | 0 | 9.5 | 31.0 | 45.2 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.3 | 9 | 44 | |
| FUERTEVENTURA | RYANAIR | S | 28 | 0 | 0 | 0.0 | 10.7 | 64.3 | 21.4 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 53.8 | 26 | 26 | |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 38.5 | 50.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 14 | 26 | |
| TOTAL FUERTEVENTURA | | | 114 | 0 | 0 | 8.8 | 28.9 | 48.2 | 9.6 | 2.6 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.9 | 15 | 96 | |
| LAS PALMAS | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 5.6 | 50.0 | 27.8 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 77.8 | 23 | 9 | |
| LAS PALMAS | JET2.COM LTD | S | 42 | 0 | 0 | 4.8 | 16.7 | 52.4 | 26.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.8 | 19 | 51 | |
| LAS PALMAS | RYANAIR | S | 16 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 38.2 | 36 | 34 | |
| LAS PALMAS | RYANAIR UK LTD | S | 20 | 0 | 0 | 5.0 | 15.0 | 50.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 34 | 0 | 0 | 5.9 | 26.5 | 29.4 | 17.6 | 5.9 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 81.5 | 10 | 27 | |
| TOTAL LAS PALMAS | | | 130 | 0 | 0 | 4.6 | 15.4 | 43.8 | 21.5 | 8.5 | 4.6 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 68.9 | 22 | 121 | |
| SANTA CRUZ DE LA PALMA | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 28.6 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 71.4 | 18 | 7 | |
| TOTAL SANTA CRUZ DE LA PALMA | | | 7 | 0 | 0 | 28.6 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 71.4 | 18 | 7 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 68 | 0 | 0 | 5.9 | 36.8 | 23.5 | 19.1 | 10.3 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 79.4 | 11 | 68 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 145 | 0 | 0 | 12.4 | 18.6 | 57.9 | 4.1 | 4.1 | 2.1 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 12 | 80.4 | 13 | 138 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 86 | 0 | 0 | 0.0 | 8.1 | 40.7 | 20.9 | 19.8 | 9.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.9 | 26 | 54 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR UK LTD | S | 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 | 8 | 62.5 | 23 | 32 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 61 | 0 | 0 | 9.8 | 21.3 | 42.6 | 13.1 | 6.6 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 42.6 | 24 | 61 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 368 | 0 | 0 | 7.6 | 20.4 | 44.6 | 12.5 | 9.5 | 4.9 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 15 | 71.4 | 17 | 353 | |
| TOTAL SPAIN(CANARY SRI LANKA) | | | 848 | 0 | 0 | 7.7 | 24.5 | 41.7 | 13.8 | 7.5 | 3.7 | 0.7 | 0.2 | 0.1 | 0.0 | 0.0 | 14 | 72.5 | 16 | 794 | |
| COLOMBO | TUI AIRWAYS 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 | 85 | 0.0 | 0 | 0 | |
| TOTAL COLOMBO | | | 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 | |
| TOTAL SRI LANKA | | | 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 | |
| SWEDEN | | | | | | | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | 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 | 1 | 10 | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 34 | 0 | 0 | 5.9 | 20.6 | 23.5 | 26.5 | 14.7 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 100.0 | 0 | 10 | |
| GOTEBORG (LANDVETTER) | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 60.0 | 30.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 65 | 8 | |
| TOTAL GOTEBORG (LANDVETTER) | | | 44 | 0 | 0 | 4.5 | 29.5 | 25.0 | 20.5 | 13.6 | 2.3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 71.4 | 19 | 28 | |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR INTERNATIONAL | S | 18 | 0 | 0 | 0.0 | 44.4 | 22.2 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 8 | 16 | |
| STOCKHOLM (ARLANDA) | SAS | S | 74 | 0 | 0 | 4.1 | 35.1 | 33.8 | 14.9 | 9.5 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 87.5 | 13 | 56 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------------|---------------------|------------|-------------------|-------|-----|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | | 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 |
| TOTAL STOCKHOLM (ARLANDA) | | | 92 | 0 | 0 | 3.3 | 37.0 | 31.5 | 14.1 | 9.8 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.7 | 12 | 72 |
| TOTAL SWEDEN | | | 136 | 0 | 0 | 3.7 | 34.6 | 29.4 | 16.2 | 11.0 | 3.7 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 81.0 | 14 | 100 |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET SWITZERLAND | S | 16 | 0 | 0 | 0.0 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| BALE MULHOUSE | EASYJET UK LTD | S | 52 | 0 | 0 | 0.0 | 42.3 | 42.3 | 1.9 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.0 | 39 | 50 |
| TOTAL BALE MULHOUSE | | | 68 | 0 | 0 | 0.0 | 47.1 | 41.2 | 1.5 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.0 | 39 | 50 |
| GENEVA | EASYJET SWITZERLAND | S | 44 | 0 | 1 | 4.4 | 40.0 | 26.7 | 13.3 | 8.9 | 0.0 | 2.2 | 2.2 | 0.0 | 0.0 | 2.2 | 20 | 0.0 | 0 | 0 |
| GENEVA | EASYJET UK LTD | S | 148 | 0 | 2 | 2.0 | 44.7 | 26.7 | 14.0 | 5.3 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 12 | 50.8 | 27 | 119 |
| GENEVA | JET2.COM LTD | S | 15 | 0 | 0 | 0.0 | 33.3 | 53.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.7 | 12 | 22 |
| GENEVA | 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 | 33.3 | 25 | 3 |
| TOTAL GENEVA | | | 208 | 0 | 3 | 2.4 | 43.1 | 28.4 | 13.3 | 6.2 | 4.3 | 0.5 | 0.5 | 0.0 | 0.0 | 1.4 | 13 | 53.8 | 25 | 144 |
| ZURICH | SWISS AIRLINES | S | 120 | 0 | 0 | 0.0 | 9.2 | 30.8 | 30.0 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 59.1 | 19 | 110 |
| TOTAL ZURICH | | | 120 | 0 | 0 | 0.0 | 9.2 | 30.8 | 30.0 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 59.1 | 19 | 110 |
| TOTAL SWITZERLAND | | | 396 | 0 | 3 | 1.3 | 33.6 | 31.3 | 16.3 | 13.0 | 3.3 | 0.3 | 0.3 | 0.0 | 0.0 | 0.8 | 15 | 57.4 | 25 | 304 |
| THAILAND | | | | | | | | | | | | | | | | | | | | |
| PHUKET | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 25.0 | 12.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TOTAL PHUKET | | | 8 | 0 | 0 | 25.0 | 12.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TOTAL THAILAND | | | 8 | 0 | 0 | 25.0 | 12.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| TUNISIA | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 60 | 0 | 0 | 8.3 | 26.7 | 48.3 | 11.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.0 | 17 | 52 |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 5.6 | 44.4 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 16 | 8 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 78 | 0 | 0 | 7.7 | 21.8 | 47.4 | 14.1 | 3.8 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.2 | 16 | 60 |
| TOTAL TUNISIA | | | 78 | 0 | 0 | 7.7 | 21.8 | 47.4 | 14.1 | 3.8 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.2 | 16 | 60 |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON 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 | 25.0 | 24 | 8 |
| ANTALYA | CORENDON AIRLINES | S | 26 | 0 | 0 | 11.5 | 38.5 | 23.1 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 16 | 21 |
| ANTALYA | EASYJET UK LTD | S | 68 | 0 | 0 | 14.7 | 26.5 | 32.4 | 19.1 | 2.9 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.0 | 16 | 70 |
| ANTALYA | FREEBIRD 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 | 25.0 | 47 | 4 |
| ANTALYA | JET2.COM LTD | S | 78 | 0 | 0 | 1.3 | 16.7 | 51.3 | 21.8 | 5.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 49.4 | 19 | 76 |
| ANTALYA | PEGASUS AIRLINES | S | 34 | 0 | 0 | 5.9 | 20.6 | 52.9 | 8.8 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 48.3 | 24 | 60 |
| ANTALYA | SUNEXPRESS | S | 95 | 0 | 0 | 14.7 | 24.2 | 45.3 | 10.5 | 3.2 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 11 | 60 |
| ANTALYA | TUI AIRWAYS LTD | C | 53 | 0 | 0 | 0.0 | 22.6 | 45.3 | 20.8 | 9.4 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 51.6 | 19 | 31 |
| TOTAL ANTALYA | | | 354 | 0 | 0 | 8.5 | 23.4 | 43.2 | 16.1 | 5.9 | 2.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 58.6 | 18 | 330 |
| BODRUM (MILAS) | JET2.COM LTD | S | 24 | 0 | 0 | 12.5 | 37.5 | 33.3 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.7 | 13 | 21 |
| TOTAL BODRUM (MILAS) | | | 24 | 0 | 0 | 12.5 | 37.5 | 33.3 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.7 | 13 | 21 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|---|------------------------------------|-------------------|------------|----------|----------------------------|----------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | CORENDON 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 | 0 | 1 |
| DALAMAN | EASYJET UK LTD | S | 94 | 0 | 0 | 3.2 | 24.5 | 46.8 | 10.6 | 9.6 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.5 | 12 | 112 |
| DALAMAN | JET2.COM LTD | S | 61 | 0 | 0 | 34.4 | 24.6 | 31.1 | 8.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.7 | 7 | 59 |
| DALAMAN | SUNEXPRESS | S | 36 | 0 | 0 | 11.1 | 30.6 | 38.9 | 8.3 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.8 | 17 | 18 |
| DALAMAN | TUI AIRWAYS LTD | C | 28 | 0 | 0 | 3.6 | 25.0 | 32.1 | 25.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.3 | 16 | 15 |
| TOTAL DALAMAN | | | 219 | 0 | 0 | 13.2 | 25.6 | 39.3 | 11.4 | 6.8 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 81.1 | 11 | 205 |
| ISTANBUL | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 50.0 | 34.6 | 0.0 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| ISTANBUL | THY TURKISH AIRLINES | S | 181 | 0 | 0 | 3.9 | 31.5 | 39.8 | 17.1 | 7.2 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 52.2 | 24 | 180 |
| TOTAL ISTANBUL | | | 207 | 0 | 0 | 4.3 | 33.8 | 39.1 | 15.0 | 6.3 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 52.2 | 24 | 180 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 110 | 0 | 0 | 4.5 | 24.5 | 45.5 | 9.1 | 10.9 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 13 | 68 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 110 | 0 | 0 | 4.5 | 24.5 | 45.5 | 9.1 | 10.9 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 13 | 68 |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 53.8 | 19.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 19 | 10 |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 19 | 0 | 0 | 36.8 | 31.6 | 21.1 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 45 | 0 | 0 | 15.6 | 20.0 | 40.0 | 15.6 | 4.4 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 19 | 10 |
| KAYSERI ERKILET | CORENDON 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 | 0 | 1 |
| TOTAL KAYSERI ERKILET | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL TURKEY | | | 959 | 0 | 0 | 8.7 | 26.5 | 41.3 | 13.9 | 6.7 | 2.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.4 | 17 | 815 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 60 | 0 | 0 | 5.0 | 20.0 | 30.0 | 11.7 | 18.3 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 95.0 | 4 | 60 |
| TOTAL ABU DHABI INTERNATIONAL | | | 60 | 0 | 0 | 5.0 | 20.0 | 30.0 | 11.7 | 18.3 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 95.0 | 4 | 60 |
| DUBAI | EMIRATES | S | 175 | 0 | 5 | 0.0 | 10.0 | 25.0 | 17.8 | 18.9 | 13.9 | 4.4 | 4.4 | 2.8 | 0.0 | 2.8 | 61 | 67.2 | 14 | 180 |
| TOTAL DUBAI | | | 175 | 0 | 5 | 0.0 | 10.0 | 25.0 | 17.8 | 18.9 | 13.9 | 4.4 | 4.4 | 2.8 | 0.0 | 2.8 | 61 | 67.2 | 14 | 180 |
| TOTAL UNITED ARAB | | | 235 | 0 | 5 | 1.3 | 12.5 | 26.3 | 16.3 | 18.8 | 13.8 | 3.8 | 3.3 | 2.1 | 0.0 | 2.1 | 52 | 74.2 | 11 | 240 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 187 | 0 | 8 | 10.8 | 46.2 | 23.6 | 6.2 | 3.1 | 5.6 | 0.0 | 0.5 | 0.0 | 0.0 | 4.1 | 10 | 78.3 | 13 | 143 |
| TOTAL ABERDEEN | | | 187 | 0 | 8 | 10.8 | 46.2 | 23.6 | 6.2 | 3.1 | 5.6 | 0.0 | 0.5 | 0.0 | 0.0 | 4.1 | 10 | 78.3 | 13 | 143 |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 169 | 0 | 12 | 8.3 | 54.7 | 17.1 | 5.0 | 3.9 | 2.8 | 1.1 | 0.6 | 0.0 | 0.0 | 6.6 | 11 | 86.7 | 5 | 276 |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 82 | 0 | 0 | 26.8 | 54.9 | 13.4 | 1.2 | 2.4 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES (IRELAND) LIMITED | 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 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 251 | 0 | 13 | 14.0 | 54.5 | 15.9 | 3.8 | 3.4 | 1.9 | 1.1 | 0.4 | 0.0 | 0.0 | 4.9 | 9 | 86.7 | 5 | 276 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 222 | 0 | 4 | 5.8 | 52.2 | 23.5 | 7.1 | 6.6 | 2.7 | 0.0 | 0.4 | 0.0 | 0.0 | 1.8 | 9 | 74.4 | 12 | 247 |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 120 | 0 | 0 | 6.7 | 52.5 | 25.0 | 4.2 | 3.3 | 2.5 | 2.5 | 2.5 | 0.8 | 0.0 | 0.0 | 18 | 75.0 | 21 | 120 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|---------------------------------------|--|-------------------|------------|----------|----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|--------------|------------------------|--------------------|------------------------|------------|
| 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 BELFAST INTERNATIONAL | | | 342 | 0 | 4 | 6.1 | 52.3 | 24.0 | 6.1 | 5.5 | 2.6 | 0.9 | 1.2 | 0.3 | 0.0 | 1.2 | 12 | 74.6 | 15 | 367 |
| 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 | 100.0 | 5 | 1 |
| TOTAL BIRMINGHAM | | | 0 | 0 | 0 | 0.0 | 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 |
| BRISTOL | 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 | 33 | 1 |
| TOTAL BRISTOL | | | 0 | 0 | 0 | 0.0 | 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 |
| CAMBRIDGE | 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 | 10 |
| TOTAL CAMBRIDGE | | | 0 | 0 | 0 | 0.0 | 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 |
| CARDIFF WALES | 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 | 75 | 1 |
| TOTAL CARDIFF WALES | | | 0 | 0 | 0 | 0.0 | 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 |
| CITY OF DERRY (EGLINTON) | RYANAIR UK LTD | S | 34 | 0 | 0 | 2.9 | 17.6 | 32.4 | 23.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 79.4 | 23 | 34 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 34 | 0 | 0 | 2.9 | 17.6 | 32.4 | 23.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 79.4 | 23 | 34 |
| 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 | 23 | 1 |
| TOTAL EDINBURGH | | | 0 | 0 | 0 | 0.0 | 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 |
| GATWICK | 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 | 22 | 0.0 | 0 | 0 |
| GATWICK | 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 | 0.0 | 0 | 0 |
| TOTAL GATWICK | | | 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 | 24 | 0.0 | 0 | 0 |
| GLASGOW | BRITISH AIRWAYS PLC | 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 |
| TOTAL GLASGOW | | | 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 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 98 | 0 | 4 | 12.7 | 37.3 | 32.4 | 5.9 | 2.9 | 2.9 | 0.0 | 2.0 | 0.0 | 0.0 | 3.9 | 12 | 80.0 | 6 | 86 |
| TOTAL GUERNSEY | | | 98 | 0 | 4 | 12.7 | 37.3 | 32.4 | 5.9 | 2.9 | 2.9 | 0.0 | 2.0 | 0.0 | 0.0 | 3.9 | 12 | 80.0 | 6 | 86 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 395 | 0 | 8 | 1.2 | 29.0 | 36.7 | 14.9 | 10.4 | 5.5 | 0.2 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 63.9 | 16 | 299 |
| TOTAL HEATHROW | | | 395 | 0 | 8 | 1.2 | 29.0 | 36.7 | 14.9 | 10.4 | 5.5 | 0.2 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 63.9 | 16 | 299 |
| INVERNESS | LOGANAIR LTD | S | 64 | 0 | 3 | 3.0 | 41.8 | 32.8 | 11.9 | 4.5 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 4.5 | 9 | 93.3 | 3 | 60 |
| TOTAL INVERNESS | | | 64 | 0 | 3 | 3.0 | 41.8 | 32.8 | 11.9 | 4.5 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 4.5 | 9 | 93.3 | 3 | 60 |
| ISLE OF MAN | EASYJET UK LTD | S | 38 | 0 | 4 | 2.4 | 47.6 | 14.3 | 9.5 | 9.5 | 2.4 | 0.0 | 4.8 | 0.0 | 0.0 | 9.5 | 20 | 63.3 | 15 | 54 |
| ISLE OF MAN | LOGANAIR LTD | S | 116 | 0 | 4 | 6.7 | 39.2 | 28.3 | 4.2 | 8.3 | 5.8 | 1.7 | 2.5 | 0.0 | 0.0 | 3.3 | 20 | 65.0 | 21 | 111 |
| TOTAL ISLE OF MAN | | | 154 | 0 | 8 | 5.6 | 41.4 | 24.7 | 5.6 | 8.6 | 4.9 | 1.2 | 3.1 | 0.0 | 0.0 | 4.9 | 20 | 64.4 | 19 | 165 |
| JERSEY | EASYJET UK LTD | S | 67 | 0 | 2 | 11.6 | 49.3 | 24.6 | 4.3 | 4.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 7 | 76.7 | 12 | 58 |
| TOTAL JERSEY | | | 67 | 0 | 2 | 11.6 | 49.3 | 24.6 | 4.3 | 4.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 7 | 76.7 | 12 | 58 |
| LEEDS BRADFORD | 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 |
| TOTAL LEEDS BRADFORD | | | 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 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK 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 |
| LIVERPOOL (JOHN LENNON) | 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 | 10 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: MANCHESTER (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|--------------------------------------|-----------------------------|----------------|-------------------|----------|-----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|-------------|------------|
| | | | 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 | 2 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 10 | 0.0 | 0 | 0 |
| LONDON CITY | 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 | 0.0 | 0 | 100.0 | 13 | 1 |
| TOTAL LONDON CITY | | | 0 | 0 | 0 | 0.0 | 0.0 | 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 | 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 | 50.0 | 9 | 2 |
| TOTAL LUTON | | | 0 | 0 | 0 | 0.0 | 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 |
| NEWCASTLE | 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 | 0.0 | 27 | 0.0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 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 | 27 | 0.0 | 0 | 0 |
| NEWQUAY | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 50.0 | 11.1 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 90.5 | 5 | 42 |
| NEWQUAY | LOGANAIR LTD | S | 56 | 0 | 4 | 16.7 | 41.7 | 21.7 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 7 | 72.9 | 20 | 59 |
| TOTAL NEWQUAY | | | 74 | 0 | 4 | 14.1 | 43.6 | 19.2 | 9.0 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 9 | 80.2 | 14 | 101 |
| 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 | 0.0 | 0 | 64.6 | 8 | 42 |
| SOUTHAMPTON | 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 | 0.0 | 32 | 1 |
| 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 | 0.0 | 0 | 63.3 | 9 | 43 |
| STANSTED | RYANAIR | S | 2 | 0 | 1 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 30 | 0.0 | 0 | 0 |
| STANSTED | 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 | 0.0 | 27 | 1 |
| TOTAL STANSTED | | | 2 | 0 | 1 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 30 | 0.0 | 27 | 1 |
| STORNOWAY | LOGANAIR LTD | S | 18 | 0 | 0 | 33.3 | 50.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| TOTAL STORNOWAY | | | 18 | 0 | 0 | 33.3 | 50.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| SUMBURGH | 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 | 74.4 | 17 | 39 |
| TOTAL SUMBURGH | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 74.4 | 17 | 39 |
| TOTAL UNITED KINGDOM | | | 1691 | 0 | 58 | 7.7 | 42.8 | 26.4 | 8.5 | 6.5 | 3.5 | 0.6 | 0.7 | 0.1 | 0.0 | 3.3 | 12 | 75.0 | 13 | 1689 | |
| USA | | | | | | | | | | | | | | | | | | | | | |
| ATLANTA | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 16.7 | 40.0 | 38.3 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 1 |
| TOTAL ATLANTA | | | 60 | 0 | 0 | 16.7 | 40.0 | 38.3 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 1 |
| HOUSTON | SINGAPORE AIRLINES | S | 42 | 0 | 0 | 7.1 | 26.2 | 16.7 | 7.1 | 33.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 48.0 | 23 | 25 |
| TOTAL HOUSTON | | | 42 | 0 | 0 | 7.1 | 26.2 | 16.7 | 7.1 | 33.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 48.0 | 23 | 25 |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 5.9 | 11.8 | 64.7 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.0 | 21 | 25 |
| TOTAL MELBOURNE FLATS | | | 17 | 0 | 0 | 5.9 | 11.8 | 64.7 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.0 | 21 | 25 |
| NEW YORK (JF KENNEDY) | AER LINGUS | S | 52 | 0 | 0 | 26.9 | 38.5 | 26.9 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | AER LINGUS (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 | 55.0 | 23 | 56 |
| NEW YORK (JF KENNEDY) | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 25.0 | 33.3 | 30.0 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.7 | 5 | 43 |
| TOTAL NEW YORK (JF KENNEDY) | | | 112 | 0 | 0 | 25.9 | 35.7 | 28.6 | 6.3 | 1.8 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.9 | 15 | 99 |
| ORLANDO | AER LINGUS | S | 35 | 0 | 0 | 31.4 | 25.7 | 37.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| ORLANDO | AER LINGUS (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 | 61.8 | 14 | 32 |

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------|-----------------------------|----------------|-------------------|----------|------------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|--------------|
| | | | 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 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 103 | 0 | 1 | 24.0 | 24.0 | 33.7 | 9.6 | 6.7 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 9 | 72.8 | 11 | 92 |
| TOTAL ORLANDO | | | 138 | 0 | 1 | 25.9 | 24.5 | 34.5 | 7.9 | 5.8 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | 8 | 69.8 | 11 | 124 |
| TOTAL USA | | | 369 | 0 | 1 | 21.4 | 30.0 | 32.7 | 6.5 | 7.0 | 1.4 | 0.5 | 0.3 | 0.0 | 0.0 | 0.3 | 9 | 66.8 | 15 | 274 |
| TOTAL MANCHESTER | | | 15184 | 2 | 129 | 5.7 | 31.8 | 35.0 | 12.7 | 8.8 | 3.8 | 0.8 | 0.3 | 0.1 | 0.0 | 0.8 | 14 | 68.6 | 17 | 13600 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|---------------------|-------------------|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|-----------|--|
| 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 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| SALZBURG | 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 | 5 | 4 | |
| TOTAL SALZBURG | | | 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 | 5 | 4 | |
| TOTAL AUSTRIA | | | 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 | 5 | 4 | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | 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 | 50 | 3 | |
| TOTAL BRIDGETOWN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 50 | 3 | |
| TOTAL BARBADOS | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 50 | 3 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 10 | 0 | 0 | 30.0 | 10.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| TOTAL ILHA DO SAL C.VERDE | | | 10 | 0 | 0 | 30.0 | 10.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| TOTAL CAPE VERDE | | | 10 | 0 | 0 | 30.0 | 10.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM 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 | 4 | 0.0 | 0 | 0 | |
| TOTAL DUBROVNIK | | | 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 | 0.0 | 0 | 0 | |
| TOTAL CROATIA | | | 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 | 0.0 | 0 | 0 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | 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 | |
| LARNACA | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 31.3 | 56.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.2 | 7 | 17 | |
| LARNACA | TUI AIRWAYS 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 | |
| TOTAL LARNACA | | | 16 | 0 | 2 | 5.6 | 27.8 | 50.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 7 | 88.2 | 7 | 17 | |
| PAPHOS | JET2.COM LTD | S | 16 | 0 | 0 | 37.5 | 6.3 | 50.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 9 | 18 | |
| PAPHOS | RYANAIR | S | 18 | 0 | 0 | 5.6 | 44.4 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 61.1 | 25 | 18 | |
| PAPHOS | TUI AIRWAYS LTD | S | 15 | 0 | 1 | 0.0 | 12.5 | 43.8 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 13 | 77.8 | 11 | 18 | |
| TOTAL PAPHOS | | | 49 | 0 | 1 | 14.0 | 22.0 | 42.0 | 14.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 72.2 | 15 | 54 | |
| TOTAL CYPRUS | | | 65 | 0 | 3 | 11.8 | 23.5 | 44.1 | 10.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 7 | 76.1 | 13 | 71 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 14 | 0 | 0 | 14.3 | 50.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 85.7 | 7 | 14 | |
| TOTAL PRAGUE | | | 14 | 0 | 0 | 14.3 | 50.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 85.7 | 7 | 14 | |
| TOTAL CZECH REPUBLIC | | | 14 | 0 | 0 | 14.3 | 50.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 85.7 | 7 | 14 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| KARUP | COPENHAGEN AIR TAXI | 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 | 14 | 1 | |
| TOTAL KARUP | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL DENMARK | | | 0 | 0 | 0 | 0.0 | 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 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | TUI AIRWAYS LTD | S | 7 | 0 | 0 | 28.6 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 68.8 | 15 | 16 | |
| TOTAL HURGHADA | | | 7 | 0 | 0 | 28.6 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 68.8 | 15 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---|------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 18.8 | 6.3 | 31.3 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 16 | 0 | 0 | 18.8 | 6.3 | 31.3 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL EGYPT | | | 23 | 0 | 0 | 21.7 | 17.4 | 30.4 | 21.7 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.8 | 15 | 16 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| GRENOBLE | 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 | 50.0 | 19 | 4 | |
| TOTAL GRENOBLE | | | 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 | 50.0 | 19 | 4 | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 137 | 0 | 7 | 1.4 | 29.9 | 45.8 | 11.8 | 4.2 | 0.7 | 1.4 | 0.0 | 0.0 | 0.0 | 4.9 | 10 | 40.3 | 31 | 129 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 137 | 0 | 7 | 1.4 | 29.9 | 45.8 | 11.8 | 4.2 | 0.7 | 1.4 | 0.0 | 0.0 | 0.0 | 4.9 | 10 | 40.3 | 31 | 129 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 19 | 1 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 0.0 | 42 | 1 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL FRANCE | | | 138 | 0 | 7 | 1.4 | 30.3 | 45.5 | 11.7 | 4.1 | 0.7 | 1.4 | 0.0 | 0.0 | 0.0 | 4.8 | 10 | 40.0 | 30 | 135 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 18 | 0 | 0 | 0.0 | 0.0 | 61.1 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.6 | 7 | 26 | |
| TOTAL DUSSELDORF | | | 18 | 0 | 0 | 0.0 | 0.0 | 61.1 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.6 | 7 | 26 | |
| FRANKFURT MAIN | LUFTHANSA | S | 57 | 0 | 3 | 1.7 | 10.0 | 40.0 | 16.7 | 18.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 5.0 | 26 | 72.0 | 11 | 50 | |
| TOTAL FRANKFURT MAIN | | | 57 | 0 | 3 | 1.7 | 10.0 | 40.0 | 16.7 | 18.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 5.0 | 26 | 72.0 | 11 | 50 | |
| TOTAL GERMANY | | | 75 | 0 | 3 | 1.3 | 7.7 | 44.9 | 20.5 | 15.4 | 3.8 | 2.6 | 0.0 | 0.0 | 0.0 | 3.8 | 23 | 76.3 | 10 | 76 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | 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 | 1 | 0.0 | 0 | 0 | |
| TOTAL ATHENS | | | 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 | |
| CHANIA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 33.3 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.5 | 33 | 16 | |
| TOTAL CHANIA | | | 18 | 0 | 0 | 0.0 | 55.6 | 33.3 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.5 | 33 | 16 | |
| HERAKLION | JET2.COM LTD | S | 15 | 0 | 0 | 26.7 | 13.3 | 53.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 71.4 | 14 | 14 | |
| TOTAL HERAKLION | | | 15 | 0 | 0 | 26.7 | 13.3 | 53.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 71.4 | 14 | 14 | |
| RHODES | JET2.COM LTD | 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 | 12 | 50.0 | 16 | 6 | |
| TOTAL RHODES | | | 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 | 12 | 50.0 | 16 | 6 | |
| TOTAL GREECE | | | 43 | 0 | 0 | 9.3 | 37.2 | 41.9 | 7.0 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 63.9 | 23 | 36 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | JET2.COM LTD | S | 12 | 0 | 0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 79 | 4 | |
| TOTAL KEFLAVIK | | | 12 | 0 | 0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 79 | 4 | |
| TOTAL ICELAND | | | 12 | 0 | 0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 79 | 4 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-------------------------------|-----------------|-------------------|------------|----------|-----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|------------|--|
| 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 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 66 | 0 | 2 | 0.0 | 29.4 | 57.4 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 6 | 71.7 | 18 | 60 | |
| DUBLIN | RYANAIR | S | 76 | 0 | 0 | 2.6 | 32.9 | 31.6 | 15.8 | 9.2 | 6.6 | 1.3 | 0.0 | 0.0 | 0.0 | 16 | 55.9 | 22 | 127 | | |
| DUBLIN | TUI AIRWAYS 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 | | |
| TOTAL DUBLIN | | | 142 | 0 | 3 | 1.4 | 31.0 | 43.4 | 13.1 | 4.8 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 11 | 61.0 | 21 | 187 | | |
| 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 | 96.2 | 1 | 26 | | |
| TOTAL SHANNON | | | 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 | | |
| TOTAL IRISH REPUBLIC | | | 142 | 0 | 3 | 1.4 | 31.0 | 43.4 | 13.1 | 4.8 | 3.4 | 0.7 | 0.0 | 0.0 | 2.1 | 11 | 65.3 | 19 | 213 | | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 36 | 0 | 0 | 0.0 | 19.4 | 47.2 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 37 | 18 | | |
| TOTAL BERGAMO | | | 36 | 0 | 0 | 0.0 | 19.4 | 47.2 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 37 | 18 | | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 27.8 | 16.7 | 38.9 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 62.5 | 12 | 16 | | |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 27.8 | 16.7 | 38.9 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 62.5 | 12 | 16 | | |
| TOTAL ITALY | | | 54 | 0 | 0 | 9.3 | 18.5 | 44.4 | 18.5 | 3.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.9 | 25 | 34 | | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | 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 | 44.4 | 29 | 18 | | |
| TOTAL RIGA | | | 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 | 18 | | |
| TOTAL LATVIA | | | 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 | 18 | | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | 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 | 5 | 62.5 | 25 | 8 | | |
| TOTAL MALTA | | | 8 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 25 | 8 | | |
| TOTAL MALTA | | | 8 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 25 | 8 | | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 261 | 0 | 13 | 0.4 | 11.7 | 38.3 | 17.2 | 18.6 | 6.6 | 2.2 | 0.4 | 0.0 | 0.0 | 4.7 | 26 | 73.7 | 15 | 188 | |
| TOTAL AMSTERDAM | | | 261 | 0 | 13 | 0.4 | 11.7 | 38.3 | 17.2 | 18.6 | 6.6 | 2.2 | 0.4 | 0.0 | 0.0 | 4.7 | 26 | 73.7 | 15 | 188 | |
| TOTAL NETHERLANDS | | | 261 | 0 | 13 | 0.4 | 11.7 | 38.3 | 17.2 | 18.6 | 6.6 | 2.2 | 0.4 | 0.0 | 0.0 | 4.7 | 26 | 73.7 | 15 | 188 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | JET2.COM LTD | S | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 52 | 0.0 | 0 | 0 | | |
| BERGEN | 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 | 83.3 | 8 | 18 | | |
| TOTAL BERGEN | | | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 52 | 83.3 | 8 | 18 | | |
| STAVANGER | LOGANAIR LTD | S | 24 | 0 | 2 | 19.2 | 50.0 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 2 | 85.7 | 10 | 42 | | |
| TOTAL STAVANGER | | | 24 | 0 | 2 | 19.2 | 50.0 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 2 | 85.7 | 10 | 42 | | |
| TOTAL NORWAY | | | 27 | 0 | 2 | 17.2 | 48.3 | 17.2 | 6.9 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 6.9 | 8 | 85.0 | 10 | 60 | | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 16 | 0 | 0 | 0.0 | 25.0 | 37.5 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 8 | 18 | | |
| TOTAL GDANSK | | | 16 | 0 | 0 | 0.0 | 25.0 | 37.5 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 8 | 18 | | |
| KRAKOW | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 50.0 | 16.7 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.8 | 13 | 16 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-----------------|------------|-------------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|------------|
| | | | 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 | |
| KRAKOW | RYANAIR | S | 16 | 0 | 1 | 0.0 | 17.6 | 47.1 | 11.8 | 0.0 | 11.8 | 0.0 | 0.0 | 5.9 | 0.0 | 5.9 | 77 | 73.1 | 11 | 26 |
| TOTAL KRAKOW | | | 34 | 0 | 1 | 5.7 | 34.3 | 31.4 | 11.4 | 2.9 | 8.6 | 0.0 | 0.0 | 2.9 | 0.0 | 2.9 | 42 | 71.4 | 12 | 42 |
| WROCLAW | RYANAIR | 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 | 37.5 | 19 | 16 |
| TOTAL WROCLAW | | | 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 | 37.5 | 19 | 16 |
| TOTAL POLAND | | | 68 | 0 | 1 | 7.2 | 39.1 | 30.4 | 13.0 | 2.9 | 4.3 | 0.0 | 0.0 | 1.4 | 0.0 | 1.4 | 24 | 67.1 | 12 | 76 |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 60 | 0 | 0 | 8.3 | 38.3 | 50.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 80.0 | 13 | 60 |
| FARO | RYANAIR | 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 | 44.4 | 34 | 18 |
| TOTAL FARO | | | 68 | 0 | 0 | 10.3 | 38.2 | 47.1 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 71.8 | 18 | 78 |
| TOTAL PORTUGAL | | | 68 | 0 | 0 | 10.3 | 38.2 | 47.1 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 71.8 | 18 | 78 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 40.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 87.5 | 10 | 8 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 40.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 87.5 | 10 | 8 |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 40.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 87.5 | 10 | 8 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 0.0 | 11.1 | 55.6 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 54 | 0.0 | 0 | 0 |
| ALICANTE | JET2.COM LTD | S | 60 | 0 | 0 | 8.3 | 26.7 | 51.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 74.6 | 13 | 62 |
| ALICANTE | RYANAIR | S | 66 | 0 | 0 | 0.0 | 28.8 | 45.5 | 13.6 | 6.1 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 59.2 | 28 | 76 |
| ALICANTE | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 11 | 18 |
| TOTAL ALICANTE | | | 162 | 0 | 0 | 3.1 | 24.1 | 43.2 | 14.2 | 11.1 | 1.9 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 17 | 67.5 | 20 | 156 |
| BARCELONA | RYANAIR | S | 26 | 0 | 0 | 3.8 | 15.4 | 26.9 | 11.5 | 30.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 38 | 18 |
| TOTAL BARCELONA | | | 26 | 0 | 0 | 3.8 | 15.4 | 26.9 | 11.5 | 30.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 38 | 18 |
| GIRONA | JET2.COM LTD | S | 8 | 0 | 0 | 37.5 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| TOTAL GIRONA | | | 8 | 0 | 0 | 37.5 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| IBIZA | JET2.COM LTD | S | 16 | 0 | 0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 80.0 | 13 | 20 |
| IBIZA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 30.8 | 46.2 | 7.7 | 3.8 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 20 | 88.0 | 8 | 24 |
| TOTAL IBIZA | | | 42 | 0 | 0 | 14.3 | 33.3 | 38.1 | 4.8 | 2.4 | 4.8 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 13 | 84.4 | 10 | 44 |
| MAHON | 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 | 4 | 100.0 | 3 | 6 |
| TOTAL MAHON | | | 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 | 4 | 100.0 | 3 | 6 |
| MALAGA | JET2.COM LTD | S | 60 | 0 | 0 | 15.0 | 30.0 | 51.7 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 7 | 81.7 | 8 | 60 |
| MALAGA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 3.8 | 23.1 | 42.3 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 23 | 18 |
| MALAGA | TUI AIRWAYS LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 12 | 8 |
| TOTAL MALAGA | | | 94 | 0 | 0 | 9.6 | 20.2 | 44.7 | 13.8 | 7.4 | 3.2 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 14 | 74.4 | 12 | 86 |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 24 | 0 | 0 | 8.3 | 29.2 | 45.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 64 | 0 | 0 | 9.4 | 42.2 | 37.5 | 6.3 | 3.1 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 9 | 81.3 | 14 | 64 |
| PALMA DE MALLORCA | RYANAIR | S | 36 | 0 | 0 | 0.0 | 16.7 | 41.7 | 22.2 | 11.1 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 46.6 | 33 | 58 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|---------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | TUI AIRWAYS LTD | S | 27 | 0 | 0 | 0.0 | 29.6 | 48.1 | 14.8 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 38.9 | 26 | 18 | |
| TOTAL PALMA DE MALLORCA | | | 151 | 0 | 0 | 5.3 | 31.8 | 41.7 | 13.2 | 5.3 | 2.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 11 | 61.4 | 23 | 140 | |
| REUS | JET2.COM LTD | S | 17 | 0 | 0 | 23.5 | 47.1 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 6 | |
| TOTAL REUS | | | 17 | 0 | 0 | 23.5 | 47.1 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 6 | |
| TOTAL SPAIN | | | 505 | 0 | 0 | 7.3 | 26.5 | 41.6 | 12.1 | 8.3 | 2.8 | 0.4 | 1.0 | 0.0 | 0.0 | 0.0 | 14 | 69.0 | 19 | 456 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 56 | 0 | 0 | 12.5 | 41.1 | 37.5 | 7.1 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 84.6 | 9 | 52 | |
| ARRECIFE | RYANAIR | S | 16 | 0 | 0 | 12.5 | 25.0 | 31.3 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 81.3 | 7 | 16 | |
| ARRECIFE | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 43.8 | 6.3 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 64.7 | 23 | 17 | |
| TOTAL ARRECIFE | | | 88 | 0 | 0 | 10.2 | 34.1 | 37.5 | 9.1 | 5.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 12 | 85 | |
| FUERTEVENTURA | JET2.COM LTD | S | 23 | 0 | 0 | 34.8 | 17.4 | 30.4 | 8.7 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.3 | 11 | 26 | |
| FUERTEVENTURA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 25.0 | 50.0 | 18.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 33.3 | 26 | 18 | |
| TOTAL FUERTEVENTURA | | | 39 | 0 | 0 | 20.5 | 20.5 | 38.5 | 12.8 | 0.0 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.2 | 17 | 44 | |
| LAS PALMAS | JET2.COM LTD | S | 26 | 0 | 0 | 15.4 | 19.2 | 61.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.0 | 13 | 25 | |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 44.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 83.3 | 7 | 18 | |
| LAS PALMAS | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 5.6 | 27.8 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.3 | 9 | 16 | |
| TOTAL LAS PALMAS | | | 62 | 0 | 0 | 8.1 | 17.7 | 51.6 | 14.5 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.3 | 10 | 59 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 78 | 0 | 0 | 23.1 | 24.4 | 43.6 | 5.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.3 | 12 | 73 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 16 | 0 | 0 | 0.0 | 6.3 | 12.5 | 31.3 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 44.4 | 26 | 18 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | S | 34 | 0 | 1 | 2.9 | 8.6 | 48.6 | 25.7 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 14 | 70.6 | 9 | 34 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 128 | 0 | 1 | 14.7 | 17.8 | 41.1 | 14.0 | 10.9 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 10 | 69.6 | 13 | 125 | |
| TOTAL SPAIN(CANARY SWITZERLAND) | | | 317 | 0 | 1 | 12.9 | 22.6 | 41.8 | 12.6 | 7.5 | 1.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 | 10 | 73.5 | 13 | 313 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| GENEVA | EASYJET SWITZERLAND | S | 14 | 0 | 0 | 7.1 | 0.0 | 78.6 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| GENEVA | JET2.COM LTD | S | 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 | 12 | 50.0 | 15 | 6 | |
| GENEVA | TUI AIRWAYS LTD | S | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 25 | 33.3 | 56 | 3 | |
| TOTAL GENEVA | | | 18 | 0 | 1 | 5.3 | 5.3 | 63.2 | 5.3 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 14 | 44.4 | 29 | 9 | |
| TOTAL SWITZERLAND | | | 18 | 0 | 1 | 5.3 | 5.3 | 63.2 | 5.3 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 14 | 44.4 | 29 | 9 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | S | 8 | 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 | 0.0 | 0 | 0 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 8 | 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 | 0.0 | 0 | 0 | |
| TOTAL TUNISIA | | | 8 | 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 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|--|-------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 16 | 0 | 0 | 6.3 | 31.3 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.1 | 27 | 18 | |
| ANTALYA | JET2.COM LTD | S | 34 | 0 | 0 | 17.6 | 11.8 | 55.9 | 2.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.7 | 11 | 35 | |
| ANTALYA | SUNEXPRESS | S | 26 | 0 | 0 | 7.7 | 38.5 | 34.6 | 7.7 | 3.8 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 20 | 83.3 | 7 | 18 | |
| ANTALYA | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 0.0 | 5.9 | 17.6 | 23.5 | 47.1 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 68.8 | 13 | 16 | |
| TOTAL ANTALYA | | | 93 | 0 | 0 | 9.7 | 21.5 | 40.9 | 9.7 | 15.1 | 1.1 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 16 | 69.0 | 14 | 87 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 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 | 0.0 | 0 | 0 | |
| TOTAL BODRUM (MILAS) | | | 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 | 0.0 | 0 | 0 | |
| DALAMAN | CORENDON 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 | 0.0 | 23 | 1 | |
| DALAMAN | JET2.COM LTD | S | 27 | 0 | 0 | 3.7 | 40.7 | 44.4 | 3.7 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 79.3 | 8 | 29 | |
| TOTAL DALAMAN | | | 27 | 0 | 0 | 3.7 | 40.7 | 44.4 | 3.7 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.7 | 9 | 30 | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 9 | 0 | 0 | 44.4 | 11.1 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 9 | 0 | 0 | 44.4 | 11.1 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| TOTAL TURKEY | | | 138 | 0 | 0 | 12.3 | 24.6 | 39.9 | 8.7 | 11.6 | 1.4 | 0.7 | 0.7 | 0.0 | 0.0 | 0.0 | 14 | 70.9 | 13 | 117 | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 60 | 0 | 0 | 0.0 | 23.3 | 30.0 | 15.0 | 11.7 | 10.0 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 51 | 60.0 | 15 | 60 | |
| TOTAL DUBAI | | | 60 | 0 | 0 | 0.0 | 23.3 | 30.0 | 15.0 | 11.7 | 10.0 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 51 | 60.0 | 15 | 60 | |
| TOTAL UNITED ARAB | | | 60 | 0 | 0 | 0.0 | 23.3 | 30.0 | 15.0 | 11.7 | 10.0 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 51 | 60.0 | 15 | 60 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 | 58.8 | 13 | 39 | |
| ABERDEEN | LOGANAIR LTD | S | 50 | 0 | 3 | 11.3 | 43.4 | 26.4 | 1.9 | 3.8 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 10 | 75.9 | 10 | 78 | |
| TOTAL ABERDEEN | | | 50 | 0 | 3 | 11.3 | 43.4 | 26.4 | 1.9 | 3.8 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 10 | 69.4 | 11 | 117 | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 50 | 0 | 2 | 23.1 | 44.2 | 19.2 | 1.9 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 11 | 100.0 | 2 | 6 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 50 | 0 | 2 | 23.1 | 44.2 | 19.2 | 1.9 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 11 | 100.0 | 2 | 6 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 146 | 0 | 0 | 0.0 | 48.6 | 30.1 | 5.5 | 8.9 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 41 | 128 | |
| TOTAL BELFAST INTERNATIONAL | | | 146 | 0 | 0 | 0.0 | 48.6 | 30.1 | 5.5 | 8.9 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 41 | 128 | |
| BRISTOL | 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 | |
| BRISTOL | EASYJET UK LTD | S | 76 | 0 | 2 | 2.6 | 33.3 | 20.5 | 12.8 | 17.9 | 5.1 | 5.1 | 0.0 | 0.0 | 0.0 | 2.6 | 23 | 49.0 | 32 | 100 | |
| TOTAL BRISTOL | | | 76 | 0 | 3 | 2.5 | 32.9 | 20.3 | 12.7 | 17.7 | 5.1 | 5.1 | 0.0 | 0.0 | 0.0 | 3.8 | 23 | 49.0 | 32 | 100 | |
| EAST MIDLANDS INTERNATIONAL | 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 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 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 | 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 | 47 | 0.0 | 0 | 0 | |
| TOTAL EDINBURGH | | | 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 | |
| EXETER | LOGANAIR LTD | S | 41 | 0 | 3 | 15.9 | 43.2 | 29.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 2 | 85.7 | 5 | 40 | |

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|---------------------|-------------------|-------------|----------|-----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|--------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| TOTAL EXETER | | | 41 | 0 | 3 | 15.9 | 43.2 | 29.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 2 | 85.7 | 5 | 40 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 297 | 0 | 2 | 1.7 | 23.7 | 33.4 | 24.7 | 11.4 | 4.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.7 | 16 | 66.9 | 14 | 254 |
| TOTAL HEATHROW | | | 297 | 0 | 2 | 1.7 | 23.7 | 33.4 | 24.7 | 11.4 | 4.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.7 | 16 | 66.9 | 14 | 254 |
| HUMBERSIDE | 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 | 100.0 | 6 | 3 |
| TOTAL HUMBERSIDE | | | 0 | 0 | 0 | 0.0 | 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 |
| LEEDS BRADFORD | 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 | 100.0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL LEEDS BRADFORD | | | 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 |
| 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 | 77.8 | 9 | 18 |
| TOTAL NEWQUAY | | | 0 | 0 | 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 | 9 | 18 |
| SOUTHAMPTON | LOGANAIR LTD | S | 117 | 0 | 3 | 8.3 | 45.0 | 30.0 | 5.0 | 2.5 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 2.5 | 10 | 83.0 | 9 | 104 |
| TOTAL SOUTHAMPTON | | | 117 | 0 | 3 | 8.3 | 45.0 | 30.0 | 5.0 | 2.5 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 2.5 | 10 | 80.7 | 9 | 104 |
| TOTAL UNITED KINGDOM | | | 778 | 0 | 18 | 5.3 | 36.1 | 29.3 | 12.8 | 8.7 | 4.5 | 0.9 | 0.3 | 0.0 | 0.0 | 2.3 | 14 | 64.9 | 19 | 770 |
| TOTAL NEWCASTLE | | | 2846 | 0 | 52 | 6.9 | 27.7 | 37.6 | 12.6 | 8.6 | 3.4 | 0.9 | 0.4 | 0.1 | 0.0 | 1.8 | 15 | 67.2 | 18 | 2768 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: SOUTHAMPTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|----------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| SALZBURG | 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 | 50.0 | 21 | 6 | |
| TOTAL SALZBURG | | | 0 | 0 | 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 | 6 | |
| TOTAL AUSTRIA | | | 0 | 0 | 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 | 6 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | 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 | 21 | 0.0 | 0 | 0 | |
| TOTAL BRUSSELS | | | 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 | |
| TOTAL BELGIUM | | | 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 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| CHAMBERY | BA CITYFLYER 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 | 0.0 | 3 | 50.0 | 56 | 12 | |
| TOTAL CHAMBERY | | | 8 | 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 | 12 | |
| PARIS (CHARLES DE GAULLE) | EASTERN AIRWAYS | S | 48 | 0 | 4 | 1.9 | 42.3 | 28.8 | 5.8 | 5.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 7.7 | 15 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 48 | 0 | 4 | 1.9 | 42.3 | 28.8 | 5.8 | 5.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 7.7 | 15 | 0.0 | 0 | 0 | |
| PARIS (ORLY) | 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 | 60.5 | 18 | 34 | |
| TOTAL PARIS (ORLY) | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 60.5 | 18 | 34 | |
| TOTAL FRANCE | | | 56 | 0 | 4 | 1.7 | 40.0 | 35.0 | 5.0 | 5.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 13 | 58.0 | 28 | 46 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 110 | 0 | 2 | 19.6 | 49.1 | 25.0 | 1.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 3 | 16.4 | 36 | 106 | |
| DUBLIN | 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 | 0.0 | 0 | 100.0 | 1 | 1 | |
| DUBLIN | 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 | 51.9 | 21 | 44 | |
| TOTAL DUBLIN | | | 110 | 0 | 2 | 19.6 | 49.1 | 25.0 | 1.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 3 | 28.2 | 31 | 151 | |
| TOTAL IRISH REPUBLIC | | | 110 | 0 | 2 | 19.6 | 49.1 | 25.0 | 1.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 3 | 28.2 | 31 | 151 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 0 | 0 | 9 | 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 | 163 | 0 | 0 | 0.0 | 19.6 | 54.6 | 16.0 | 6.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 87.0 | 8 | 92 | |
| TOTAL AMSTERDAM | | | 163 | 0 | 9 | 0.0 | 18.6 | 51.7 | 15.1 | 5.8 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 12 | 87.0 | 8 | 92 | |
| TOTAL NETHERLANDS | | | 163 | 0 | 9 | 0.0 | 18.6 | 51.7 | 15.1 | 5.8 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 12 | 87.0 | 8 | 92 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | 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 | 5 | 2 | |
| TOTAL FARO | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL PORTUGAL | | | 0 | 0 | 0 | 0.0 | 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 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | |
| TOTAL ALICANTE | | | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | |
| MALAGA | 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 | 3 | 2 | |
| TOTAL MALAGA | | | 0 | 0 | 0 | 0.0 | 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 APRIL 2024

Reporting Airport: SOUTHAMPTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|--|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | 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 | 0 | 0.0 | 0 | 0 | |
| TOTAL PALMA DE MALLORCA | | | 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 | |
| TOTAL SPAIN | | | 10 | 0 | 0 | 0.0 | 20.0 | 10.0 | 10.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 100.0 | 3 | 2 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 9 | 0 | 0 | 0.0 | 77.8 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 80.0 | 21 | 5 | |
| TOTAL ABERDEEN | | | 9 | 0 | 0 | 0.0 | 77.8 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 80.0 | 21 | 5 | |
| ALDERNEY | AURIGNY AIR SERVICES | S | 114 | 0 | 6 | 35.0 | 42.5 | 10.0 | 0.8 | 4.2 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5 | 77.6 | 16 | 118 | |
| TOTAL ALDERNEY | | | 114 | 0 | 6 | 35.0 | 42.5 | 10.0 | 0.8 | 4.2 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5 | 77.6 | 16 | 118 | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 110 | 0 | 2 | 21.4 | 47.3 | 16.1 | 5.4 | 4.5 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 8 | 88.2 | 8 | 108 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 110 | 0 | 2 | 21.4 | 47.3 | 16.1 | 5.4 | 4.5 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 8 | 88.2 | 8 | 108 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 40 | 0 | 1 | 2.4 | 58.5 | 29.3 | 2.4 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 4 | 0.0 | 0 | 0 | |
| TOTAL BELFAST INTERNATIONAL | | | 40 | 0 | 1 | 2.4 | 58.5 | 29.3 | 2.4 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 4 | 0.0 | 0 | 0 | |
| 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 | 5 | 0.0 | 0 | 0 | |
| TOTAL BIRMINGHAM | | | 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 | |
| BRIZE NORTON | ENTER AIR | 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 | 153 | 0.0 | 0 | 0 | |
| TOTAL BRIZE NORTON | | | 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 | 153 | 0.0 | 0 | 0 | |
| EDINBURGH | BA CITYFLYER LTD | S | 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 | 2 | 100.0 | 6 | 5 | |
| EDINBURGH | LOGANAIR LTD | S | 185 | 0 | 3 | 4.8 | 33.5 | 39.4 | 10.6 | 9.6 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 9 | 80.4 | 13 | 197 | |
| TOTAL EDINBURGH | | | 189 | 0 | 3 | 5.7 | 33.3 | 39.1 | 10.4 | 9.4 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 9 | 80.9 | 13 | 202 | |
| GLASGOW | EASYJET UK LTD | S | 16 | 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 | 0.0 | 0 | 0 | |
| GLASGOW | LOGANAIR LTD | S | 161 | 0 | 1 | 3.7 | 63.6 | 20.4 | 4.3 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 5 | 93.1 | 3 | 187 | |
| TOTAL GLASGOW | | | 177 | 0 | 1 | 3.4 | 61.8 | 23.0 | 4.5 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 5 | 93.1 | 3 | 187 | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 62 | 0 | 0 | 3.2 | 32.3 | 50.0 | 1.6 | 3.2 | 4.8 | 0.0 | 1.6 | 3.2 | 0.0 | 0.0 | 31 | 85.7 | 16 | 61 | |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 132 | 0 | 7 | 2.9 | 32.4 | 28.1 | 10.8 | 7.9 | 9.4 | 1.4 | 2.2 | 0.0 | 0.0 | 5.0 | 25 | 92.6 | 4 | 132 | |
| TOTAL GUERNSEY | | | 194 | 0 | 7 | 3.0 | 32.3 | 34.8 | 8.0 | 6.5 | 8.0 | 1.0 | 2.0 | 1.0 | 0.0 | 3.5 | 27 | 90.5 | 8 | 193 | |
| JERSEY | BLUE ISLANDS LIMITED | S | 180 | 0 | 2 | 4.9 | 45.6 | 33.5 | 2.2 | 2.7 | 8.2 | 1.6 | 0.0 | 0.0 | 0.0 | 1.1 | 13 | 77.7 | 16 | 186 | |
| TOTAL JERSEY | | | 180 | 0 | 2 | 4.9 | 45.6 | 33.5 | 2.2 | 2.7 | 8.2 | 1.6 | 0.0 | 0.0 | 0.0 | 1.1 | 13 | 77.7 | 16 | 186 | |
| LIVERPOOL (JOHN LENNON) | BLUE ISLANDS LIMITED | 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 | 39 | 0.0 | 0 | 0 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 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 | |
| MANCHESTER | 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 | 16 | 2 | |
| MANCHESTER | EASTERN AIRWAYS | 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 | |

Reporting Airport: SOUTHAMPTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|----------------------|-------------------|-------------|----------|-----------|----------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|-------------|
| 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 |
| MANCHESTER | 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 | 68.8 | 8 | 42 |
| MANCHESTER | 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 | 31 | 1 |
| TOTAL MANCHESTER | | | 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 | 66.7 | 9 | 45 |
| NEWCASTLE | 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 | 100.0 | 10 | 1 |
| NEWCASTLE | LOGANAIR LTD | S | 109 | 0 | 2 | 5.4 | 47.7 | 29.7 | 7.2 | 0.9 | 5.4 | 1.8 | 0.0 | 0.0 | 1.8 | 11 | 79.2 | 7 | 99 | |
| TOTAL NEWCASTLE | | | 109 | 0 | 2 | 5.4 | 47.7 | 29.7 | 7.2 | 0.9 | 5.4 | 1.8 | 0.0 | 0.0 | 1.8 | 11 | 79.4 | 7 | 100 | |
| STORNOWAY | 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 | 87.5 | 2 | 15 | |
| TOTAL STORNOWAY | | | 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 | 15 | |
| TOTAL UNITED KINGDOM | | | 1128 | 0 | 24 | 9.1 | 44.4 | 28.0 | 5.6 | 5.5 | 3.9 | 0.9 | 0.3 | 0.2 | 0.0 | 2.1 | 12 | 83.5 | 10 | 1159 |
| TOTAL SOUTHAMPTON | | | 1468 | 0 | 39 | 8.5 | 41.4 | 30.7 | 6.5 | 5.5 | 3.6 | 0.8 | 0.3 | 0.1 | 0.0 | 2.6 | 11 | 76.8 | 13 | 1458 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: SOUTHEND (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--|----------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| 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 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 34 | 0 | 0 | 5.9 | 44.1 | 14.7 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 34 | 0 | 0 | 5.9 | 44.1 | 14.7 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| TOTAL FRANCE | | | 34 | 0 | 0 | 5.9 | 44.1 | 14.7 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 16 | 0 | 0 | 18.8 | 37.5 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | |
| TOTAL AMSTERDAM | | | 16 | 0 | 0 | 18.8 | 37.5 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | |
| TOTAL NETHERLANDS | | | 16 | 0 | 0 | 18.8 | 37.5 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET EUROPE | S | 18 | 0 | 0 | 5.6 | 11.1 | 16.7 | 27.8 | 22.2 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| TOTAL ALICANTE | | | 18 | 0 | 0 | 5.6 | 11.1 | 16.7 | 27.8 | 22.2 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| MALAGA | EASYJET EUROPE | S | 26 | 0 | 0 | 7.7 | 42.3 | 42.3 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 6 | 18 | |
| TOTAL MALAGA | | | 26 | 0 | 0 | 7.7 | 42.3 | 42.3 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 6 | 18 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 26 | 0 | 0 | 0.0 | 38.5 | 46.2 | 3.8 | 3.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| TOTAL PALMA DE MALLORCA | | | 26 | 0 | 0 | 0.0 | 38.5 | 46.2 | 3.8 | 3.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| TOTAL SPAIN | | | 70 | 0 | 0 | 4.3 | 32.9 | 37.1 | 11.4 | 7.1 | 2.9 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 20 | 88.9 | 6 | 18 | |
| TOTAL SOUTHEND | | | 120 | 0 | 0 | 6.7 | 36.7 | 30.0 | 15.8 | 5.8 | 1.7 | 0.0 | 2.5 | 0.8 | 0.0 | 0.0 | 21 | 88.9 | 6 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|------------------------------|----------------------------|-------------------|------------|----------|-----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|--------------|------------------|-----------------|------------------|------------|--|--|
| 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | AIR ALBANIA SHPK | S | 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 | 22 | 6 | | |
| TIRANA | ALBAWINGS | S | 0 | 0 | 34 | 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 | | |
| TIRANA | RYANAIR UK LTD | S | 180 | 0 | 0 | 0.6 | 25.6 | 43.3 | 13.3 | 8.9 | 6.1 | 1.1 | 1.1 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| TOTAL TIRANA | | | 180 | 0 | 34 | 0.5 | 21.5 | 36.4 | 11.2 | 7.5 | 5.1 | 0.9 | 0.9 | 0.0 | 0.0 | 18 | 66.7 | 22 | 6 | | |
| TOTAL ALBANIA | | | 180 | 0 | 34 | 0.5 | 21.5 | 36.4 | 11.2 | 7.5 | 5.1 | 0.9 | 0.9 | 0.0 | 0.0 | 18 | 66.7 | 22 | 6 | | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | 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 | 2 | 83.3 | 5 | 6 | | |
| INNSBRUCK | 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 | 9 | 66.7 | 8 | 3 | | |
| TOTAL INNSBRUCK | | | 5 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 77.8 | 6 | 9 | | |
| KLAGENFURT | RYANAIR | S | 16 | 0 | 0 | 6.3 | 43.8 | 37.5 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 31.3 | 33 | 16 | | |
| TOTAL KLAGENFURT | | | 16 | 0 | 0 | 6.3 | 43.8 | 37.5 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 31.3 | 33 | 16 | | |
| SALZBURG | JET2.COM 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 | 2 | 100.0 | 0 | 6 | | |
| SALZBURG | RYANAIR | S | 34 | 0 | 0 | 2.9 | 32.4 | 41.2 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 47.1 | 22 | 34 | | |
| TOTAL SALZBURG | | | 38 | 0 | 0 | 2.6 | 36.8 | 39.5 | 5.3 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.0 | 19 | 40 | | |
| VIENNA | AUSTRIAN 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 | 1 | | |
| VIENNA | RYANAIR | S | 180 | 0 | 0 | 2.2 | 32.2 | 35.6 | 11.1 | 12.2 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.3 | 33 | 120 | | |
| VIENNA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | |
| TOTAL VIENNA | | | 188 | 0 | 0 | 2.1 | 31.4 | 37.2 | 11.2 | 11.7 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.7 | 33 | 121 | | |
| TOTAL AUSTRIA | | | 247 | 0 | 0 | 2.4 | 33.2 | 38.1 | 9.7 | 9.7 | 6.1 | 0.8 | 0.0 | 0.0 | 0.0 | 15 | 53.2 | 29 | 186 | | |
| BOSNIA-HERZEGOVINA | | | | | | | | | | | | | | | | | | | | | |
| SARAJEVO | RYANAIR UK LTD | S | 26 | 0 | 0 | 0.0 | 38.5 | 34.6 | 3.8 | 19.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| TOTAL SARAJEVO | | | 26 | 0 | 0 | 0.0 | 38.5 | 34.6 | 3.8 | 19.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| TOTAL BOSNIA-BULGARIA | | | 26 | 0 | 0 | 0.0 | 38.5 | 34.6 | 3.8 | 19.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| PLOVDIV | RYANAIR | S | 24 | 0 | 0 | 0.0 | 16.7 | 33.3 | 12.5 | 12.5 | 8.3 | 12.5 | 4.2 | 0.0 | 0.0 | 47 | 53.8 | 43 | 26 | | |
| TOTAL PLOVDIV | | | 24 | 0 | 0 | 0.0 | 16.7 | 33.3 | 12.5 | 12.5 | 8.3 | 12.5 | 4.2 | 0.0 | 0.0 | 47 | 53.8 | 43 | 26 | | |
| SOFIA | RYANAIR | S | 148 | 0 | 0 | 3.4 | 22.3 | 42.6 | 14.9 | 15.5 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 59.7 | 21 | 135 | | |
| SOFIA | 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 | 90.0 | 3 | 10 | | | |
| TOTAL SOFIA | | | 148 | 0 | 0 | 3.4 | 22.3 | 42.6 | 14.9 | 15.5 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.7 | 20 | 145 | | |
| TOTAL BULGARIA | | | 172 | 0 | 0 | 2.9 | 21.5 | 41.3 | 14.5 | 15.1 | 2.3 | 1.7 | 0.6 | 0.0 | 0.0 | 18 | 60.6 | 24 | 171 | | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| PRAIA | TACV - CABO VERDE AIRLINES | 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 | | |
| TOTAL PRAIA | | | 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 | | |
| TOTAL CAPE VERDE | | | 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 | | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 26 | 0 | 0 | 23.1 | 38.5 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 90.0 | 4 | 20 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| DUBROVNIK | RYANAIR | S | 58 | 0 | 0 | 6.9 | 32.8 | 31.0 | 12.1 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL DUBROVNIK | | | 84 | 0 | 0 | 11.9 | 34.5 | 33.3 | 8.3 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 4 | 20 | |
| OSIJEK | RYANAIR | S | 18 | 0 | 0 | 0.0 | 38.9 | 44.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL OSIJEK | | | 18 | 0 | 0 | 0.0 | 38.9 | 44.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| PULA | RYANAIR | S | 18 | 0 | 0 | 5.6 | 61.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 72.2 | 13 | 18 | |
| PULA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| TOTAL PULA | | | 26 | 0 | 0 | 3.8 | 50.0 | 30.8 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.2 | 13 | 18 | |
| SPLIT | 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 | 2 | |
| TOTAL SPLIT | | | 0 | 0 | 0 | 0.0 | 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 | |
| ZADAR | RYANAIR | S | 54 | 0 | 0 | 3.7 | 25.9 | 44.4 | 16.7 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL ZADAR | | | 54 | 0 | 0 | 3.7 | 25.9 | 44.4 | 16.7 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| ZAGREB | RYANAIR | S | 76 | 0 | 0 | 7.9 | 15.8 | 28.9 | 17.1 | 14.5 | 10.5 | 2.6 | 0.0 | 2.6 | 0.0 | 0.0 | 35 | 80.0 | 11 | 60 | |
| TOTAL ZAGREB | | | 76 | 0 | 0 | 7.9 | 15.8 | 28.9 | 17.1 | 14.5 | 10.5 | 2.6 | 0.0 | 2.6 | 0.0 | 0.0 | 35 | 80.0 | 11 | 60 | |
| TOTAL CROATIA | | | 258 | 0 | 0 | 7.4 | 29.1 | 34.9 | 13.2 | 9.7 | 4.3 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 17 | 81.0 | 10 | 100 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 35.3 | 44.1 | 14.7 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.4 | 11 | 27 | |
| TOTAL LARNACA | | | 34 | 0 | 0 | 0.0 | 35.3 | 44.1 | 14.7 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.4 | 11 | 27 | |
| PAPHOS | JET2.COM LTD | S | 34 | 0 | 0 | 8.8 | 41.2 | 29.4 | 5.9 | 2.9 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.3 | 6 | 34 | |
| PAPHOS | RYANAIR | S | 36 | 0 | 0 | 13.9 | 16.7 | 41.7 | 8.3 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 56.0 | 26 | 50 | |
| PAPHOS | TUI AIRWAYS LTD | C | 16 | 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 | 60.0 | 24 | 15 | |
| TOTAL PAPHOS | | | 86 | 0 | 0 | 9.3 | 27.9 | 38.4 | 10.5 | 9.3 | 3.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 19 | 99 | |
| TOTAL CYPRUS | | | 120 | 0 | 0 | 6.7 | 30.0 | 40.0 | 11.7 | 6.7 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.5 | 17 | 126 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| BRNO (TURANY) | RYANAIR | S | 52 | 0 | 0 | 0.0 | 23.1 | 53.8 | 15.4 | 5.8 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 14 | 62.3 | 21 | 60 | |
| TOTAL BRNO (TURANY) | | | 52 | 0 | 0 | 0.0 | 23.1 | 53.8 | 15.4 | 5.8 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 14 | 62.3 | 21 | 60 | |
| OSTRAVA | RYANAIR | S | 26 | 0 | 0 | 3.8 | 30.8 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.8 | 15 | 15 | |
| TOTAL OSTRAVA | | | 26 | 0 | 0 | 3.8 | 30.8 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.8 | 15 | 15 | |
| PRAGUE | RYANAIR | S | 154 | 0 | 0 | 0.0 | 22.7 | 40.9 | 24.7 | 9.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 72.8 | 18 | 180 | |
| TOTAL PRAGUE | | | 154 | 0 | 0 | 0.0 | 22.7 | 40.9 | 24.7 | 9.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 72.8 | 18 | 180 | |
| TOTAL CZECH REPUBLIC | | | 232 | 0 | 0 | 0.4 | 23.7 | 44.0 | 21.1 | 9.1 | 1.3 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 14 | 70.0 | 18 | 255 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| AALBORG | RYANAIR | S | 26 | 0 | 0 | 7.7 | 38.5 | 19.2 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.4 | 11 | 26 | |
| TOTAL AALBORG | | | 26 | 0 | 0 | 7.7 | 38.5 | 19.2 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.4 | 11 | 26 | |
| AARHUS (TIRSTRUP) | RYANAIR | S | 52 | 0 | 0 | 5.8 | 55.8 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.6 | 9 | 78 | |
| TOTAL AARHUS (TIRSTRUP) | | | 52 | 0 | 0 | 5.8 | 55.8 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.6 | 9 | 78 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|---------------------------------------|------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 |
| BILLUND | RYANAIR | S | 171 | 0 | 0 | 4.1 | 30.4 | 36.8 | 17.0 | 9.4 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 78.2 | 12 | 156 |
| BILLUND | SUN AIR OF SCANDINAVIA | 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 |
| TOTAL BILLUND | | | 173 | 0 | 0 | 4.0 | 30.6 | 37.0 | 16.8 | 9.2 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 78.2 | 12 | 156 |
| COPENHAGEN | RYANAIR | S | 172 | 0 | 1 | 1.7 | 30.1 | 37.6 | 13.3 | 11.0 | 3.5 | 1.2 | 1.2 | 0.0 | 0.0 | 0.6 | 18 | 53.8 | 28 | 171 |
| COPENHAGEN | RYANAIR UK LTD | 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 | 0 | 50.0 | 36 | 10 |
| TOTAL COPENHAGEN | | | 180 | 0 | 1 | 1.7 | 32.0 | 37.0 | 12.7 | 10.5 | 3.3 | 1.1 | 1.1 | 0.0 | 0.0 | 0.6 | 17 | 53.6 | 28 | 181 |
| TOTAL DENMARK | | | 431 | 0 | 1 | 3.5 | 34.7 | 35.6 | 13.9 | 8.8 | 1.9 | 0.9 | 0.5 | 0.0 | 0.0 | 0.2 | 13 | 66.9 | 18 | 441 |
| EGYPT | | | | | | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 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 | 13 | 66.7 | 21 | 9 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 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 | 13 | 66.7 | 21 | 9 |
| TOTAL EGYPT | | | 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 | 13 | 66.7 | 21 | 9 |
| ESTONIA | | | | | | | | | | | | | | | | | | | | |
| TALLIN | RYANAIR | S | 44 | 0 | 0 | 0.0 | 25.0 | 54.5 | 4.5 | 6.8 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 9 | 36 |
| TALLIN | 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 | 4 | 0.0 | 0 | 0 |
| TOTAL TALLIN | | | 52 | 0 | 0 | 0.0 | 28.8 | 53.8 | 3.8 | 5.8 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 9 | 36 |
| TOTAL ESTONIA | | | 52 | 0 | 0 | 0.0 | 28.8 | 53.8 | 3.8 | 5.8 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 9 | 36 |
| FINLAND | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | RYANAIR | S | 60 | 0 | 0 | 6.7 | 26.7 | 33.3 | 11.7 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 72.0 | 18 | 50 |
| TOTAL HELSINKI | | | 60 | 0 | 0 | 6.7 | 26.7 | 33.3 | 11.7 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 72.0 | 18 | 50 |
| TAMPERE | 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 | 55.6 | 19 | 18 |
| TOTAL TAMPERE | | | 0 | 0 | 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 | 19 | 18 |
| TOTAL FINLAND | | | 60 | 0 | 0 | 6.7 | 26.7 | 33.3 | 11.7 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 67.6 | 18 | 68 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | 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 | 67 | 0.0 | 0 | 0 |
| TOTAL BEAUVAIS | | | 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 |
| BERGERAC | RYANAIR | S | 66 | 0 | 2 | 0.0 | 13.2 | 30.9 | 29.4 | 14.7 | 7.4 | 0.0 | 0.0 | 1.5 | 0.0 | 2.9 | 27 | 57.7 | 31 | 52 |
| TOTAL BERGERAC | | | 66 | 0 | 2 | 0.0 | 13.2 | 30.9 | 29.4 | 14.7 | 7.4 | 0.0 | 0.0 | 1.5 | 0.0 | 2.9 | 27 | 57.7 | 31 | 52 |
| 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 | 38.9 | 33 | 18 |
| TOTAL BEZIERS | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 38.9 | 33 | 18 |
| BIARRITZ | RYANAIR | S | 72 | 0 | 4 | 2.6 | 34.2 | 35.5 | 14.5 | 3.9 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 11 | 62.0 | 25 | 50 |
| BIARRITZ | 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 | 52 | 10 |
| TOTAL BIARRITZ | | | 72 | 0 | 4 | 2.6 | 34.2 | 35.5 | 14.5 | 3.9 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 11 | 60.0 | 30 | 60 |
| BORDEAUX | RYANAIR | S | 59 | 1 | 3 | 0.0 | 14.3 | 31.7 | 23.8 | 17.5 | 3.2 | 1.6 | 1.6 | 0.0 | 1.6 | 4.8 | 25 | 54.0 | 29 | 60 |
| TOTAL BORDEAUX | | | 59 | 1 | 3 | 0.0 | 14.3 | 31.7 | 23.8 | 17.5 | 3.2 | 1.6 | 1.6 | 0.0 | 1.6 | 4.8 | 25 | 54.0 | 29 | 60 |
| BRIVE-LA-GAILLARDE | RYANAIR | S | 14 | 0 | 2 | 0.0 | 31.3 | 43.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 9 | 55.6 | 33 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL BRIVE-LA-GAILLARDE | | | 14 | 0 | 2 | 0.0 | 31.3 | 43.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 9 | 55.6 | 33 | 18 | |
| CARCASSONNE | RYANAIR | S | 42 | 0 | 0 | 0.0 | 33.3 | 42.9 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 73.5 | 22 | 34 | |
| CARCASSONNE | RYANAIR UK LTD | S | 16 | 0 | 2 | 0.0 | 16.7 | 27.8 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 16 | 0.0 | 0 | 0 | |
| TOTAL CARCASSONNE | | | 58 | 0 | 2 | 0.0 | 28.3 | 38.3 | 21.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 11 | 73.5 | 22 | 34 | |
| CHAMBERY | JET2.COM 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 | 4 | 75.0 | 22 | 12 | |
| CHAMBERY | 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 | 29 | 100.0 | 1 | 2 | |
| CHAMBERY | TUI AIRWAYS LTD | C | 3 | 0 | 0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 40.0 | 97 | 5 | |
| TOTAL CHAMBERY | | | 12 | 0 | 0 | 16.7 | 33.3 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 68.4 | 40 | 19 | |
| GRENOBLE | JET2.COM LTD | S | 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 | 83.3 | 16 | 6 | |
| GRENOBLE | TITAN 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 | 4 | 2 | |
| TOTAL GRENOBLE | | | 7 | 0 | 0 | 14.3 | 57.1 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 13 | 8 | |
| LA ROCHELLE | RYANAIR | S | 50 | 0 | 2 | 1.9 | 23.1 | 23.1 | 19.2 | 25.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 20 | 95.8 | 4 | 24 | |
| TOTAL LA ROCHELLE | | | 50 | 0 | 2 | 1.9 | 23.1 | 23.1 | 19.2 | 25.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 20 | 95.8 | 4 | 24 | |
| LIMOGES | RYANAIR | S | 57 | 0 | 2 | 1.7 | 35.6 | 37.3 | 10.2 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 10 | 40.4 | 28 | 50 | |
| 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 | 62.5 | 16 | 8 | |
| TOTAL LIMOGES | | | 57 | 0 | 2 | 1.7 | 35.6 | 37.3 | 10.2 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 10 | 43.3 | 27 | 58 | |
| MARSEILLE | RYANAIR | S | 114 | 0 | 6 | 0.8 | 15.8 | 29.2 | 15.8 | 23.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 5.0 | 25 | 37.3 | 37 | 118 | |
| MARSEILLE | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL MARSEILLE | | | 122 | 0 | 6 | 0.8 | 15.6 | 29.7 | 18.0 | 21.9 | 7.8 | 1.6 | 0.0 | 0.0 | 0.0 | 4.7 | 25 | 37.3 | 37 | 118 | |
| NANTES | RYANAIR | S | 94 | 0 | 2 | 4.2 | 33.3 | 31.3 | 15.6 | 12.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 12 | 61.8 | 16 | 64 | |
| NANTES | 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 | 28 | 8 | |
| TOTAL NANTES | | | 94 | 0 | 2 | 4.2 | 33.3 | 31.3 | 15.6 | 12.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 12 | 63.2 | 17 | 72 | |
| NICE | RYANAIR | S | 48 | 0 | 2 | 0.0 | 20.0 | 36.0 | 28.0 | 8.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 4.0 | 18 | 50.0 | 23 | 44 | |
| NICE | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 30.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 62.5 | 21 | 8 | |
| TOTAL NICE | | | 58 | 0 | 2 | 0.0 | 16.7 | 35.0 | 31.7 | 10.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 3.3 | 19 | 51.9 | 23 | 52 | |
| NIMES | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 38.9 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 44.4 | 36 | 18 | |
| NIMES | 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 | 11 | 8 | |
| TOTAL NIMES | | | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 38.9 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 53.8 | 28 | 26 | |
| PERPIGNAN | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 29 | 80.5 | 15 | 41 | |
| TOTAL PERPIGNAN | | | 18 | 0 | 0 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 29 | 80.5 | 15 | 41 | |
| POITIERS | RYANAIR | S | 32 | 0 | 2 | 0.0 | 20.6 | 26.5 | 20.6 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 22 | 14.7 | 42 | 34 | |
| TOTAL POITIERS | | | 32 | 0 | 2 | 0.0 | 20.6 | 26.5 | 20.6 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 22 | 14.7 | 42 | 34 | |
| TARBES-LOURDES INTERNATIONAL | ENTER AIR | 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 | 71 | 33.3 | 27 | 3 | |
| TARBES-LOURDES INTERNATIONAL | RYANAIR | S | 58 | 0 | 2 | 3.3 | 30.0 | 38.3 | 15.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 56.0 | 22 | 46 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-------------------|-------------------|------------|----------|-----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 55 | 4 | |
| TARBES-LOURDES INTERNATIONAL | 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 | 0.0 | 35 | 1 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 59 | 0 | 2 | 3.3 | 29.5 | 37.7 | 14.8 | 9.8 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 11 | 50.0 | 25 | 54 | |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 78 | 0 | 0 | 0.0 | 17.9 | 42.3 | 14.1 | 19.2 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 37.8 | 31 | 78 | |
| TOULOUSE (BLAGNAC) | RYANAIR UK LTD | S | 6 | 0 | 2 | 0.0 | 12.5 | 12.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 24 | 0.0 | 0 | 0 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 84 | 0 | 2 | 0.0 | 17.4 | 39.5 | 15.1 | 19.8 | 4.7 | 1.2 | 0.0 | 0.0 | 0.0 | 2.3 | 20 | 37.8 | 31 | 78 | |
| TOURS | RYANAIR | S | 22 | 0 | 2 | 0.0 | 41.7 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 5 | 69.2 | 16 | 26 | |
| TOTAL TOURS | | | 22 | 0 | 2 | 0.0 | 41.7 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 5 | 69.2 | 16 | 26 | |
| TOTAL FRANCE | | | 903 | 1 | 35 | 1.5 | 24.4 | 33.1 | 18.5 | 14.2 | 3.5 | 0.4 | 0.4 | 0.1 | 0.1 | 3.7 | 18 | 52.9 | 27 | 852 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | RYANAIR | S | 213 | 0 | 0 | 0.0 | 28.6 | 35.7 | 24.4 | 8.9 | 1.4 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 14 | 59.5 | 25 | 192 | |
| BERLIN BRANDENBURG | RYANAIR UK LTD | S | 10 | 0 | 0 | 10.0 | 10.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 14 | 8 | |
| TOTAL BERLIN BRANDENBURG | | | 223 | 0 | 0 | 0.4 | 27.8 | 35.0 | 25.1 | 9.4 | 1.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 14 | 59.1 | 25 | 200 | |
| BREMEN | RYANAIR | S | 76 | 0 | 0 | 1.3 | 46.1 | 38.2 | 10.5 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 67.2 | 15 | 64 | |
| BREMEN | 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 | 59 | 8 | |
| TOTAL BREMEN | | | 76 | 0 | 0 | 1.3 | 46.1 | 38.2 | 10.5 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 65.3 | 20 | 72 | |
| COLOGNE BONN | RYANAIR | S | 144 | 0 | 0 | 0.7 | 25.7 | 34.0 | 16.7 | 13.9 | 6.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 56.6 | 19 | 137 | |
| COLOGNE BONN | 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 | 8 | |
| TOTAL COLOGNE BONN | | | 144 | 0 | 0 | 0.7 | 25.7 | 34.0 | 16.7 | 13.9 | 6.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 58.8 | 18 | 145 | |
| DORTMUND | RYANAIR | S | 86 | 0 | 0 | 2.3 | 51.2 | 29.1 | 5.8 | 4.7 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.6 | 13 | 62 | |
| TOTAL DORTMUND | | | 86 | 0 | 0 | 2.3 | 51.2 | 29.1 | 5.8 | 4.7 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.6 | 13 | 62 | |
| DRESDEN | 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 | 83.3 | 6 | 18 | |
| DRESDEN | 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 | 100.0 | 0 | 1 | |
| TOTAL DRESDEN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 84.2 | 5 | 19 | |
| 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 | 13 | 0.0 | 0 | 0 | |
| TOTAL FRANKFURT MAIN | | | 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 | |
| HAHN | RYANAIR | S | 78 | 0 | 0 | 0.0 | 24.4 | 34.6 | 16.7 | 16.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 45.5 | 27 | 77 | |
| HAHN | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | |
| TOTAL HAHN | | | 86 | 0 | 0 | 0.0 | 22.1 | 37.2 | 16.3 | 15.1 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 45.5 | 27 | 77 | |
| HAMBURG | RYANAIR | S | 104 | 0 | 0 | 2.9 | 27.9 | 49.0 | 11.5 | 6.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 53.1 | 26 | 95 | |
| HAMBURG | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 70.0 | 19 | 10 | |
| TOTAL HAMBURG | | | 112 | 0 | 0 | 2.7 | 26.8 | 48.2 | 14.3 | 6.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 54.7 | 25 | 105 | |
| KARLSRUHE/BADEN BADEN | RYANAIR | S | 88 | 0 | 0 | 9.1 | 28.4 | 36.4 | 10.2 | 9.1 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.8 | 18 | 78 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|----------------|-------------------|-------------|----------|----------|---------------|----------------------------|--------------------|--------------------|---------------------|---------------------|---------------------|------------|------------|------------|------------|------------------------|--------------------|------------------------|------------|--|
| 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 | | | | | | | | | |
| TOTAL KARLSRUHE/BADEN BADEN | | | 88 | 0 | 0 | 9.1 | 28.4 | 36.4 | 10.2 | 9.1 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.8 | 18 | 78 | |
| LEIPZIG | RYANAIR | S | 42 | 0 | 0 | 0.0 | 14.3 | 35.7 | 28.6 | 11.9 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 38.5 | 21 | 26 | |
| TOTAL LEIPZIG | | | 42 | 0 | 0 | 0.0 | 14.3 | 35.7 | 28.6 | 11.9 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 38.5 | 21 | 26 | |
| MEMMINGEN ALLGAU | RYANAIR | S | 76 | 0 | 0 | 0.0 | 11.8 | 32.9 | 23.7 | 22.4 | 6.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.9 | 17 | 42 | |
| MEMMINGEN ALLGAU | 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 | 14 | 8 | |
| TOTAL MEMMINGEN ALLGAU | | | 76 | 0 | 0 | 0.0 | 11.8 | 32.9 | 23.7 | 22.4 | 6.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 60.0 | 17 | 50 | |
| NUREMBERG | RYANAIR | S | 84 | 0 | 0 | 4.8 | 26.2 | 38.1 | 13.1 | 13.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 56.7 | 20 | 59 | |
| TOTAL NUREMBERG | | | 84 | 0 | 0 | 4.8 | 26.2 | 38.1 | 13.1 | 13.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 56.7 | 20 | 59 | |
| TOTAL GERMANY | | | 1018 | 0 | 0 | 2.0 | 28.4 | 36.5 | 17.0 | 10.7 | 4.4 | 0.8 | 0.2 | 0.0 | 0.0 | 0.0 | 16 | 58.9 | 21 | 893 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 37.5 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 88.9 | 8 | 18 | |
| ATHENS | RYANAIR | S | 60 | 1 | 0 | 1.6 | 9.8 | 44.3 | 19.7 | 19.7 | 3.3 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 18 | 55.0 | 21 | 59 | |
| TOTAL ATHENS | | | 76 | 1 | 0 | 1.3 | 9.1 | 42.9 | 23.4 | 16.9 | 3.9 | 1.3 | 0.0 | 0.0 | 1.3 | 0.0 | 20 | 62.8 | 18 | 77 | |
| CHANIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 50.0 | 15.4 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.9 | 9 | 26 | |
| CHANIA | RYANAIR 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 | 18 | 0.0 | 0 | 0 | |
| TOTAL CHANIA | | | 34 | 0 | 0 | 0.0 | 11.8 | 52.9 | 11.8 | 20.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.9 | 9 | 26 | |
| CORFU | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| CORFU | 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 | 53.8 | 34 | 26 | |
| TOTAL CORFU | | | 18 | 0 | 0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 53.8 | 34 | 26 | |
| HERAKLION | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 22.2 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 78.9 | 11 | 19 | |
| TOTAL HERAKLION | | | 18 | 0 | 0 | 11.1 | 22.2 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 78.9 | 11 | 19 | |
| KOS | 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 | 2 | |
| KOS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 33.3 | 11.1 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 77.8 | 9 | 18 | |
| TOTAL KOS | | | 18 | 0 | 0 | 0.0 | 27.8 | 33.3 | 11.1 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 80.0 | 8 | 20 | |
| MYTILINI | JET2.COM LTD | S | 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 | 75.0 | 11 | 4 | |
| TOTAL MYTILINI | | | 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 | 75.0 | 11 | 4 | |
| RHODES | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 68.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 30 | 18 | |
| RHODES | RYANAIR | S | 52 | 1 | 0 | 0.0 | 20.8 | 39.6 | 18.9 | 15.1 | 1.9 | 1.9 | 0.0 | 0.0 | 1.9 | 0.0 | 18 | 70.0 | 12 | 60 | |
| RHODES | RYANAIR UK LTD | S | 8 | 0 | 0 | 12.5 | 37.5 | 12.5 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | |
| TOTAL RHODES | | | 76 | 1 | 0 | 5.2 | 32.5 | 31.2 | 13.0 | 11.7 | 3.9 | 1.3 | 0.0 | 0.0 | 1.3 | 0.0 | 16 | 71.8 | 16 | 78 | |
| SALONIKA | JET2.COM 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 | 0.0 | 8 | 61.1 | 23 | 18 | |
| SALONIKA | RYANAIR | S | 50 | 0 | 0 | 0.0 | 6.0 | 46.0 | 22.0 | 14.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 70.0 | 18 | 60 | |
| TOTAL SALONIKA | | | 54 | 0 | 0 | 0.0 | 7.4 | 46.3 | 22.2 | 13.0 | 3.7 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 67.9 | 19 | 78 | |
| THIRA (SANTORINI) | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 25.0 | 43.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| THIRA (SANTORINI) | RYANAIR | S | 16 | 1 | 0 | 0.0 | 29.4 | 29.4 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 10 | 75.0 | 11 | 16 | |
| TOTAL THIRA (SANTORINI) | | | 32 | 1 | 0 | 9.1 | 27.3 | 36.4 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 7 | 75.0 | 11 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|-----------------------------------|----------------|------------|-------------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | 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 |
| TOTAL GREECE | | | 330 | 3 | 0 | 4.2 | 20.7 | 39.0 | 17.4 | 12.3 | 3.0 | 2.4 | 0.0 | 0.0 | 0.9 | 0.0 | 18 | 68.2 | 17 | 344 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 240 | 0 | 0 | 7.5 | 38.8 | 33.3 | 10.4 | 7.9 | 1.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 82.5 | 9 | 248 |
| TOTAL BUDAPEST | | | 240 | 0 | 0 | 7.5 | 38.8 | 33.3 | 10.4 | 7.9 | 1.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 82.5 | 9 | 248 |
| TOTAL HUNGARY | | | 240 | 0 | 0 | 7.5 | 38.8 | 33.3 | 10.4 | 7.9 | 1.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 82.5 | 9 | 248 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | FLY PLAY HF | S | 60 | 0 | 0 | 16.7 | 41.7 | 30.0 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.0 | 11 | 60 |
| TOTAL KEFLAVIK | | | 60 | 0 | 0 | 16.7 | 41.7 | 30.0 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.0 | 11 | 60 |
| TOTAL ICELAND | | | 60 | 0 | 0 | 16.7 | 41.7 | 30.0 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.0 | 11 | 60 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 172 | 0 | 0 | 9.3 | 44.2 | 25.0 | 9.9 | 8.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.2 | 12 | 170 |
| TOTAL CORK | | | 172 | 0 | 0 | 9.3 | 44.2 | 25.0 | 9.9 | 8.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.2 | 12 | 170 |
| DUBLIN | RYANAIR | S | 467 | 0 | 2 | 3.4 | 30.1 | 31.1 | 16.6 | 10.9 | 6.4 | 0.6 | 0.4 | 0.0 | 0.0 | 0.4 | 18 | 54.1 | 24 | 455 |
| DUBLIN | RYANAIR UK LTD | S | 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 | 1 | 46.2 | 20 | 26 |
| TOTAL DUBLIN | | | 477 | 0 | 2 | 3.5 | 30.7 | 31.1 | 16.3 | 10.6 | 6.3 | 0.6 | 0.4 | 0.0 | 0.0 | 0.4 | 17 | 53.6 | 24 | 481 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 82 | 0 | 2 | 0.0 | 26.2 | 34.5 | 21.4 | 9.5 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 17 | 78.7 | 9 | 94 |
| TOTAL IRELAND WEST (KNOCK) | | | 82 | 0 | 2 | 0.0 | 26.2 | 34.5 | 21.4 | 9.5 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 17 | 78.7 | 9 | 94 |
| KERRY COUNTY | RYANAIR | S | 44 | 0 | 0 | 2.3 | 45.5 | 50.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 63.6 | 21 | 44 |
| 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 | 100.0 | 8 | 8 |
| TOTAL KERRY COUNTY | | | 44 | 0 | 0 | 2.3 | 45.5 | 50.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 69.2 | 19 | 52 |
| SHANNON | RYANAIR | S | 138 | 0 | 0 | 6.5 | 39.1 | 28.3 | 10.1 | 6.5 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.2 | 18 | 155 |
| SHANNON | RYANAIR UK LTD | S | 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 | 15 | 0.0 | 0 | 0 |
| TOTAL SHANNON | | | 146 | 0 | 0 | 6.2 | 39.0 | 28.8 | 9.6 | 7.5 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.2 | 18 | 155 |
| TOTAL IRISH REPUBLIC | | | 921 | 0 | 4 | 4.6 | 34.8 | 30.8 | 13.8 | 9.2 | 5.7 | 0.3 | 0.2 | 0.0 | 0.0 | 0.4 | 15 | 63.4 | 19 | 952 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| ALGHERO (FERTILIA) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 53.8 | 38.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 20 | 16 |
| TOTAL ALGHERO (FERTILIA) | | | 26 | 0 | 0 | 0.0 | 53.8 | 38.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 20 | 16 |
| ANCONA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 20.0 | 51.7 | 8.3 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.8 | 24 | 58 |
| TOTAL ANCONA | | | 60 | 0 | 0 | 0.0 | 20.0 | 51.7 | 8.3 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.8 | 24 | 58 |
| BARI (PALESE) | RYANAIR | S | 59 | 0 | 1 | 1.7 | 20.0 | 45.0 | 16.7 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 15 | 54.7 | 26 | 52 |
| BARI (PALESE) | 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 | 9 | 8 |
| TOTAL BARI (PALESE) | | | 59 | 0 | 1 | 1.7 | 20.0 | 45.0 | 16.7 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 15 | 59.0 | 24 | 60 |
| BERGAMO | RYANAIR | S | 230 | 0 | 0 | 1.3 | 20.9 | 35.7 | 20.9 | 13.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.8 | 21 | 194 |
| BERGAMO | 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 | 29 | 44 |
| TOTAL BERGAMO | | | 230 | 0 | 0 | 1.3 | 20.9 | 35.7 | 20.9 | 13.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.8 | 23 | 238 |
| BOLOGNA | RYANAIR | S | 104 | 0 | 0 | 0.0 | 26.9 | 35.6 | 17.3 | 11.5 | 4.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.9 | 30 | 110 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|------------|--|--|
| 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 | | | | | | | | | | | | | | |
| TOTAL BOLOGNA | | | 104 | 0 | 0 | 0.0 | 26.9 | 35.6 | 17.3 | 11.5 | 4.8 | 3.8 | 0.0 | 0.0 | 0.0 | 20 | 50.9 | 30 | 110 | | |
| BOLZANO | SKYALPS | S | 10 | 0 | 0 | 30.0 | 40.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | |
| TOTAL BOLZANO | | | 10 | 0 | 0 | 30.0 | 40.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | |
| BRINDISI | RYANAIR | S | 52 | 0 | 0 | 0.0 | 36.5 | 44.2 | 7.7 | 7.7 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 12 | 61.9 | 21 | 42 | | |
| BRINDISI | 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 | 75.0 | 6 | 8 | | |
| TOTAL BRINDISI | | | 52 | 0 | 0 | 0.0 | 36.5 | 44.2 | 7.7 | 7.7 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 12 | 64.0 | 19 | 50 | | |
| CAGLIARI (ELMAS) | RYANAIR | S | 42 | 0 | 0 | 11.9 | 57.1 | 28.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 70.6 | 21 | 34 | | |
| TOTAL CAGLIARI (ELMAS) | | | 42 | 0 | 0 | 11.9 | 57.1 | 28.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 70.6 | 21 | 34 | | |
| CATANIA (FONTANAROSSA) | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| CATANIA (FONTANAROSSA) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 57.7 | 3.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 24 | 18 | | |
| TOTAL CATANIA (FONTANAROSSA) | | | 34 | 0 | 0 | 0.0 | 20.6 | 64.7 | 2.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 24 | 18 | | |
| GENOA | RYANAIR | S | 60 | 0 | 0 | 1.7 | 43.3 | 31.7 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 57.6 | 20 | 32 | | |
| GENOA | 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 | 50.0 | 57 | 8 | | |
| TOTAL GENOA | | | 60 | 0 | 0 | 1.7 | 43.3 | 31.7 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.1 | 28 | 40 | | |
| LAMETIA-TERME | RYANAIR | S | 24 | 0 | 0 | 0.0 | 45.8 | 33.3 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 18 | 26 | | |
| TOTAL LAMETIA-TERME | | | 24 | 0 | 0 | 0.0 | 45.8 | 33.3 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 18 | 26 | | |
| MILAN (MALPENSA) | RYANAIR | S | 138 | 0 | 0 | 5.1 | 32.6 | 33.3 | 6.5 | 11.6 | 8.7 | 1.4 | 0.0 | 0.7 | 0.0 | 20 | 48.8 | 29 | 168 | | |
| MILAN (MALPENSA) | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 8 | 8 | | |
| TOTAL MILAN (MALPENSA) | | | 146 | 0 | 0 | 4.8 | 30.8 | 33.6 | 8.9 | 11.6 | 8.2 | 1.4 | 0.0 | 0.7 | 0.0 | 20 | 50.0 | 28 | 176 | | |
| NAPLES | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 22.2 | 50.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 3 | 16 | | |
| NAPLES | RYANAIR | S | 86 | 0 | 0 | 2.3 | 19.8 | 41.9 | 23.3 | 7.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 12 | 92 | | |
| TOTAL NAPLES | | | 104 | 0 | 0 | 4.8 | 20.2 | 43.3 | 20.2 | 6.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.9 | 11 | 108 | | |
| PALERMO | RYANAIR | S | 86 | 0 | 0 | 0.0 | 17.4 | 34.9 | 19.8 | 23.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.0 | 32 | 60 | | |
| TOTAL PALERMO | | | 86 | 0 | 0 | 0.0 | 17.4 | 34.9 | 19.8 | 23.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.0 | 32 | 60 | | |
| PERUGIA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 21.7 | 40.0 | 16.7 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 30.0 | 35 | 59 | | |
| TOTAL PERUGIA | | | 60 | 0 | 0 | 0.0 | 21.7 | 40.0 | 16.7 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 30.0 | 35 | 59 | | |
| PESCARA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 16.7 | 25.0 | 23.3 | 26.7 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 26 | 75.0 | 9 | 60 | | |
| TOTAL PESCARA | | | 60 | 0 | 0 | 0.0 | 16.7 | 25.0 | 23.3 | 26.7 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 26 | 75.0 | 9 | 60 | | |
| PISA | RYANAIR | S | 154 | 0 | 0 | 0.6 | 23.4 | 39.0 | 16.2 | 16.2 | 3.9 | 0.0 | 0.6 | 0.0 | 0.0 | 18 | 66.7 | 20 | 180 | | |
| TOTAL PISA | | | 154 | 0 | 0 | 0.6 | 23.4 | 39.0 | 16.2 | 16.2 | 3.9 | 0.0 | 0.6 | 0.0 | 0.0 | 18 | 66.7 | 20 | 180 | | |
| RIMINI | 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 | 24 | 10 | | |
| TOTAL RIMINI | | | 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 | 10 | | |
| ROME (CIAMPINO) | RYANAIR | S | 258 | 0 | 0 | 2.3 | 29.1 | 45.0 | 13.2 | 9.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.8 | 19 | 250 | | |
| ROME (CIAMPINO) | 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 | 75.0 | 35 | 8 | | |
| TOTAL ROME (CIAMPINO) | | | 258 | 0 | 0 | 2.3 | 29.1 | 45.0 | 13.2 | 9.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.2 | 19 | 258 | | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 11.8 | 52.9 | 5.9 | 20.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 21 | 34 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-------------------|-------------------|-------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| 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 |
| TOTAL ROME (FIUMICINO) | | | 34 | 0 | 0 | 0.0 | 11.8 | 52.9 | 5.9 | 20.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 21 | 34 |
| TRAPANI | RYANAIR | S | 18 | 0 | 0 | 5.6 | 72.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 30 | 18 |
| TOTAL TRAPANI | | | 18 | 0 | 0 | 5.6 | 72.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 30 | 18 |
| TRIESTE (RONCHI DEI LEGIONARI) | RYANAIR | S | 34 | 0 | 0 | 0.0 | 41.2 | 35.3 | 8.8 | 5.9 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 22 | 73.5 | 18 | 34 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 34 | 0 | 0 | 0.0 | 41.2 | 35.3 | 8.8 | 5.9 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 22 | 73.5 | 18 | 34 |
| TURIN | RYANAIR | S | 96 | 0 | 0 | 0.0 | 27.1 | 35.4 | 22.9 | 9.4 | 3.1 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 19 | 62.7 | 23 | 59 |
| TURIN | 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 | 80.0 | 12 | 10 |
| TURIN | 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 | 3 | 2 |
| TURIN | 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 | 20 | 100.0 | 1 | 1 |
| TOTAL TURIN | | | 97 | 0 | 0 | 0.0 | 26.8 | 35.1 | 23.7 | 9.3 | 3.1 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 21 | 72 |
| VENICE | RYANAIR | S | 160 | 0 | 0 | 8.8 | 29.4 | 31.9 | 12.5 | 13.1 | 3.1 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 16 | 59.1 | 22 | 160 |
| VENICE | 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 | 37.5 | 31 | 8 |
| TOTAL VENICE | | | 160 | 0 | 0 | 8.8 | 29.4 | 31.9 | 12.5 | 13.1 | 3.1 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 16 | 58.1 | 22 | 168 |
| VERONA VILLAFRANCA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 16.7 | 38.3 | 8.3 | 26.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 65.9 | 20 | 44 |
| VERONA VILLAFRANCA | 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 | 20 | 8 |
| TOTAL VERONA VILLAFRANCA | | | 60 | 0 | 0 | 0.0 | 16.7 | 38.3 | 8.3 | 26.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 67.3 | 20 | 52 |
| TOTAL ITALY | | | 1972 | 0 | 1 | 2.4 | 27.1 | 38.3 | 14.8 | 12.3 | 4.4 | 0.5 | 0.3 | 0.1 | 0.0 | 0.1 | 16 | 60.1 | 22 | 1939 |
| JORDAN | | | | | | | | | | | | | | | | | | | | |
| AMMAN | ROYAL JORDANIAN | S | 40 | 0 | 2 | 9.5 | 35.7 | 35.7 | 4.8 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 13 | 0.0 | 0 | 0 |
| TOTAL AMMAN | | | 40 | 0 | 2 | 9.5 | 35.7 | 35.7 | 4.8 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 13 | 0.0 | 0 | 0 |
| TOTAL JORDAN | | | 40 | 0 | 2 | 9.5 | 35.7 | 35.7 | 4.8 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 13 | 0.0 | 0 | 0 |
| LATVIA | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 93 | 0 | 0 | 4.3 | 32.3 | 38.7 | 6.5 | 10.8 | 5.4 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 17 | 92 |
| TOTAL RIGA | | | 93 | 0 | 0 | 4.3 | 32.3 | 38.7 | 6.5 | 10.8 | 5.4 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 17 | 92 |
| TOTAL LATVIA | | | 93 | 0 | 0 | 4.3 | 32.3 | 38.7 | 6.5 | 10.8 | 5.4 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 17 | 92 |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 34 | 0 | 0 | 5.9 | 41.2 | 26.5 | 8.8 | 8.8 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.3 | 6 | 42 |
| TOTAL KAUNAS | | | 34 | 0 | 0 | 5.9 | 41.2 | 26.5 | 8.8 | 8.8 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.3 | 6 | 42 |
| PALANGA | RYANAIR | S | 42 | 0 | 0 | 2.4 | 45.2 | 26.2 | 9.5 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.8 | 21 | 33 |
| TOTAL PALANGA | | | 42 | 0 | 0 | 2.4 | 45.2 | 26.2 | 9.5 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.8 | 21 | 33 |
| VILNIUS | RYANAIR | S | 50 | 0 | 0 | 4.0 | 28.0 | 36.0 | 18.0 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 74.0 | 10 | 50 |
| TOTAL VILNIUS | | | 50 | 0 | 0 | 4.0 | 28.0 | 36.0 | 18.0 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 74.0 | 10 | 50 |
| TOTAL LITHUANIA | | | 126 | 0 | 0 | 4.0 | 37.3 | 30.2 | 12.7 | 11.1 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.8 | 12 | 125 |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | RYANAIR | S | 60 | 0 | 0 | 0.0 | 30.0 | 30.0 | 23.3 | 8.3 | 6.7 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 27 | 68.0 | 11 | 50 |

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Reporting Airport: STANSTED (Full Analysis)

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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 | |
| LUXEMBOURG | 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 | 70.0 | 15 | 10 | |
| TOTAL LUXEMBOURG | | | 60 | 0 | 0 | 0.0 | 30.0 | 30.0 | 23.3 | 8.3 | 6.7 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 27 | 68.3 | 12 | 60 | |
| TOTAL LUXEMBOURG | | | 60 | 0 | 0 | 0.0 | 30.0 | 30.0 | 23.3 | 8.3 | 6.7 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 27 | 68.3 | 12 | 60 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 26 | 0 | 0 | 11.5 | 50.0 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 37.5 | 24 | 16 | |
| MALTA | RYANAIR | S | 104 | 1 | 0 | 2.9 | 27.6 | 39.0 | 16.2 | 11.4 | 1.9 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 12 | 26.7 | 45 | 60 | |
| TOTAL MALTA | | | 130 | 1 | 0 | 4.6 | 32.1 | 37.4 | 14.5 | 9.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 11 | 28.9 | 41 | 76 | |
| TOTAL MALTA | | | 130 | 1 | 0 | 4.6 | 32.1 | 37.4 | 14.5 | 9.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 11 | 28.9 | 41 | 76 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 34 | 0 | 0 | 0.0 | 20.6 | 32.4 | 29.4 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.7 | 16 | 26 | |
| TOTAL AGADIR (AL MASSIRA) | | | 34 | 0 | 0 | 0.0 | 20.6 | 32.4 | 29.4 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.7 | 16 | 26 | |
| ESSAOUIRA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 55.6 | 22.2 | 0.0 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.3 | 10 | 16 | |
| TOTAL ESSAOUIRA | | | 18 | 0 | 0 | 0.0 | 55.6 | 22.2 | 0.0 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.3 | 10 | 16 | |
| FEZ | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 44.4 | 32 | 18 | |
| TOTAL FEZ | | | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 44.4 | 32 | 18 | |
| MARRAKESH | RYANAIR UK LTD | S | 120 | 0 | 0 | 0.0 | 16.7 | 49.2 | 16.7 | 9.2 | 7.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 51.0 | 29 | 94 | |
| TOTAL MARRAKESH | | | 120 | 0 | 0 | 0.0 | 16.7 | 49.2 | 16.7 | 9.2 | 7.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 51.0 | 29 | 94 | |
| OUARZAZATE | RYANAIR UK LTD | S | 18 | 0 | 0 | 5.6 | 55.6 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 72.2 | 19 | 18 | |
| TOTAL OUARZAZATE | | | 18 | 0 | 0 | 5.6 | 55.6 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 72.2 | 19 | 18 | |
| RABAT | RYANAIR UK LTD | S | 24 | 0 | 1 | 0.0 | 0.0 | 28.0 | 24.0 | 28.0 | 12.0 | 0.0 | 0.0 | 4.0 | 0.0 | 4.0 | 67 | 38.5 | 45 | 26 | |
| TOTAL RABAT | | | 24 | 0 | 1 | 0.0 | 0.0 | 28.0 | 24.0 | 28.0 | 12.0 | 0.0 | 0.0 | 4.0 | 0.0 | 4.0 | 67 | 38.5 | 45 | 26 | |
| TANGIERS (IBN BATUTA) | RYANAIR UK LTD | S | 26 | 0 | 0 | 0.0 | 7.7 | 26.9 | 26.9 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 22.2 | 73 | 18 | |
| TOTAL TANGIERS (IBN BATUTA) | | | 26 | 0 | 0 | 0.0 | 7.7 | 26.9 | 26.9 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 22.2 | 73 | 18 | |
| TOTAL MOROCCO | | | 256 | 0 | 1 | 0.4 | 19.5 | 38.5 | 19.8 | 12.8 | 7.0 | 1.2 | 0.0 | 0.4 | 0.0 | 0.4 | 23 | 51.4 | 31 | 216 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 144 | 0 | 1 | 2.8 | 26.2 | 36.6 | 17.2 | 9.7 | 5.5 | 1.4 | 0.0 | 0.0 | 0.0 | 0.7 | 16 | 63.1 | 18 | 124 | |
| AMSTERDAM | 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 | 59 | 3 | |
| AMSTERDAM | TRANSAVIA | 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 | |
| TOTAL AMSTERDAM | | | 145 | 0 | 2 | 2.7 | 26.5 | 36.1 | 17.0 | 9.5 | 5.4 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 16 | 61.7 | 19 | 127 | |
| EINDHOVEN | RYANAIR | S | 146 | 0 | 0 | 0.0 | 28.1 | 40.4 | 15.1 | 11.6 | 4.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.4 | 22 | 180 | |
| EINDHOVEN | RYANAIR UK LTD | S | 34 | 0 | 0 | 0.0 | 8.8 | 47.1 | 26.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL EINDHOVEN | | | 180 | 0 | 0 | 0.0 | 24.4 | 41.7 | 17.2 | 11.7 | 4.4 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.4 | 22 | 180 | |
| MAASTRICHT | 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 | 55.6 | 23 | 18 | |
| TOTAL MAASTRICHT | | | 0 | 0 | 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 | 23 | 18 | |
| TOTAL NETHERLANDS | | | 325 | 0 | 2 | 1.2 | 25.4 | 39.1 | 17.1 | 10.7 | 4.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.6 | 16 | 62.8 | 21 | 325 | |

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|--------------------------------------|--------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | | | | | | | | | | | | | | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | 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 | 70.0 | 17 | 18 | |
| TOTAL BERGEN | | | 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 | 70.0 | 17 | 18 | |
| OSLO (GARDERMOEN) | RYANAIR UK LTD | S | 86 | 0 | 0 | 2.3 | 31.4 | 40.7 | 14.0 | 5.8 | 4.7 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.7 | 15 | 83 | |
| TOTAL OSLO (GARDERMOEN) | | | 86 | 0 | 0 | 2.3 | 31.4 | 40.7 | 14.0 | 5.8 | 4.7 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.7 | 15 | 83 | |
| SANDEFJORD(TORP) | RYANAIR UK LTD | S | 42 | 0 | 0 | 2.4 | 28.6 | 38.1 | 21.4 | 2.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.3 | 20 | 42 | |
| TOTAL SANDEFJORD(TORP) | | | 42 | 0 | 0 | 2.4 | 28.6 | 38.1 | 21.4 | 2.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.3 | 20 | 42 | |
| TOTAL NORWAY | | | 134 | 0 | 0 | 2.2 | 29.1 | 41.0 | 17.2 | 4.5 | 5.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.6 | 17 | 143 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 26 | 0 | 0 | 0.0 | 57.7 | 23.1 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 85.3 | 17 | 34 | |
| BYDGOSZCZ | RYANAIR UK LTD | S | 8 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| TOTAL BYDGOSZCZ | | | 34 | 0 | 0 | 2.9 | 50.0 | 29.4 | 8.8 | 0.0 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.3 | 17 | 34 | |
| GDANSK | RYANAIR | S | 120 | 0 | 0 | 1.7 | 25.0 | 33.3 | 23.3 | 12.5 | 1.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 8 | 120 | |
| TOTAL GDANSK | | | 120 | 0 | 0 | 1.7 | 25.0 | 33.3 | 23.3 | 12.5 | 1.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 8 | 120 | |
| KATOWICE | RYANAIR | S | 84 | 0 | 0 | 1.2 | 36.9 | 41.7 | 14.3 | 4.8 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.4 | 13 | 76 | |
| TOTAL KATOWICE | | | 84 | 0 | 0 | 1.2 | 36.9 | 41.7 | 14.3 | 4.8 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.4 | 13 | 76 | |
| KRAKOW | RYANAIR | S | 164 | 0 | 0 | 3.0 | 26.8 | 28.0 | 22.0 | 13.4 | 4.9 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.7 | 18 | 153 | |
| KRAKOW | 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 | 8 | |
| TOTAL KRAKOW | | | 164 | 0 | 0 | 3.0 | 26.8 | 28.0 | 22.0 | 13.4 | 4.9 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 74.1 | 17 | 161 | |
| LODZ LUBLINEK | RYANAIR | S | 42 | 0 | 0 | 0.0 | 52.4 | 28.6 | 9.5 | 4.8 | 0.0 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 19 | 61.9 | 20 | 42 | |
| TOTAL LODZ LUBLINEK | | | 42 | 0 | 0 | 0.0 | 52.4 | 28.6 | 9.5 | 4.8 | 0.0 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 19 | 61.9 | 20 | 42 | |
| POZNAN | RYANAIR | S | 96 | 0 | 0 | 1.0 | 47.9 | 31.3 | 11.5 | 5.2 | 2.1 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 12 | 78 | |
| TOTAL POZNAN | | | 96 | 0 | 0 | 1.0 | 47.9 | 31.3 | 11.5 | 5.2 | 2.1 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 12 | 78 | |
| RZESZOW | RYANAIR | S | 52 | 0 | 0 | 0.0 | 34.6 | 51.9 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.8 | 7 | 52 | |
| RZESZOW | RYANAIR SUN | 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 | |
| RZESZOW | 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 | 8 | |
| TOTAL RZESZOW | | | 52 | 1 | 0 | 0.0 | 34.0 | 50.9 | 9.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 6 | 83.3 | 6 | 60 | |
| SZCZECIN (GOLENOW) | RYANAIR | S | 52 | 0 | 0 | 0.0 | 34.6 | 36.5 | 11.5 | 11.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.8 | 21 | 42 | |
| SZCZECIN (GOLENOW) | 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 | 73 | 8 | |
| TOTAL SZCZECIN (GOLENOW) | | | 52 | 0 | 0 | 0.0 | 34.6 | 36.5 | 11.5 | 11.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.3 | 29 | 50 | |
| SZYMANY (MAZURY) | 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 | 0 | 100.0 | 1 | 8 | |
| SZYMANY (MAZURY) | RYANAIR UK LTD | S | 10 | 0 | 0 | 10.0 | 10.0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 53 | 8 | |
| TOTAL SZYMANY (MAZURY) | | | 18 | 0 | 0 | 5.6 | 38.9 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 27 | 16 | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 154 | 0 | 0 | 6.5 | 48.1 | 24.0 | 12.3 | 7.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.6 | 11 | 172 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 154 | 0 | 0 | 6.5 | 48.1 | 24.0 | 12.3 | 7.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.6 | 11 | 172 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-------------------------------------|---------------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| WROCLAW | RYANAIR | S | 112 | 0 | 0 | 2.7 | 27.7 | 36.6 | 17.9 | 8.9 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 84.3 | 7 | 102 | |
| TOTAL WROCLAW | | | 112 | 0 | 0 | 2.7 | 27.7 | 36.6 | 17.9 | 8.9 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 84.3 | 7 | 102 | |
| TOTAL POLAND | | | 928 | 1 | 0 | 2.6 | 36.4 | 32.8 | 15.5 | 8.6 | 2.9 | 0.9 | 0.1 | 0.1 | 0.1 | 0.0 | 13 | 76.7 | 13 | 911 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| AZORES PONTA DELGADA | RYANAIR | S | 10 | 0 | 0 | 10.0 | 50.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 12 | 8 | |
| TOTAL AZORES PONTA DELGADA | | | 10 | 0 | 0 | 10.0 | 50.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 12 | 8 | |
| FARO | JET2.COM LTD | S | 60 | 0 | 0 | 3.3 | 38.3 | 53.3 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 78.8 | 7 | 52 | |
| FARO | RYANAIR | S | 156 | 0 | 0 | 3.8 | 20.5 | 39.1 | 22.4 | 11.5 | 1.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 59.2 | 26 | 190 | |
| TOTAL FARO | | | 216 | 0 | 0 | 3.7 | 25.5 | 43.1 | 16.7 | 9.3 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 63.4 | 22 | 242 | |
| LISBON | RYANAIR | S | 196 | 0 | 0 | 1.0 | 17.3 | 41.3 | 22.4 | 11.2 | 4.6 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 53.7 | 24 | 213 | |
| TOTAL LISBON | | | 196 | 0 | 0 | 1.0 | 17.3 | 41.3 | 22.4 | 11.2 | 4.6 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 53.7 | 24 | 213 | |
| OPORTO (PORTUGAL) | RYANAIR | S | 146 | 0 | 0 | 0.0 | 16.4 | 35.6 | 24.0 | 18.5 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.6 | 23 | 172 | |
| TOTAL OPORTO (PORTUGAL) | | | 146 | 0 | 0 | 0.0 | 16.4 | 35.6 | 24.0 | 18.5 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.6 | 23 | 172 | |
| TOTAL PORTUGAL | | | 568 | 0 | 0 | 1.9 | 20.8 | 40.5 | 20.2 | 12.1 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 59.8 | 23 | 635 | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 22.2 | 33.3 | 0.0 | 0.0 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 70 | 93.8 | 4 | 16 | |
| FUNCHAL | RYANAIR | S | 26 | 0 | 0 | 11.5 | 26.9 | 42.3 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 62.0 | 21 | 50 | |
| TOTAL FUNCHAL | | | 44 | 0 | 0 | 11.4 | 25.0 | 38.6 | 11.4 | 0.0 | 6.8 | 2.3 | 0.0 | 4.5 | 0.0 | 0.0 | 33 | 69.7 | 17 | 66 | |
| TOTAL PORTUGAL | | | 44 | 0 | 0 | 11.4 | 25.0 | 38.6 | 11.4 | 0.0 | 6.8 | 2.3 | 0.0 | 4.5 | 0.0 | 0.0 | 33 | 69.7 | 17 | 66 | |
| REPUBLIC OF MOLDOVA | | | | | | | | | | | | | | | | | | | | | |
| CHISINAU INTERNATIONAL | AIR MOLDOVA 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 | 35.0 | 21 | 32 | |
| CHISINAU INTERNATIONAL | FLY ONE | 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 | |
| CHISINAU INTERNATIONAL | HISKY | S | 46 | 0 | 0 | 17.4 | 30.4 | 28.3 | 13.0 | 4.3 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL CHISINAU INTERNATIONAL | | | 48 | 0 | 0 | 18.8 | 31.3 | 27.1 | 12.5 | 4.2 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 35.0 | 21 | 32 | |
| TOTAL REPUBLIC OF | | | 48 | 0 | 0 | 18.8 | 31.3 | 27.1 | 12.5 | 4.2 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 35.0 | 21 | 32 | |
| REPUBLIC OF | | | | | | | | | | | | | | | | | | | | | |
| PODGORICA | RYANAIR UK LTD | S | 26 | 0 | 0 | 7.7 | 38.5 | 42.3 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 15 | 26 | |
| TOTAL PODGORICA | | | 26 | 0 | 0 | 7.7 | 38.5 | 42.3 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 15 | 26 | |
| TIVAT | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 61.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL TIVAT | | | 18 | 0 | 0 | 0.0 | 33.3 | 61.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL REPUBLIC OF ROMANIA | | | 44 | 0 | 0 | 4.5 | 36.4 | 50.0 | 4.5 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.2 | 15 | 26 | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 186 | 0 | 0 | 0.5 | 24.7 | 41.9 | 13.4 | 13.4 | 5.4 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 69.1 | 17 | 207 | |
| BUCHAREST (OTOPENI) | RYANAIR UK LTD | S | 18 | 0 | 0 | 11.1 | 11.1 | 44.4 | 16.7 | 16.7 | 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 APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|---------------------|-------------------|------------|----------|----------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| TOTAL BUCHAREST (OTOPENI) | | | 204 | 0 | 0 | 1.5 | 23.5 | 42.2 | 13.7 | 13.7 | 4.9 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.1 | 17 | 207 | |
| CLUJ NAPOCA | RYANAIR | S | 36 | 0 | 0 | 0.0 | 19.4 | 36.1 | 25.0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 85.3 | 13 | 34 | |
| TOTAL CLUJ NAPOCA | | | 36 | 0 | 0 | 0.0 | 19.4 | 36.1 | 25.0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 85.3 | 13 | 34 | |
| TOTAL ROMANIA SLOVAK REPUBLIC | | | 240 | 0 | 0 | 1.3 | 22.9 | 41.3 | 15.4 | 14.6 | 4.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 71.4 | 17 | 241 | |
| BRATISLAVA | RYANAIR | S | 52 | 0 | 0 | 7.7 | 55.8 | 26.9 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 84.6 | 8 | 52 | |
| TOTAL BRATISLAVA | | | 52 | 0 | 0 | 7.7 | 55.8 | 26.9 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 84.6 | 8 | 52 | |
| KOSICE | RYANAIR | S | 32 | 0 | 0 | 3.1 | 18.8 | 50.0 | 25.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 38.2 | 41 | 34 | |
| KOSICE | 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 | 0.0 | 8 | 75.0 | 18 | 8 | |
| TOTAL KOSICE | | | 40 | 0 | 0 | 2.5 | 20.0 | 50.0 | 25.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 45.2 | 36 | 42 | |
| TATRY-POPRAD | 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 | 11 | 0.0 | 0 | 0 | |
| TOTAL TATRY-POPRAD | | | 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 | 11 | 0.0 | 0 | 0 | |
| TOTAL SLOVAK REPUBLIC | | | 110 | 0 | 0 | 4.5 | 44.5 | 33.6 | 14.5 | 0.9 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 67.0 | 21 | 94 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 52 | 0 | 0 | 3.8 | 23.1 | 55.8 | 3.8 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.4 | 6 | 52 | |
| ALICANTE | RYANAIR | S | 206 | 0 | 0 | 1.9 | 20.9 | 30.6 | 18.0 | 21.8 | 5.8 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 23 | 57.9 | 26 | 171 | |
| ALICANTE | 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 | 90.0 | 5 | 10 | |
| TOTAL ALICANTE | | | 258 | 0 | 0 | 2.3 | 21.3 | 35.7 | 15.1 | 19.4 | 5.4 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 20 | 66.5 | 20 | 233 | |
| ALMERIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 34.6 | 42.3 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.7 | 24 | 26 | |
| TOTAL ALMERIA | | | 26 | 0 | 0 | 0.0 | 34.6 | 42.3 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.7 | 24 | 26 | |
| ASTURIAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 69.2 | 19 | 26 | |
| ASTURIAS | RYANAIR UK LTD | S | 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 | 13 | 0.0 | 0 | 0 | |
| TOTAL ASTURIAS | | | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 34.6 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.2 | 19 | 26 | |
| 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 | 0 | 0 | |
| BARCELONA | RYANAIR | S | 230 | 0 | 0 | 1.3 | 17.4 | 37.8 | 18.7 | 19.1 | 4.8 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 20 | 58.9 | 24 | 214 | |
| BARCELONA | RYANAIR UK 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 | 0.0 | 12 | 57.7 | 25 | 26 | |
| TOTAL BARCELONA | | | 239 | 0 | 0 | 1.3 | 17.6 | 38.1 | 18.8 | 18.8 | 4.6 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 20 | 58.8 | 24 | 240 | |
| CASTELLON COSTA AZAHAR | RYANAIR | S | 34 | 0 | 0 | 2.9 | 52.9 | 41.2 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 91.7 | 4 | 24 | |
| TOTAL CASTELLON COSTA AZAHAR | | | 34 | 0 | 0 | 2.9 | 52.9 | 41.2 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 91.7 | 4 | 24 | |
| GIRONA | RYANAIR | S | 88 | 0 | 0 | 2.3 | 42.0 | 38.6 | 5.7 | 5.7 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 52.1 | 23 | 94 | |
| TOTAL GIRONA | | | 88 | 0 | 0 | 2.3 | 42.0 | 38.6 | 5.7 | 5.7 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 52.1 | 23 | 94 | |
| IBIZA | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 66.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 2 | 22 | |
| IBIZA | RYANAIR | S | 92 | 0 | 0 | 0.0 | 41.3 | 33.7 | 9.8 | 6.5 | 6.5 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.0 | 20 | 111 | |
| IBIZA | RYANAIR UK LTD | S | 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 | 4 | 0.0 | 0 | 0 | |
| TOTAL IBIZA | | | 120 | 0 | 0 | 3.3 | 45.0 | 31.7 | 8.3 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.9 | 17 | 133 | |
| JEREZ | RYANAIR | S | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 31.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 57.7 | 12 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|-------------------------|-------------------|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| 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 | |
| JEREZ | RYANAIR 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 | 5 | 0.0 | 0 | 0 | |
| TOTAL JEREZ | | | 24 | 0 | 0 | 0.0 | 29.2 | 29.2 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 57.7 | 12 | 26 | |
| MADRID | 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 | 0.0 | 59 | 2 | |
| MADRID | RYANAIR | S | 162 | 0 | 0 | 4.3 | 18.5 | 38.9 | 19.8 | 16.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.7 | 26 | 165 | |
| MADRID | RYANAIR UK LTD | S | 8 | 0 | 1 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 48 | 50.0 | 21 | 16 | |
| TOTAL MADRID | | | 170 | 0 | 1 | 4.1 | 17.5 | 38.6 | 18.7 | 17.5 | 2.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | 17 | 51.9 | 26 | 183 | |
| MAHON | JET2.COM 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 | 5 | 100.0 | 3 | 9 | |
| MAHON | RYANAIR | S | 26 | 0 | 0 | 0.0 | 34.6 | 42.3 | 11.5 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| TOTAL MAHON | | | 33 | 0 | 0 | 0.0 | 33.3 | 45.5 | 12.1 | 3.0 | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 3 | 9 | |
| MALAGA | JET2.COM LTD | S | 50 | 0 | 0 | 0.0 | 22.0 | 64.0 | 8.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 88.5 | 7 | 52 | |
| MALAGA | RYANAIR | S | 164 | 0 | 0 | 3.0 | 12.2 | 34.1 | 25.0 | 19.5 | 5.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.6 | 26 | 176 | |
| MALAGA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 0.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 | |
| TOTAL MALAGA | | | 222 | 0 | 0 | 2.3 | 14.4 | 40.1 | 20.3 | 17.1 | 5.4 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 59.2 | 22 | 228 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 86 | 0 | 0 | 7.0 | 36.0 | 44.2 | 5.8 | 2.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 48.3 | 19 | 86 | |
| TOTAL MURCIA INTERNATIONAL | | | 86 | 0 | 0 | 7.0 | 36.0 | 44.2 | 5.8 | 2.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 48.3 | 19 | 86 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 64 | 0 | 0 | 4.7 | 23.4 | 54.7 | 7.8 | 3.1 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 18 | 80.0 | 12 | 60 | |
| PALMA DE MALLORCA | RYANAIR | S | 144 | 0 | 0 | 2.8 | 18.1 | 28.5 | 27.8 | 20.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 42.6 | 40 | 194 | |
| PALMA DE MALLORCA | RYANAIR UK LTD | S | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 15.4 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | TUI AIRWAYS 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 | 24 | 66.7 | 9 | 6 | |
| TOTAL PALMA DE MALLORCA | | | 242 | 0 | 0 | 2.9 | 19.0 | 36.8 | 20.2 | 16.9 | 3.3 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 18 | 51.7 | 32 | 260 | |
| REUS | 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 | 2 | |
| REUS | RYANAIR | S | 68 | 0 | 0 | 1.5 | 23.5 | 48.5 | 17.6 | 4.4 | 1.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 68.2 | 23 | 43 | |
| REUS | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 0 | 8 | |
| TOTAL REUS | | | 76 | 0 | 0 | 1.3 | 27.6 | 44.7 | 18.4 | 3.9 | 1.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 74.1 | 19 | 53 | |
| SANTANDER | RYANAIR | S | 44 | 0 | 0 | 13.6 | 40.9 | 34.1 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 25 | 50 | |
| TOTAL SANTANDER | | | 44 | 0 | 0 | 13.6 | 40.9 | 34.1 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 25 | 50 | |
| SANTIAGO DE COMPOSTELA (SPAIN) | RYANAIR | S | 78 | 0 | 0 | 3.8 | 42.3 | 39.7 | 10.3 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.8 | 11 | 68 | |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 78 | 0 | 0 | 3.8 | 42.3 | 39.7 | 10.3 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.8 | 11 | 68 | |
| SEVILLE | RYANAIR | S | 66 | 0 | 0 | 3.0 | 21.2 | 30.3 | 21.2 | 19.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 53.3 | 22 | 75 | |
| TOTAL SEVILLE | | | 66 | 0 | 0 | 3.0 | 21.2 | 30.3 | 21.2 | 19.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 53.3 | 22 | 75 | |
| VALENCIA | INTERSKY LUFTFAHRT 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 | 0.0 | 74 | 1 | |
| VALENCIA | RYANAIR | S | 88 | 0 | 0 | 1.1 | 30.7 | 37.5 | 13.6 | 13.6 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.1 | 27 | 94 | |
| TOTAL VALENCIA | | | 88 | 0 | 0 | 1.1 | 30.7 | 37.5 | 13.6 | 13.6 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 51.6 | 28 | 95 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--|-----------------|-------------------|-------------|----------|----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|
| 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 | |
| VIGO | RYANAIR | S | 26 | 0 | 0 | 7.7 | 26.9 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.1 | 11 | 26 | |
| TOTAL VIGO | | | 26 | 0 | 0 | 7.7 | 26.9 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.1 | 11 | 26 | |
| ZARAGOZA | RYANAIR | S | 42 | 0 | 0 | 2.4 | 16.7 | 33.3 | 19.0 | 26.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.4 | 18 | 36 | |
| TOTAL ZARAGOZA | | | 42 | 0 | 0 | 2.4 | 16.7 | 33.3 | 19.0 | 26.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.4 | 18 | 36 | |
| TOTAL SPAIN | | | 1988 | 0 | 1 | 2.9 | 25.3 | 37.7 | 15.8 | 14.0 | 3.7 | 0.4 | 0.3 | 0.0 | 0.0 | 16 | 60.2 | 23 | 1971 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 80 | 0 | 0 | 6.3 | 40.0 | 42.5 | 3.8 | 3.8 | 1.3 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 14 | 88.2 | 6 | 76 |
| ARRECIFE | RYANAIR | S | 52 | 0 | 0 | 7.7 | 32.7 | 44.2 | 7.7 | 5.8 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 10 | 75.6 | 12 | 78 | |
| ARRECIFE | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 22.2 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | |
| TOTAL ARRECIFE | | | 150 | 0 | 0 | 6.0 | 33.3 | 42.0 | 7.3 | 6.7 | 2.7 | 1.3 | 0.0 | 0.7 | 0.0 | 15 | 81.8 | 9 | 154 | |
| FUERTEVENTURA | JET2.COM LTD | S | 42 | 0 | 0 | 2.4 | 52.4 | 35.7 | 4.8 | 0.0 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 24 | 36 | |
| FUERTEVENTURA | RYANAIR | S | 42 | 0 | 0 | 0.0 | 19.0 | 42.9 | 7.1 | 26.2 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 81.8 | 11 | 44 | |
| TOTAL FUERTEVENTURA | | | 84 | 0 | 0 | 1.2 | 35.7 | 39.3 | 6.0 | 13.1 | 3.6 | 1.2 | 0.0 | 0.0 | 0.0 | 13 | 82.5 | 17 | 80 | |
| LAS PALMAS | JET2.COM LTD | S | 42 | 0 | 0 | 0.0 | 31.0 | 61.9 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.7 | 18 | 44 | |
| LAS PALMAS | RYANAIR | S | 32 | 0 | 0 | 3.1 | 25.0 | 46.9 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.0 | 15 | 50 | |
| LAS PALMAS | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 55.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 11.1 | 22.2 | 50.0 | 0.0 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 19 | 78.6 | 13 | 14 | |
| TOTAL LAS PALMAS | | | 110 | 0 | 0 | 2.7 | 27.3 | 54.5 | 7.3 | 4.5 | 2.7 | 0.9 | 0.0 | 0.0 | 0.0 | 11 | 68.5 | 16 | 108 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 102 | 0 | 0 | 5.9 | 32.4 | 49.0 | 8.8 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 12 | 108 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 102 | 0 | 0 | 0.0 | 21.6 | 43.1 | 17.6 | 10.8 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.8 | 23 | 121 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 15 | 0 | 0 | 6.7 | 26.7 | 33.3 | 0.0 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.0 | 9 | 10 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 237 | 0 | 0 | 3.0 | 26.2 | 45.1 | 13.9 | 7.6 | 3.8 | 0.4 | 0.0 | 0.0 | 0.0 | 13 | 68.6 | 18 | 239 | |
| TOTAL SPAIN(CANARY SWEDEN) | | | 581 | 0 | 0 | 3.4 | 29.6 | 45.3 | 9.8 | 7.6 | 3.3 | 0.9 | 0.0 | 0.2 | 0.0 | 13 | 74.0 | 15 | 581 | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 78 | 0 | 0 | 3.8 | 26.9 | 33.3 | 12.8 | 16.7 | 5.1 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 23 | 81.0 | 8 | 58 |
| GOTEBORG (LANDVETTER) | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 18.8 | 25.0 | 6.3 | 25.0 | 6.3 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 73 | 61.1 | 22 | 18 |
| TOTAL GOTEBORG (LANDVETTER) | | | 94 | 0 | 0 | 4.3 | 25.5 | 31.9 | 11.7 | 18.1 | 5.3 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 32 | 76.3 | 11 | 76 |
| OREBRO | RYANAIR | S | 18 | 0 | 0 | 5.6 | 38.9 | 50.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 62.5 | 12 | 16 | |
| TOTAL OREBRO | | | 18 | 0 | 0 | 5.6 | 38.9 | 50.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 62.5 | 12 | 16 | |
| STOCKHOLM (ARLANDA) | RYANAIR | S | 88 | 0 | 0 | 3.4 | 29.5 | 36.4 | 20.5 | 5.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.9 | 15 | 78 | |
| STOCKHOLM (ARLANDA) | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------------|----------------------|-------------------|------------|----------|----------|----------------------------|-------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|-----------|--|
| 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 | | | | | | | | | | | | | | |
| TOTAL STOCKHOLM (ARLANDA) | | | 96 | 0 | 0 | 3.1 | 30.2 | 34.4 | 19.8 | 6.3 | 5.2 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.9 | 15 | 78 | |
| VASTERAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 61.1 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 10 | 16 | | |
| TOTAL VASTERAS | | | 18 | 0 | 0 | 0.0 | 61.1 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 10 | 16 | | |
| VAXJO | 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 | 94.4 | 2 | 18 | | |
| TOTAL VAXJO | | | 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 | 2 | 18 | | |
| TOTAL SWEDEN | | | 226 | 0 | 0 | 3.5 | 31.4 | 33.6 | 14.6 | 10.6 | 4.4 | 0.4 | 0.0 | 1.3 | 0.0 | 20 | 74.5 | 12 | 204 | | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | RYANAIR | S | 8 | 0 | 0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| BALE MULHOUSE | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 43.8 | 18.8 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | |
| TOTAL BALE MULHOUSE | | | 24 | 0 | 0 | 4.2 | 45.8 | 20.8 | 20.8 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| GENEVA | JET2.COM LTD | S | 17 | 0 | 0 | 11.8 | 41.2 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 57.1 | 26 | 28 | | |
| TOTAL GENEVA | | | 17 | 0 | 0 | 11.8 | 41.2 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 57.1 | 26 | 28 | | |
| TOTAL SWITZERLAND | | | 41 | 0 | 0 | 7.3 | 43.9 | 29.3 | 14.6 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 57.1 | 26 | 28 | | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANKARA (ESENBOGA) | PEGASUS AIRLINES | S | 25 | 0 | 0 | 0.0 | 44.0 | 44.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.7 | 9 | 30 | | |
| ANKARA (ESENBOGA) | THY TURKISH AIRLINES | S | 26 | 0 | 0 | 3.8 | 15.4 | 30.8 | 26.9 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | |
| TOTAL ANKARA (ESENBOGA) | | | 51 | 0 | 0 | 2.0 | 29.4 | 37.3 | 19.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.7 | 9 | 30 | | |
| ANTALYA | FREEBIRD 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 | 41 | 1 | | |
| ANTALYA | JET2.COM LTD | S | 78 | 0 | 0 | 5.1 | 26.9 | 51.3 | 6.4 | 3.8 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 59.4 | 16 | 69 | | |
| ANTALYA | PEGASUS AIRLINES | S | 60 | 0 | 0 | 6.7 | 20.0 | 46.7 | 13.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 54.1 | 21 | 61 | | |
| ANTALYA | SUNEXPRESS | S | 34 | 0 | 0 | 0.0 | 14.7 | 52.9 | 29.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| TOTAL ANTALYA | | | 172 | 0 | 0 | 4.7 | 22.1 | 50.0 | 13.4 | 5.8 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.5 | 19 | 131 | | |
| BODRUM (MILAS) | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 13 | 16 | | |
| TOTAL BODRUM (MILAS) | | | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 13 | 16 | | |
| DALAMAN | JET2.COM LTD | S | 44 | 0 | 0 | 11.4 | 38.6 | 31.8 | 4.5 | 9.1 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 12 | 74.3 | 14 | 35 | | |
| TOTAL DALAMAN | | | 44 | 0 | 0 | 11.4 | 38.6 | 31.8 | 4.5 | 9.1 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 12 | 74.3 | 14 | 35 | | |
| GAZIANTEP | SUNEXPRESS | S | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| TOTAL GAZIANTEP | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 255 | 0 | 0 | 5.1 | 30.6 | 42.0 | 12.9 | 6.7 | 2.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11 | 74.4 | 9 | 258 | | |
| ISTANBUL (SABIHA GOKCEN) | THY TURKISH AIRLINES | S | 120 | 0 | 0 | 5.0 | 23.3 | 35.0 | 18.3 | 15.8 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.7 | 13 | 156 | | |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 375 | 0 | 0 | 5.1 | 28.3 | 39.7 | 14.7 | 9.6 | 2.1 | 0.5 | 0.0 | 0.0 | 0.0 | 12 | 74.2 | 10 | 414 | | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 33.3 | 55.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 41 | 8 | | |
| IZMIR (ADNAN MENDERES) | PEGASUS AIRLINES | S | 60 | 0 | 0 | 8.3 | 50.0 | 30.0 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.9 | 12 | 64 | | |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 26 | 0 | 0 | 23.1 | 42.3 | 23.1 | 3.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|--|-----------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 104 | 0 | 0 | 11.5 | 45.2 | 32.7 | 6.7 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 15 | 72 |
| NEVSEHIR KAPADOKYA | 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 | 5 | 1 |
| TOTAL NEVSEHIR KAPADOKYA | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL TURKEY TURKMENISTAN | | | 774 | 0 | 0 | 5.9 | 29.6 | 40.6 | 13.3 | 7.5 | 2.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.0 | 13 | 699 |
| ASHKHABAD | TURKMENISTAN 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 | 87.5 | 4 | 8 |
| TOTAL ASHKHABAD | | | 0 | 0 | 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 | 8 |
| TOTAL TURKMENISTAN | | | 0 | 0 | 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 | 8 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 118 | 0 | 2 | 5.8 | 23.3 | 31.7 | 14.2 | 10.0 | 2.5 | 5.8 | 3.3 | 1.7 | 0.0 | 1.7 | 42 | 70.0 | 11 | 60 |
| TOTAL DUBAI | | | 118 | 0 | 2 | 5.8 | 23.3 | 31.7 | 14.2 | 10.0 | 2.5 | 5.8 | 3.3 | 1.7 | 0.0 | 1.7 | 42 | 70.0 | 11 | 60 |
| TOTAL UNITED ARAB | | | 118 | 0 | 2 | 5.8 | 23.3 | 31.7 | 14.2 | 10.0 | 2.5 | 5.8 | 3.3 | 1.7 | 0.0 | 1.7 | 42 | 70.0 | 11 | 60 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 220 | 0 | 0 | 5.9 | 45.5 | 27.3 | 8.6 | 5.5 | 5.5 | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 | 16 | 70.6 | 16 | 194 |
| BELFAST INTERNATIONAL | JET2.COM 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 | 24 | 0.0 | 0 | 0 |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 120 | 0 | 0 | 6.7 | 46.7 | 25.0 | 11.7 | 3.3 | 5.0 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 24 | 120 |
| TOTAL BELFAST INTERNATIONAL | | | 341 | 0 | 0 | 6.2 | 45.7 | 26.4 | 10.0 | 4.7 | 5.3 | 0.3 | 0.9 | 0.6 | 0.0 | 0.0 | 15 | 69.1 | 19 | 314 |
| 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 | 0.0 | 29 | 1 |
| TOTAL BRISTOL | | | 0 | 0 | 0 | 0.0 | 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 |
| CITY OF DERRY (EGLINTON) | 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 | 80.0 | 13 | 158 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 0 | 0 | 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 | 13 | 158 |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 |
| EAST MIDLANDS INTERNATIONAL | RYANAIR UK 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 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 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 |
| EDINBURGH | EASYJET UK LTD | S | 174 | 0 | 0 | 2.3 | 37.9 | 29.9 | 12.6 | 10.9 | 5.2 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 16 | 75.6 | 17 | 168 |
| EDINBURGH | RYANAIR UK LTD | S | 172 | 0 | 0 | 1.2 | 24.4 | 22.1 | 16.3 | 19.2 | 14.0 | 1.2 | 1.7 | 0.0 | 0.0 | 0.0 | 31 | 37.7 | 35 | 144 |
| TOTAL EDINBURGH | | | 346 | 0 | 0 | 1.7 | 31.2 | 26.0 | 14.5 | 15.0 | 9.5 | 0.9 | 1.2 | 0.0 | 0.0 | 0.0 | 23 | 58.0 | 25 | 312 |
| GATWICK | RYANAIR | 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 |
| TOTAL GATWICK | | | 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 |
| GLASGOW | EASYJET UK LTD | S | 128 | 0 | 0 | 10.2 | 43.8 | 29.7 | 7.8 | 7.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 67.5 | 20 | 160 |
| GLASGOW | 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 | 0 | 1 |
| TOTAL GLASGOW | | | 128 | 0 | 0 | 10.2 | 43.8 | 29.7 | 7.8 | 7.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 67.7 | 20 | 161 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 24 | 0 | 0 | 4.2 | 33.3 | 25.0 | 25.0 | 4.2 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|---------------------|-------------------|--------------|----------|----------------------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|--------------|
| 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 GUERNSEY | | | 24 | 0 | 0 | 4.2 | 33.3 | 25.0 | 25.0 | 4.2 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| LUTON | RYANAIR | 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 |
| TOTAL LUTON | | | 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 | 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 | 19 | 0.0 | 0 | 0 |
| TOTAL MANCHESTER | | | 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 | 19 | 0.0 | 0 | 0 |
| NEWQUAY | RYANAIR UK LTD | S | 26 | 0 | 0 | 3.8 | 53.8 | 38.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 73.1 | 16 | 26 |
| TOTAL NEWQUAY | | | 26 | 0 | 0 | 3.8 | 53.8 | 38.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 73.1 | 16 | 26 |
| TOTAL UNITED KINGDOM | | | 867 | 0 | 8 | 4.8 | 39.2 | 26.7 | 11.5 | 9.1 | 5.9 | 0.5 | 1.0 | 0.2 | 0.0 | 0.9 | 18 | 67.1 | 20 | 972 |
| USA | | | | | | | | | | | | | | | | | | | | |
| SAN DIEGO | 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 | 6 | 1 |
| TOTAL SAN DIEGO | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL USA | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL STANSTED | | | 14972 | 6 | 93 | 3.3 | 29.0 | 36.5 | 14.8 | 10.7 | 4.0 | 0.7 | 0.3 | 0.1 | 0.0 | 0.6 | 16 | 64.4 | 20 | 14252 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR APRIL 2024

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|------------------------|-------------------|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| 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 | | | | | | | | | | | | | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 158 | 0 | 6 | 0.0 | 13.4 | 34.1 | 16.5 | 8.5 | 15.2 | 7.9 | 0.6 | 0.0 | 0.0 | 3.7 | 36 | 84.3 | 7 | 133 |
| TOTAL AMSTERDAM | | | 158 | 0 | 6 | 0.0 | 13.4 | 34.1 | 16.5 | 8.5 | 15.2 | 7.9 | 0.6 | 0.0 | 0.0 | 3.7 | 36 | 84.3 | 7 | 133 |
| TOTAL NETHERLANDS | | | 158 | 0 | 6 | 0.0 | 13.4 | 34.1 | 16.5 | 8.5 | 15.2 | 7.9 | 0.6 | 0.0 | 0.0 | 3.7 | 36 | 84.3 | 7 | 133 |
| NORWAY | | | | | | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | 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 | 14 | 1 |
| TOTAL OSLO (GARDERMOEN) | | | 0 | 0 | 0 | 0.0 | 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 |
| TRONDHEIM (VAERNES) | 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 | 0 | 1 |
| TOTAL TRONDHEIM (VAERNES) | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL NORWAY | | | 0 | 0 | 0 | 0.0 | 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 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| GDANSK | AIRTANKER SERVICES 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 | 1 |
| TOTAL GDANSK | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 59 | 1 |
| TOTAL POLAND | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 59 | 1 |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 16 | 0 | 0 | 6.3 | 31.3 | 31.3 | 18.8 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.9 | 21 | 18 |
| TOTAL FARO | | | 16 | 0 | 0 | 6.3 | 31.3 | 31.3 | 18.8 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.9 | 21 | 18 |
| TOTAL PORTUGAL | | | 16 | 0 | 0 | 6.3 | 31.3 | 31.3 | 18.8 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.9 | 21 | 18 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 16 | 0 | 0 | 12.5 | 18.8 | 62.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 38.9 | 29 | 18 |
| TOTAL ALICANTE | | | 16 | 0 | 0 | 12.5 | 18.8 | 62.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 38.9 | 29 | 18 |
| PALMA DE MALLORCA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 6.3 | 6.3 | 25.0 | 50.0 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 48 | 77.8 | 8 | 18 |
| TOTAL PALMA DE MALLORCA | | | 16 | 0 | 0 | 0.0 | 6.3 | 6.3 | 25.0 | 50.0 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 48 | 77.8 | 8 | 18 |
| TOTAL SPAIN | | | 32 | 0 | 0 | 6.3 | 12.5 | 34.4 | 15.6 | 25.0 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 27 | 58.3 | 18 | 36 |
| SWEDEN | | | | | | | | | | | | | | | | | | | | |
| JONKOPING | JETTIME AS | 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 | 40 | 1 |
| TOTAL JONKOPING | | | 0 | 0 | 0 | 0.0 | 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 |
| MALMO | JETTIME AS | 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 | 55 | 1 |
| TOTAL MALMO | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 55 | 1 |
| TOTAL SWEDEN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 48 | 2 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 49 | 0 | 2 | 25.5 | 43.1 | 15.7 | 0.0 | 3.9 | 3.9 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 | 13 | 82.0 | 8 | 48 |
| TOTAL ABERDEEN | | | 49 | 0 | 2 | 25.5 | 43.1 | 15.7 | 0.0 | 3.9 | 3.9 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 | 13 | 82.0 | 8 | 48 |
| BRISTOL | 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 | 31 | 2 |
| TOTAL BRISTOL | | | 0 | 0 | 0 | 0.0 | 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 |
| CARDIFF WALES | LOGANAIR 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 |

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|-----------------------------|-----------------|-------------------|------------|----------|----------------------------|-------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|-------------------------------|------------|------------|------------------------|--------------------|------------------------|------------|
| 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 CARDIFF WALES | | | 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 |
| LUTON | 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 | 1 |
| TOTAL LUTON | | | 0 | 0 | 0 | 0.0 | 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 |
| 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 | 100.0 | 0 | 2 |
| TOTAL NORWICH | | | 0 | 0 | 0 | 0.0 | 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 |
| SOUTHAMPTON | 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 | 6 | 0.0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 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 | EASTERN AIRWAYS | 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 | 46 | 0.0 | 0 | 0 |
| TOTAL STANSTED | | | 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 | 46 | 0.0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 54 | 0 | 2 | 25.0 | 41.1 | 17.9 | 0.0 | 3.6 | 5.4 | 3.6 | 0.0 | 0.0 | 0.0 | 3.6 | 14 | 80.0 | 9 | 53 |
| TOTAL TEESSIDE | | | 260 | 0 | 8 | 6.3 | 20.1 | 30.6 | 13.1 | 9.3 | 10.8 | 6.0 | 0.7 | 0.0 | 0.0 | 3.0 | 29 | 75.4 | 11 | 245 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: A | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|--------------------------------|-------------------|-----------------------------|---------------------|-----|-----|-----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|-----|
| | | 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 | |
| | | | | | | | | 8.8 | 47.1 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| A CORUNA | | GATWICK | VUELING AIRLINES | S | A | 17 | 0 | 0 | 17.6 | 64.7 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 76.5 | 24 | 17 | |
| | | GATWICK | VUELING AIRLINES | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 47.1 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.5 | 17 | 17 | |
| TOTAL A CORUNA | | | | | | 34 | 0 | 0 | 8.8 | 47.1 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.5 | 20 | 34 | |
| AALBORG | | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 15.4 | 38.5 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.5 | 10 | 13 | |
| | | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 15.4 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.2 | 11 | 13 | |
| TOTAL AALBORG | | | | | | 26 | 0 | 0 | 7.7 | 38.5 | 19.2 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.4 | 11 | 26 | |
| AARHUS (TIRSTRUP) | | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 11.5 | 50.0 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 82.1 | 8 | 39 | |
| | | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 61.5 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 69.2 | 10 | 39 | |
| TOTAL AARHUS (TIRSTRUP) | | | | | | 52 | 0 | 0 | 5.8 | 55.8 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.6 | 9 | 78 | |
| ABERDEEN | | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | A | 28 | 0 | 0 | 17.9 | 42.9 | 21.4 | 0.0 | 10.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 68.0 | 25 | 25 | |
| | | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | D | 28 | 0 | 1 | 13.8 | 37.9 | 24.1 | 3.4 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 13 | 68.0 | 27 | 25 |
| | | BELFAST INTERNATIONAL | LOGANAIR 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 | 20 | 0.0 | 0 | 0 | |
| | | BELFAST INTERNATIONAL | LOGANAIR 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 | 169 | 0.0 | 0 | 0 | |
| | | BIRMINGHAM | LOGANAIR LTD | S | A | 69 | 0 | 2 | 9.9 | 53.5 | 21.1 | 7.0 | 1.4 | 2.8 | 1.4 | 0.0 | 0.0 | 2.8 | 7 | 85.3 | 8 | 66 | |
| | | BIRMINGHAM | LOGANAIR LTD | S | D | 69 | 0 | 2 | 0.0 | 33.8 | 40.8 | 11.3 | 5.6 | 4.2 | 1.4 | 0.0 | 0.0 | 2.8 | 13 | 75.0 | 13 | 65 | |
| | | BRISTOL | LOGANAIR LTD | S | A | 25 | 0 | 1 | 34.6 | 38.5 | 7.7 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 80.0 | 6 | 24 | |
| | | BRISTOL | LOGANAIR LTD | S | D | 25 | 0 | 1 | 19.2 | 42.3 | 19.2 | 0.0 | 3.8 | 11.5 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 76.0 | 7 | 24 | |
| | | EAST MIDLANDS INTERNATIONAL | 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 | 22 | 1 | |
| | | GLASGOW | 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 | 54 | 0.0 | 0 | 0 | |
| | | GATWICK | EASYJET UK LTD | S | A | 60 | 0 | 0 | 18.3 | 40.0 | 23.3 | 11.7 | 0.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 11 | 88.3 | 10 | 60 | |
| | | GATWICK | EASYJET UK LTD | S | D | 60 | 0 | 0 | 1.7 | 55.0 | 23.3 | 10.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.6 | 15 | 60 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 189 | 0 | 9 | 4.5 | 31.8 | 28.3 | 16.2 | 12.1 | 2.5 | 0.0 | 0.0 | 0.0 | 4.5 | 13 | 81.0 | 9 | 140 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 190 | 0 | 8 | 0.0 | 39.9 | 33.3 | 12.1 | 6.6 | 3.5 | 0.0 | 0.5 | 0.0 | 0.0 | 4.0 | 12 | 62.0 | 17 | 141 |
| | | LUTON | EASYJET UK LTD | S | A | 35 | 0 | 0 | 17.1 | 45.7 | 20.0 | 11.4 | 0.0 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 13 | 61.5 | 32 | 26 | |
| | | LUTON | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 45.7 | 40.0 | 5.7 | 2.9 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 12 | 53.8 | 21 | 26 | |
| | | MANCHESTER | LOGANAIR LTD | S | A | 91 | 0 | 4 | 20.0 | 46.3 | 17.9 | 5.3 | 1.1 | 5.3 | 0.0 | 0.0 | 0.0 | 4.2 | 8 | 82.2 | 11 | 73 | |
| | | MANCHESTER | LOGANAIR LTD | S | D | 96 | 0 | 4 | 2.0 | 46.0 | 29.0 | 7.0 | 5.0 | 6.0 | 0.0 | 1.0 | 0.0 | 4.0 | 12 | 74.3 | 15 | 70 | |
| | | 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 | 64.0 | 11 | 18 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|--------------------------------------|--|---------------------|--|---------|---|-------------|----------|-----------|-------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | | 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 | 53.8 | 15 | 21 | | | | | | | |
| NEWCASTLE | | LOGANAIR LTD | | S | A | 25 | 0 | 2 | 22.2 | 40.7 | 11.1 | 3.7 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | 11 | 77.5 | 8 | 38 | | | | | | |
| NEWCASTLE | | LOGANAIR LTD | | S | D | 25 | 0 | 1 | 0.0 | 46.2 | 42.3 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 9 | 74.4 | 11 | 40 | | | | | | |
| SOUTHAMPTON | | LOGANAIR LTD | | S | A | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 32 | 3 | | | | | | |
| SOUTHAMPTON | | LOGANAIR LTD | | 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 | 0.0 | 20 | 100.0 | 5 | 2 | | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | LOGANAIR LTD | | S | A | 25 | 0 | 1 | 30.8 | 34.6 | 19.2 | 0.0 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 13 | 84.0 | 8 | 24 | | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | LOGANAIR LTD | | S | D | 24 | 0 | 1 | 20.0 | 52.0 | 12.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 13 | 80.0 | 8 | 24 | | | | | | |
| TOTAL ABERDEEN | | | | | | 1111 | 0 | 37 | 8.4 | 41.7 | 26.4 | 9.0 | 5.8 | 4.5 | 0.5 | 0.3 | 0.0 | 0.0 | 3.2 | 12 | 74.3 | 13 | 996 | | | | | | | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 11 | 0 | 0 | 45.5 | 18.2 | 9.1 | 9.1 | 9.1 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 12 | 0 | 0 | 0.0 | 66.7 | 16.7 | 8.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | | | | | |
| HEATHROW | | ETIHAD AIRWAYS | | S | A | 120 | 0 | 0 | 5.8 | 19.2 | 25.8 | 18.3 | 20.8 | 9.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 90.0 | 4 | 120 | | | | | | | |
| HEATHROW | | ETIHAD AIRWAYS | | S | D | 119 | 0 | 0 | 1.7 | 42.0 | 31.9 | 8.4 | 5.0 | 8.4 | 0.8 | 0.8 | 0.8 | 0.0 | 0.0 | 24 | 91.7 | 4 | 120 | | | | | | | |
| MANCHESTER | | ETIHAD AIRWAYS | | S | A | 30 | 0 | 0 | 10.0 | 23.3 | 23.3 | 10.0 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 96.7 | 3 | 30 | | | | | | | |
| MANCHESTER | | ETIHAD AIRWAYS | | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 36.7 | 13.3 | 13.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 93.3 | 4 | 30 | | | | | | | |
| TOTAL ABU DHABI INTERNATIONAL | | | | | | 322 | 0 | 0 | 5.3 | 29.5 | 28.0 | 12.7 | 13.4 | 9.3 | 1.2 | 0.3 | 0.3 | 0.0 | 0.0 | 24 | 91.7 | 4 | 300 | | | | | | | |
| ABUJA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 30 | 0 | 0 | 33.3 | 36.7 | 16.7 | 0.0 | 0.0 | 0.0 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 52 | 76.7 | 9 | 30 | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 40 | 46.7 | 20 | 30 | | | | | | | |
| TOTAL ABUJA | | | | | | 60 | 0 | 0 | 16.7 | 41.7 | 28.3 | 5.0 | 0.0 | 0.0 | 3.3 | 1.7 | 3.3 | 0.0 | 0.0 | 46 | 61.7 | 15 | 60 | | | | | | | |
| ACCRA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | A | 18 | 0 | 0 | 33.3 | 33.3 | 5.6 | 11.1 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 27.8 | 22.2 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 30 | 0 | 0 | 3.3 | 53.3 | 20.0 | 6.7 | 10.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 17 | 86.7 | 8 | 30 | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 33.3 | 33.3 | 13.3 | 6.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 47 | 30.0 | 36 | 30 | | | | | | | |
| TOTAL ACCRA | | | | | | 96 | 0 | 0 | 7.3 | 25.0 | 22.9 | 19.8 | 12.5 | 4.2 | 2.1 | 5.2 | 1.0 | 0.0 | 0.0 | 34 | 58.3 | 22 | 60 | | | | | | | |
| ADDIS ABABA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | ETHIOPIAN AIRLINES | | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 0.0 | 23.1 | 46.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | | | | | | | |
| GATWICK | | ETHIOPIAN AIRLINES | | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 61.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: A | | | | | | | | | | | | | | | | | APR 2023 | | | |
|----------------------------------|-------------------|--------------------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 | A | 30 | 0 | 0 | 3.3 | 16.7 | 30.0 | 30.0 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.7 | 7 | 30 |
| | HEATHROW | ETHIOPIAN AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 53.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 14 | 30 |
| | MANCHESTER | ETHIOPIAN AIRLINES | S | A | 22 | 0 | 0 | 0.0 | 0.0 | 9.1 | 13.6 | 59.1 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 16.7 | 40 | 18 |
| | MANCHESTER | ETHIOPIAN AIRLINES | S | D | 22 | 0 | 0 | 4.5 | 77.3 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 88.9 | 7 | 18 |
| TOTAL ADDIS ABABA | | | | | 130 | 0 | 0 | 1.5 | 26.9 | 30.0 | 16.2 | 19.2 | 5.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.8 | 15 | 96 |
| AGADIR (AL MASSIRA) | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR UK LTD | S | A | 14 | 0 | 0 | 14.3 | 35.7 | 35.7 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR UK LTD | S | D | 14 | 0 | 0 | 0.0 | 28.6 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 0.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 25.0 | 31 | 4 |
| | BIRMINGHAM | TUI AIRWAYS LTD | 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 | 24 | 0.0 | 38 | 4 |
| | BOURNEMOUTH | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 33.3 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| | BOURNEMOUTH | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 11.1 | 44.4 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR 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 | 5 | 0.0 | 0 | 0 |
| | GLASGOW | EASYJET UK LTD | S | A | 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 | 0.0 | 0 | 0 |
| | GLASGOW | EASYJET UK LTD | S | 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 | 0.0 | 0 | 0 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 12 | 0 | 0 | 66.7 | 25.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 50.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET UK LTD | S | A | 21 | 0 | 0 | 23.8 | 38.1 | 23.8 | 4.8 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 57.1 | 27 | 21 |
| | GATWICK | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 66.7 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 57.1 | 23 | 21 |
| | GATWICK | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 9 | 8 |
| | GATWICK | TUI AIRWAYS LTD | 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 | 30 | 50.0 | 21 | 8 |
| | LUTON | EASYJET UK LTD | S | A | 17 | 0 | 0 | 29.4 | 47.1 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.6 | 19 | 9 |
| | LUTON | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 58.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 77.8 | 16 | 9 |
| | STANSTED | RYANAIR UK LTD | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 29.4 | 35.3 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 46.2 | 22 | 13 |
| | STANSTED | RYANAIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 10 | 13 |
| | MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 87.5 | 0.0 | 12.5 | 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 | 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 | 6 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 22 | 0 | 1 | 0.0 | 30.4 | 39.1 | 8.7 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 12 | 61.5 | 13 | 13 |
| | MANCHESTER | RYANAIR 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 | 4 | 92.3 | 2 | 13 |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 100.0 | 4 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 9 | 8 |
| TOTAL AGADIR (AL MASSIRA) | | | | | 321 | 0 | 1 | 10.2 | 30.1 | 37.0 | 11.2 | 5.9 | 4.7 | 0.6 | 0.0 | 0.0 | 0.0 | 0.3 | 12 | 63.2 | 17 | 152 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: A | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|---------------------------------|-----------------------|--------------------------------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| | | 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 | |
| AHMEDABAD | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR INDIA | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 7.7 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 92.3 | 20 | 13 | |
| | GATWICK | AIR INDIA | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 0.0 | 16.7 | 8.3 | 0.0 | 8.3 | 16.7 | 0.0 | 0.0 | 252 | 61.5 | 16 | 13 | |
| TOTAL AHMEDABAD | | | | | 25 | 0 | 0 | 0.0 | 16.0 | 36.0 | 4.0 | 16.0 | 16.0 | 0.0 | 4.0 | 8.0 | 0.0 | 0.0 | 137 | 76.9 | 18 | 26 | |
| ALDERNEY | | | | | | | | | | | | | | | | | | | | | | | |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | A | 57 | 0 | 3 | 15.0 | 58.3 | 13.3 | 1.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 6 | 77.6 | 17 | 59 | |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | D | 57 | 0 | 3 | 55.0 | 26.7 | 6.7 | 0.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 4 | 77.6 | 15 | 59 | |
| TOTAL ALDERNEY | | | | | 114 | 0 | 6 | 35.0 | 42.5 | 10.0 | 0.8 | 4.2 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5 | 77.6 | 16 | 118 | |
| ALGHERO (FERTILIA) | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 26 | 8 | |
| | STANSTED | 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 | 0.0 | 2 | 75.0 | 14 | 8 | |
| TOTAL ALGHERO (FERTILIA) | | | | | 26 | 0 | 0 | 0.0 | 53.8 | 38.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 20 | 16 | |
| ALGIERS | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 29 | 0 | 0 | 31.0 | 34.5 | 17.2 | 10.3 | 6.9 | 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 | D | 30 | 0 | 0 | 0.0 | 40.0 | 46.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 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 | |
| | HEATHROW | AIR ALGERIE | S | A | 22 | 0 | 0 | 9.1 | 9.1 | 31.8 | 9.1 | 22.7 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 40.9 | 24 | 22 | |
| | HEATHROW | AIR ALGERIE | S | D | 22 | 0 | 0 | 9.1 | 31.8 | 18.2 | 13.6 | 13.6 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 40.9 | 24 | 22 | |
| | 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 | 48.0 | 26 | 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 | 0.0 | 0 | 44.0 | 24 | 25 | |
| TOTAL ALGIERS | | | | | 103 | 0 | 1 | 12.5 | 29.8 | 28.8 | 9.6 | 11.5 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 16 | 43.6 | 24 | 94 | |
| ALICANTE | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 23.1 | 23.1 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 36 | 8 | |
| | ABERDEEN | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 30.8 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 12.5 | 44 | 8 | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | A | 20 | 0 | 0 | 25.0 | 30.0 | 30.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | D | 20 | 0 | 0 | 0.0 | 30.0 | 40.0 | 20.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 10 | 0 | 0 | 0.0 | 30.0 | 20.0 | 0.0 | 20.0 | 10.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 74 | 48.1 | 38 | 27 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 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 | 34 | 84.6 | 11 | 26 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 29.4 | 47.1 | 17.6 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 5 | 13 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 52.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.9 | 9 | 13 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: A | | NUMBER OF FLIGHTS | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|-----------------------------|------------------|-------------------|---|---------|---|------------------------|------|-------------------|-------|------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------------|-------|-----|------------------|-----------------|------------------|-----|--|
| | | | | | | 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 INTERNATIONAL | RYANAIR | 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 | 0.0 | 8 | 0.0 | 0 | 0 | | | | |
| BELFAST INTERNATIONAL | RYANAIR | 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 | 0.0 | 16 | 0.0 | 0 | 0 | | | | |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 26 | 0 | 0 | 26.9 | 38.5 | 26.9 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 15.4 | 33 | 13 | | | | | |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 26 | 0 | 0 | 0.0 | 42.3 | 46.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 69.2 | 11 | 13 | | | | | |
| BIRMINGHAM | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 22.2 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | | | |
| BIRMINGHAM | EASYJET UK LTD | 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 | 0.0 | 0 | 0 | | | | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 30 | 0 | 0 | 3.3 | 53.3 | 20.0 | 10.0 | 6.7 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 15 | 76.7 | 12 | 30 | | | | | |
| BIRMINGHAM | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 60.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 86.7 | 9 | 30 | | | | | |
| BIRMINGHAM | RYANAIR | S | A | 48 | 0 | 0 | 6.3 | 27.1 | 37.5 | 14.6 | 10.4 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 68.1 | 19 | 47 | | | | | |
| BIRMINGHAM | RYANAIR | S | D | 48 | 0 | 0 | 0.0 | 35.4 | 29.2 | 12.5 | 14.6 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 42.6 | 29 | 47 | | | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 44.4 | 36 | 9 | | | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 18 | 9 | | | | | |
| BOURNEMOUTH | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 33.3 | 36.7 | 23.3 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 58 | 75.0 | 12 | 16 | | | | | |
| BOURNEMOUTH | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 23.3 | 10.0 | 10.0 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 59 | 58.8 | 24 | 17 | | | | | |
| BRISTOL | EASYJET EUROPE | S | A | 22 | 0 | 0 | 13.6 | 31.8 | 50.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | | | | |
| BRISTOL | EASYJET EUROPE | S | D | 22 | 0 | 0 | 0.0 | 4.5 | 45.5 | 9.1 | 27.3 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | | | | |
| BRISTOL | EASYJET UK LTD | S | A | 43 | 0 | 0 | 7.0 | 23.3 | 39.5 | 16.3 | 7.0 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.2 | 26 | 65 | | | | | |
| BRISTOL | EASYJET UK LTD | S | D | 42 | 0 | 0 | 0.0 | 31.0 | 45.2 | 9.5 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 55.4 | 22 | 65 | | | | | |
| BRISTOL | JET2.COM LTD | S | A | 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 | 12 | 84.6 | 10 | 13 | | | | | |
| BRISTOL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 46.2 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.9 | 7 | 13 | | | | | |
| BRISTOL | RYANAIR | S | A | 55 | 0 | 0 | 0.0 | 21.8 | 40.0 | 18.2 | 10.9 | 7.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.3 | 18 | 47 | | | | | |
| BRISTOL | RYANAIR | S | D | 55 | 0 | 0 | 0.0 | 45.5 | 36.4 | 7.3 | 5.5 | 3.6 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 56.5 | 29 | 46 | | | | | |
| CARDIFF WALES | 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 | 14 | 0.0 | 0 | 0 | | | | | |
| CARDIFF WALES | RYANAIR | S | D | 8 | 0 | 0 | 12.5 | 12.5 | 50.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 44.4 | 26 | 9 | | | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | 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 | 5 | 100.0 | 1 | 9 | | | | | |
| CARDIFF WALES | VUELING AIRLINES | S | A | 13 | 0 | 0 | 15.4 | 23.1 | 30.8 | 23.1 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 12 | 12 | | | | | |
| CARDIFF WALES | VUELING AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 7.7 | 15.4 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 51 | 33.3 | 16 | 12 | | | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 30 | 0 | 0 | 26.7 | 40.0 | 16.7 | 3.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.6 | 16 | 26 | | | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 40.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 88.5 | 7 | 26 | | | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 58 | 0 | 0 | 10.3 | 32.8 | 36.2 | 8.6 | 5.2 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.3 | 18 | 65 | | | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 59 | 0 | 0 | 0.0 | 62.7 | 23.7 | 8.5 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 12 | 65 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 11.1 | 22.2 | 22.2 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 77.8 | 18 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C 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 | 11 | 66.7 | 32 | 9 | | |
| EDINBURGH | EASYJET UK LTD | S A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 23.1 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 38.5 | 30 | 13 | | | |
| EDINBURGH | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 61.5 | 15 | 13 | | | |
| EDINBURGH | JET2.COM LTD | S A | 25 | 0 | 0 | 16.0 | 32.0 | 36.0 | 12.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 86.4 | 6 | 22 | | | |
| EDINBURGH | JET2.COM LTD | S D | 25 | 0 | 0 | 0.0 | 52.0 | 40.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 86.4 | 7 | 22 | | | |
| EDINBURGH | RYANAIR | S A | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 63.3 | 25 | 30 | | | |
| EDINBURGH | RYANAIR | S D | 18 | 0 | 0 | 0.0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 14 | 30 | | | |
| EDINBURGH | RYANAIR UK LTD | S A | 8 | 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 | 0.0 | 0 | 0 | | | |
| EDINBURGH | RYANAIR UK LTD | S D | 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 | 0 | 0.0 | 0 | 0 | | | |
| EXETER | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 6 | 9 | | | |
| EXETER | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 23.1 | 61.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 16 | 9 | | | |
| GLASGOW | EASYJET UK LTD | S A | 21 | 0 | 0 | 28.6 | 28.6 | 19.0 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.9 | 23 | 26 | | | |
| GLASGOW | EASYJET UK LTD | S D | 21 | 0 | 0 | 0.0 | 9.5 | 47.6 | 28.6 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.6 | 8 | 26 | | | |
| GLASGOW | JET2.COM LTD | S A | 25 | 0 | 0 | 12.0 | 44.0 | 32.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.1 | 14 | 26 | | | |
| GLASGOW | JET2.COM LTD | S D | 27 | 0 | 0 | 0.0 | 33.3 | 55.6 | 3.7 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.8 | 7 | 26 | | | |
| GLASGOW | RYANAIR | S A | 9 | 0 | 0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 66.7 | 11 | 9 | | | |
| GLASGOW | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 22.2 | 23 | 9 | | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 37.5 | 14 | 8 | | | |
| GLASGOW | TUI AIRWAYS LTD | C D | 10 | 0 | 0 | 0.0 | 70.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 7 | 8 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 49 | 0 | 0 | 30.6 | 34.7 | 24.5 | 4.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.4 | 15 | 44 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 49 | 0 | 0 | 0.0 | 46.9 | 46.9 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.6 | 5 | 44 | | | |
| LEEDS BRADFORD | RYANAIR | S A | 51 | 0 | 0 | 7.8 | 39.2 | 29.4 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.8 | 22 | 43 | | | |
| LEEDS BRADFORD | RYANAIR | S D | 52 | 0 | 0 | 0.0 | 15.4 | 46.2 | 11.5 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 44.2 | 37 | 43 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 38 | 0 | 0 | 5.3 | 23.7 | 34.2 | 18.4 | 7.9 | 7.9 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 23 | 69.2 | 17 | 39 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 39 | 0 | 0 | 0.0 | 56.4 | 30.8 | 5.1 | 5.1 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 10 | 87.2 | 9 | 39 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 12 | 0 | 0 | 33.3 | 25.0 | 25.0 | 8.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S D | 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 | 9 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 44 | 0 | 0 | 0.0 | 15.9 | 45.5 | 22.7 | 13.6 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 65.8 | 15 | 38 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 44 | 0 | 0 | 0.0 | 34.1 | 52.3 | 9.1 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.3 | 7 | 38 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: A | | | NUMBER OF FLIGHTS | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|--------------------|--------------------------------------|-------------------|---|---------|---|------------------------|------|-------|-------------------|------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|----------------------------|-----|------------------|-----------------|------------------|----------|--|--|
| | | | | | | 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 | A | 30 | 0 | 0 | 0.0 | 33.3 | 26.7 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 54.5 | 27 | 22 | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 53.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 26 | 22 | | | | | | |
| 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 | 40.0 | 41 | 10 | | | | | | |
| 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 | 40.0 | 30 | 10 | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 133 | 0 | 0 | 12.8 | 30.8 | 36.1 | 9.0 | 9.8 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11 | 57.1 | 25 | 125 | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 133 | 0 | 0 | 0.0 | 40.6 | 40.6 | 12.8 | 3.8 | 1.5 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 9 | 62.4 | 19 | 124 | | | | | | |
| GATWICK | RYANAIR | S | A | 17 | 0 | 0 | 17.6 | 29.4 | 29.4 | 0.0 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.5 | 10 | 17 | | | | | | |
| GATWICK | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 29.4 | 35.3 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 41.2 | 44 | 17 | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.0 | 20 | 5 | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 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 | 7 | 80.0 | 20 | 5 | | | | | | |
| GATWICK | VUELING AIRLINES | S | A | 13 | 0 | 0 | 15.4 | 46.2 | 7.7 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 84.6 | 30 | 13 | | | | | | |
| GATWICK | VUELING AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.5 | 17 | 13 | | | | | | |
| LUTON | EASYJET UK LTD | S | A | 65 | 0 | 0 | 3.1 | 30.8 | 32.3 | 20.0 | 6.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.8 | 21 | 63 | | | | | | |
| LUTON | EASYJET UK LTD | S | D | 64 | 0 | 0 | 0.0 | 43.8 | 37.5 | 9.4 | 4.7 | 3.1 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.5 | 17 | 64 | | | | | | |
| LUTON | RYANAIR | S | A | 34 | 0 | 0 | 8.8 | 26.5 | 29.4 | 14.7 | 5.9 | 5.9 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 35 | 30.0 | 38 | 30 | | | | | | |
| LUTON | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 17.6 | 32.4 | 5.9 | 29.4 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 37 | 63.3 | 19 | 30 | | | | | | |
| STANSTED | JET2.COM LTD | S | A | 26 | 0 | 0 | 7.7 | 23.1 | 46.2 | 3.8 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 84.6 | 9 | 26 | | | | | | |
| STANSTED | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 65.4 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 96.2 | 4 | 26 | | | | | | |
| STANSTED | RYANAIR | S | A | 103 | 0 | 0 | 3.9 | 28.2 | 29.1 | 14.6 | 17.5 | 5.8 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 19 | 57.0 | 25 | 86 | | | | | | |
| STANSTED | RYANAIR | S | D | 103 | 0 | 0 | 0.0 | 13.6 | 32.0 | 21.4 | 26.2 | 5.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 58.8 | 26 | 85 | | | | | | |
| 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 | 4 | 5 | | | | | | |
| 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 | 80.0 | 6 | 5 | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 74 | 0 | 0 | 6.8 | 29.7 | 32.4 | 12.2 | 4.1 | 13.5 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 70.0 | 16 | 67 | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 73 | 0 | 0 | 0.0 | 46.6 | 34.2 | 4.1 | 5.5 | 8.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 71.0 | 19 | 68 | | | | | | |
| MANCHESTER | JET2.COM LTD | S | A | 43 | 0 | 0 | 9.3 | 20.9 | 32.6 | 18.6 | 9.3 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.5 | 21 | 44 | | | | | | |
| MANCHESTER | JET2.COM LTD | S | D | 43 | 0 | 0 | 0.0 | 4.7 | 67.4 | 11.6 | 14.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 81.8 | 13 | 44 | | | | | | |
| MANCHESTER | RYANAIR | S | A | 89 | 1 | 0 | 7.8 | 22.2 | 37.8 | 12.2 | 13.3 | 5.6 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 15 | 56.6 | 21 | 83 | | | | | | |
| MANCHESTER | RYANAIR | S | D | 89 | 0 | 0 | 0.0 | 36.0 | 34.8 | 13.5 | 11.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 52.4 | 25 | 82 | | | | | | |
| MANCHESTER | RYANAIR UK 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 | 15 | 50.0 | 28 | 12 | | | | | | |
| 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 | 83.3 | 8 | 12 | | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 66.7 | 24 | 9 | | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 44.4 | 19 | 9 | | | | | | |
| NEWCASTLE | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 0.0 | 11.1 | 55.6 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|--------------------------------|---------------------|-------------------|---|-------------|----------|----------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------------------|------------------|-----------------|------------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | |
| NEWCASTLE | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 0.0 | 11.1 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 59 | 0.0 | 0 | 0 | | | | | | | | | | |
| NEWCASTLE | JET2.COM LTD | S | A | 30 | 0 | 0 | 16.7 | 30.0 | 36.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.4 | 13 | 31 | | | | | | | | | | |
| NEWCASTLE | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 66.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 71.9 | 14 | 31 | | | | | | | | | | |
| NEWCASTLE | RYANAIR | S | A | 33 | 0 | 0 | 0.0 | 24.2 | 45.5 | 15.2 | 6.1 | 6.1 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 71.1 | 23 | 38 | | | | | | | | | | |
| NEWCASTLE | RYANAIR | S | D | 33 | 0 | 0 | 0.0 | 33.3 | 45.5 | 12.1 | 6.1 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 47.4 | 33 | 38 | | | | | | | | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | A | 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 | 23 | 66.7 | 15 | 9 | | | | | | | | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 77.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 7 | 9 | | | | | | | | | | |
| SOUTHAMPTON | EASYJET UK LTD | S | 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 | 28 | 0.0 | 0 | 0 | | | | | | | | | | |
| SOUTHAMPTON | EASYJET UK LTD | S | D | 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 | 58 | 0.0 | 0 | 0 | | | | | | | | | | |
| SOUTHEND | EASYJET EUROPE | 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 | 23 | 0.0 | 0 | 0 | | | | | | | | | | |
| SOUTHEND | EASYJET EUROPE | S | D | 9 | 0 | 0 | 11.1 | 0.0 | 11.1 | 33.3 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 | | | | | | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | RYANAIR | S | A | 8 | 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 | 44.4 | 23 | 9 | | | | | | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 33.3 | 34 | 9 | | | | | | | | | | |
| TOTAL ALICANTE | | | | 3126 | 1 | 0 | 4.7 | 30.4 | 37.4 | 12.4 | 9.6 | 4.1 | 0.9 | 0.4 | 0.1 | 0.0 | 0.0 | 16 | 65.3 | 19 | 2838 | | | | | | | | | | |
| ALMATY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | AIR ASTANA | S | A | 14 | 0 | 0 | 0.0 | 35.7 | 28.6 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 86.7 | 6 | 15 | | | | | | | | | | |
| HEATHROW | AIR ASTANA | S | D | 14 | 0 | 0 | 0.0 | 35.7 | 28.6 | 21.4 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 17 | 15 | | | | | | | | | | |
| TOTAL ALMATY | | | | 28 | 0 | 0 | 0.0 | 35.7 | 28.6 | 25.0 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.7 | 12 | 30 | | | | | | | | | | |
| ALMERIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 100.0 | 0 | 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 | | | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 57.7 | 32 | 26 | | | | | | | | | | |
| GATWICK | EASYJET UK LTD | 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 | 3 | 73.1 | 22 | 26 | | | | | | | | | | |
| STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 31 | 13 | | | | | | | | | | |
| STANSTED | RYANAIR | 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 | 10 | 61.5 | 18 | 13 | | | | | | | | | | |
| MANCHESTER | RYANAIR | S | A | 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 | 5 | 37.5 | 20 | 8 | | | | | | | | | | |
| MANCHESTER | RYANAIR | S | 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 | 6 | 87.5 | 7 | 8 | | | | | | | | | | |
| TOTAL ALMERIA | | | | 70 | 0 | 0 | 1.4 | 35.7 | 48.6 | 11.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 63.5 | 23 | 96 | | | | | | | | | | |
| AMMAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 35.3 | 35.3 | 17.6 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 9 | 30 | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 52.9 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 60.0 | 22 | 30 | | | | | | | | | | |
| HEATHROW | ROYAL JORDANIAN | S | A | 30 | 0 | 0 | 16.7 | 46.7 | 30.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 16 | 92.1 | 5 | 38 | | | | | | | | | | |
| HEATHROW | ROYAL JORDANIAN | S | D | 30 | 0 | 0 | 6.7 | 53.3 | 23.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 17 | 81.6 | 9 | 38 | | | | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | A | 16 | 0 | 0 | 0.0 | 0.0 | 0.0 | 6.3 | 56.3 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 69.2 | 19 | 13 | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: A | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|-----------------------|----------------------------|------------------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|----|
| | | 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 | |
| | | | | | | | | 9.8 | 35.1 | 30.4 | 7.7 | 10.3 | 3.6 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 16 | 76.4 | 13 |
| | LUTON | WIZZ AIR UK LTD | S | D | 16 | 0 | 0 | 0.0 | 31.3 | 50.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.5 | 25 | 13 | |
| | STANSTED | ROYAL JORDANIAN | S | A | 20 | 0 | 1 | 19.0 | 42.9 | 23.8 | 4.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 0.0 | 0 | 0 | |
| | STANSTED | ROYAL JORDANIAN | S | D | 20 | 0 | 1 | 0.0 | 28.6 | 47.6 | 4.8 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 16 | 0.0 | 0 | 0 | |
| | MANCHESTER | ROYAL JORDANIAN | S | A | 13 | 0 | 0 | 15.4 | 46.2 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| | MANCHESTER | ROYAL JORDANIAN | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL AMMAN | | | | | 192 | 0 | 2 | 9.8 | 35.1 | 30.4 | 7.7 | 10.3 | 3.6 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 16 | 76.4 | 13 | 162 | |
| AMRITSAR | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR INDIA | S | A | 13 | 0 | 0 | 61.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 84.6 | 18 | 13 | |
| | BIRMINGHAM | AIR INDIA | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 76.9 | 9 | 13 | |
| | GATWICK | AIR INDIA | S | A | 12 | 0 | 0 | 16.7 | 33.3 | 0.0 | 25.0 | 0.0 | 0.0 | 8.3 | 0.0 | 16.7 | 0.0 | 0.0 | 152 | 100.0 | 0 | 13 | |
| | GATWICK | AIR INDIA | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 15.4 | 15.4 | 0.0 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 110 | 53.8 | 71 | 13 | |
| TOTAL AMRITSAR | | | | | 50 | 0 | 0 | 20.0 | 24.0 | 20.0 | 14.0 | 8.0 | 4.0 | 4.0 | 0.0 | 6.0 | 0.0 | 0.0 | 71 | 78.8 | 25 | 52 | |
| AMSTERDAM | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | KLM | S | A | 8 | 0 | 2 | 0.0 | 40.0 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 4 | 33.3 | 21 | 5 | |
| | ABERDEEN | KLM | S | D | 8 | 0 | 3 | 0.0 | 45.5 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 9 | 25.0 | 21 | 5 | |
| | ABERDEEN | KLM CITYHOPPER | S | A | 131 | 0 | 0 | 0.0 | 28.2 | 45.0 | 12.2 | 11.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 89.0 | 6 | 118 | |
| | ABERDEEN | KLM CITYHOPPER | S | D | 130 | 0 | 0 | 0.0 | 15.4 | 49.2 | 17.7 | 13.8 | 3.1 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 17 | 75.7 | 13 | 115 | |
| | BELFAST CITY (GEORGE BEST) | KLM | S | A | 27 | 0 | 3 | 0.0 | 50.0 | 23.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 9 | 86.4 | 4 | 22 | |
| | BELFAST CITY (GEORGE BEST) | KLM | S | D | 26 | 0 | 4 | 0.0 | 43.3 | 23.3 | 10.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 13 | 81.8 | 7 | 22 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 16 | 0 | 1 | 0.0 | 35.3 | 29.4 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 12 | 47.1 | 34 | 16 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 16 | 0 | 1 | 0.0 | 41.2 | 35.3 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 9 | 47.1 | 32 | 16 | |
| | BIRMINGHAM | EASYJET EUROPE | 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 | |
| | BIRMINGHAM | EASYJET EUROPE | S | A | 64 | 0 | 0 | 3.1 | 51.6 | 21.9 | 10.9 | 4.7 | 6.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 86.7 | 14 | 60 | |
| | BIRMINGHAM | EASYJET EUROPE | S | D | 64 | 0 | 0 | 0.0 | 20.3 | 35.9 | 29.7 | 4.7 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 73.3 | 17 | 59 | |
| | BIRMINGHAM | 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 | |
| | BIRMINGHAM | KLM | S | A | 132 | 0 | 5 | 0.7 | 22.6 | 40.1 | 20.4 | 8.8 | 2.9 | 0.7 | 0.0 | 0.0 | 0.0 | 3.6 | 15 | 82.9 | 9 | 123 | |
| | BIRMINGHAM | KLM | S | D | 133 | 0 | 5 | 0.0 | 12.3 | 52.9 | 16.7 | 9.4 | 3.6 | 1.4 | 0.0 | 0.0 | 0.0 | 3.6 | 17 | 72.1 | 13 | 122 | |
| | BRISTOL | EASYJET EUROPE | S | A | 54 | 0 | 1 | 1.8 | 18.2 | 36.4 | 23.6 | 10.9 | 5.5 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 20 | 68.4 | 17 | 38 | |
| | BRISTOL | EASYJET EUROPE | S | D | 55 | 0 | 1 | 0.0 | 17.9 | 48.2 | 16.1 | 10.7 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 17 | 68.4 | 17 | 38 | |
| | BRISTOL | EASYJET UK LTD | S | A | 34 | 0 | 0 | 0.0 | 11.8 | 38.2 | 26.5 | 14.7 | 5.9 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 32 | 63.6 | 22 | 54 | |
| | BRISTOL | EASYJET UK LTD | S | D | 34 | 0 | 0 | 0.0 | 35.3 | 44.1 | 8.8 | 5.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 67.3 | 15 | 54 | |
| | BRISTOL | KLM | S | A | 105 | 0 | 4 | 0.9 | 26.6 | 44.0 | 11.9 | 10.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 12 | 75.8 | 10 | 99 | |
| | BRISTOL | KLM | S | D | 104 | 0 | 4 | 0.0 | 8.3 | 50.9 | 22.2 | 6.5 | 7.4 | 0.9 | 0.0 | 0.0 | 0.0 | 3.7 | 19 | 70.4 | 17 | 98 | |
| | CARDIFF WALES | KLM | S | A | 54 | 0 | 3 | 0.0 | 22.8 | 52.6 | 5.3 | 8.8 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 12 | 86.8 | 9 | 68 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
|-------------------------|--------------------------------------|---------|-----|-----|-------------------|-------|------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|
| | | | | | 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) |
| CARDIFF WALES | KLM | S D | 54 | 0 | 3 | 0.0 | 12.3 | 54.4 | 12.3 | 5.3 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 18 | 84.1 | 10 | 69 | |
| EDINBURGH | EASYJET EUROPE | S A | 30 | 0 | 0 | 6.7 | 46.7 | 16.7 | 26.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 7 | 25 | |
| EDINBURGH | EASYJET EUROPE | S D | 30 | 0 | 1 | 3.2 | 38.7 | 25.8 | 12.9 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 11 | 63.0 | 19 | 25 | |
| EDINBURGH | EASYJET UK LTD | S A | 30 | 0 | 0 | 0.0 | 3.3 | 16.7 | 40.0 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 70.6 | 10 | 33 | |
| EDINBURGH | EASYJET UK LTD | S D | 30 | 0 | 0 | 0.0 | 16.7 | 46.7 | 26.7 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 73.5 | 8 | 33 | |
| EDINBURGH | KLM | S A | 139 | 0 | 3 | 0.0 | 17.6 | 52.1 | 20.4 | 7.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 12 | 78.6 | 9 | 102 | |
| EDINBURGH | KLM | S D | 139 | 0 | 2 | 0.0 | 9.9 | 50.4 | 22.0 | 10.6 | 4.3 | 0.7 | 0.7 | 0.0 | 0.0 | 1.4 | 19 | 67.6 | 16 | 101 | |
| EDINBURGH | TRANSAVIA | 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 | 115 | 0.0 | 0 | 0 | |
| GLASGOW | EASYJET UK LTD | S A | 23 | 0 | 0 | 4.3 | 30.4 | 30.4 | 17.4 | 4.3 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.9 | 6 | 27 | |
| GLASGOW | EASYJET UK LTD | S D | 22 | 0 | 0 | 0.0 | 4.5 | 36.4 | 27.3 | 18.2 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 70.4 | 15 | 27 | |
| GLASGOW | KLM | S A | 63 | 0 | 2 | 3.1 | 16.9 | 44.6 | 18.5 | 7.7 | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 15 | 79.7 | 9 | 62 | |
| GLASGOW | KLM | S D | 63 | 0 | 2 | 0.0 | 18.5 | 49.2 | 18.5 | 4.6 | 4.6 | 0.0 | 1.5 | 0.0 | 0.0 | 3.1 | 15 | 82.8 | 9 | 61 | |
| GLASGOW | KLM CITYHOPPER | S A | 73 | 0 | 0 | 0.0 | 24.7 | 42.5 | 11.0 | 11.0 | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 82.4 | 7 | 34 | |
| GLASGOW | KLM CITYHOPPER | S D | 72 | 0 | 0 | 0.0 | 16.7 | 47.2 | 9.7 | 11.1 | 11.1 | 2.8 | 1.4 | 0.0 | 0.0 | 0.0 | 27 | 73.5 | 11 | 34 | |
| JERSEY | 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 | 88.9 | 4 | 9 | |
| JERSEY | 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 | 77.8 | 6 | 9 | |
| LEEDS BRADFORD | KLM | S A | 85 | 0 | 1 | 0.0 | 26.7 | 53.5 | 5.8 | 9.3 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 11 | 80.3 | 9 | 65 | |
| LEEDS BRADFORD | KLM | S D | 85 | 0 | 1 | 0.0 | 27.9 | 46.5 | 10.5 | 11.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 13 | 81.5 | 9 | 64 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 31 | 0 | 0 | 0.0 | 19.4 | 45.2 | 19.4 | 3.2 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 15 | 30 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 30 | 0 | 0 | 0.0 | 50.0 | 33.3 | 6.7 | 0.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.3 | 8 | 30 | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 44 | 0 | 0 | 11.4 | 36.4 | 25.0 | 15.9 | 4.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 67.9 | 25 | 53 | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 45 | 0 | 0 | 0.0 | 31.1 | 46.7 | 11.1 | 4.4 | 4.4 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 15 | 69.8 | 27 | 53 | |
| GATWICK | BRITISH AIRWAYS PLC | S A | 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 | 12 | 57.1 | 35 | 19 | |
| 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 | 5 | 61.9 | 34 | 19 | |
| 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 | 71.4 | 9 | 74 | |
| 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 | 65.8 | 16 | 74 | |
| 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 | EASYJET UK LTD | S A | 173 | 0 | 1 | 8.6 | 39.7 | 28.2 | 9.2 | 6.9 | 5.7 | 0.6 | 0.6 | 0.0 | 0.0 | 0.6 | 14 | 73.0 | 18 | 113 | |
| GATWICK | EASYJET UK LTD | S D | 173 | 0 | 2 | 0.0 | 30.9 | 45.1 | 10.9 | 7.4 | 4.0 | 0.0 | 0.6 | 0.0 | 0.0 | 1.1 | 13 | 70.2 | 15 | 113 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 223 | 0 | 8 | 1.7 | 17.7 | 34.6 | 16.9 | 19.5 | 5.6 | 0.4 | 0.0 | 0.0 | 0.0 | 3.5 | 21 | 66.2 | 14 | 202 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 224 | 0 | 7 | 0.0 | 26.4 | 40.3 | 19.0 | 9.1 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 13 | 66.2 | 13 | 203 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 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 | | | | | | | | | |
| | HEATHROW | KLM | S | A | 221 | 0 | 5 | 7.1 | 30.5 | 31.0 | 11.1 | 13.7 | 3.1 | 0.9 | 0.4 | 0.0 | 0.0 | 2.2 | 15 | 77.9 | 10 | 228 | |
| | HEATHROW | KLM | S | D | 220 | 0 | 6 | 0.4 | 28.8 | 40.7 | 9.7 | 10.6 | 5.8 | 0.9 | 0.4 | 0.0 | 0.0 | 2.7 | 16 | 77.0 | 10 | 228 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 130 | 0 | 3 | 8.3 | 42.1 | 24.1 | 11.3 | 9.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 10 | 86.8 | 7 | 121 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 130 | 0 | 3 | 0.0 | 28.6 | 51.1 | 9.0 | 3.8 | 4.5 | 0.0 | 0.8 | 0.0 | 0.0 | 2.3 | 11 | 83.5 | 11 | 121 | |
| | LONDON CITY | KLM | S | A | 215 | 0 | 6 | 7.7 | 51.6 | 23.5 | 8.6 | 3.2 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 7 | 82.4 | 7 | 211 | |
| | LONDON CITY | KLM | S | D | 213 | 0 | 8 | 0.9 | 23.1 | 40.3 | 21.3 | 7.2 | 2.7 | 0.9 | 0.0 | 0.0 | 0.0 | 3.6 | 14 | 68.5 | 14 | 210 | |
| | LUTON | EASYJET EUROPE | S | A | 23 | 0 | 0 | 0.0 | 47.8 | 30.4 | 8.7 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.3 | 11 | 27 | |
| | LUTON | EASYJET EUROPE | S | D | 23 | 0 | 0 | 0.0 | 26.1 | 43.5 | 17.4 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.7 | 16 | 27 | |
| | LUTON | EASYJET UK LTD | S | A | 143 | 0 | 2 | 4.1 | 28.3 | 36.6 | 13.1 | 11.7 | 3.4 | 0.7 | 0.7 | 0.0 | 0.0 | 1.4 | 16 | 63.0 | 17 | 135 | |
| | LUTON | EASYJET UK LTD | S | D | 143 | 0 | 1 | 0.0 | 38.9 | 43.1 | 9.7 | 6.3 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 9 | 71.3 | 13 | 135 | |
| | STANSTED | EASYJET EUROPE | S | A | 72 | 0 | 0 | 5.6 | 33.3 | 34.7 | 12.5 | 8.3 | 4.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 72.3 | 13 | 62 | |
| | STANSTED | EASYJET EUROPE | S | D | 72 | 0 | 1 | 0.0 | 19.2 | 38.4 | 21.9 | 11.0 | 6.8 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 19 | 53.8 | 23 | 62 | |
| | 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 | 67 | 2 | |
| | STANSTED | 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 | 45 | 1 | |
| | STANSTED | TRANSAVIA | 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 | EASYJET EUROPE | S | A | 13 | 0 | 1 | 0.0 | 28.6 | 42.9 | 14.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 14 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET EUROPE | S | D | 13 | 0 | 1 | 0.0 | 35.7 | 28.6 | 7.1 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 18 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 128 | 0 | 2 | 3.8 | 21.5 | 32.3 | 20.0 | 12.3 | 6.2 | 0.8 | 1.5 | 0.0 | 0.0 | 1.5 | 22 | 64.7 | 17 | 117 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 128 | 0 | 2 | 0.0 | 36.2 | 40.0 | 13.1 | 4.6 | 2.3 | 1.5 | 0.8 | 0.0 | 0.0 | 1.5 | 13 | 77.3 | 12 | 117 | |
| | MANCHESTER | KLM | S | A | 159 | 0 | 6 | 0.6 | 21.8 | 38.8 | 26.7 | 5.5 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 13 | 80.8 | 10 | 156 | |
| | MANCHESTER | KLM | S | D | 159 | 0 | 6 | 0.0 | 11.5 | 45.5 | 23.6 | 10.9 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 18 | 72.0 | 13 | 157 | |
| | NEWCASTLE | KLM | S | A | 131 | 0 | 6 | 0.7 | 11.7 | 32.1 | 24.8 | 20.4 | 5.1 | 0.7 | 0.0 | 0.0 | 0.0 | 4.4 | 24 | 76.0 | 11 | 95 | |
| | NEWCASTLE | KLM | S | D | 130 | 0 | 7 | 0.0 | 11.7 | 44.5 | 9.5 | 16.8 | 8.0 | 3.6 | 0.7 | 0.0 | 0.0 | 5.1 | 27 | 71.3 | 19 | 93 | |
| | SOUTHAMPTON | KLM | 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 | |
| | SOUTHAMPTON | KLM | 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 | |
| | SOUTHAMPTON | KLM CITYHOPPER | S | A | 82 | 0 | 0 | 0.0 | 22.0 | 53.7 | 15.9 | 4.9 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 87.0 | 6 | 46 | |
| | SOUTHAMPTON | KLM CITYHOPPER | S | D | 81 | 0 | 0 | 0.0 | 17.3 | 55.6 | 16.0 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 87.0 | 10 | 46 | |
| | SOUTHEND | EASYJET EUROPE | S | A | 8 | 0 | 0 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 91 | 0.0 | 0 | 0 | |
| | SOUTHEND | EASYJET EUROPE | S | D | 8 | 0 | 0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| | TEESSIDE INTERNATIONAL AIRPORT | KLM | S | A | 79 | 0 | 3 | 0.0 | 13.4 | 30.5 | 18.3 | 9.8 | 17.1 | 7.3 | 0.0 | 0.0 | 0.0 | 3.7 | 36 | 85.1 | 6 | 67 | |
| | TEESSIDE INTERNATIONAL AIRPORT | KLM | S | D | 79 | 0 | 3 | 0.0 | 13.4 | 37.8 | 14.6 | 7.3 | 13.4 | 8.5 | 1.2 | 0.0 | 0.0 | 3.7 | 36 | 83.6 | 8 | 66 | |
| TOTAL AMSTERDAM ANCONA | | | | | 5888 | 0 | 158 | 1.7 | 25.3 | 39.8 | 15.5 | 9.4 | 4.6 | 0.8 | 0.3 | 0.0 | 0.0 | 2.6 | 16 | 74.3 | 13 | 5426 | |
| | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 13.3 | 53.3 | 10.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 62.1 | 26 | 29 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: A | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|--|-----------------------|----------------------|---------|---|------------------------|----------|----------------------------|------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-------------|------------------|-----------------|------------------|
| | | | | | | 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) |
| | | STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 50.0 | 6.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.5 | 23 | 29 | |
| TOTAL ANCONA | | | | | | 60 | 0 | 0 | 0.0 | 20.0 | 51.7 | 8.3 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.8 | 24 | 58 | |
| ANKARA (ESENBOGA) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | STANSTED | PEGASUS AIRLINES | S | A | 12 | 0 | 0 | 0.0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 7 | 15 | |
| | | STANSTED | PEGASUS AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 73.3 | 10 | 15 | |
| | | STANSTED | THY TURKISH AIRLINES | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 30.8 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| | | STANSTED | THY TURKISH AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 30.8 | 0.0 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| TOTAL ANKARA (ESENBOGA) | | | | | | 51 | 0 | 0 | 2.0 | 29.4 | 37.3 | 19.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.7 | 9 | 30 | |
| ANTALYA | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 8 | 1 | 0 | 33.3 | 22.2 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 14 | 50.0 | 37 | 8 | | |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | 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 | 16 | 44.4 | 35 | 9 | |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 13 | 0 | 0 | 30.8 | 15.4 | 30.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 43 | 53.8 | 16 | 13 | |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 76.9 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 91.7 | 7 | 12 | |
| | | BIRMINGHAM | CORENDON AIRLINES | S | A | 8 | 0 | 0 | 50.0 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 7 | 13 | |
| | | BIRMINGHAM | CORENDON AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 46.2 | 20 | 13 | |
| | | BIRMINGHAM | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| | | BIRMINGHAM | EASYJET 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 | 0.0 | 0 | 0 | |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 27 | 0 | 0 | 3.7 | 18.5 | 33.3 | 29.6 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 37 | 30 | |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 3.8 | 57.7 | 11.5 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.7 | 10 | 30 | |
| | | BIRMINGHAM | SUNEXPRESS | S | A | 30 | 0 | 0 | 6.7 | 50.0 | 30.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.3 | 12 | 22 | |
| | | BIRMINGHAM | SUNEXPRESS | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 36.7 | 30.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 45.5 | 21 | 22 | |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 38.5 | 15.4 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 49 | 71.4 | 14 | 7 | |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 15.4 | 61.5 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 48 | 14.3 | 29 | 7 | |
| | | BRISTOL | CORENDON AIRLINES | S | 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 | 21 | 28.6 | 49 | 7 | |
| | | BRISTOL | CORENDON AIRLINES | S | D | 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 | 20 | 22.2 | 62 | 9 | |
| | | BRISTOL | EASYJET UK LTD | S | A | 18 | 0 | 0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.7 | 15 | 11 | |
| | | BRISTOL | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 35.3 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 18 | 13 | |
| | | BRISTOL | JET2.COM LTD | S | A | 20 | 0 | 0 | 0.0 | 35.0 | 40.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 23.5 | 41 | 17 | |
| | | BRISTOL | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 57.1 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.6 | 11 | 17 | |
| | | BRISTOL | SUNEXPRESS | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 12 | 9 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | SUNEXPRESS | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 38.5 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 33.3 | 32 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | | |
| BRISTOL | TUI 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 | 7 | 0.0 | 0 | 0 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 18 | 0 | 0 | 5.6 | 27.8 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 5.6 | 5.6 | 0.0 | 45 | 70.6 | 14 | 17 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 29.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.6 | 10 | 17 | | | |
| EDINBURGH | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | | |
| EDINBURGH | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | | |
| EDINBURGH | JET2.COM LTD | S | A | 22 | 0 | 0 | 0.0 | 36.4 | 27.3 | 18.2 | 13.6 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 18 | 42.9 | 24 | 21 | | | |
| EDINBURGH | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 57.1 | 4.8 | 9.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 18 | 76.2 | 14 | 21 | | | |
| EDINBURGH | SUNEXPRESS | S | A | 21 | 0 | 0 | 28.6 | 61.9 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 72.2 | 8 | 18 | | | |
| EDINBURGH | SUNEXPRESS | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 76.2 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 20 | 18 | | | |
| GLASGOW | CORENDON AIRLINES | S | A | 9 | 0 | 0 | 44.4 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 8 | 8 | | | |
| GLASGOW | CORENDON AIRLINES | 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 | 62.5 | 20 | 8 | | | |
| GLASGOW | JET2.COM LTD | S | A | 24 | 0 | 0 | 29.2 | 25.0 | 33.3 | 4.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 16 | 21 | | | |
| GLASGOW | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.3 | 9 | 22 | | | |
| GLASGOW | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 71.4 | 19 | 7 | | | |
| GLASGOW | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 85.7 | 7 | 7 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 27 | 0 | 0 | 11.1 | 25.9 | 37.0 | 18.5 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 54.2 | 18 | 24 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 38.5 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.0 | 10 | 25 | | | |
| LEEDS BRADFORD | SUNEXPRESS | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | |
| LEEDS BRADFORD | SUNEXPRESS | 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 | 17 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 17 | 0 | 0 | 29.4 | 29.4 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 2 | 17 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 58.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 94.1 | 13 | 17 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 10 | 0 | 0 | 40.0 | 10.0 | 20.0 | 0.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 21.4 | 156 | 14 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 10 | 0 | 0 | 0.0 | 10.0 | 50.0 | 10.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 35.7 | 28 | 14 | | | |
| GATWICK | CORENDON AIRLINES | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 25.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 42.1 | 27 | 19 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | CORENDON AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 36.8 | 42 | 19 |
| GATWICK | EASYJET UK LTD | S | A | 62 | 0 | 0 | 6.5 | 30.6 | 29.0 | 12.9 | 11.3 | 8.1 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 14.5 | 48 | 54 |
| GATWICK | EASYJET UK LTD | S | D | 62 | 0 | 0 | 0.0 | 9.7 | 40.3 | 30.6 | 11.3 | 6.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 31.5 | 29 | 54 |
| GATWICK | FREEBIRD 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 | 50.0 | 17 | 2 |
| GATWICK | FREEBIRD 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 | 50.0 | 27 | 2 |
| GATWICK | SUNEXPRESS | S | A | 44 | 0 | 0 | 22.7 | 31.8 | 40.9 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 80.0 | 10 | 30 |
| GATWICK | SUNEXPRESS | S | D | 44 | 0 | 0 | 0.0 | 31.8 | 54.5 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 16 | 30 |
| GATWICK | TUI AIRWAYS LTD | C | A | 25 | 0 | 0 | 0.0 | 16.0 | 48.0 | 20.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.3 | 12 | 15 |
| GATWICK | TUI AIRWAYS LTD | C | D | 25 | 0 | 0 | 0.0 | 12.0 | 56.0 | 20.0 | 8.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 72.2 | 15 | 18 |
| GATWICK | WIZZ AIR UK LTD | S | A | 18 | 0 | 0 | 33.3 | 27.8 | 11.1 | 16.7 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 28.6 | 32 | 21 |
| GATWICK | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 64.7 | 11.8 | 0.0 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 57.1 | 27 | 21 |
| LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 23.1 | 53.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 10.0 | 40 | 9 |
| LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 55.6 | 22 | 8 |
| LUTON | FREEBIRD 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 | 21 | 1 |
| LUTON | FREEBIRD 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 | 36 | 1 |
| LUTON | SUNEXPRESS | S | A | 18 | 0 | 0 | 0.0 | 38.9 | 38.9 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.4 | 9 | 7 |
| LUTON | SUNEXPRESS | S | D | 18 | 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 | 75.0 | 19 | 8 |
| LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 15.4 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 64 | 11 |
| LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 16.7 | 57 | 12 |
| STANSTED | FREEBIRD 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 | 41 | 1 |
| STANSTED | JET2.COM LTD | S | A | 39 | 0 | 0 | 10.3 | 41.0 | 30.8 | 2.6 | 5.1 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 41.2 | 22 | 34 |
| STANSTED | JET2.COM LTD | S | D | 39 | 0 | 0 | 0.0 | 12.8 | 71.8 | 10.3 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.1 | 11 | 35 |
| STANSTED | PEGASUS AIRLINES | S | A | 30 | 0 | 0 | 13.3 | 26.7 | 40.0 | 6.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 46.7 | 24 | 30 |
| STANSTED | PEGASUS AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 53.3 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.3 | 19 | 31 |
| STANSTED | SUNEXPRESS | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 58.8 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| STANSTED | SUNEXPRESS | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| MANCHESTER | CORENDON 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 | 25.0 | 20 | 4 |
| MANCHESTER | CORENDON 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 | 25.0 | 27 | 4 |
| MANCHESTER | CORENDON AIRLINES | S | A | 13 | 0 | 0 | 23.1 | 46.2 | 7.7 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.7 | 12 | 11 |
| MANCHESTER | CORENDON AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 60.0 | 21 | 10 |
| MANCHESTER | EASYJET UK LTD | S | A | 34 | 0 | 0 | 29.4 | 26.5 | 23.5 | 11.8 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.9 | 21 | 35 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | Origin/Destinations: A | | | | | | | | | | | | | | | | | APR 2023 | | | |
|----------------------|-------------------------------|------------------------|-----|-------------|----------|----------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|--|
| | | 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 | |
| MANCHESTER | EASYJET UK LTD | S | D | 34 | 0 | 0 | 0.0 | 26.5 | 41.2 | 26.5 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.1 | 11 | 35 | |
| MANCHESTER | FREEBIRD 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 | 50.0 | 38 | 2 | |
| MANCHESTER | FREEBIRD 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 | 56 | 2 | |
| MANCHESTER | JET2.COM LTD | S | A | 39 | 0 | 0 | 0.0 | 25.6 | 35.9 | 23.1 | 10.3 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 28.2 | 27 | 38 | |
| MANCHESTER | JET2.COM LTD | S | D | 39 | 0 | 0 | 2.6 | 7.7 | 66.7 | 20.5 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.1 | 11 | 38 | |
| MANCHESTER | PEGASUS AIRLINES | S | A | 17 | 0 | 0 | 11.8 | 41.2 | 35.3 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.7 | 23 | 30 | |
| MANCHESTER | PEGASUS AIRLINES | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 70.6 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 40.0 | 26 | 30 | |
| MANCHESTER | SUNEXPRESS | S | A | 48 | 0 | 0 | 29.2 | 35.4 | 25.0 | 6.3 | 2.1 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 9 | 30 | |
| MANCHESTER | SUNEXPRESS | S | D | 47 | 0 | 0 | 0.0 | 12.8 | 66.0 | 14.9 | 4.3 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 13 | 30 | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 27 | 0 | 0 | 0.0 | 29.6 | 37.0 | 25.9 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 19 | 14 | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 26 | 0 | 0 | 0.0 | 15.4 | 53.8 | 15.4 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 52.9 | 19 | 17 | |
| NEWCASTLE | CORENDON AIRLINES | S | A | 8 | 0 | 0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 21 | 9 | |
| NEWCASTLE | CORENDON AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 55.6 | 33 | 9 | |
| NEWCASTLE | JET2.COM LTD | S | A | 17 | 0 | 0 | 35.3 | 17.6 | 41.2 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.7 | 10 | 18 | |
| NEWCASTLE | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 70.6 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.7 | 13 | 17 | |
| NEWCASTLE | SUNEXPRESS | S | A | 13 | 0 | 0 | 15.4 | 53.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 21 | 100.0 | 1 | 9 | |
| NEWCASTLE | SUNEXPRESS | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 53.8 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 12 | 9 | |
| NEWCASTLE | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 11.1 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 42.9 | 16 | 7 | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 88.9 | 11 | 9 | |
| TOTAL ANTALYA | | | | 1739 | 1 | 0 | 6.7 | 23.4 | 41.7 | 15.6 | 8.6 | 2.9 | 0.6 | 0.2 | 0.2 | 0.1 | 0.0 | 14 | 56.5 | 22 | 1464 | |
| ANTIGUA | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | 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 | 9 | 100.0 | 3 | 4 | |
| GATWICK | BRITISH AIRWAYS PLC | 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 | 0.0 | 20 | 100.0 | 5 | 4 | |
| 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 | 100.0 | 0 | 1 | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 11 | 0 | 0 | 54.5 | 36.4 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 3 | 7 | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS 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 | 0.0 | 3 | 85.7 | 7 | 7 | |
| HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 | 90.0 | 2 | 10 | |
| HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 | 10 | |
| TOTAL ANTIGUA | | | | 43 | 0 | 0 | 20.9 | 34.9 | 23.3 | 14.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 95.3 | 3 | 43 | |
| ANTWERP | | | | | | | | | | | | | | | | | | | | | | |
| LONDON CITY | LUXAIR | S | A | 16 | 0 | 0 | 31.3 | 56.3 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 84.2 | 12 | 18 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | | | | |
| | LONDON CITY | LUXAIR | S | D | 16 | 0 | 0 | 0.0 | 37.5 | 50.0 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.2 | 21 | 18 | |
| TOTAL ANTWERP | | | | | 32 | 0 | 0 | 15.6 | 46.9 | 28.1 | 0.0 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.7 | 17 | 36 | |
| ARRECIFE | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 20 | 0 | 0 | 45.0 | 35.0 | 10.0 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.2 | 7 | 17 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 20 | 0 | 0 | 0.0 | 40.0 | 45.0 | 10.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.7 | 21 | 17 | |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 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 | 4 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 33 | 0 | 0 | 15.2 | 36.4 | 33.3 | 6.1 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 87.5 | 6 | 40 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 33 | 0 | 0 | 0.0 | 12.1 | 75.8 | 9.1 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 79.5 | 11 | 39 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 37 | 62.5 | 13 | 8 | |
| | BIRMINGHAM | 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 | 75.0 | 15 | 8 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 53.8 | 23.1 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 69.2 | 14 | 13 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 16 | 13 | |
| | BOURNEMOUTH | RYANAIR | S | A | 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 | |
| | BOURNEMOUTH | 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 | 0.0 | 0 | 0 | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 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 | 3 | 44.4 | 38 | 9 | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 0 | 50.0 | 36 | 8 | |
| | BRISTOL | EASYJET UK LTD | S | A | 17 | 0 | 0 | 11.8 | 35.3 | 23.5 | 5.9 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 61.5 | 22 | 13 | |
| | BRISTOL | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 64.7 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 92.3 | 8 | 13 | |
| | BRISTOL | JET2.COM LTD | S | A | 21 | 0 | 0 | 9.5 | 28.6 | 33.3 | 9.5 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 87.5 | 22 | 16 | |
| | BRISTOL | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 47.6 | 28.6 | 14.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.5 | 20 | 16 | |
| | BRISTOL | RYANAIR | S | A | 18 | 0 | 0 | 16.7 | 27.8 | 27.8 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 61.1 | 32 | 18 | |
| | BRISTOL | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 66.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 77.8 | 21 | 18 | |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 8 | 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 | 66.7 | 12 | 9 | |
| | BRISTOL | TUI AIRWAYS LTD | C | 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 | 2 | 88.9 | 3 | 9 | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 8 | 1 | 0 | 22.2 | 11.1 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 10 | 44.4 | 21 | 9 | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | 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 | 0 | 100.0 | 1 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 27 | 0 | 0 | 22.2 | 25.9 | 25.9 | 14.8 | 0.0 | 7.4 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 27 | 81.0 | 11 | 21 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 27 | 0 | 0 | 0.0 | 51.9 | 40.7 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.7 | 5 | 21 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 18 | 0 | 0 | 5.6 | 27.8 | 22.2 | 27.8 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 14 | 21 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|--------------------|-----------------------------|--------------------------------------|-----|-----|-----|-------|-----|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-------|----|----|
| | | | | | | | | 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 | | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 70.6 | 17.6 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 85.7 | 5 | 21 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 7.7 | 38.5 | 38.5 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 18 | 9 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 17 | 9 |
| | EDINBURGH | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 77.8 | 17 | 9 |
| | EDINBURGH | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 55.6 | 28 | 9 |
| | EDINBURGH | JET2.COM LTD | S | A | 26 | 0 | 0 | 11.5 | 26.9 | 34.6 | 11.5 | 3.8 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 16 | 21 |
| | EDINBURGH | JET2.COM LTD | S | D | 25 | 0 | 0 | 0.0 | 36.0 | 44.0 | 8.0 | 8.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 14 | 21 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 15.4 | 23.1 | 15.4 | 7.7 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 41.2 | 31 | 17 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 53.8 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.8 | 21 | 17 |
| | EDINBURGH | RYANAIR UK LTD | 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 | 59 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR UK LTD | S | D | 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 | 40 | 0.0 | 0 | 0 |
| | EXETER | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 25.0 | 25.0 | 25.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 24 | 9 |
| | EXETER | TUI AIRWAYS LTD | C | D | 6 | 0 | 0 | 0.0 | 50.0 | 16.7 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 57.1 | 39 | 7 |
| | GLASGOW | JET2.COM LTD | S | A | 24 | 0 | 0 | 8.3 | 33.3 | 33.3 | 8.3 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 78.9 | 7 | 19 |
| | GLASGOW | JET2.COM LTD | S | D | 19 | 0 | 0 | 0.0 | 26.3 | 52.6 | 15.8 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 52.6 | 15 | 19 |
| | GLASGOW | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 12 | 9 |
| | GLASGOW | TUI AIRWAYS LTD | C | D | 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 | 15 | 88.9 | 9 | 9 |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 30 | 0 | 0 | 26.7 | 30.0 | 30.0 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.9 | 17 | 31 |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 66.7 | 23.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 93.3 | 7 | 30 |
| | LEEDS BRADFORD | 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 | 9 | 55.6 | 16 | 9 |
| | LEEDS BRADFORD | RYANAIR | 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 | 2 | 100.0 | 2 | 9 |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 12 | 0 | 0 | 16.7 | 25.0 | 33.3 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 44.4 | 38 | 9 |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | 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 | 6 | 66.7 | 21 | 9 |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 14 | 0 | 0 | 50.0 | 7.1 | 35.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 76.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 18 | 0 | 0 | 11.1 | 33.3 | 27.8 | 11.1 | 0.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 61.1 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 43 | 0 | 0 | 20.9 | 20.9 | 27.9 | 11.6 | 14.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 84 | 18 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 43 | 0 | 0 | 0.0 | 27.9 | 48.8 | 9.3 | 9.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 74 | 18 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | 69.2 | 17 | 12 | | |
| 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 | 58.3 | 16 | 12 | | |
| GATWICK | EASYJET UK LTD | S | A | 78 | 0 | 1 | 3.8 | 27.8 | 31.6 | 15.2 | 12.7 | 6.3 | 1.3 | 0.0 | 0.0 | 0.0 | 1.3 | 17 | 63.2 | 17 | 75 | | |
| GATWICK | EASYJET UK LTD | S | D | 78 | 0 | 1 | 0.0 | 22.8 | 46.8 | 15.2 | 8.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 15 | 65.8 | 18 | 75 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 82.4 | 7 | 17 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 0.0 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 94.1 | 6 | 17 | | |
| LUTON | EASYJET UK LTD | S | A | 13 | 0 | 1 | 14.3 | 21.4 | 21.4 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 13 | 75.0 | 10 | 8 | | |
| LUTON | EASYJET UK LTD | S | 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 | 10 | 87.5 | 6 | 8 | | |
| LUTON | RYANAIR | S | A | 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 | 11 | 77.8 | 14 | 9 | | |
| LUTON | RYANAIR | S | D | 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 | 77.8 | 8 | 9 | | |
| LUTON | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 93 | 44.4 | 19 | 9 | | |
| LUTON | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 78 | 66.7 | 11 | 9 | | |
| STANSTED | JET2.COM LTD | S | A | 40 | 0 | 0 | 12.5 | 30.0 | 42.5 | 5.0 | 5.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 20 | 81.6 | 9 | 38 | | |
| STANSTED | JET2.COM LTD | S | D | 40 | 0 | 0 | 0.0 | 50.0 | 42.5 | 2.5 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 94.7 | 4 | 38 | | |
| STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 15.4 | 38.5 | 30.8 | 7.7 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 11 | 39 | | |
| STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 26.9 | 57.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 74.4 | 13 | 39 | | |
| STANSTED | RYANAIR UK LTD | 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 | 0.0 | 0 | 0 | | |
| STANSTED | RYANAIR UK LTD | S | 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 | 32 | 0.0 | 0 | 0 | | |
| MANCHESTER | EASYJET UK LTD | S | A | 21 | 0 | 0 | 19.0 | 14.3 | 14.3 | 33.3 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 77.8 | 11 | 18 | | |
| MANCHESTER | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 42.9 | 47.6 | 4.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 3 | 18 | | |
| MANCHESTER | JET2.COM LTD | S | A | 37 | 0 | 0 | 24.3 | 45.9 | 13.5 | 5.4 | 5.4 | 0.0 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 17 | 88.6 | 3 | 43 | | |
| MANCHESTER | JET2.COM LTD | S | D | 38 | 0 | 0 | 2.6 | 21.1 | 57.9 | 13.2 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 12 | 84.1 | 8 | 44 | | |
| MANCHESTER | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 30.0 | 33.3 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 36.7 | 24 | 30 | | |
| MANCHESTER | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 23.3 | 20.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 70.0 | 12 | 30 | | |
| MANCHESTER | RYANAIR 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 | 0.0 | 16 | 0.0 | 0 | 0 | | |
| MANCHESTER | RYANAIR 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 | 10 | 0.0 | 0 | 0 | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 22 | 0 | 0 | 18.2 | 36.4 | 22.7 | 4.5 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.5 | 12 | 17 | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 22 | 0 | 0 | 0.0 | 31.8 | 59.1 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 88.2 | 8 | 17 | | |
| NEWCASTLE | JET2.COM LTD | S | A | 28 | 0 | 0 | 25.0 | 39.3 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 92.3 | 7 | 26 | | |
| NEWCASTLE | JET2.COM LTD | S | D | 28 | 0 | 0 | 0.0 | 42.9 | 46.4 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.9 | 12 | 26 | | |
| NEWCASTLE | RYANAIR | S | A | 8 | 0 | 0 | 25.0 | 25.0 | 12.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 9 | 8 | | |
| NEWCASTLE | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 87.5 | 6 | 8 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 44.4 | 35 | 9 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 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 | 15 | 87.5 | 10 | 8 | | |
| TOTAL ARRECIFE | | | | 1599 | 1 | 3 | 7.4 | 32.6 | 36.6 | 11.0 | 7.2 | 3.5 | 0.7 | 0.4 | 0.2 | 0.1 | 0.2 | 14 | 74.1 | 15 | 1419 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: A | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|------------------------|-------------------|------------------------|-----|-----|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| ARUBA | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 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 | 87.5 | 4 | 8 | |
| | GATWICK | BRITISH AIRWAYS PLC | 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 | 5 | 55.6 | 24 | 9 | |
| TOTAL ARUBA | | | | | 9 | 0 | 0 | 44.4 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 70.6 | 14 | 17 | |
| ASHKHABAD | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | TURKMENISTAN AIRLINES | S | 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 | 4 | 0.0 | 0 | 0 | |
| | GATWICK | TURKMENISTAN AIRLINES | 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 | 16 | 0.0 | 0 | 0 | |
| | STANSTED | TURKMENISTAN 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 | 75.0 | 7 | 4 | |
| | STANSTED | TURKMENISTAN 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 | 4 | |
| TOTAL ASHKHABAD | | | | | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 4 | 8 | |
| ASTURIAS | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | VUELING AIRLINES | S | A | 26 | 0 | 0 | 76.9 | 19.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 76.5 | 24 | 17 | |
| | GATWICK | VUELING AIRLINES | S | D | 26 | 0 | 0 | 0.0 | 50.0 | 42.3 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.6 | 28 | 17 | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 69.2 | 19 | 13 | |
| | STANSTED | 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 | 22 | 69.2 | 18 | 13 | |
| | STANSTED | RYANAIR 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 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK 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 | 11 | 0.0 | 0 | 0 | |
| TOTAL ASTURIAS | | | | | 78 | 0 | 0 | 25.6 | 28.2 | 23.1 | 14.1 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.7 | 23 | 60 | |
| ATHENS | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 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 | 22 | 22.2 | 42 | 9 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 22.2 | 28 | 9 | |
| | 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 | 5 | 1 | |
| | BRISTOL | AEGEAN AIRLINES | 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 | 75.0 | 8 | 8 | |
| | BRISTOL | AEGEAN 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 | 10 | 50.0 | 25 | 8 | |
| | BRISTOL | EASYJET UK 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 | 29 | 50.0 | 45 | 8 | |
| | BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 50.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 44.4 | 35 | 9 | |
| | EDINBURGH | AEGEAN AIRLINES | S | A | 11 | 0 | 0 | 18.2 | 54.5 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 5 | 9 | |
| | EDINBURGH | AEGEAN AIRLINES | S | D | 11 | 0 | 0 | 0.0 | 0.0 | 81.8 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 33.3 | 22 | 9 | |
| | EDINBURGH | EASYJET UK LTD | 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 | 17 | 33.3 | 25 | 9 | |
| | EDINBURGH | EASYJET UK 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 | 0.0 | 19 | 88.9 | 6 | 9 | |
| | GATWICK | EASYJET UK LTD | S | A | 60 | 0 | 0 | 21.7 | 25.0 | 25.0 | 18.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 33.9 | 34 | 62 | |
| | GATWICK | EASYJET UK LTD | S | D | 60 | 0 | 0 | 0.0 | 21.7 | 48.3 | 21.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 53.2 | 22 | 62 | |
| | GATWICK | SKY EXPRESS | S | A | 30 | 0 | 0 | 10.0 | 36.7 | 40.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 93.1 | 6 | 29 | |
| | GATWICK | SKY EXPRESS | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 56.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 51.7 | 18 | 29 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 0 | 33.3 | 20.0 | 30.0 | 6.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 52.5 | 41 | 40 | |
| GATWICK | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0 | 0.0 | 3.3 | 33.3 | 30.0 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 41.0 | 49 | 39 | |
| HEATHROW | AEGEAN AIRLINES | S | A | 116 | 0 | 0 | 0 | 8.6 | 32.8 | 37.1 | 11.2 | 9.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 78.0 | 7 | 91 | | |
| HEATHROW | AEGEAN AIRLINES | S | D | 116 | 0 | 0 | 0 | 0.9 | 19.8 | 55.2 | 14.7 | 6.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.0 | 12 | 91 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 139 | 0 | 7 | 2.7 | 24.7 | 39.7 | 10.3 | 13.7 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 4.8 | 14 | 55.2 | 17 | 140 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 140 | 0 | 6 | 0.0 | 24.7 | 44.5 | 12.3 | 13.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 14 | 56.9 | 17 | 140 | | |
| LUTON | RYANAIR | S | A | 22 | 0 | 0 | 0 | 0.0 | 18.2 | 40.9 | 13.6 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 41.2 | 23 | 17 | | |
| LUTON | RYANAIR | S | D | 22 | 0 | 0 | 0 | 0.0 | 31.8 | 31.8 | 18.2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.6 | 11 | 17 | | |
| LUTON | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 0 | 23.5 | 23.5 | 23.5 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 14.3 | 57 | 21 | | |
| LUTON | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0 | 0.0 | 41.2 | 41.2 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 38.1 | 40 | 21 | | |
| STANSTED | JET2.COM LTD | S | A | 8 | 0 | 0 | 0 | 0.0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 35 | 77.8 | 11 | 9 | | |
| STANSTED | JET2.COM LTD | S | D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 5 | 9 | | |
| STANSTED | RYANAIR | S | A | 30 | 1 | 0 | 0 | 3.2 | 12.9 | 32.3 | 22.6 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 19 | 56.7 | 20 | 29 | | |
| STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0 | 0.0 | 6.7 | 56.7 | 16.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.3 | 21 | 30 | | |
| MANCHESTER | AEGEAN AIRLINES | S | A | 13 | 0 | 0 | 0 | 0.0 | 15.4 | 61.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 16 | 9 | | |
| MANCHESTER | AEGEAN AIRLINES | S | D | 13 | 0 | 0 | 0 | 0.0 | 0.0 | 69.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 33.3 | 28 | 9 | | |
| MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 0 | 35.3 | 11.8 | 11.8 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 42.9 | 31 | 19 | | |
| MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0 | 0.0 | 11.8 | 47.1 | 5.9 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 27 | 40.9 | 26 | 20 | | |
| MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 0 | 0.0 | 15.4 | 38.5 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 22.2 | 46 | 9 | | |
| MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 0 | 0.0 | 7.7 | 46.2 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.8 | 11 | 9 | | |
| NEWCASTLE | AEGEAN AIRLINES | S | A | 2 | 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 | AEGEAN AIRLINES | S | D | 2 | 0 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| TOTAL ATHENS | | | | 1072 | 1 | 13 | 5.0 | 21.9 | 41.8 | 15.3 | 11.6 | 2.8 | 0.4 | 0.0 | 0.0 | 0.1 | 1.2 | 14 | 55.7 | 22 | 1039 | | |
| ATLANTA | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0 | 3.3 | 36.7 | 20.0 | 13.3 | 20.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 31 | 27 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 2 | 0.0 | 9.4 | 34.4 | 21.9 | 21.9 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 23 | 30.0 | 35 | 27 | | |
| HEATHROW | DELTA AIRLINES | S | A | 60 | 0 | 0 | 0 | 6.7 | 28.3 | 33.3 | 15.0 | 8.3 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 20 | 76.7 | 19 | 60 | | |
| HEATHROW | DELTA AIRLINES | S | D | 60 | 0 | 0 | 0 | 0.0 | 71.7 | 20.0 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.0 | 9 | 59 | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 0 | 6.7 | 20.0 | 36.7 | 10.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.7 | 8 | 30 | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0 | 0.0 | 23.3 | 33.3 | 16.7 | 23.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.3 | 7 | 30 | | |
| MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 0 | 33.3 | 30.0 | 26.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 1 | | |
| MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| TOTAL ATLANTA | | | | 300 | 0 | 2 | 5.6 | 36.8 | 30.8 | 10.6 | 10.9 | 3.6 | 0.7 | 0.3 | 0.0 | 0.0 | 0.7 | 14 | 69.3 | 17 | 234 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-----------------------------------|-------------------|-----------------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | | | | | 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 |
| AUSTIN (BERGSTROM) | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 16.7 | 13.3 | 16.7 | 20.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 60.0 | 20 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 26.7 | 40.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 11 | 70.0 | 18 | 30 |
| | 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 | 88.2 | 7 | 16 |
| | 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 | 4 | 17 |
| TOTAL AUSTIN (BERGSTROM) | | | | | 58 | 0 | 2 | 8.3 | 20.0 | 28.3 | 20.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 17 | 75.5 | 14 | 93 |
| AZORES PONTA DELGADA | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 5 | 0 | 0 | 20.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 22 | 4 |
| | STANSTED | RYANAIR | 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 | 4 | 100.0 | 3 | 4 |
| TOTAL AZORES PONTA DELGADA | | | | | 10 | 0 | 0 | 10.0 | 50.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 12 | 8 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|---|-------------------------|----------------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 |
| BACAU | | | | | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | DAN AIR (AOC) S.R.L | 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 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | DAN AIR (AOC) S.R.L | S | D | 4 | 1 | 0 | 0.0 | 0.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| | LUTON | DAN AIR (AOC) S.R.L | S | A | 9 | 0 | 0 | 33.3 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| | LUTON | DAN AIR (AOC) S.R.L | 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 | 0.0 | 0 | 0 |
| | LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 60.0 | 26.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 71.0 | 20 | 30 |
| | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 70.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 43.3 | 25 | 30 |
| TOTAL BACAU | | | | | 86 | 1 | 0 | 24.1 | 40.2 | 20.7 | 9.2 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 5 | 57.4 | 22 | 60 |
| BAHRAIN | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 2 | 0.0 | 10.3 | 31.0 | 13.8 | 20.7 | 13.8 | 0.0 | 0.0 | 3.4 | 0.0 | 6.9 | 80 | 92.0 | 3 | 25 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 0.0 | 3.7 | 63.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 72.0 | 13 | 25 |
| | HEATHROW | GULF AIR | S | A | 60 | 0 | 0 | 1.7 | 18.3 | 36.7 | 21.7 | 16.7 | 3.3 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 25 | 75.0 | 10 | 60 |
| | HEATHROW | GULF AIR | S | D | 60 | 0 | 0 | 6.7 | 66.7 | 18.3 | 3.3 | 1.7 | 0.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 12 | 95.0 | 3 | 60 |
| | MANCHESTER | GULF AIR | S | A | 16 | 0 | 0 | 6.3 | 31.3 | 31.3 | 6.3 | 12.5 | 6.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 39 | 66.7 | 14 | 9 |
| | MANCHESTER | GULF AIR | S | D | 16 | 0 | 0 | 0.0 | 25.0 | 37.5 | 18.8 | 12.5 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 35 | 55.6 | 20 | 9 |
| TOTAL BAHRAIN | | | | | 206 | 0 | 2 | 2.9 | 30.8 | 33.7 | 12.5 | 13.0 | 3.4 | 0.5 | 0.5 | 1.9 | 0.0 | 1.0 | 29 | 81.9 | 8 | 188 |
| BAKU (HEYDER ALIYEV INT'L) | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | A | 12 | 0 | 0 | 33.3 | 33.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | D | 12 | 0 | 0 | 0.0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | 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 | AZERBAIJAN AIRLINES (AZAL) | S | A | 13 | 0 | 0 | 30.8 | 38.5 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 13 |
| | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | S | D | 13 | 0 | 0 | 7.7 | 53.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 4 | 13 |
| | HEATHROW | THY TURKISH 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 | 50.0 | 16 | 2 |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | | | 50 | 0 | 0 | 18.0 | 44.0 | 28.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 96.6 | 3 | 29 |
| BALE MULHOUSE | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 58.3 | 17 | 12 |
| | BRISTOL | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 20 | 12 |
| | EDINBURGH | EASYJET SWITZERLAND | S | A | 21 | 0 | 0 | 9.5 | 47.6 | 33.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 81.0 | 8 | 21 |
| | EDINBURGH | EASYJET SWITZERLAND | S | D | 21 | 0 | 0 | 0.0 | 14.3 | 52.4 | 14.3 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.9 | 20 | 21 |
| | GATWICK | EASYJET UK LTD | S | A | 64 | 0 | 0 | 40.6 | 32.8 | 18.8 | 3.1 | 1.6 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 69.5 | 16 | 59 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/ S | A/ D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|------------------------------------|-------------------|-----------------------------|------|------|-------------------|----------|-----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|------------|--|
| | | | | | 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 | | | |
| | GATWICK | EASYJET UK LTD | S | D | 64 | 0 | 0 | 0.0 | 35.9 | 45.3 | 15.6 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.4 | 19 | 59 | |
| | 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 | 28 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 82 | 0 | 5 | 5.7 | 32.2 | 34.5 | 10.3 | 9.2 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 12 | 67.9 | 16 | 80 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 82 | 0 | 5 | 0.0 | 28.7 | 47.1 | 14.9 | 2.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 8 | 58.0 | 16 | 80 | |
| | STANSTED | RYANAIR | 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 | |
| | STANSTED | 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 | 10 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK LTD | S | A | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 12.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET SWITZERLAND | S | A | 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 | |
| | MANCHESTER | EASYJET SWITZERLAND | S | D | 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 | 2 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 26 | 0 | 0 | 0.0 | 50.0 | 34.6 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.0 | 45 | 25 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 34.6 | 50.0 | 3.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.0 | 33 | 25 | |
| TOTAL BALE MULHOUSE | | | | | 445 | 0 | 10 | 7.5 | 34.1 | 37.6 | 10.1 | 5.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 10 | 64.8 | 19 | 394 | |
| BALTIMORE | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 13.3 | 23.3 | 50.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 6 | 58.6 | 16 | 25 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 23.3 | 53.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 8 | 40.0 | 24 | 25 | |
| TOTAL BALTIMORE | | | | | 58 | 0 | 2 | 6.7 | 23.3 | 51.7 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 7 | 49.2 | 20 | 50 | |
| BANDAR SERI BEGAWAN | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 9 | 0 | 3 | 0.0 | 0.0 | 8.3 | 8.3 | 8.3 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 57 | 7.7 | 50 | 13 | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 10 | 0 | 3 | 0.0 | 53.8 | 15.4 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23.1 | 13 | 61.5 | 23 | 13 | |
| TOTAL BANDAR SERI BEGAWAN | | | | | 19 | 0 | 6 | 0.0 | 28.0 | 12.0 | 4.0 | 4.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 34 | 34.6 | 36 | 26 | |
| BANGALORE (BENGALURU) | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 6.9 | 10.3 | 34.5 | 20.7 | 17.2 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 23.3 | 45 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 56.7 | 10.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.7 | 36 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 0.0 | 0.0 | 16.7 | 6.7 | 40.0 | 36.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 0.0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 53.3 | 13.3 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| TOTAL BANGALORE (BENGALURU) | | | | | 119 | 0 | 0 | 1.7 | 10.1 | 40.3 | 12.6 | 21.8 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 35.0 | 40 | 60 | |
| BANGKOK SUVARNABHUMI | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | A | 60 | 0 | 0 | 0.0 | 0.0 | 5.0 | 20.0 | 53.3 | 16.7 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 60 | 25.0 | 33 | 60 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: B | | | | | | | | | | APR 2023 | | | | | | | | |
|-----------------------------------|--|-----------------------------|--|----------------------------|--|-----|---|------------|----------|------------------------|------------|-------------|----------------------|--------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|----|
| | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat | |
| TOTAL BANGKOK SUVARNABHUMI | | HEATHROW | | THAI AIRWAYS INTERNATIONAL | | S | D | 59 | 0 | 1 | 0.0 | 36.7 | 31.7 | 15.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 15 | 71.7 | 12 | 60 |
| TOTAL BANGKOK SUVARNABHUMI | | | | | | | | 119 | 0 | 1 | 0.0 | 18.3 | 18.3 | 17.5 | 31.7 | 10.8 | 1.7 | 0.0 | 0.8 | 0.0 | 0.8 | 0.0 | 0.8 | 38 | 48.3 | 23 | 120 | |
| TOTAL BANJUL | | BANJUL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | | TITAN AIRWAYS LTD | | C | A | 9 | 0 | 0 | 11.1 | 11.1 | 22.2 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 100.0 | 0 | 8 | |
| | | GATWICK | | TITAN AIRWAYS LTD | | C | D | 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 | 0.0 | 0.0 | 31 | 75.0 | 7 | 8 | |
| | | GATWICK | | TUI AIRWAYS LTD | | C | A | 8 | 0 | 0 | 25.0 | 25.0 | 12.5 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 77.8 | 10 | 9 | | |
| | | GATWICK | | TUI AIRWAYS LTD | | C | D | 7 | 0 | 1 | 0.0 | 25.0 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 19 | 100.0 | 5 | 6 | | | |
| | | MANCHESTER | | TUI AIRWAYS LTD | | C | A | 9 | 0 | 0 | 11.1 | 44.4 | 11.1 | 0.0 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 62.5 | 10 | 8 | | |
| | | MANCHESTER | | TUI AIRWAYS LTD | | C | D | 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 | 22 | 85.7 | 6 | 7 | | | |
| TOTAL BANJUL | | | | | | | | 48 | 0 | 1 | 8.2 | 22.4 | 22.4 | 12.2 | 16.3 | 14.3 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 28 | 82.6 | 6 | 46 | | | |
| TOTAL BARCELONA | | BARCELONA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST INTERNATIONAL | | EASYJET EUROPE | | S | A | 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 | 0.0 | 6 | 62.5 | 18 | 8 | | |
| | | BELFAST INTERNATIONAL | | EASYJET EUROPE | | 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 | 0.0 | 12 | 50.0 | 24 | 8 | | | |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 16 | 4 | | | |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 10 | 4 | | | |
| | | BIRMINGHAM | | EASYJET UK LTD | | S | A | 17 | 0 | 0 | 0.0 | 41.2 | 35.3 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | | |
| | | BIRMINGHAM | | EASYJET UK LTD | | 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 | 8 | 0.0 | 0 | 0 | | | | |
| | | BIRMINGHAM | | JET2.COM LTD | | S | A | 8 | 0 | 0 | 12.5 | 25.0 | 0.0 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 77.8 | 7 | 9 | | | | |
| | | BIRMINGHAM | | JET2.COM LTD | | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 9 | 9 | | | | |
| | | BIRMINGHAM | | RYANAIR | | S | A | 31 | 0 | 0 | 9.7 | 6.5 | 35.5 | 29.0 | 12.9 | 3.2 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 22 | 56.0 | 23 | 25 | | | |
| | | BIRMINGHAM | | RYANAIR | | S | D | 31 | 0 | 0 | 0.0 | 16.1 | 29.0 | 12.9 | 25.8 | 9.7 | 6.5 | 0.0 | 0.0 | 0.0 | 34 | 44.0 | 40 | 25 | | | | |
| | | BIRMINGHAM | | VUELING AIRLINES | | S | A | 24 | 0 | 1 | 12.0 | 44.0 | 28.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 4 | 83.3 | 6 | 30 | | | | |
| | | BIRMINGHAM | | VUELING AIRLINES | | S | D | 24 | 0 | 1 | 0.0 | 20.0 | 52.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 9 | 56.7 | 18 | 30 | | | | |
| | | BRISTOL | | EASYJET EUROPE | | S | A | 13 | 0 | 0 | 7.7 | 38.5 | 38.5 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 33.3 | 63 | 9 | | | | |
| | | BRISTOL | | EASYJET EUROPE | | S | D | 13 | 0 | 0 | 7.7 | 46.2 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 33.3 | 69 | 9 | | | | | |
| | | BRISTOL | | EASYJET UK LTD | | S | A | 39 | 0 | 0 | 2.6 | 15.4 | 30.8 | 28.2 | 17.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.8 | 25 | 34 | | | | |
| | | BRISTOL | | EASYJET UK LTD | | S | D | 39 | 0 | 0 | 0.0 | 48.7 | 15.4 | 17.9 | 12.8 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.6 | 22 | 34 | | | | |
| | | BRISTOL | | RYANAIR | | S | A | 30 | 0 | 0 | 16.7 | 33.3 | 43.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 52.0 | 19 | 25 | | | | |
| | | BRISTOL | | RYANAIR | | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 46.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 36.0 | 25 | 25 | | | | |
| | | EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | A | 35 | 0 | 0 | 5.7 | 14.3 | 45.7 | 14.3 | 14.3 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.7 | 37 | 30 | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | D | 35 | 0 | 0 | 2.9 | 45.7 | 28.6 | 11.4 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.3 | 14 | 30 | |
| | EDINBURGH | RYANAIR | S | A | 39 | 0 | 0 | 7.7 | 12.8 | 38.5 | 17.9 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.2 | 13 | 39 | |
| | EDINBURGH | RYANAIR | S | D | 39 | 0 | 0 | 0.0 | 23.1 | 30.8 | 23.1 | 17.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 21 | 39 | |
| | EDINBURGH | 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 | 107 | 4 | |
| | EDINBURGH | 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 | 98 | 4 | |
| | EDINBURGH | VUELING AIRLINES | S | A | 5 | 0 | 0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 71.4 | 8 | 14 | |
| | EDINBURGH | VUELING AIRLINES | 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 | 1 | 78.6 | 12 | 14 | |
| | GLASGOW | EASYJET UK LTD | 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 | 6 | 76.9 | 8 | 13 | | |
| | GLASGOW | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 69.2 | 14 | 13 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 76.5 | 9 | 16 | | |
| | LEEDS BRADFORD | JET2.COM LTD | 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 | 1 | 82.4 | 7 | 17 | | |
| | 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 | 89 | 0.0 | 0 | 0 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 62 | 0.0 | 0 | 0 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 26 | 0 | 0 | 7.7 | 26.9 | 46.2 | 11.5 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 15 | 66.7 | 15 | 21 | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 42.3 | 30.8 | 23.1 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 12 | 81.0 | 10 | 21 | | |
| | 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 | 139 | 1 | | |
| | GATWICK | 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 | 80.8 | 12 | 26 | | |
| | GATWICK | 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 | 65.4 | 21 | 26 | | |
| | GATWICK | EASYJET UK LTD | S | A | 107 | 0 | 0 | 12.1 | 38.3 | 24.3 | 12.1 | 12.1 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 59.0 | 25 | 83 | | |
| | GATWICK | EASYJET UK LTD | S | D | 107 | 0 | 0 | 0.0 | 34.6 | 48.6 | 14.0 | 1.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 63.9 | 20 | 83 | | |
| | GATWICK | VUELING 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 | 0.0 | 0 | 0 | | |
| | GATWICK | VUELING AIRLINES | 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 | 40 | 0.0 | 0 | 0 | | |
| | GATWICK | VUELING AIRLINES | S | A | 244 | 0 | 0 | 31.1 | 40.6 | 19.7 | 5.3 | 2.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.4 | 8 | 233 | | |
| | GATWICK | VUELING AIRLINES | S | D | 245 | 0 | 0 | 0.0 | 37.1 | 42.4 | 10.6 | 6.1 | 2.4 | 0.8 | 0.0 | 0.4 | 0.0 | 12 | 57.1 | 25 | 233 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 245 | 0 | 12 | 2.3 | 25.7 | 29.2 | 17.1 | 17.1 | 3.5 | 0.0 | 0.4 | 0.0 | 0.0 | 4.7 | 17 | 50.9 | 22 | 218 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 247 | 0 | 10 | 0.0 | 30.4 | 41.2 | 11.7 | 10.1 | 2.3 | 0.0 | 0.4 | 0.0 | 0.0 | 3.9 | 12 | 51.8 | 20 | 219 | |
| | HEATHROW | VUELING AIRLINES | S | A | 48 | 0 | 0 | 2.1 | 12.5 | 29.2 | 27.1 | 22.9 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|------------------------|-------------------|--------------------------------------|-----|-----|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | | | | | 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 | VUELING AIRLINES | S | D | 48 | 0 | 0 | 0.0 | 14.6 | 47.9 | 16.7 | 8.3 | 10.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 21 | 0 | 0 | 0.0 | 42.9 | 52.4 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.4 | 14 | 19 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 21 | 0 | 0 | 0.0 | 33.3 | 47.6 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 73.7 | 12 | 19 |
| | LUTON | EASYJET UK LTD | S | A | 60 | 0 | 0 | 3.3 | 28.3 | 38.3 | 13.3 | 13.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.4 | 23 | 56 |
| | LUTON | EASYJET UK LTD | S | D | 60 | 0 | 0 | 0.0 | 50.0 | 36.7 | 5.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.1 | 17 | 56 |
| | LUTON | RYANAIR | S | A | 34 | 0 | 0 | 2.9 | 17.6 | 32.4 | 20.6 | 14.7 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 70.6 | 15 | 17 |
| | LUTON | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 26.5 | 32.4 | 11.8 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 47.1 | 31 | 17 |
| | STANSTED | 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 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 115 | 0 | 0 | 2.6 | 21.7 | 30.4 | 16.5 | 22.6 | 4.3 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 21 | 58.9 | 21 | 107 |
| | STANSTED | RYANAIR | S | D | 115 | 0 | 0 | 0.0 | 13.0 | 45.2 | 20.9 | 15.7 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.9 | 27 | 107 |
| | STANSTED | RYANAIR UK LTD | 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 | 22 | 46.2 | 31 | 13 |
| | 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 | 3 | 69.2 | 19 | 13 |
| | MANCHESTER | EASYJET EUROPE | S | 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 | 9 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET EUROPE | 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 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | A | 26 | 0 | 0 | 15.4 | 34.6 | 30.8 | 15.4 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.0 | 8 | 25 |
| | MANCHESTER | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 61.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 11 | 88.5 | 4 | 26 |
| | MANCHESTER | JET2.COM LTD | S | A | 15 | 0 | 0 | 13.3 | 40.0 | 20.0 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 94.1 | 4 | 17 |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 76.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 94.1 | 2 | 17 |
| | MANCHESTER | RYANAIR | S | A | 42 | 0 | 0 | 14.3 | 19.0 | 40.5 | 14.3 | 7.1 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 17 | 67.4 | 21 | 43 |
| | MANCHESTER | RYANAIR | S | D | 42 | 0 | 0 | 0.0 | 19.0 | 42.9 | 26.2 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 58.1 | 25 | 43 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 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 | 32 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 |
| | MANCHESTER | VUELING AIRLINES | S | A | 49 | 0 | 0 | 22.4 | 36.7 | 24.5 | 10.2 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 6 | 40 |
| | MANCHESTER | VUELING AIRLINES | S | D | 49 | 0 | 0 | 2.0 | 36.7 | 38.8 | 8.2 | 4.1 | 6.1 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 23 | 67.5 | 17 | 40 |
| | NEWCASTLE | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 23.1 | 0.0 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 44.4 | 43 | 9 |
| | NEWCASTLE | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 23.1 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 33 | 9 |
| TOTAL BARCELONA | | | | | 2703 | 0 | 24 | 5.7 | 30.6 | 35.2 | 13.4 | 10.0 | 3.4 | 0.5 | 0.3 | 0.1 | 0.0 | 0.9 | 14 | 63.5 | 20 | 2378 |
| BARI (PALESE) | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | 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 |
| | EDINBURGH | RYANAIR | S | A | 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 | 24 | 77.8 | 9 | 9 |
| | EDINBURGH | RYANAIR | 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 | 15 | 66.7 | 13 | 9 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 26 | 0 | 0 | 53.8 | 15.4 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 54.5 | 60 | 11 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | | |
|----------------------------|--|--------------------------------------|--|---------|---|------------------------|----------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-------------|------------------|-----------------|------------------|
| | | | | | | 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) |
| GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S | D | 26 | 0 | 0 | 0.0 | 26.9 | 61.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.7 | 31 | 11 |
| GATWICK | | BRITISH AIRWAYS PLC | | S | A | 1 | 0 | 1 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0 | 66.7 | 13 | 9 | |
| GATWICK | | BRITISH AIRWAYS PLC | | 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 | 39 | 77.8 | 11 | 9 | |
| GATWICK | | EASYJET UK LTD | | S | A | 17 | 0 | 0 | 35.3 | 41.2 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 88.9 | 6 | 9 | |
| GATWICK | | EASYJET UK LTD | | S | D | 17 | 0 | 0 | 0.0 | 47.1 | 52.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 6 | 9 | |
| STANSTED | | RYANAIR | | S | A | 29 | 0 | 1 | 3.3 | 20.0 | 36.7 | 20.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 40.7 | 31 | 26 | |
| STANSTED | | RYANAIR | | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 53.3 | 13.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 21 | 26 | |
| 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 | 16 | 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 | 1 | 4 | |
| TOTAL BARI (PALESE) | | | | | | 166 | 0 | 3 | 12.4 | 24.9 | 42.0 | 8.9 | 7.1 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 10 | 67.2 | 22 | 136 | |
| BARRA | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | | LOGANAIR LTD | | S | A | 44 | 0 | 13 | 17.5 | 35.1 | 15.8 | 1.8 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22.8 | 8 | 74.1 | 11 | 53 | |
| GLASGOW | | LOGANAIR LTD | | S | D | 48 | 0 | 11 | 1.7 | 40.7 | 28.8 | 1.7 | 3.4 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18.6 | 9 | 63.8 | 13 | 55 | |
| TOTAL BARRA | | | | | | 92 | 0 | 24 | 9.5 | 37.9 | 22.4 | 1.7 | 3.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20.7 | 9 | 69.0 | 12 | 108 | |
| BASTIA | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | A | 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 | 5 | 33.3 | 41 | 9 | |
| GATWICK | | EASYJET UK LTD | | 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 | 44.4 | 28 | 9 | |
| TOTAL BASTIA | | | | | | 10 | 0 | 0 | 10.0 | 20.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 38.9 | 35 | 18 | |
| BEAUVAIS | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | | RYANAIR UK LTD | | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 37.5 | 26 | 8 | |
| BELFAST INTERNATIONAL | | RYANAIR UK LTD | | S | D | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 16 | 8 | |
| BIRMINGHAM | | RYANAIR | | S | A | 29 | 0 | 1 | 13.3 | 20.0 | 16.7 | 13.3 | 26.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 24 | 0.0 | 0 | 0 | |
| BIRMINGHAM | | RYANAIR | | S | D | 29 | 0 | 1 | 0.0 | 26.7 | 30.0 | 16.7 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 18 | 0.0 | 0 | 0 | |
| EDINBURGH | | RYANAIR | | S | A | 20 | 0 | 1 | 0.0 | 42.9 | 28.6 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 52.9 | 21 | 17 | |
| EDINBURGH | | RYANAIR | | S | D | 20 | 0 | 1 | 0.0 | 47.6 | 28.6 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 9 | 58.8 | 17 | 17 | |
| LEEDS BRADFORD | | RYANAIR | | S | A | 16 | 0 | 1 | 0.0 | 17.6 | 35.3 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 22 | 0.0 | 0 | 0 | |
| LEEDS BRADFORD | | RYANAIR | | S | D | 16 | 0 | 1 | 0.0 | 17.6 | 41.2 | 17.6 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 19 | 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 | 58.8 | 14 | 17 | |
| 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 | 94.1 | 4 | 17 | |
| STANSTED | | 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 | 67 | 0.0 | 0 | 0 | |
| MANCHESTER | | RYANAIR | | S | A | 38 | 0 | 1 | 0.0 | 23.1 | 20.5 | 28.2 | 17.9 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 25 | 46.7 | 36 | 30 | |
| MANCHESTER | | RYANAIR | | S | D | 38 | 0 | 1 | 0.0 | 17.9 | 30.8 | 20.5 | 23.1 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 23 | 46.7 | 39 | 30 | |
| MANCHESTER | | RYANAIR UK LTD | | S | A | 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 | 12 | 0.0 | 0 | 0 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: B | | | | | | | | | | APR 2023 | | | | | | | | |
|--|--|-------------------|--|---------|---|-----|---|-----|------|------------------------|-------|------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|--|
| | | | | | | | | | | 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 | |
| TOTAL BEAUVAIS | | MANCHESTER | 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 | 9 | 0.0 | 0 | 0 | | | | | | |
| BEIJING | | GATWICK | AIR CHINA | S | A | 0 | 0 | 29 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 62.5 | 18 | 23 | | | | | | |
| | | GATWICK | AIR CHINA | S | D | 0 | 0 | 30 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 87.5 | 5 | 23 | | | | | | |
| | | HEATHROW | AIR CHINA | S | A | 60 | 0 | 0 | 28.3 | 20.0 | 13.3 | 25.0 | 8.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 22 | 4 | | | | | | |
| | | HEATHROW | AIR CHINA | S | D | 60 | 0 | 0 | 1.7 | 66.7 | 21.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 4 | 4 | | | | | | |
| | | MANCHESTER | HAINAN AIRLINES | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 23.5 | 23.5 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 32 | 33.3 | 25 | 11 | | | | | | |
| | | MANCHESTER | HAINAN AIRLINES | S | D | 17 | 0 | 0 | 5.9 | 70.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 66.7 | 4 | 11 | | | | | | |
| TOTAL BEIJING | | | | | | 154 | 0 | 59 | 8.9 | 31.0 | 13.6 | 11.3 | 5.2 | 1.9 | 0.5 | 0.0 | 0.0 | 27.7 | 10 | 66.3 | 12 | 76 | | | | | | |
| BEIJING DAXING INTERNATIONAL AIRPORT | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 5.9 | 17.6 | 29.4 | 29.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 0.0 | 11.1 | 77.8 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | | | | |
| | | HEATHROW | CHINA SOUTHERN | S | A | 30 | 0 | 0 | 3.3 | 20.0 | 30.0 | 36.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | | | | |
| | | HEATHROW | CHINA SOUTHERN | S | D | 30 | 0 | 0 | 0.0 | 73.3 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | | | | | |
| TOTAL BEIJING DAXING INTERNATIONAL AIRPORT | | | | | | 95 | 0 | 0 | 2.1 | 34.7 | 37.9 | 16.8 | 7.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | | | | |
| BEIRUT | | HEATHROW | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | A | 60 | 0 | 0 | 10.0 | 33.3 | 26.7 | 6.7 | 15.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.0 | 10 | 60 | | | | | | |
| | | HEATHROW | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | D | 60 | 0 | 0 | 11.7 | 48.3 | 20.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 88.3 | 8 | 60 | | | | | | |
| TOTAL BEIRUT | | | | | | 120 | 0 | 0 | 10.8 | 40.8 | 23.3 | 10.8 | 10.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 79.2 | 9 | 120 | | | | | | |
| BELFAST CITY (GEORGE BEST) | | ABERDEEN | LOGANAIR LTD | S | A | 26 | 0 | 0 | 23.1 | 34.6 | 15.4 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.0 | 22 | 25 | | | | | | |
| | | ABERDEEN | LOGANAIR LTD | S | D | 31 | 0 | 0 | 0.0 | 61.3 | 16.1 | 3.2 | 12.9 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 68.0 | 23 | 25 | | | | | | |
| | | BIRMINGHAM | STOBART AIR | S | A | 155 | 0 | 10 | 20.6 | 38.8 | 14.5 | 8.5 | 6.1 | 2.4 | 2.4 | 0.0 | 0.6 | 0.0 | 6.1 | 14 | 78.0 | 8 | 112 | | | | | |
| | | BIRMINGHAM | STOBART AIR | S | D | 155 | 0 | 12 | 1.2 | 33.5 | 29.3 | 12.6 | 10.8 | 2.4 | 3.0 | 0.0 | 0.0 | 0.0 | 7.2 | 17 | 66.1 | 16 | 112 | | | | | |
| | | BRISTOL | EASYJET UK LTD | 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 | 18 | 64.7 | 15 | 17 | | | | | | |
| | | BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.6 | 14 | 17 | | | | | | |
| | | CARDIFF WALES | AER LINGUS | 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 | | | | | | |
| | | CARDIFF WALES | AER LINGUS | 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 | | | | | | |
| | | CARDIFF WALES | EMERALD AIRLINES UK LTD | S | A | 29 | 0 | 0 | 10.3 | 51.7 | 20.7 | 3.4 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 11 | 28 | | | | | | |
| | | CARDIFF WALES | EMERALD AIRLINES UK LTD | S | D | 29 | 0 | 0 | 0.0 | 51.7 | 24.1 | 6.9 | 10.3 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 18 | 60.7 | 18 | 27 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
|-----------------------------|------------------------------------|---------|-----|-----|-----|-------|------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------|------------------|-----------------|------------------|-----|----|
| | | | | | | | | More than 15 m early | 15 m to 30 m early | 30 m to 60 m late | 60 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 | |
| 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 | 100.0 | 13 | 1 |
| EAST MIDLANDS INTERNATIONAL | AER LINGUS | S A | 29 | 0 | 1 | 26.7 | 53.3 | 10.0 | 0.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 9 | 86.7 | 11 | 29 |
| EAST MIDLANDS INTERNATIONAL | AER LINGUS | S D | 29 | 0 | 1 | 0.0 | 63.3 | 20.0 | 6.7 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 11 | 73.3 | 14 | 29 |
| EDINBURGH | AER LINGUS | S A | 103 | 0 | 5 | 9.3 | 33.3 | 22.2 | 7.4 | 3.7 | 11.1 | 4.6 | 3.7 | 0.0 | 0.0 | 4.6 | 31 | 82.7 | 10 | 104 | |
| EDINBURGH | AER LINGUS | S D | 103 | 0 | 5 | 0.9 | 35.2 | 24.1 | 7.4 | 7.4 | 10.2 | 4.6 | 5.6 | 0.0 | 0.0 | 4.6 | 38 | 79.1 | 10 | 104 | |
| EXETER | 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 | 0 | 1 | |
| EXETER | EMERALD AIRLINES UK LTD | S A | 20 | 0 | 1 | 9.5 | 61.9 | 9.5 | 0.0 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 86.2 | 7 | 29 | |
| EXETER | EMERALD AIRLINES UK LTD | S D | 20 | 0 | 1 | 9.5 | 47.6 | 19.0 | 4.8 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 12 | 85.7 | 7 | 28 | |
| GLASGOW | AER LINGUS | S A | 42 | 0 | 5 | 2.1 | 38.3 | 27.7 | 6.4 | 2.1 | 8.5 | 4.3 | 0.0 | 0.0 | 0.0 | 10.6 | 19 | 83.3 | 9 | 58 | |
| GLASGOW | AER LINGUS | S D | 42 | 0 | 5 | 0.0 | 40.4 | 27.7 | 6.4 | 2.1 | 8.5 | 4.3 | 0.0 | 0.0 | 0.0 | 10.6 | 18 | 83.3 | 9 | 58 | |
| GLASGOW | EASYJET UK LTD | S A | 17 | 0 | 0 | 35.3 | 29.4 | 17.6 | 0.0 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 5 | 8 | |
| GLASGOW | EASYJET UK LTD | S D | 17 | 0 | 0 | 0.0 | 58.8 | 17.6 | 5.9 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 87.5 | 8 | 8 | |
| ISLE OF MAN | EMERALD AIRLINES 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 | 10 | 2 | |
| ISLE OF MAN | EMERALD AIRLINES 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 | 7 | 2 | |
| LEEDS BRADFORD | AER LINGUS | S A | 108 | 0 | 8 | 24.1 | 47.4 | 10.3 | 1.7 | 6.9 | 1.7 | 0.0 | 0.9 | 0.0 | 0.0 | 6.9 | 7 | 76.5 | 14 | 83 | |
| LEEDS BRADFORD | AER LINGUS | S D | 108 | 0 | 8 | 2.6 | 62.1 | 19.0 | 2.6 | 4.3 | 1.7 | 0.0 | 0.9 | 0.0 | 0.0 | 6.9 | 7 | 75.3 | 11 | 81 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 34 | 0 | 1 | 14.3 | 51.4 | 17.1 | 2.9 | 2.9 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 13 | 84.3 | 5 | 47 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 34 | 0 | 0 | 0.0 | 76.5 | 8.8 | 5.9 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.5 | 8 | 48 | |
| LIVERPOOL (JOHN LENNON) | 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 | 11 | 1 | |
| GATWICK | EASYJET UK LTD | S A | 90 | 0 | 0 | 21.1 | 40.0 | 21.1 | 7.8 | 8.9 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.7 | 9 | 58 | |
| GATWICK | EASYJET UK LTD | S D | 90 | 0 | 0 | 0.0 | 55.6 | 28.9 | 6.7 | 7.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 68.3 | 19 | 60 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 181 | 0 | 6 | 7.0 | 28.9 | 33.7 | 11.8 | 11.2 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 13 | 86.5 | 6 | 170 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 182 | 0 | 5 | 0.0 | 27.3 | 39.6 | 18.2 | 9.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 13 | 64.9 | 15 | 170 | |
| LONDON CITY | BA CITYFLYER LTD | S A | 67 | 0 | 1 | 33.8 | 50.0 | 5.9 | 4.4 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 4 | 96.4 | 1 | 81 | |
| LONDON CITY | BA CITYFLYER LTD | S D | 67 | 0 | 1 | 0.0 | 48.5 | 41.2 | 4.4 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 6 | 83.1 | 7 | 82 | |
| LUTON | EASYJET UK LTD | S A | 26 | 0 | 0 | 53.8 | 38.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| LUTON | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 26.9 | 53.8 | 11.5 | 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 APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---|------------------------------------|-------------------|---|-------------|----------|------------------------|-------------|----------------------------|-------------|------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-------------|------------------|
| | | | | | | 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) |
| MANCHESTER | AER LINGUS | S | A | 86 | 0 | 5 | 15.4 | 52.7 | 12.1 | 6.6 | 4.4 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 5.5 | 8 | 88.8 | 5 | 138 | |
| MANCHESTER | AER LINGUS | S | D | 83 | 0 | 7 | 1.1 | 56.7 | 22.2 | 3.3 | 3.3 | 3.3 | 1.1 | 1.1 | 0.0 | 0.0 | 7.8 | 13 | 84.6 | 6 | 138 | |
| MANCHESTER | EASYJET UK LTD | S | A | 41 | 0 | 0 | 51.2 | 36.6 | 7.3 | 2.4 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| MANCHESTER | EASYJET UK LTD | S | D | 41 | 0 | 0 | 2.4 | 73.2 | 19.5 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| MANCHESTER | 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 | |
| NEWCASTLE | AER LINGUS | S | A | 25 | 0 | 1 | 46.2 | 26.9 | 15.4 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 11 | 100.0 | 0 | 3 | |
| NEWCASTLE | AER LINGUS | S | D | 25 | 0 | 1 | 0.0 | 61.5 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 12 | 100.0 | 4 | 3 | |
| SOUTHAMPTON | AER LINGUS | S | A | 55 | 0 | 1 | 35.7 | 35.7 | 16.1 | 1.8 | 5.4 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 7 | 90.9 | 7 | 54 | |
| SOUTHAMPTON | AER LINGUS | S | D | 55 | 0 | 1 | 7.1 | 58.9 | 16.1 | 8.9 | 3.6 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 9 | 85.5 | 10 | 54 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | | 2287 | 0 | 95 | 10.6 | 43.2 | 22.6 | 7.6 | 6.3 | 3.6 | 1.4 | 0.7 | 0.0 | 0.0 | 4.0 | 13 | 79.7 | 10 | 2095 | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR 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 | 336 | 0.0 | 0 | 0 | |
| BIRMINGHAM | EASYJET UK LTD | S | A | 115 | 0 | 1 | 10.3 | 64.7 | 13.8 | 1.7 | 4.3 | 3.4 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 7 | 67.6 | 15 | 110 | |
| BIRMINGHAM | EASYJET UK LTD | S | D | 115 | 0 | 1 | 0.0 | 44.0 | 37.9 | 6.9 | 4.3 | 5.2 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 12 | 56.8 | 22 | 110 | |
| BRISTOL | EASYJET UK LTD | S | A | 88 | 0 | 1 | 7.9 | 27.0 | 27.0 | 14.6 | 11.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 1.1 | 22 | 64.9 | 17 | 114 | |
| BRISTOL | EASYJET UK LTD | S | D | 90 | 0 | 1 | 5.5 | 39.6 | 23.1 | 13.2 | 9.9 | 3.3 | 4.4 | 0.0 | 0.0 | 0.0 | 1.1 | 18 | 74.6 | 12 | 114 | |
| CARDIFF WALES | 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 | 77.8 | 22 | 9 | |
| CARDIFF WALES | 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 | 55.6 | 24 | 9 | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR UK LTD | S | A | 16 | 0 | 0 | 25.0 | 56.3 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 10 | 16 | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR UK LTD | S | D | 16 | 0 | 0 | 0.0 | 75.0 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.2 | 11 | 17 | |
| EDINBURGH | EASYJET UK LTD | S | A | 125 | 0 | 0 | 12.8 | 48.0 | 19.2 | 6.4 | 6.4 | 6.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 61.9 | 21 | 112 | |
| EDINBURGH | EASYJET UK LTD | S | D | 124 | 0 | 1 | 6.4 | 44.8 | 25.6 | 5.6 | 9.6 | 6.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 14 | 55.8 | 30 | 112 | |
| EDINBURGH | RYANAIR UK LTD | S | A | 55 | 0 | 0 | 7.3 | 49.1 | 14.5 | 12.7 | 12.7 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.4 | 8 | 43 | |
| EDINBURGH | RYANAIR UK LTD | S | D | 56 | 0 | 0 | 1.8 | 26.8 | 33.9 | 17.9 | 14.3 | 3.6 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 18 | 79.1 | 12 | 43 | |
| GLASGOW | EASYJET UK LTD | S | A | 110 | 0 | 0 | 10.9 | 56.4 | 25.5 | 0.9 | 2.7 | 2.7 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.7 | 10 | 109 | |
| GLASGOW | EASYJET UK LTD | S | D | 112 | 0 | 0 | 0.9 | 75.0 | 16.1 | 3.6 | 2.7 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.4 | 9 | 109 | |
| ISLE OF MAN | EASYJET UK LTD | S | A | 13 | 0 | 1 | 21.4 | 28.6 | 0.0 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 126 | 62.5 | 33 | 8 | |
| ISLE OF MAN | EASYJET UK LTD | S | D | 13 | 0 | 1 | 0.0 | 28.6 | 21.4 | 28.6 | 0.0 | 7.1 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 130 | 50.0 | 42 | 8 | |
| JERSEY | EASYJET UK 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 | 12 | 87.5 | 10 | 8 | |
| JERSEY | EASYJET UK LTD | S | D | 9 | 0 | 0 | 33.3 | 33.3 | 0.0 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 12 | 8 | |
| LEEDS BRADFORD | EASYJET UK LTD | S | A | 18 | 0 | 0 | 11.1 | 72.2 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 58.8 | 19 | 17 | |
| LEEDS BRADFORD | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 72.2 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 52.9 | 25 | 17 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 139 | 1 | 0 | 5.0 | 55.7 | 20.7 | 5.0 | 6.4 | 3.6 | 2.9 | 0.0 | 0.0 | 0.7 | 0.0 | 12 | 72.0 | 16 | 160 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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) | EASYJET UK LTD | S | D | 139 | 0 | 0 | 1.4 | 56.1 | 22.3 | 8.6 | 4.3 | 4.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 78.9 | 12 | 160 | |
| | GATWICK | EASYJET UK LTD | S | A | 157 | 0 | 1 | 23.4 | 40.5 | 18.4 | 9.5 | 3.2 | 3.8 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 9 | 73.2 | 20 | 167 | |
| | GATWICK | EASYJET UK LTD | S | D | 157 | 0 | 1 | 0.6 | 53.2 | 29.1 | 7.6 | 5.1 | 3.2 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 9 | 71.4 | 20 | 167 | |
| | LUTON | EASYJET UK LTD | S | A | 114 | 0 | 1 | 9.6 | 54.8 | 19.1 | 7.0 | 4.3 | 1.7 | 0.9 | 1.7 | 0.0 | 0.0 | 0.9 | 11 | 62.6 | 19 | 106 | |
| | LUTON | EASYJET UK LTD | S | D | 114 | 0 | 2 | 0.9 | 40.5 | 36.2 | 6.0 | 12.9 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 1.7 | 11 | 54.2 | 24 | 106 | |
| | STANSTED | EASYJET UK LTD | S | A | 110 | 0 | 0 | 10.9 | 47.3 | 23.6 | 7.3 | 3.6 | 5.5 | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 | 15 | 75.3 | 13 | 97 | |
| | STANSTED | EASYJET UK LTD | S | D | 110 | 0 | 0 | 0.9 | 43.6 | 30.9 | 10.0 | 7.3 | 5.5 | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 | 18 | 66.0 | 18 | 97 | |
| | STANSTED | 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 | |
| | STANSTED | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 13.3 | 50.0 | 23.3 | 3.3 | 3.3 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 21 | 60 | |
| | STANSTED | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 43.3 | 26.7 | 20.0 | 3.3 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.3 | 26 | 60 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 111 | 0 | 2 | 6.2 | 51.3 | 23.0 | 8.0 | 7.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 9 | 72.4 | 13 | 123 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 111 | 0 | 2 | 5.3 | 53.1 | 23.9 | 6.2 | 6.2 | 2.7 | 0.0 | 0.9 | 0.0 | 0.0 | 1.8 | 10 | 76.4 | 10 | 124 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 11.7 | 63.3 | 11.7 | 3.3 | 3.3 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 15 | 78.3 | 16 | 60 | |
| | MANCHESTER | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 1.7 | 41.7 | 38.3 | 5.0 | 3.3 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 21 | 71.7 | 26 | 60 | |
| | NEWCASTLE | EASYJET UK LTD | S | A | 73 | 0 | 0 | 0.0 | 52.1 | 27.4 | 4.1 | 9.6 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 45.3 | 38 | 64 | |
| | NEWCASTLE | EASYJET UK LTD | S | D | 73 | 0 | 0 | 0.0 | 45.2 | 32.9 | 6.8 | 8.2 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 42.2 | 43 | 64 | |
| | SOUTHAMPTON | EASYJET UK LTD | S | A | 20 | 0 | 0 | 5.0 | 65.0 | 25.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| | SOUTHAMPTON | EASYJET UK LTD | S | D | 20 | 0 | 1 | 0.0 | 52.4 | 33.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 5 | 0.0 | 0 | 0 | |
| TOTAL BELFAST INTERNATIONAL | | | | | 2792 | 1 | 17 | 6.4 | 49.7 | 24.0 | 7.5 | 6.2 | 3.8 | 1.0 | 0.5 | 0.2 | 0.0 | 0.6 | 13 | 69.2 | 18 | 2768 | |
| BELGRADE | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR SERBIA | S | A | 38 | 0 | 0 | 2.6 | 23.7 | 26.3 | 18.4 | 26.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 70.0 | 27 | 30 | |
| | HEATHROW | AIR SERBIA | S | D | 38 | 0 | 0 | 0.0 | 26.3 | 34.2 | 7.9 | 26.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 31 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 15.4 | 46.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 69.2 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| | LUTON | WIZZ AIR | 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 | 49 | 0.0 | 0 | 0 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 46.7 | 43.3 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 85.7 | 5 | 21 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 36.7 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 85.7 | 12 | 21 | |
| TOTAL BELGRADE | | | | | 163 | 0 | 0 | 9.8 | 35.6 | 23.9 | 11.7 | 17.2 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.5 | 20 | 102 | |
| BENBECULA | | | | | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR LTD | S | A | 45 | 0 | 2 | 34.0 | 23.4 | 12.8 | 4.3 | 14.9 | 4.3 | 2.1 | 0.0 | 0.0 | 0.0 | 4.3 | 17 | 79.6 | 15 | 46 | |
| | GLASGOW | LOGANAIR LTD | S | D | 48 | 0 | 1 | 2.0 | 38.8 | 26.5 | 8.2 | 10.2 | 8.2 | 4.1 | 0.0 | 0.0 | 0.0 | 2.0 | 20 | 76.0 | 24 | 47 | |
| TOTAL BENBECULA | | | | | 93 | 0 | 3 | 17.7 | 31.3 | 19.8 | 6.3 | 12.5 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 3.1 | 19 | 77.8 | 20 | 93 | |
| BERGAMO | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 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 | 9 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 12.5 | 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 APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | RYANAIR UK LTD | S A | 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 | 5 | 38.5 | 40 | 13 | | |
| BELFAST INTERNATIONAL | 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 | 38.5 | 38 | 13 | | |
| BIRMINGHAM | RYANAIR | S A | 11 | 0 | 0 | 0.0 | 0.0 | 18.2 | 9.1 | 54.5 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 64.7 | 26 | 17 | | | |
| BIRMINGHAM | RYANAIR | S D | 11 | 0 | 0 | 0.0 | 0.0 | 9.1 | 45.5 | 27.3 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 52.9 | 33 | 17 | | | |
| BRISTOL | RYANAIR | S A | 22 | 0 | 0 | 18.2 | 54.5 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 35.3 | 39 | 17 | | | |
| BRISTOL | RYANAIR | S D | 22 | 0 | 0 | 0.0 | 27.3 | 63.6 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 11.8 | 41 | 17 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 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 | 3 | 81.0 | 9 | 21 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 82.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 90.5 | 6 | 21 | | | |
| EDINBURGH | RYANAIR | S A | 29 | 0 | 0 | 3.4 | 13.8 | 44.8 | 17.2 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.3 | 19 | 30 | | | |
| EDINBURGH | RYANAIR | S D | 29 | 0 | 0 | 0.0 | 37.9 | 34.5 | 13.8 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.7 | 18 | 30 | | | |
| ISLE OF MAN | ALBA STAR | 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 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 | 11 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 1 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | BA CITYFLYER 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 | 55 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | BRITISH AIRWAYS PLC | 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 | | | |
| LIVERPOOL (JOHN LENNON) | ENTER AIR | C 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 | 8 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | ENTER AIR | C D | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 10 | 0 | 0 | 0.0 | 20.0 | 70.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 3 | 9 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 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 | 100.0 | 1 | 9 | | | |
| GATWICK | EASYJET UK LTD | S A | 21 | 0 | 0 | 4.8 | 28.6 | 33.3 | 23.8 | 0.0 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 22 | 61.5 | 20 | 13 | | | |
| GATWICK | EASYJET UK LTD | S D | 21 | 0 | 0 | 0.0 | 42.9 | 38.1 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.9 | 10 | 13 | | | |
| STANSTED | RYANAIR | S A | 115 | 0 | 0 | 2.6 | 22.6 | 33.0 | 20.9 | 13.0 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 56.7 | 25 | 97 | | | |
| STANSTED | RYANAIR | S D | 115 | 0 | 0 | 0.0 | 19.1 | 38.3 | 20.9 | 13.0 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 64.9 | 18 | 97 | | | |
| 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 | 50.0 | 30 | 22 | | | |
| 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 | 50.0 | 27 | 22 | | | |
| MANCHESTER | RYANAIR | S A | 29 | 0 | 0 | 0.0 | 3.4 | 51.7 | 24.1 | 17.2 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 70.6 | 19 | 34 | | | |
| MANCHESTER | RYANAIR | S D | 29 | 0 | 0 | 0.0 | 37.9 | 24.1 | 13.8 | 20.7 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 64.7 | 14 | 34 | | | |
| MANCHESTER | RYANAIR UK LTD | S A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 40 | 6 | | | |
| MANCHESTER | RYANAIR UK LTD | 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 | 9 | 60.0 | 39 | 5 | | | |
| NEWCASTLE | RYANAIR | S A | 18 | 0 | 0 | 0.0 | 22.2 | 44.4 | 27.8 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 13 | 9 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|----------------------|--|-------------------------|--|--------------------------|---|------------------------|----------|----------------------------|------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-------------|------------------|-----------------|------------------|
| | | | | | | 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) |
| NEWCASTLE | | RYANAIR | | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 33.3 | 61 | 9 | |
| TOTAL BERGAMO | | | | | | 603 | 0 | 0 | 1.8 | 26.9 | 36.8 | 17.2 | 11.8 | 4.6 | 0.7 | 0.2 | 0.0 | 0.0 | 0.0 | 16 | 60.3 | 22 | 575 | |
| BERGEN | | ABERDEEN | | WIDEROE FLYVESELSKAP A/S | S | A | 47 | 0 | 9 | 5.4 | 32.1 | 33.9 | 5.4 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 9 | 93.3 | 4 | 45 |
| | | ABERDEEN | | WIDEROE FLYVESELSKAP A/S | S | D | 47 | 0 | 9 | 5.4 | 41.1 | 23.2 | 5.4 | 5.4 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 8 | 95.6 | 3 | 45 |
| | | EDINBURGH | | LOGANAIR LTD | S | A | 14 | 0 | 1 | 0.0 | 20.0 | 46.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 12 | 92.3 | 6 | 13 | |
| | | EDINBURGH | | LOGANAIR LTD | S | D | 14 | 0 | 1 | 0.0 | 20.0 | 66.7 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | 8 | 92.3 | 5 | 13 | |
| | | LIVERPOOL (JOHN LENNON) | | WIDEROE FLYVESELSKAP A/S | 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 | 40 | 0.0 | 0 | 0 | |
| | | LIVERPOOL (JOHN LENNON) | | WIDEROE FLYVESELSKAP A/S | 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 | 41 | 0.0 | 0 | 0 | |
| | | GATWICK | | NORWEGIAN AIR SHUTTLE | S | A | 56 | 0 | 0 | 28.6 | 35.7 | 23.2 | 3.6 | 3.6 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.5 | 3 | 55 |
| | | GATWICK | | NORWEGIAN AIR SHUTTLE | S | D | 56 | 0 | 0 | 0.0 | 48.2 | 32.1 | 5.4 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.5 | 5 | 55 | |
| | | STANSTED | | WIDEROE FLYVESELSKAP A/S | 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 | 16 | 70.0 | 17 | 9 | |
| | | STANSTED | | WIDEROE FLYVESELSKAP A/S | 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 | 9 | 70.0 | 17 | 9 | |
| | | MANCHESTER | | JET2.COM 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 | 81 | 0.0 | 0 | 0 | |
| | | MANCHESTER | | JET2.COM LTD | 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 | 78 | 0.0 | 0 | 0 | |
| | | MANCHESTER | | NORWEGIAN AIR SHUTTLE | 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 | 7 | 87.5 | 4 | 8 | |
| | | MANCHESTER | | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 3 | 8 | |
| | | NEWCASTLE | | 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 | 28 | 0.0 | 0 | 0 | |
| | | NEWCASTLE | | JET2.COM LTD | S | D | 2 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 65 | 0.0 | 0 | 0 | |
| | | NEWCASTLE | | 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 | 88.9 | 4 | 9 | |
| | | NEWCASTLE | | 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 | 77.8 | 12 | 9 | |
| TOTAL BERGEN | | | | | | 271 | 0 | 20 | 7.9 | 35.4 | 32.3 | 6.5 | 5.2 | 4.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 90.0 | 5 | 278 | |
| BERGERAC | | 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 | 12.5 | 63 | 8 | | |
| | | 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 | 25.0 | 52 | 8 | | |
| | | EDINBURGH | | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 0.0 | 33.3 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | | |
| | | EDINBURGH | | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| | | LIVERPOOL (JOHN LENNON) | | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 33.3 | 33.3 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 33 | 9 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: B | | | | | | | | | | APR 2023 | | | | | | | | |
|-------------------------|--|-----------------------------|---------------------|---------|------------|----------|----------|------------|-------------|------------------------|-------------|-------------|----------------------|--------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-----|------------------|-----------------|------------------|-----|--|
| | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat | |
| LIVERPOOL (JOHN LENNON) | | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 33.3 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 19 | 9 | | | | | | |
| STANSTED | | RYANAIR | S | A | 33 | 0 | 1 | 0.0 | 11.8 | 29.4 | 14.7 | 29.4 | 8.8 | 0.0 | 0.0 | 2.9 | 0.0 | 2.9 | 35 | 53.8 | 33 | 26 | | | | | | |
| STANSTED | | RYANAIR | S | D | 33 | 0 | 1 | 0.0 | 14.7 | 32.4 | 44.1 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 18 | 61.5 | 28 | 26 | | | | | | |
| TOTAL BERGERAC | | | | | 108 | 0 | 2 | 1.8 | 21.8 | 31.8 | 22.7 | 10.9 | 7.3 | 0.0 | 0.9 | 0.9 | 0.0 | 1.8 | 24 | 52.3 | 35 | 86 | | | | | | |
| BERLIN BRANDENBURG | | BIRMINGHAM | EASYJET UK LTD | S | A | 16 | 0 | 1 | 0.0 | 0.0 | 29.4 | 17.6 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 5.9 | 30 | 0.0 | 0 | 0 | | | | | | |
| BERLIN BRANDENBURG | | BIRMINGHAM | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 29.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | | | | | |
| BERLIN BRANDENBURG | | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | | | | | |
| BERLIN BRANDENBURG | | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | | | |
| BERLIN BRANDENBURG | | BRISTOL | EASYJET UK LTD | S | A | 25 | 0 | 0 | 4.0 | 24.0 | 52.0 | 12.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.6 | 6 | 12 | | | | | | |
| BERLIN BRANDENBURG | | BRISTOL | EASYJET UK LTD | S | D | 25 | 0 | 0 | 4.0 | 48.0 | 40.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 3 | 13 | | | | | | |
| BERLIN BRANDENBURG | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 30.0 | 43.3 | 13.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 44.4 | 38 | 9 | | | | | | |
| BERLIN BRANDENBURG | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 26.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 15 | 9 | | | | | | |
| BERLIN BRANDENBURG | | EDINBURGH | EASYJET UK LTD | S | A | 30 | 0 | 0 | 3.3 | 16.7 | 23.3 | 26.7 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 45.5 | 27 | 21 | | | | | | |
| BERLIN BRANDENBURG | | EDINBURGH | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 36.7 | 20.0 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 59.1 | 20 | 22 | | | | | | |
| BERLIN BRANDENBURG | | EDINBURGH | RYANAIR | S | A | 34 | 0 | 1 | 14.3 | 40.0 | 20.0 | 11.4 | 8.6 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 | 13 | 88.0 | 5 | 24 | | | | | | |
| BERLIN BRANDENBURG | | EDINBURGH | RYANAIR | S | D | 34 | 0 | 1 | 0.0 | 48.6 | 34.3 | 11.4 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 | 9 | 80.0 | 6 | 24 | | | | | | |
| BERLIN BRANDENBURG | | EDINBURGH | 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 | 5 | | | | | | |
| BERLIN BRANDENBURG | | EDINBURGH | 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 | 5 | | | | | | |
| BERLIN BRANDENBURG | | GLASGOW | EASYJET UK LTD | S | A | 17 | 0 | 0 | 17.6 | 23.5 | 11.8 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 1 | 9 | | | | | | |
| BERLIN BRANDENBURG | | GLASGOW | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 64.7 | 23.5 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 2 | 9 | | | | | | |
| BERLIN BRANDENBURG | | 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 | 31 | 1 | | | | | | |
| BERLIN BRANDENBURG | | 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 | 100.0 | 0 | 67.8 | 14 | 57 | | | | | | |
| BERLIN BRANDENBURG | | 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 | 100.0 | 0 | 57.6 | 19 | 59 | | | | | | |
| BERLIN BRANDENBURG | | GATWICK | EASYJET UK LTD | S | A | 81 | 0 | 1 | 17.1 | 31.7 | 31.7 | 12.2 | 2.4 | 3.7 | 0.0 | 0.0 | 0.0 | 1.2 | 9 | 84.0 | 4 | 24 | | | | | | |
| BERLIN BRANDENBURG | | GATWICK | EASYJET UK LTD | S | D | 81 | 0 | 0 | 0.0 | 40.7 | 37.0 | 14.8 | 4.9 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 96.0 | 5 | 25 | | | | | | |
| BERLIN BRANDENBURG | | 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 | 19 | 0.0 | 0 | 0 | | | | | | |
| BERLIN BRANDENBURG | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 183 | 0 | 2 | 4.3 | 17.3 | 33.5 | 21.6 | 17.3 | 4.3 | 0.5 | 0.0 | 0.0 | 1.1 | 19 | 70.1 | 11 | 140 | | | | | | |
| BERLIN BRANDENBURG | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 184 | 0 | 1 | 0.0 | 38.4 | 36.2 | 13.0 | 8.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.5 | 12 | 67.3 | 13 | 145 | | | | | | |
| BERLIN BRANDENBURG | | LONDON CITY | BA CITYFLYER LTD | S | A | 90 | 0 | 2 | 13.0 | 29.3 | 26.1 | 19.6 | 6.5 | 2.2 | 0.0 | 1.1 | 0.0 | 2.2 | 13 | 69.3 | 13 | 72 | | | | | | |
| BERLIN BRANDENBURG | | LONDON CITY | BA CITYFLYER LTD | S | D | 91 | 0 | 1 | 0.0 | 30.4 | 46.7 | 14.1 | 3.3 | 4.3 | 0.0 | 0.0 | 0.0 | 1.1 | 10 | 70.7 | 13 | 75 | | | | | | |
| BERLIN BRANDENBURG | | LUTON | EASYJET UK LTD | S | A | 20 | 0 | 2 | 9.1 | 18.2 | 22.7 | 18.2 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 17 | 68.2 | 16 | 21 | | | | | | |
| BERLIN BRANDENBURG | | LUTON | EASYJET UK LTD | S | D | 20 | 0 | 1 | 0.0 | 33.3 | 38.1 | 9.5 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 61.9 | 20 | 21 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 107 | 0 | 0 | 0.0 | 31.8 | 34.6 | 27.1 | 4.7 | 0.9 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 13 | 55.7 | 26 | 96 | |
| | STANSTED | RYANAIR | S | D | 106 | 0 | 0 | 0.0 | 25.5 | 36.8 | 21.7 | 13.2 | 1.9 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 16 | 63.3 | 24 | 96 | |
| | STANSTED | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 20.0 | 0.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 25.0 | 21 | 4 | |
| | STANSTED | RYANAIR UK LTD | S | D | 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 | 17 | 75.0 | 6 | 4 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 5.9 | 17.6 | 58.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 44.4 | 17 | 15 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 29.4 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.5 | 10 | 17 | |
| | MANCHESTER | RYANAIR | S | A | 52 | 0 | 0 | 5.8 | 40.4 | 23.1 | 9.6 | 13.5 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 68.6 | 14 | 34 | |
| | MANCHESTER | RYANAIR | S | D | 51 | 0 | 0 | 0.0 | 27.5 | 35.3 | 15.7 | 13.7 | 5.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 65.7 | 18 | 34 | |
| | 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 | 24 | 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 | 0.0 | 0 | 50.0 | 36 | 4 | |
| TOTAL BERLIN BRANDENBURG | | | | | 1434 | 0 | 15 | 3.8 | 31.0 | 33.7 | 17.0 | 10.0 | 3.0 | 0.3 | 0.2 | 0.0 | 0.0 | 1.0 | 14 | 67.8 | 15 | 1110 | |
| BERMUDA | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 6.7 | 50.0 | 13.3 | 10.0 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 18 | 56.7 | 25 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 63.3 | 13.3 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.3 | 22 | 30 | |
| TOTAL BERMUDA | | | | | 59 | 0 | 1 | 3.3 | 31.7 | 38.3 | 11.7 | 5.0 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 55.0 | 24 | 60 | |
| BEZIERS | | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 16 | 0 | 1 | 0.0 | 17.6 | 47.1 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 13 | 11.1 | 41 | 9 | |
| | BRISTOL | RYANAIR | S | D | 16 | 0 | 1 | 0.0 | 41.2 | 47.1 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 3 | 11.1 | 37 | 9 | |
| | LUTON | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 8.3 | 58.3 | 8.3 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 61 | 9 | |
| | LUTON | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 75.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 44.4 | 29 | 9 | |
| | 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 | 11.1 | 37 | 9 | |
| | 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 | 66.7 | 29 | 9 | |
| | MANCHESTER | RYANAIR | S | A | 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 | 21 | 0.0 | 46 | 4 | |
| | MANCHESTER | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 66.7 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 16 | 4 | |
| | 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 | 25.0 | 13 | 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 | 0.0 | 0 | 100.0 | 2 | 4 | |
| TOTAL BEZIERS | | | | | 80 | 0 | 2 | 0.0 | 26.8 | 47.6 | 9.8 | 12.2 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 2.4 | 12 | 30.0 | 34 | 70 | |
| BIARRITZ | | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 1 | 11.1 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 11.1 | 25 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | 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 | 11.1 | 4 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 12 | 4 | |
| | GATWICK | EASYJET UK 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 | 50.0 | 15 | 4 | |
| | STANSTED | RYANAIR | S | A | 36 | 0 | 2 | 5.3 | 31.6 | 39.5 | 10.5 | 2.6 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 11 | 56.0 | 36 | 25 | |
| | STANSTED | RYANAIR | S | D | 36 | 0 | 2 | 0.0 | 36.8 | 31.6 | 18.4 | 5.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 10 | 68.0 | 14 | 25 | |
| | 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 | 60.0 | 49 | 5 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: B | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------|-------------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 | 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 | 55 | 5 |
| TOTAL BIARRITZ | | | | | 106 | 0 | 6 | 5.4 | 36.6 | 36.6 | 9.8 | 2.7 | 2.7 | 0.0 | 0.9 | 0.0 | 0.0 | 5.4 | 10 | 58.8 | 28 | 68 |
| BIGGIN HILL | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 45 | 1 |
| TOTAL BIGGIN HILL | | | | | 0 | 0 | 0 | 0.0 | 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 |
| BILBAO | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 20 | 9 |
| | BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 69.2 | 7.7 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 22 | 9 |
| | GATWICK | EASYJET UK LTD | S | A | 17 | 0 | 0 | 17.6 | 35.3 | 47.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 22 | 8 |
| | GATWICK | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 3 | 8 |
| | GATWICK | VUELING AIRLINES | S | A | 102 | 0 | 0 | 15.7 | 45.1 | 32.4 | 5.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.1 | 4 | 88 |
| | GATWICK | VUELING AIRLINES | S | D | 102 | 0 | 0 | 0.0 | 50.0 | 34.3 | 8.8 | 4.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.5 | 8 | 88 |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 5.9 | 52.9 | 17.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 85.7 | 11 | 21 |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 82.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 81.0 | 12 | 21 |
| TOTAL BILBAO | | | | | 298 | 0 | 0 | 6.7 | 49.7 | 32.2 | 7.7 | 2.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.8 | 8 | 252 |
| BILLUND | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 88.9 | 6 | 9 |
| | 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 | 9 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 38.5 | 15.4 | 15.4 | 0.0 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 84.6 | 7 | 26 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 7.7 | 15.4 | 30.8 | 15.4 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 84.6 | 8 | 26 |
| | GLASGOW | 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 | 100.0 | 0 | 1 |
| | GLASGOW | 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 | 0 | 1 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 10.0 | 36.7 | 23.3 | 10.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 14 | 83.3 | 7 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 20.0 | 46.7 | 16.7 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 16 | 60.0 | 14 | 29 |
| | LONDON CITY | 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 |
| | LONDON CITY | BA CITYFLYER 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 |
| | LONDON CITY | SUN AIR OF SCANDINAVIA | S | A | 24 | 0 | 0 | 12.5 | 54.2 | 29.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 94.7 | 3 | 19 |
| | LONDON CITY | SUN AIR OF SCANDINAVIA | S | D | 24 | 0 | 0 | 0.0 | 50.0 | 45.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 84.2 | 5 | 19 |
| | STANSTED | RYANAIR | S | A | 85 | 0 | 0 | 8.2 | 31.8 | 31.8 | 17.6 | 8.2 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.6 | 10 | 78 |
| | STANSTED | RYANAIR | S | D | 86 | 0 | 0 | 0.0 | 29.1 | 41.9 | 16.3 | 10.5 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 71.8 | 15 | 78 |
| | STANSTED | SUN AIR OF SCANDINAVIA | 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 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|----------------------------|-------------------------|-------------------|---|------------|----------|------------------------|------------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|------------|------------------|-----------------|
| | | | | | | 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 |
| STANSTED | SUN AIR OF SCANDINAVIA | 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 | A | 25 | 0 | 0 | 4.0 | 52.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 1 | 14 | | |
| MANCHESTER | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 4.0 | 72.0 | 24.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 14 | | |
| MANCHESTER | RYANAIR | S | A | 14 | 0 | 0 | 0.0 | 21.4 | 50.0 | 7.1 | 0.0 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 69.2 | 19 | 26 | | |
| MANCHESTER | RYANAIR | S | D | 14 | 0 | 0 | 0.0 | 21.4 | 42.9 | 14.3 | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 48.0 | 28 | 25 | | |
| MANCHESTER | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | | |
| MANCHESTER | RYANAIR UK 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 | 41 | 0.0 | 0 | 0 | | |
| TOTAL BILLUND | | | | 391 | 0 | 4 | 6.1 | 34.7 | 35.7 | 11.1 | 6.3 | 3.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 78.6 | 11 | 403 | | |
| BIRMINGHAM | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | A | 70 | 0 | 2 | 13.9 | 44.4 | 20.8 | 9.7 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 9 | 75.0 | 14 | 65 | | |
| ABERDEEN | LOGANAIR LTD | S | D | 68 | 0 | 2 | 0.0 | 50.0 | 34.3 | 7.1 | 1.4 | 2.9 | 1.4 | 0.0 | 0.0 | 0.0 | 2.9 | 8 | 89.7 | 6 | 66 | | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 16 | 0 | 8 | 0.0 | 16.7 | 4.2 | 8.3 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 33.3 | 56 | 56.3 | 12 | 14 | | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | D | 17 | 0 | 7 | 0.0 | 12.5 | 12.5 | 12.5 | 8.3 | 8.3 | 12.5 | 0.0 | 4.2 | 0.0 | 29.2 | 66 | 56.3 | 30 | 14 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 138 | 0 | 4 | 7.0 | 38.7 | 29.6 | 9.9 | 9.9 | 1.4 | 0.7 | 0.0 | 0.0 | 0.0 | 2.8 | 12 | 78.6 | 14 | 98 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 138 | 0 | 3 | 0.7 | 51.1 | 23.4 | 12.1 | 7.8 | 2.1 | 0.7 | 0.0 | 0.0 | 0.0 | 2.1 | 10 | 80.6 | 9 | 98 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 115 | 1 | 1 | 6.0 | 46.2 | 29.9 | 6.8 | 3.4 | 5.1 | 0.0 | 0.9 | 0.0 | 0.9 | 0.9 | 11 | 56.8 | 22 | 110 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 115 | 0 | 1 | 0.0 | 67.2 | 18.1 | 5.2 | 3.4 | 4.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 8 | 65.8 | 17 | 110 | | |
| BOURNEMOUTH | 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 | 16 | 0.0 | 0 | 0 | | |
| BOURNEMOUTH | LOGANAIR 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 | 0.0 | 0 | 0 | | |
| BOURNEMOUTH | LOGANAIR 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 | 20 | 0.0 | 0 | 0 | | |
| 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 | 0 | 2 | | |
| BRISTOL | KLM | 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 | 16 | 0.0 | 0 | 0 | | |
| EDINBURGH | EASYJET UK LTD | S | A | 74 | 0 | 0 | 2.7 | 31.1 | 32.4 | 14.9 | 10.8 | 4.1 | 1.4 | 2.7 | 0.0 | 0.0 | 0.0 | 21 | 63.2 | 17 | 56 | | |
| EDINBURGH | EASYJET UK LTD | S | D | 74 | 0 | 0 | 0.0 | 41.9 | 31.1 | 12.2 | 8.1 | 2.7 | 1.4 | 2.7 | 0.0 | 0.0 | 0.0 | 21 | 57.9 | 19 | 56 | | |
| GLASGOW | EASYJET UK LTD | S | A | 63 | 0 | 1 | 9.4 | 35.9 | 32.8 | 10.9 | 3.1 | 1.6 | 3.1 | 1.6 | 0.0 | 0.0 | 1.6 | 15 | 97.8 | 2 | 46 | | |
| GLASGOW | EASYJET UK LTD | S | D | 63 | 0 | 1 | 0.0 | 60.9 | 18.8 | 9.4 | 3.1 | 1.6 | 1.6 | 3.1 | 0.0 | 0.0 | 1.6 | 15 | 84.8 | 5 | 46 | | |
| ISLE OF MAN | LOGANAIR LTD | S | A | 24 | 0 | 2 | 0.0 | 23.1 | 19.2 | 23.1 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 7.7 | 29 | 64.0 | 16 | 22 | | |
| ISLE OF MAN | LOGANAIR LTD | S | D | 24 | 0 | 2 | 0.0 | 30.8 | 38.5 | 0.0 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 7.7 | 20 | 72.0 | 15 | 23 | | |
| JERSEY | BLUE ISLANDS LIMITED | S | A | 24 | 0 | 1 | 12.0 | 16.0 | 36.0 | 8.0 | 12.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 4.0 | 25 | 55.2 | 20 | 29 | | |
| JERSEY | BLUE ISLANDS LIMITED | S | D | 24 | 0 | 1 | 0.0 | 28.0 | 28.0 | 12.0 | 8.0 | 12.0 | 8.0 | 0.0 | 0.0 | 0.0 | 4.0 | 29 | 58.6 | 19 | 29 | | |
| JERSEY | EASYJET UK LTD | S | A | 9 | 0 | 0 | 22.2 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 9 | 0 | 0 | 11.1 | 55.6 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | 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 | 100.0 | 0 | 1 | | |
| | GATWICK | THY TURKISH AIRLINES | 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 | 27 | 0.0 | 0 | 0 | | |
| | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | MANCHESTER | 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 | 100.0 | 5 | 1 | | |
| | SOUTHAMPTON | 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 | 5 | 0.0 | 0 | 0 | | |
| TOTAL BIRMINGHAM | | | | | 1071 | 1 | 38 | 3.8 | 43.6 | 26.0 | 10.0 | 6.5 | 3.8 | 1.9 | 0.8 | 0.1 | 0.1 | 3.4 | 15 | 71.5 | 14 | 886 | |
| BOA VISTA (RABIL) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 12 | 0 | 0 | 33.3 | 41.7 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 1 | 9 | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 58.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 6 | 9 | | |
| | GATWICK | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 16.7 | 50.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.5 | 15 | 17 | | |
| | GATWICK | TUI AIRWAYS LTD | S | D | 18 | 0 | 0 | 0.0 | 11.1 | 66.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.5 | 10 | 17 | | |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 5.6 | 38.9 | 44.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.2 | 14 | 12 | | |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 66.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 9 | 12 | | |
| TOTAL BOA VISTA (RABIL) | | | | | 96 | 0 | 0 | 8.3 | 32.3 | 44.8 | 8.3 | 5.2 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.5 | 10 | 76 | | |
| BODRUM (MILAS) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 44.4 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 9 | 8 | | |
| | BIRMINGHAM | JET2.COM LTD | 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 | 17 | 87.5 | 14 | 8 | | |
| | BRISTOL | EASYJET 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 | 9 | 61.5 | 22 | 13 | | |
| | BRISTOL | EASYJET UK 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 | 9 | 69.2 | 21 | 13 | | |
| | BRISTOL | JET2.COM LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | |
| | BRISTOL | JET2.COM 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 | 15 | 0.0 | 0 | 0 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 5 | 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 | 5 | 0 | 0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| | EDINBURGH | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 60.0 | 29 | 9 | | |
| | EDINBURGH | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 55.6 | 21 | 9 | | |
| | GLASGOW | JET2.COM LTD | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| | GLASGOW | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| | LEEDS BRADFORD | JET2.COM LTD | 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 | 100.0 | 0 | 1 | | |
| | LEEDS BRADFORD | 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 | 100.0 | 0 | 1 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 5 | 0 | 0 | 40.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 10 | 8 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET 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 | 15 | 50.0 | 25 | 8 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S A/ D | | MAT UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | | |
|-----------------------------|--|---------------------|--|---------|---|------------|----------|-----------|-------------|-------------|-------------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|------------|------------------|-----------------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | 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 | | |
| GATWICK | | EASYJET UK LTD | | S | A | 30 | 0 | 0 | 10.0 | 33.3 | 30.0 | 16.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 30.0 | 25 | 30 | | | | | |
| GATWICK | | EASYJET UK LTD | | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 53.3 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.0 | 18 | 30 | | | | | |
| HEATHROW | | 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 | | | | | | |
| HEATHROW | | 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 | 0.0 | 0 | 0 | | | | | | |
| LUTON | | EASYJET UK LTD | | S | A | 26 | 0 | 0 | 23.1 | 34.6 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 13 | 58.8 | 22 | 17 | | | | | |
| LUTON | | EASYJET UK LTD | | S | D | 26 | 0 | 0 | 0.0 | 15.4 | 57.7 | 7.7 | 15.4 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 21 | 41.2 | 27 | 17 | | | | | |
| STANSTED | | JET2.COM 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 | 5 | 75.0 | 13 | 8 | | | | | | |
| STANSTED | | JET2.COM LTD | | 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 | 10 | 75.0 | 13 | 8 | | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | A | 12 | 0 | 0 | 25.0 | 58.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.0 | 14 | 10 | | | | | | |
| MANCHESTER | | JET2.COM 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 | 9 | 63.6 | 13 | 11 | | | | | | |
| NEWCASTLE | | 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 | 0 | 0 | | | | | | |
| NEWCASTLE | | JET2.COM LTD | | 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 | 5 | 0.0 | 0 | 0 | | | | | | |
| TOTAL BODRUM (MILAS) | | | | | | 264 | 0 | 0 | 11.4 | 26.1 | 41.3 | 11.4 | 7.6 | 1.5 | 0.0 | 0.8 | 0.0 | 0.0 | 11 | 59.0 | 20 | 209 | | | | | | |
| BOGOTA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | AVIANCA COLOMBIA | | S | A | 30 | 0 | 0 | 46.7 | 26.7 | 13.3 | 6.7 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 30 | | | | | | |
| HEATHROW | | AVIANCA COLOMBIA | | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 36.7 | 3.3 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 37 | 96.7 | 2 | 30 | | | | | | |
| TOTAL BOGOTA | | | | | | 60 | 0 | 0 | 23.3 | 40.0 | 25.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 23 | 98.3 | 1 | 60 | | | | | |
| BOLOGNA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | RYANAIR | | S | A | 17 | 0 | 0 | 5.9 | 23.5 | 23.5 | 0.0 | 29.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 25.0 | 36 | 4 | | | | | | |
| EDINBURGH | | RYANAIR | | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 47.1 | 5.9 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 15 | 4 | | | | | | |
| EDINBURGH | | 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 | 44.4 | 35 | 9 | | | | | | |
| EDINBURGH | | 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 | 66.7 | 22 | 9 | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | A | 13 | 0 | 0 | 15.4 | 38.5 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.6 | 10 | 17 | | | | | | |
| GATWICK | | EASYJET UK LTD | | 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 | 88.2 | 5 | 17 | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 76 | 0 | 1 | 1.3 | 22.1 | 37.7 | 14.3 | 14.3 | 6.5 | 2.6 | 0.0 | 0.0 | 0.0 | 1.3 | 22 | 58.2 | 22 | 79 | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 76 | 0 | 1 | 0.0 | 33.8 | 39.0 | 13.0 | 9.1 | 1.3 | 2.6 | 0.0 | 0.0 | 0.0 | 1.3 | 14 | 49.4 | 25 | 79 | | | | | |
| LUTON | | RYANAIR | | S | A | 16 | 0 | 0 | 6.3 | 31.3 | 31.3 | 6.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 47.1 | 33 | 17 | | | | | | |
| LUTON | | RYANAIR | | S | D | 16 | 0 | 0 | 0.0 | 50.0 | 18.8 | 6.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.8 | 23 | 17 | | | | | | |
| STANSTED | | RYANAIR | | S | A | 52 | 0 | 0 | 0.0 | 19.2 | 30.8 | 21.2 | 17.3 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 26 | 47.3 | 27 | 55 | | | | | | |
| STANSTED | | RYANAIR | | S | D | 52 | 0 | 0 | 0.0 | 34.6 | 40.4 | 13.5 | 5.8 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 15 | 54.5 | 34 | 55 | | | | | | |
| MANCHESTER | | RYANAIR | | S | A | 21 | 0 | 0 | 4.8 | 14.3 | 38.1 | 4.8 | 19.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 88.9 | 9 | 9 | | | | | | |
| MANCHESTER | | RYANAIR | | S | D | 22 | 0 | 0 | 0.0 | 31.8 | 22.7 | 27.3 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.8 | 6 | 9 | | | | | | |
| TOTAL BOLOGNA | | | | | | 391 | 0 | 2 | 1.5 | 28.5 | 34.9 | 13.0 | 13.7 | 5.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 56.3 | 24 | 380 | | | | | |
| BOLZANO | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | SKYALPS | | S | A | 3 | 0 | 1 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 4 | 0.0 | 0 | 0 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: B | | | | | | | | | | | | | | | | | | APR 2023 | | |
|----------------------|-------------------|--------------------------------------|-----|-----|-----------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|----------|
| | | 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 |
| | GATWICK | SKYALPS | S | D | 3 | 0 | 1 | 0.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 19 | 0.0 | 0 | 0 |
| | STANSTED | SKYALPS | S | A | 5 | 0 | 0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| | STANSTED | SKYALPS | 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 |
| TOTAL BOLZANO | | | | | 16 | 0 | 2 | 16.7 | 33.3 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 5 | 0.0 | 0 | 0 |
| BORDEAUX | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 1 | 0.0 | 0.0 | 44.4 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 26 | 66.7 | 18 | 9 |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 1 | 0.0 | 0.0 | 33.3 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 39 | 66.7 | 23 | 9 |
| | BRISTOL | EASYJET UK LTD | S | A | 16 | 0 | 1 | 5.9 | 23.5 | 29.4 | 5.9 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 19 | 47.6 | 21 | 20 |
| | BRISTOL | EASYJET UK LTD | S | D | 16 | 0 | 1 | 0.0 | 29.4 | 29.4 | 11.8 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 19 | 61.9 | 12 | 20 |
| | EDINBURGH | ENTER AIR | 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 | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 23.5 | 35.3 | 17.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.2 | 31 | 13 |
| | EDINBURGH | RYANAIR | 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 | 46.2 | 23 | 13 |
| | EDINBURGH | 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 | 60.0 | 33 | 5 |
| | EDINBURGH | 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 | 60.0 | 28 | 5 |
| | EXETER | UNITED ARABIAN COMPANY | 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 | 1 |
| | EXETER | UNITED ARABIAN COMPANY | 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 | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 43 | 0 | 0 | 34.9 | 48.8 | 7.0 | 2.3 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 8 | 79.3 | 9 | 29 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 43 | 0 | 0 | 0.0 | 30.2 | 46.5 | 14.0 | 7.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 48.3 | 21 | 29 |
| | GATWICK | BRITISH AIRWAYS PLC | 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 | 1 | 50.0 | 36 | 10 |
| | 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 | 15 | 30.0 | 40 | 10 |
| | 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 | 90.0 | 4 | 29 |
| | 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 | 56.7 | 18 | 29 |
| | GATWICK | EASYJET UK LTD | S | A | 42 | 0 | 1 | 18.6 | 46.5 | 23.3 | 4.7 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 6 | 46.7 | 32 | 28 |
| | GATWICK | EASYJET UK LTD | S | D | 42 | 0 | 0 | 0.0 | 26.2 | 50.0 | 19.0 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 22 | 28 |
| | GATWICK | SMARTWINGS | 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 |
| | GATWICK | SMARTWINGS | 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 |
| | LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 30.8 | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 22 | 13 |
| | LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 61.5 | 23.1 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 69.2 | 13 | 13 |
| | 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 | 5 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 30 | 1 | 2 | 0.0 | 6.1 | 39.4 | 24.2 | 12.1 | 3.0 | 3.0 | 3.0 | 0.0 | 3.0 | 6.1 | 30 | 60.6 | 19 | 30 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 1 | 0.0 | 23.3 | 23.3 | 23.3 | 23.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 20 | 46.7 | 38 | 30 |
| | MANCHESTER | EASYJET UK LTD | S | A | 13 | 0 | 0 | 23.1 | 30.8 | 7.7 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 10 | 8 |
| | MANCHESTER | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 87.5 | 9 | 8 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | Origin/Destinations: B | | | | | | | | | | APR 2023 | | | | | | | | | |
|--------------------------|--|-------------------|-------------------------------|---------|---|------------|----------|-----------|-------------|------------------------|-------------|-------------|----------------------|--------------------|------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|------------|------------------|-----------------|------------------|-----|--|--|
| | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat | | |
| BORDEAUX | | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 46.2 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 33.3 | 45 | 12 | | | | | | | |
| | | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 16.7 | 34 | 12 | | | | | | | |
| TOTAL BORDEAUX | | | | | | 395 | 1 | 10 | 7.6 | 29.6 | 31.0 | 15.3 | 8.9 | 4.2 | 0.2 | 0.5 | 0.0 | 0.2 | 2.5 | 14 | 58.1 | 22 | 414 | | | | | | |
| BOSTON | | GATWICK | JETBLUE AIRWAYS CORPORATION | S | A | 30 | 0 | 0 | 33.3 | 46.7 | 13.3 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 7 | 30 | | | | | | | |
| | | GATWICK | JETBLUE AIRWAYS CORPORATION | S | D | 30 | 0 | 0 | 0.0 | 76.7 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 96.8 | 2 | 30 | | | | | | | |
| | | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 43.3 | 26.7 | 16.7 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 12 | 30 | | | | | | | |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 3.3 | 63.3 | 26.7 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 93.3 | 3 | 30 | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 85 | 0 | 5 | 16.7 | 35.6 | 24.4 | 6.7 | 5.6 | 4.4 | 1.1 | 0.0 | 0.0 | 5.6 | 12 | 58.8 | 17 | 81 | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 84 | 0 | 6 | 0.0 | 27.8 | 34.4 | 11.1 | 8.9 | 10.0 | 1.1 | 0.0 | 0.0 | 6.7 | 19 | 50.6 | 27 | 82 | | | | | | | |
| | | HEATHROW | DELTA AIRLINES | S | A | 30 | 0 | 0 | 26.7 | 26.7 | 30.0 | 0.0 | 6.7 | 3.3 | 0.0 | 6.7 | 0.0 | 0.0 | 23 | 70.0 | 18 | 29 | | | | | | | |
| | | HEATHROW | DELTA AIRLINES | S | D | 30 | 0 | 0 | 3.3 | 66.7 | 16.7 | 3.3 | 3.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 18 | 86.7 | 14 | 29 | | | | | | | |
| | | HEATHROW | JETBLUE AIRWAYS CORPORATION | S | A | 30 | 0 | 0 | 6.7 | 20.0 | 60.0 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.7 | 18 | 30 | | | | | | | |
| | | HEATHROW | JETBLUE AIRWAYS CORPORATION | S | D | 30 | 0 | 0 | 3.3 | 60.0 | 16.7 | 6.7 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 93.3 | 5 | 29 | | | | | | | |
| | | 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 | 76.7 | 12 | 30 | | | | | | | |
| | | HEATHROW | UNITED 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 | 87.1 | 3 | 29 | | | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 48 | 0 | 4 | 15.4 | 38.5 | 13.5 | 15.4 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 7.7 | 10 | 90.0 | 6 | 30 | | | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 48 | 0 | 6 | 0.0 | 24.1 | 35.2 | 18.5 | 7.4 | 1.9 | 1.9 | 0.0 | 0.0 | 11.1 | 15 | 90.0 | 7 | 30 | | | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 | 4 | 0.0 | 0 | 0 | | | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL BOSTON | | | | | | 521 | 0 | 21 | 11.3 | 38.7 | 26.6 | 8.9 | 4.6 | 5.0 | 0.6 | 0.6 | 0.0 | 0.0 | 3.9 | 12 | 75.8 | 13 | 519 | | | | | | |
| BOURNEMOUTH | | 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 | 34 | 1 | | | | | | | |
| | | EDINBURGH | RYANAIR UK LTD | S | A | 17 | 1 | 0 | 16.7 | 38.9 | 11.1 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 13 | 27.8 | 94 | 18 | | | | | | | |
| | | EDINBURGH | RYANAIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 58.8 | 17.6 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 27.8 | 36 | 18 | | | | | | | |
| | | LEEDS BRADFORD | 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 | | | | | | | |
| | | LEEDS BRADFORD | 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 | | | | | | | |
| TOTAL BOURNEMOUTH | | | | | | 34 | 1 | 0 | 8.6 | 48.6 | 14.3 | 8.6 | 11.4 | 5.7 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 12 | 30.8 | 61 | 39 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: B | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|-------------------|-----------------------------|---------------------|-----|-----|------------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| BRASOV-GHIMBAV | | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 69.2 | 30.8 | 0.0 | 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 | D | 14 | 0 | 0 | 0.0 | 92.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| TOTAL BRASOV-GHIMBAV | | | | | | 27 | 0 | 0 | 33.3 | 63.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| BRATISLAVA | | EDINBURGH | RYANAIR | S | A | 4 | 0 | 1 | 20.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 2 | 100.0 | 2 | 9 |
| | | EDINBURGH | RYANAIR | 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 | 37 | 77.8 | 8 | 9 |
| | | EDINBURGH | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 |
| | | EDINBURGH | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| | | 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 | 7 | 0.0 | 0 | 0 |
| | | LEEDS BRADFORD | RYANAIR | 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 | 8 | 55.6 | 15 | 9 |
| | | LEEDS BRADFORD | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.6 | 13 | 9 |
| | | 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 | 100.0 | 0 | 1 |
| | | LUTON | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 29.4 | 52.9 | 5.9 | 0.0 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 42 | 21 |
| | | LUTON | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 82.4 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 76.2 | 33 | 21 |
| | | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 15.4 | 61.5 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.5 | 6 | 26 |
| | | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 50.0 | 34.6 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.8 | 10 | 26 |
| | | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 53.8 | 0.0 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 21 | 62.5 | 22 | 8 |
| | | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 24 | 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 | 100.0 | 5 | 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 | 4 | 4 |
| TOTAL BRATISLAVA | | | | | | 149 | 0 | 1 | 6.7 | 44.0 | 30.0 | 7.3 | 5.3 | 4.0 | 2.0 | 0.0 | 0.0 | 0.7 | 12 | 76.1 | 18 | 155 |
| BREMEN | | STANSTED | RYANAIR | S | A | 38 | 0 | 0 | 2.6 | 42.1 | 31.6 | 18.4 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 65.6 | 16 | 32 |
| | | STANSTED | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 50.0 | 44.7 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 68.8 | 13 | 32 |
| | | 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 | 50.0 | 58 | 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 | 50.0 | 61 | 4 |
| TOTAL BREMEN | | | | | | 76 | 0 | 0 | 1.3 | 46.1 | 38.2 | 10.5 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 65.3 | 20 | 72 |
| BRIDGETOWN | | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 66.7 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 25.0 | 31 | 8 |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 5 | 0 | 0 | 0.0 | 0.0 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 33.3 | 18 | 6 |
| | | 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 | 36 | 1 |
| | | CARDIFF WALES | 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 | 14 | 0.0 | 0 | 0 |
| | | EAST MIDLANDS INTERNATIONAL | 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 | 100.0 | 0 | 1 |
| | | GLASGOW | 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 | 21 | 0.0 | 0 | 0 |
| | | GATWICK | 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 | 100.0 | 2 | 2 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------|-------------------|-------------------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | 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 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 370 | 75.0 | 9 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 354 | 87.5 | 20 | 8 |
| | GATWICK | NORSE ATLANTIC UK LTD | S | 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 | 0 | 0 |
| | GATWICK | NORSE ATLANTIC 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 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 55.6 | 21 | 9 |
| | GATWICK | TUI AIRWAYS LTD | C | 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 | 11 | 55.6 | 14 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 40 | 0 | 0 | 20.0 | 50.0 | 20.0 | 7.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 86.7 | 7 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 39 | 0 | 0 | 0.0 | 53.8 | 35.9 | 2.6 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 86.7 | 7 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS 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 | 1 | 100.0 | 0 | 10 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS 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 | 9 | 77.8 | 7 | 9 |
| | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 | 100.0 | 0 | 3 |
| | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 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 | 45 | 66.7 | 11 | 3 |
| | MANCHESTER | AER LINGUS | S | A | 13 | 0 | 0 | 61.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| | MANCHESTER | AER LINGUS | 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 | 8 | 0.0 | 0 | 0 |
| | MANCHESTER | AER LINGUS (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 | 11 | 13 |
| | MANCHESTER | AER LINGUS (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 | 76.9 | 20 | 13 |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 6 | 37.5 | 25 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.6 | 21 | 9 |
| | NEWCASTLE | 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 | 37 | 1 |
| | NEWCASTLE | 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 | 56 | 2 |
| TOTAL BRIDGETOWN | | | | | 183 | 0 | 0 | 18.6 | 35.5 | 28.4 | 9.3 | 6.0 | 1.1 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 22 | 71.4 | 13 | 184 |
| BRINDISI | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 75.0 | 34 | 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 | 80.0 | 4 | 4 |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 19.2 | 50.0 | 15.4 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.9 | 22 | 21 |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 53.8 | 38.5 | 0.0 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.9 | 21 | 21 |
| | 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 | 50.0 | 12 | 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 | 1 | 4 |
| | MANCHESTER | RYANAIR | S | A | 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 | 7 | 25.0 | 85 | 4 |
| | MANCHESTER | 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 | 3 | 25.0 | 77 | 4 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | 20.0 | 36 | 5 | |
| | 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 | 60.0 | 20 | 5 | |
| TOTAL BRINDISI | | | | | 68 | 0 | 0 | 0.0 | 38.2 | 45.6 | 7.4 | 5.9 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.7 | 27 | 76 | |
| BRISTOL | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 26 | 0 | 1 | 40.7 | 40.7 | 0.0 | 0.0 | 3.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 9 | 80.0 | 7 | 24 | |
| | ABERDEEN | LOGANAIR LTD | S | D | 24 | 0 | 1 | 12.0 | 52.0 | 20.0 | 0.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 10 | 80.0 | 6 | 24 | |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 8 | 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 | 76.5 | 12 | 17 | |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 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 | 18 | 64.7 | 14 | 17 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 89 | 0 | 1 | 7.8 | 34.4 | 27.8 | 11.1 | 11.1 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 1.1 | 18 | 72.8 | 13 | 114 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 89 | 0 | 1 | 0.0 | 34.4 | 28.9 | 11.1 | 12.2 | 5.6 | 6.7 | 0.0 | 0.0 | 0.0 | 1.1 | 24 | 60.5 | 16 | 114 | |
| | 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 | 8 | 0.0 | 0 | 0 | | |
| | BIRMINGHAM | 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 | 74 | 0.0 | 0 | 0 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 116 | 0 | 0 | 12.1 | 32.8 | 29.3 | 10.3 | 11.2 | 3.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.4 | 17 | 128 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 116 | 0 | 0 | 0.0 | 30.2 | 29.3 | 19.0 | 14.7 | 6.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 60.2 | 21 | 128 | |
| | EXETER | AURIGNY AIR SERVICES | 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 | |
| | GLASGOW | 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 | 26 | 1 | |
| | GLASGOW | EASYJET UK LTD | S | A | 93 | 0 | 0 | 6.5 | 47.3 | 21.5 | 10.8 | 9.7 | 2.2 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 13 | 70.0 | 18 | 98 | |
| | GLASGOW | EASYJET UK LTD | S | D | 93 | 0 | 0 | 3.2 | 33.3 | 34.4 | 14.0 | 10.8 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.0 | 17 | 98 | |
| | ISLE OF MAN | EASYJET UK LTD | S | A | 13 | 0 | 1 | 0.0 | 28.6 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 120 | 57.9 | 16 | 35 | |
| | ISLE OF MAN | EASYJET UK LTD | S | D | 13 | 0 | 1 | 0.0 | 21.4 | 21.4 | 35.7 | 0.0 | 7.1 | 0.0 | 0.0 | 7.1 | 0.0 | 7.1 | 130 | 57.9 | 22 | 35 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 30 | 0 | 0 | 3.3 | 20.0 | 36.7 | 16.7 | 6.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 26 | 29 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 36.7 | 13.3 | 6.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 56.7 | 21 | 29 | |
| | LIVERPOOL (JOHN LENNON) | 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 | 30 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | 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 | 70 | 0.0 | 0 | 0 | |
| | 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 | |
| | LUTON | 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 | 29 | 0.0 | 0 | 0 | |
| | STANSTED | 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 | 29 | 1 | |
| | MANCHESTER | 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 | 33 | 1 | |
| | NEWCASTLE | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | NEWCASTLE | EASYJET UK LTD | S | A | 38 | 0 | 1 | 5.1 | 30.8 | 20.5 | 12.8 | 17.9 | 5.1 | 5.1 | 0.0 | 0.0 | 0.0 | 2.6 | 23 | 52.0 | 31 | 50 | |
| | NEWCASTLE | EASYJET UK LTD | S | D | 38 | 0 | 1 | 0.0 | 35.9 | 20.5 | 12.8 | 17.9 | 5.1 | 5.1 | 0.0 | 0.0 | 0.0 | 2.6 | 24 | 46.0 | 34 | 50 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|--|---------------------|--|-------------------|---|------------------------|----------|----------------------------|------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|
| | | | | | | 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 | | 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 | 39 | 1 | | |
| TEESSIDE INTERNATIONAL AIRPORT | | 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 | 22 | 1 | | |
| TOTAL BRISTOL | | | | | | 830 | 1 | 9 | 5.6 | 33.5 | 27.3 | 13.7 | 10.8 | 5.0 | 2.6 | 0.1 | 0.2 | 0.1 | 1.1 | 21 | 63.5 | 19 | 995 | |
| BRIVE-LA-GAILLARDE | | 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 | 100.0 | 15 | 1 | | | |
| STANSTED | | RYANAIR | | S | A | 7 | 0 | 1 | 0.0 | 37.5 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 9 | 44.4 | 39 | 9 | | |
| STANSTED | | RYANAIR | | S | D | 7 | 0 | 1 | 0.0 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 10 | 66.7 | 27 | 9 | | |
| TOTAL BRIVE-LA-GAILLARDE | | | | | | 14 | 0 | 2 | 0.0 | 31.3 | 43.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 9 | 57.9 | 32 | 19 | |
| BRIZE NORTON | | SOUTHAMPTON | | ENTER AIR | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 153 | 0.0 | 0 | 0 | | |
| TOTAL BRIZE NORTON | | | | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 153 | 0.0 | 0 | 0 | | |
| BRNO (TURANY) | | BIRMINGHAM | | RYANAIR | S | A | 0 | 0 | 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 | 26 | 0 | 0 | 0.0 | 15.4 | 50.0 | 23.1 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 21 | 54.8 | 25 | 30 | | |
| STANSTED | | RYANAIR | | S | D | 26 | 0 | 0 | 0.0 | 30.8 | 57.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 70.0 | 16 | 30 | | |
| TOTAL BRNO (TURANY) | | | | | | 52 | 0 | 0 | 0.0 | 23.1 | 53.8 | 15.4 | 5.8 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 14 | 62.9 | 20 | 61 | |
| BRUSSELS | | BIRMINGHAM | | BRUSSELS AIRLINES | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 87.2 | 4 | 38 | | | |
| BIRMINGHAM | | BRUSSELS 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 | 87.2 | 6 | 37 | | | |
| EDINBURGH | | BRUSSELS AIRLINES | | S | A | 30 | 0 | 0 | 0.0 | 33.3 | 30.0 | 30.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 7 | 30 | | |
| EDINBURGH | | BRUSSELS AIRLINES | | S | D | 30 | 0 | 0 | 3.3 | 23.3 | 56.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 14 | 30 | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 85 | 0 | 3 | 1.1 | 18.2 | 27.3 | 18.2 | 22.7 | 9.1 | 0.0 | 0.0 | 0.0 | 3.4 | 23 | 67.3 | 22 | 93 | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 85 | 0 | 3 | 0.0 | 44.3 | 28.4 | 11.4 | 8.0 | 4.5 | 0.0 | 0.0 | 0.0 | 3.4 | 12 | 55.1 | 18 | 93 | | |
| HEATHROW | | BRUSSELS AIRLINES | | S | A | 104 | 0 | 0 | 11.5 | 27.9 | 29.8 | 14.4 | 14.4 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.2 | 15 | 85 | | |
| HEATHROW | | BRUSSELS AIRLINES | | S | D | 103 | 0 | 0 | 0.0 | 28.2 | 24.3 | 23.3 | 19.4 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.6 | 23 | 85 | | |
| MANCHESTER | | BRUSSELS AIRLINES | | S | A | 52 | 0 | 0 | 5.8 | 34.6 | 36.5 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 46.0 | 18 | 50 | | |
| MANCHESTER | | BRUSSELS AIRLINES | | S | D | 52 | 0 | 0 | 0.0 | 21.2 | 59.6 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 56.0 | 19 | 50 | | |
| SOUTHAMPTON | | 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 | 21 | 0.0 | 0 | 0 | | |
| TOTAL BRUSSELS | | | | | | 542 | 0 | 6 | 3.1 | 29.0 | 33.0 | 16.4 | 13.3 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 14 | 62.6 | 17 | 591 | |
| BUCHAREST (OTOPENI) | | BIRMINGHAM | | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 14.3 | 19.0 | 23.8 | 33.3 | 4.8 | 4.8 | 0.0 | 0.0 | 31 | 52.9 | 17 | 17 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | D | 21 | 0 | 0 | 0.0 | 4.8 | 52.4 | 9.5 | 28.6 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 82.4 | 10 | 17 | | |
| BIRMINGHAM | 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 | 57.9 | 17 | 19 | | |
| BIRMINGHAM | 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 | 26.3 | 44 | 19 | | |
| BIRMINGHAM | WIZZ AIR MALTA | S | A | 15 | 0 | 2 | 41.2 | 23.5 | 11.8 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 8 | 0.0 | 67 | 2 | | |
| BIRMINGHAM | WIZZ AIR MALTA | S | D | 15 | 0 | 2 | 0.0 | 5.9 | 47.1 | 11.8 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 24 | 0.0 | 109 | 2 | | |
| BRISTOL | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 8.3 | 58.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.8 | 6 | 9 | | |
| BRISTOL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 50.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 4 | 9 | | |
| EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 33.3 | 62 | 9 | | |
| EDINBURGH | 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 | 7 | 22.2 | 61 | 9 | | |
| EDINBURGH | 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 | | |
| EDINBURGH | 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 | 7 | | |
| EDINBURGH | WIZZ AIR MALTA | S | A | 0 | 0 | 0 | 0.0 | 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 | | |
| EDINBURGH | WIZZ AIR MALTA | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 79 | 1 | | |
| GLASGOW | WIZZ AIR MALTA | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| GLASGOW | WIZZ AIR MALTA | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | |
| LEEDS BRADFORD | 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 | 46.7 | 43 | 15 | | |
| LEEDS BRADFORD | 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 | 13.3 | 66 | 15 | | |
| LEEDS BRADFORD | WIZZ AIR MALTA | S | A | 11 | 0 | 2 | 23.1 | 7.7 | 30.8 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 19 | 0.0 | 111 | 1 | | |
| LEEDS BRADFORD | WIZZ AIR MALTA | S | D | 11 | 0 | 2 | 0.0 | 15.4 | 23.1 | 30.8 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 26 | 0.0 | 65 | 1 | | |
| 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 | 50.0 | 22 | 10 | | |
| 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 | 40.0 | 29 | 10 | | |
| LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | A | 13 | 0 | 0 | 15.4 | 46.2 | 15.4 | 0.0 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 101 | 3 | | |
| LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 61.5 | 15.4 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 112 | 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 | 51.6 | 27 | 30 | | |
| 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 | 48.4 | 31 | 30 | | |
| GATWICK | WIZZ AIR MALTA | S | A | 30 | 0 | 0 | 33.3 | 36.7 | 13.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| GATWICK | WIZZ AIR MALTA | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 56.7 | 13.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 10.0 | 33.3 | 16.7 | 13.3 | 18.3 | 5.0 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 38 | 81.7 | 8 | 60 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 26.7 | 41.7 | 15.0 | 13.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 63.3 | 15 | 60 | | |
| HEATHROW | TAROM | S | A | 26 | 0 | 1 | 37.0 | 14.8 | 18.5 | 14.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 10 | 93.1 | 3 | 29 | | |
| HEATHROW | TAROM | S | D | 26 | 0 | 1 | 0.0 | 25.9 | 37.0 | 3.7 | 25.9 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 17 | 79.3 | 13 | 29 | | |
| 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 | 63.1 | 24 | 110 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 48.6 | 34 | 110 | | |
| | LUTON | WIZZ AIR MALTA | S | A | 102 | 0 | 0 | 28.4 | 43.1 | 16.7 | 2.9 | 4.9 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| | LUTON | WIZZ AIR MALTA | S | D | 102 | 0 | 0 | 0.0 | 25.5 | 50.0 | 8.8 | 11.8 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| | STANSTED | RYANAIR | S | A | 93 | 0 | 0 | 1.1 | 25.8 | 37.6 | 14.0 | 15.1 | 5.4 | 1.1 | 0.0 | 0.0 | 0.0 | 18 | 67.3 | 18 | 104 | | |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 0.0 | 23.7 | 46.2 | 12.9 | 11.8 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.9 | 17 | 103 | | |
| | STANSTED | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 22.2 | 11.1 | 33.3 | 11.1 | 22.2 | 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 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 46.2 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 77.8 | 9 | 9 | | |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 0 | 9 | | |
| TOTAL BUCHAREST (OTOPENI) | | | | | 844 | 0 | 10 | 8.7 | 25.3 | 35.7 | 11.8 | 11.7 | 4.4 | 0.9 | 0.1 | 0.1 | 0.0 | 1.2 | 16 | 61.9 | 23 | 869 | |
| BUDAPEST | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 0 | 8 | | |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 8 | 87.5 | 8 | 8 | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 55.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 12 | 8 | | |
| | BIRMINGHAM | JET2.COM 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 | 13 | 87.5 | 18 | 8 | | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 36 | 1 | | |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| | BIRMINGHAM | WIZZ AIR | S | A | 8 | 0 | 0 | 37.5 | 25.0 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 20 | 9 | | |
| | BIRMINGHAM | WIZZ AIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 44.4 | 32 | 9 | | |
| | BOURNEMOUTH | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 88.9 | 16 | 9 | | |
| | BOURNEMOUTH | RYANAIR | S | D | 8 | 0 | 0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 18 | 9 | | |
| | 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 | 129 | 0.0 | 0 | 0 | | |
| | BRISTOL | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 47.1 | 41.2 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 92.3 | 7 | 13 | | |
| | BRISTOL | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 47.1 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.3 | 7 | 13 | | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 6 | 8 | | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 5 | 87.5 | 7 | 8 | | |
| | EDINBURGH | RYANAIR | S | A | 27 | 0 | 0 | 22.2 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 90.9 | 7 | 22 | | |
| | EDINBURGH | RYANAIR | S | D | 27 | 0 | 0 | 0.0 | 44.4 | 40.7 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.8 | 5 | 22 | | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | |
| | EDINBURGH | 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 | 12 | 0.0 | 0 | 0 | | |
| | GLASGOW | WIZZ AIR | S | A | 9 | 0 | 0 | 22.2 | 11.1 | 22.2 | 0.0 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 58 | 0.0 | 0 | 0 | | |
| | GLASGOW | WIZZ AIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 11.1 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 68 | 0.0 | 0 | 0 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 0 | 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 | 17 | 100.0 | 1 | 8 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|---------------------------|-------------------------|---------------------|-----|-----|-------------|----------|----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|-------------|
| | | | | | | | | 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 | | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | A | 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 | 12 | 9 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 21 | 9 |
| | GATWICK | EASYJET UK LTD | S | A | 26 | 0 | 0 | 38.5 | 15.4 | 30.8 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.0 | 8 | 24 |
| | GATWICK | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 34.6 | 53.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.0 | 10 | 25 |
| | 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 | 25 | 0.0 | 0 | 0 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 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 | 11 | 0.0 | 0 | 0 |
| | GATWICK | TUI AIRWAYS LTD | C | 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 | 2 | 0.0 | 0 | 0 |
| | GATWICK | WIZZ AIR | S | A | 21 | 0 | 0 | 9.5 | 33.3 | 19.0 | 0.0 | 23.8 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 84.2 | 12 | 19 |
| | GATWICK | WIZZ AIR | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 33.3 | 14.3 | 19.0 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 68.4 | 14 | 19 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 117 | 0 | 0 | 12.0 | 39.3 | 19.7 | 13.7 | 12.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.7 | 21 | 119 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 117 | 0 | 0 | 0.0 | 17.1 | 49.6 | 14.5 | 14.5 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.0 | 19 | 119 |
| | 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 | 0 | 1 |
| | LUTON | WIZZ AIR | S | A | 90 | 0 | 0 | 18.9 | 46.7 | 17.8 | 5.6 | 5.6 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.1 | 25 | 90 |
| | LUTON | WIZZ AIR | S | D | 90 | 0 | 0 | 1.1 | 26.7 | 47.8 | 13.3 | 4.4 | 5.6 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 36.7 | 39 | 90 |
| | STANSTED | RYANAIR | S | A | 120 | 0 | 0 | 15.0 | 47.5 | 21.7 | 7.5 | 5.8 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.5 | 8 | 124 |
| | STANSTED | RYANAIR | S | D | 120 | 0 | 0 | 0.0 | 30.0 | 45.0 | 13.3 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 81.5 | 11 | 124 |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 23.5 | 35.3 | 29.4 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 82.4 | 6 | 17 |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 41.2 | 29.4 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.6 | 14 | 17 |
| | MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 41.2 | 41.2 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 94.1 | 3 | 17 |
| | MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 52.9 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.5 | 8 | 17 |
| | MANCHESTER | RYANAIR UK LTD | S | 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 | 8 | 0.0 | 0 | 0 |
| | 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 | 3 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 5 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 0.0 | 0 | 0 |
| TOTAL BUDAPEST | | | | | 1105 | 0 | 0 | 8.1 | 33.7 | 34.4 | 11.2 | 8.2 | 3.8 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 12 | 73.3 | 16 | 1011 |
| BUENOS AIRES | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 30.0 | 36.7 | 13.3 | 6.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.9 | 4 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 40.0 | 43.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.2 | 18 | 22 |
| TOTAL BUENOS AIRES | | | | | 60 | 0 | 0 | 15.0 | 38.3 | 28.3 | 8.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.5 | 11 | 44 |
| BURGAS | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | RYANAIR | S | A | 8 | 1 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 35 | 66.7 | 12 | 9 |
| | LUTON | RYANAIR | S | D | 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 | 24 | 88.9 | 3 | 9 |
| | LUTON | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 47.1 | 23.5 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 15 | 91.7 | 15 | 12 |
| | LUTON | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 47.1 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 22 | 12 |
| TOTAL BURGAS | | | | | 50 | 1 | 0 | 15.7 | 23.5 | 35.3 | 9.8 | 7.8 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 17 | 81.0 | 14 | 42 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | | | | |
| BYDGOSZCZ | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 84.6 | 27 | 13 | |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 92.3 | 24 | 13 | |
| | 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 | 12 | 100.0 | 3 | 8 | |
| | BRISTOL | 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 | 3 | 87.5 | 6 | 8 | |
| | EAST MIDLANDS 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 | |
| | LUTON | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 92.9 | 3 | 14 | |
| | LUTON | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.9 | 5 | 14 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 12 | 0 | 0 | 41.7 | 25.0 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 16 | 9 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 23.1 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 16 | 9 | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 61.5 | 15.4 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.4 | 28 | 17 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 30.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.2 | 6 | 17 | |
| | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 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 | 0.0 | 1 | 0.0 | 0 | 0 | |
| TOTAL BYDGOSZCZ | | | | | 120 | 0 | 0 | 5.8 | 32.5 | 29.2 | 12.5 | 14.2 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 89.3 | 14 | 122 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: C | | | | | | | | | | | | | | | | | APR 2023 | | | | | |
|-------------------------------|-------------------|--------------------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|--|
| | | 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 | BA EUROFLYER LTD DBA BRITISH 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 | 75.0 | 45 | 8 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | 87.5 | 49 | 8 | | |
| | 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 | 50.0 | 13 | 2 | | |
| | GATWICK | EASYJET UK LTD | S | A | 13 | 0 | 0 | 23.1 | 23.1 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 55.6 | 34 | 18 | | |
| | GATWICK | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 72.2 | 15 | 18 | | |
| | STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 23.8 | 61.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 52.9 | 30 | 17 | | |
| | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 52.4 | 42.9 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.2 | 11 | 17 | | |
| TOTAL CAGLIARI (ELMAS) | | | | | 68 | 0 | 0 | 11.8 | 50.0 | 32.4 | 4.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.0 | 26 | 90 | | | |
| CAIRO | | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 15.0 | 30.0 | 35.0 | 8.3 | 10.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 13 | 65.0 | 11 | 60 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 26.7 | 41.7 | 18.3 | 8.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 19 | 60 | | |
| | HEATHROW | EGYPT AIR | S | A | 90 | 0 | 0 | 1.1 | 8.9 | 31.1 | 26.7 | 25.6 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 73.3 | 12 | 60 | | |
| | HEATHROW | EGYPT AIR | S | D | 90 | 0 | 0 | 0.0 | 7.8 | 25.6 | 24.4 | 32.2 | 6.7 | 1.1 | 1.1 | 1.1 | 0.0 | 0.0 | 39 | 45.0 | 24 | 60 | | |
| | MANCHESTER | EGYPT AIR | S | A | 29 | 0 | 0 | 0.0 | 31.0 | 31.0 | 20.7 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | |
| | MANCHESTER | EGYPT AIR | S | D | 29 | 0 | 0 | 0.0 | 0.0 | 44.8 | 3.4 | 48.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | |
| TOTAL CAIRO | | | | | 358 | 0 | 0 | 2.8 | 16.2 | 33.2 | 19.3 | 22.6 | 4.7 | 0.3 | 0.6 | 0.3 | 0.0 | 0.0 | 25 | 58.3 | 17 | 240 | | |
| CALGARY | | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 33.3 | 26.7 | 26.7 | 0.0 | 10.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 12 | 90.0 | 4 | 30 | | |
| | HEATHROW | AIR CANADA | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 40.0 | 10.0 | 10.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 30 | 90.0 | 8 | 29 | | |
| | HEATHROW | WEST JET AIRLINES | S | A | 30 | 0 | 0 | 26.7 | 33.3 | 20.0 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 12 | 30 | | |
| | HEATHROW | WEST JET AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 40.0 | 40.0 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 21 | 30 | | |
| TOTAL CALGARY | | | | | 120 | 0 | 0 | 15.0 | 31.7 | 31.7 | 7.5 | 8.3 | 3.3 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 15 | 74.2 | 11 | 119 | | |
| CAMBRIDGE | | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 0 | 10 | | |
| TOTAL CAMBRIDGE | | | | | 0 | 0 | 0 | 0.0 | 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 | | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR LTD | S | A | 39 | 0 | 4 | 27.9 | 39.5 | 20.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.3 | 1 | 89.7 | 4 | 36 | | |
| | GLASGOW | LOGANAIR LTD | S | D | 39 | 0 | 3 | 0.0 | 54.8 | 31.0 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 3 | 78.9 | 7 | 36 | | |
| TOTAL CAMPBELTOWN | | | | | 78 | 0 | 7 | 14.1 | 47.1 | 25.9 | 3.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 2 | 84.4 | 5 | 72 | | |
| CANCUN | | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 13 | 0 | 0 | 30.8 | 15.4 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 208 | 75.0 | 9 | 8 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: C | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------|-----------------------------|-------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | 11.5 | 18.6 | 34.6 | 16.7 | 9.6 | 6.4 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 66.7 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 18 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 16.7 | 20.0 | 20.0 | 16.7 | 13.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 60.0 | 39 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 26.7 | 13.3 | 13.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.7 | 32 | 30 |
| | GATWICK | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 16.7 | 16.7 | 22.2 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 72 | 29.4 | 67 | 17 |
| | GATWICK | TUI AIRWAYS LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 70.6 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 37.5 | 64 | 16 |
| | 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 | 5 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 17 | 0 | 0 | 35.3 | 17.6 | 17.6 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 14 | 13 |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.8 | 24 | 13 |
| TOTAL CANCUN | | | | | 156 | 0 | 0 | 11.5 | 18.6 | 34.6 | 16.7 | 9.6 | 6.4 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 41 | 55.1 | 37 | 136 |
| CAPE TOWN | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 76.7 | 10.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 96.7 | 6 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 50.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 53.3 | 17 | 30 |
| TOTAL CAPE TOWN | | | | | 60 | 0 | 0 | 38.3 | 20.0 | 31.7 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 11 | 60 |
| CARCASSONNE | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 80.0 | 16 | 5 |
| | 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 | 80.0 | 16 | 5 |
| | STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 47.6 | 28.6 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.7 | 38 | 17 |
| | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 57.1 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 82.4 | 6 | 17 |
| | STANSTED | RYANAIR UK LTD | S | A | 8 | 0 | 1 | 0.0 | 22.2 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 16 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 8 | 0 | 1 | 0.0 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 16 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 18 | 0 | 0 | 0.0 | 27.8 | 5.6 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 58.8 | 26 | 16 |
| | MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 58.8 | 23 | 16 |
| TOTAL CARCASSONNE | | | | | 94 | 0 | 2 | 0.0 | 26.0 | 31.3 | 24.0 | 11.5 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 67.9 | 22 | 76 |
| CARDIFF WALES | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 0.0 | 74 | 2 |
| | 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 | 33.3 | 18 | 2 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 29 | 0 | 1 | 20.0 | 33.3 | 13.3 | 13.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 18 | 80.8 | 7 | 26 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 29 | 0 | 1 | 3.3 | 46.7 | 33.3 | 3.3 | 3.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 | 11 | 81.5 | 6 | 27 |
| | BELFAST INTERNATIONAL | 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 | 77.8 | 15 | 9 |
| | BELFAST INTERNATIONAL | 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 | 88.9 | 15 | 9 |
| | EAST MIDLANDS INTERNATIONAL | 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 | 1 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|-------------------------------------|--|--|--|--------------------------------------|--|--------------|--|--|--|-----------------------|--|-----------|--|-----------|--|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------------------|------------------|-----------------|------------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | |
| EAST MIDLANDS 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 | | 68 | 1 | | | | | | | | |
| EDINBURGH | | LOGANAIR LTD | | S A | | 21 0 | | 0 0 | | 9.5 33.3 | | 28.6 9.5 | | 19.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 12 84.0 | | 16 | 24 | | | | | | | | |
| EDINBURGH | | LOGANAIR LTD | | S D | | 21 0 | | 0 0 | | 4.8 19.0 | | 33.3 14.3 | | 19.0 9.5 | | 0.0 0.0 | | 0.0 0.0 | | 22 76.0 | | 15 | 24 | | | | | | | | |
| GLASGOW | | 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 | | 39 | 1 | | | | | | | | |
| GLASGOW | | 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 | | 60 | 1 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | 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 0.0 | | 17 | 1 | | | | | | | | |
| MANCHESTER | | 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 | | 75 | 1 | | | | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | LOGANAIR LTD | | 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 | | | | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | LOGANAIR LTD | | C 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 | | | | | | | | |
| TOTAL CARDIFF WALES | | | | | | 102 0 | | 2 10.6 34.6 26.0 9.6 11.5 3.8 1.0 1.0 0.0 0.0 1.9 | | 15 74.6 14 129 | | | | | | | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | | GATWICK | | ROYAL AIR MAROC | | S A | | 28 0 | | 0 0 | | 3.6 21.4 | | 28.6 25.0 | | 14.3 7.1 | | 0.0 0.0 | | 0.0 0.0 | | 20 62.1 | | 24 | 29 | | | | | | |
| CASABLANCA MOHAMED V | | GATWICK | | ROYAL AIR MAROC | | S D | | 28 0 | | 0 0 | | 0.0 17.9 | | 28.6 17.9 | | 28.6 7.1 | | 0.0 0.0 | | 0.0 0.0 | | 23 51.7 | | 29 | 29 | | | | | | |
| CASABLANCA MOHAMED V | | HEATHROW | | ROYAL AIR MAROC | | S A | | 38 0 | | 0 0 | | 0.0 15.8 | | 44.7 28.9 | | 10.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 14 63.2 | | 26 | 38 | | | | | | |
| CASABLANCA MOHAMED V | | HEATHROW | | ROYAL AIR MAROC | | S D | | 38 0 | | 0 0 | | 0.0 28.9 | | 50.0 13.2 | | 7.9 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 8 65.8 | | 32 | 38 | | | | | | |
| TOTAL CASABLANCA MOHAMED V | | | | | | 132 0 | | 0 0.8 21.2 39.4 21.2 14.4 3.0 0.0 0.0 0.0 0.0 0.0 | | 16 61.2 28 134 | | | | | | | | | | | | | | | | | | | | | |
| CASTELLON COSTA AZAHAR | | STANSTED | | RYANAIR | | S A | | 17 0 | | 0 0 | | 5.9 47.1 | | 41.2 0.0 | | 5.9 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 4 83.3 | | 7 | 12 | | | | | | |
| CASTELLON COSTA AZAHAR | | STANSTED | | RYANAIR | | S D | | 17 0 | | 0 0 | | 0.0 58.8 | | 41.2 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 3 100.0 | | 1 | 12 | | | | | | |
| TOTAL CASTELLON COSTA AZAHAR | | | | | | 34 0 | | 0 2.9 52.9 41.2 0.0 2.9 0.0 0.0 0.0 0.0 0.0 | | 4 91.7 4 24 | | | | | | | | | | | | | | | | | | | | | |
| CATANIA (FONTANAROSSA) | | BRISTOL | | EASYJET UK LTD | | S A | | 9 0 | | 0 0 | | 0.0 11.1 | | 66.7 11.1 | | 0.0 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 15 62.5 | | 28 | 8 | | | | | | |
| CATANIA (FONTANAROSSA) | | BRISTOL | | EASYJET UK LTD | | S D | | 9 0 | | 0 0 | | 0.0 77.8 | | 11.1 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 5 87.5 | | 5 | 8 | | | | | | |
| CATANIA (FONTANAROSSA) | | EDINBURGH | | EASYJET UK LTD | | S A | | 9 0 | | 0 0 | | 33.3 22.2 | | 33.3 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 4 0.0 | | 0 | 0 | | | | | | |
| CATANIA (FONTANAROSSA) | | EDINBURGH | | EASYJET UK LTD | | S D | | 9 0 | | 0 0 | | 0.0 44.4 | | 55.6 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 2 0.0 | | 0 | 0 | | | | | | |
| CATANIA (FONTANAROSSA) | | GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S A | | 25 0 | | 0 0 | | 56.0 20.0 | | 12.0 8.0 | | 4.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 5 31.6 | | 82 | 19 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: C | | NUMBER OF FLIGHTS | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|-------------------------------------|--------------------------------------|-------------------|---|------------|----------|------------------------|------------|-------------------|-------------|------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------------|-----------|------------|------------------|-----------------|------------------|-----|--|
| | | | | | | 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 | 25 | 0 | 0 | 0.0 | 28.0 | 64.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 35.0 | 53 | 20 | | | | |
| 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 | 66.7 | 12 | 8 | | | | | |
| 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 | 29 | 87.5 | 8 | 8 | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 38 | 0 | 0 | 5.3 | 44.7 | 10.5 | 23.7 | 5.3 | 2.6 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 32 | 45.5 | 35 | 22 | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 38 | 0 | 0 | 0.0 | 44.7 | 36.8 | 10.5 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 28 | 22 | | | | | |
| GATWICK | WIZZ AIR UK LTD | S | A | 8 | 0 | 0 | 25.0 | 50.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 25.0 | 30 | 12 | | | | | |
| GATWICK | WIZZ AIR UK LTD | S | D | 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 | 3 | 58.3 | 14 | 12 | | | | | |
| LUTON | EASYJET UK LTD | S | A | 22 | 0 | 0 | 22.7 | 54.5 | 18.2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 47.1 | 30 | 17 | | | | | |
| LUTON | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 59.1 | 36.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.2 | 7 | 17 | | | | | |
| LUTON | RYANAIR | S | A | 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 | 6 | 66.7 | 13 | 9 | | | | | |
| LUTON | 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 | 4 | 66.7 | 13 | 9 | | | | | |
| STANSTED | 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 | 4 | 0.0 | 0 | 0 | | | | | |
| STANSTED | 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 | 5 | 0.0 | 0 | 0 | | | | | |
| STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 30.8 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 11.1 | 39 | 9 | | | | | |
| STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 84.6 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 9 | 9 | | | | | |
| MANCHESTER | 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 | 53 | 1 | | | | | |
| MANCHESTER | 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 | 556 | 1 | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 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 | 12 | 40.0 | 26 | 8 | | | | | |
| MANCHESTER | EASYJET UK LTD | 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 | 8 | 70.0 | 8 | 8 | | | | | |
| MANCHESTER | JET2.COM LTD | 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 | 3 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | 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 | 3 | 0.0 | 0 | 0 | | | | | |
| TOTAL CATANIA (FONTANAROSSA) | | | | 310 | 0 | 0 | 9.0 | 39.0 | 36.5 | 9.4 | 4.5 | 0.6 | 0.3 | 0.3 | 0.3 | 0.0 | 0.0 | 9 | 53.4 | 32 | 227 | | | | | |
| CHAMBERY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | 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 | 0.0 | 5 | 33.3 | 67 | 3 | | | | | |
| BIRMINGHAM | 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 | 2 | 66.7 | 17 | 3 | | | | | |
| BIRMINGHAM | TUI 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 | 66.7 | 126 | 3 | | | | | |
| 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 | 100.0 | 7 | 2 | | | | | |
| BRISTOL | JET2.COM 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 | 19 | 0.0 | 49 | 3 | | | | | |
| BRISTOL | JET2.COM 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 | 66.7 | 11 | 3 | | | | | |
| BRISTOL | TUI AIRWAYS 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 | 66.7 | 36 | 3 | | | | | |
| 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 | 4 | 50.0 | 10 | 2 | | | | | |
| EDINBURGH | 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 | 32 | 0.0 | 54 | 3 | | | | | |
| EDINBURGH | BA CITYFLYER 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 | 66.7 | 27 | 3 | | | | | |
| EDINBURGH | 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 | 37 | 0.0 | 0 | 0 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | JET2.COM 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 | 44 | 0.0 | 0 | 0 | | |
| EDINBURGH | 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 | 0.0 | 5 | 100.0 | 9 | 2 | | |
| 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 | 0.0 | 0 | 0.0 | 23 | 1 | | |
| GLASGOW | 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 | 0.0 | 36 | 50.0 | 26 | 2 | | |
| 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 | 100.0 | 4 | 2 | | |
| LEEDS BRADFORD | 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 | 0.0 | 36 | 33.3 | 37 | 3 | | |
| LEEDS BRADFORD | JET2.COM 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 | 0.0 | 22 | 100.0 | 3 | 3 | | |
| 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 | 0.0 | 14 | 100.0 | 4 | 1 | | |
| GATWICK | JET2.COM LTD | C 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 | 0.0 | 8 | 66.7 | 7 | 3 | | |
| GATWICK | 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 | 5 | 33.3 | 18 | 3 | | |
| GATWICK | TITAN AIRWAYS LTD | C A | 5 | 0 | 0 | 0.0 | 80.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 20.0 | 91 | 5 | | |
| GATWICK | TITAN AIRWAYS LTD | C D | 3 | 0 | 1 | 0.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 9 | 50.0 | 8 | 5 | | |
| GATWICK | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 33.3 | 11.1 | 22.2 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 30.8 | 90 | 13 | | |
| GATWICK | TUI AIRWAYS LTD | C 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 | 0.0 | 16 | 37.5 | 38 | 8 | | |
| LONDON CITY | 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 | 0.0 | 2 | 0.0 | 65 | 1 | | |
| LONDON CITY | BA CITYFLYER 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 | 57 | 3 | | |
| STANSTED | JET2.COM LTD | S 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 | 0.0 | 8 | 66.7 | 31 | 6 | | |
| STANSTED | 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 | 0.0 | 0 | 83.3 | 13 | 6 | | |
| STANSTED | TITAN 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 | 0.0 | 29 | 100.0 | 1 | 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 | 100.0 | 0 | 1 | | |
| STANSTED | TUI 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 | 33.3 | 145 | 3 | | |
| 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 | 0.0 | 11 | 50.0 | 27 | 2 | | |
| MANCHESTER | JET2.COM LTD | S A | 5 | 0 | 0 | 40.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 25.0 | 86 | 8 | | |
| MANCHESTER | JET2.COM LTD | 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 | 50.0 | 39 | 8 | | |
| MANCHESTER | TUI AIRWAYS LTD | C 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 | 15 | 28.6 | 45 | 7 | | |
| MANCHESTER | TUI AIRWAYS LTD | C 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 | 0.0 | 40 | 0.0 | 40 | 4 | | |
| SOUTHAMPTON | BA CITYFLYER 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 | 0.0 | 0.0 | 5 | 50.0 | 88 | 6 | | |
| SOUTHAMPTON | BA CITYFLYER 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 | 1 | 50.0 | 24 | 6 | | |
| TOTAL CHAMBERY | | | | | 95 | 0 | 1 | 12.5 | 36.5 | 28.1 | 5.2 | 15.6 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 45.8 | 47 | 141 | | |
| CHANGSHA HUANGHUA INTERNATIONAL AIRPORT | HEATHROW | HAINAN 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 | 20.0 | 31 | 10 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: C | | | | | | | | | | APR 2023 | | | | | | | |
|---|--|-------------------------|--|---------------------|--|-----|---|------------|----------|------------------------|------------|-------------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|------------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | 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 |
| TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT | | HEATHROW | | HAINAN 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 | 80.0 | 6 | 10 | | | | |
| CHANIA | | GATWICK | | EASYJET UK LTD | | S | A | 35 | 0 | 0 | 25.7 | 34.3 | 22.9 | 2.9 | 11.4 | 0.0 | 2.9 | 0.0 | 0.0 | 11 | 47.1 | 38 | 34 | | | | |
| | | GATWICK | | EASYJET UK LTD | | S | D | 34 | 0 | 0 | 0.0 | 41.2 | 44.1 | 5.9 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 54.3 | 26 | 35 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 8 | 0 | 0 | 37.5 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.0 | 10 | 10 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.0 | 10 | 10 | | | | |
| | | LUTON | | EASYJET UK LTD | | S | A | 9 | 0 | 0 | 22.2 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 8 | 4 | | | | |
| | | LUTON | | 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 | 5 | 100.0 | 9 | 4 | | | | |
| | | STANSTED | | RYANAIR | | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 19 | 61.5 | 15 | 13 | | | | |
| | | STANSTED | | RYANAIR | | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 46.2 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 92.3 | 4 | 13 | | | | |
| | | STANSTED | | RYANAIR UK LTD | | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | | | |
| | | STANSTED | | RYANAIR UK LTD | | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | RYANAIR | | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.5 | 18 | 13 | | | | |
| | | MANCHESTER | | RYANAIR | | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 15 | 13 | | | | |
| | | NEWCASTLE | | RYANAIR | | S | A | 9 | 0 | 0 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 35 | 8 | | | | |
| | | NEWCASTLE | | RYANAIR | | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 31 | 8 | | | | |
| TOTAL CHANIA | | | | | | | | 181 | 0 | 0 | 7.7 | 34.3 | 37.6 | 9.4 | 9.4 | 1.1 | 0.6 | 0.0 | 0.0 | 10 | 63.0 | 22 | 165 | | | | |
| CHARLEROI | | EDINBURGH | | RYANAIR | | S | A | 37 | 0 | 0 | 5.4 | 29.7 | 35.1 | 18.9 | 5.4 | 5.4 | 0.0 | 0.0 | 0.0 | 15 | 59.0 | 18 | 39 | | | | |
| | | EDINBURGH | | RYANAIR | | S | D | 37 | 0 | 0 | 0.0 | 37.8 | 21.6 | 24.3 | 10.8 | 2.7 | 2.7 | 0.0 | 0.0 | 16 | 69.2 | 17 | 39 | | | | |
| | | GLASGOW | | RYANAIR | | S | A | 9 | 0 | 0 | 22.2 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 14 | 8 | | | | |
| | | GLASGOW | | RYANAIR | | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 20 | 75.0 | 20 | 8 | | | | |
| | | 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 | 88.9 | 3 | 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 | 88.9 | 5 | 9 | | | | |
| | | MANCHESTER | | RYANAIR | | S | A | 76 | 0 | 0 | 14.5 | 51.3 | 17.1 | 7.9 | 7.9 | 1.3 | 0.0 | 0.0 | 0.0 | 8 | 71.7 | 23 | 60 | | | | |
| | | MANCHESTER | | RYANAIR | | S | D | 76 | 0 | 0 | 0.0 | 38.2 | 38.2 | 13.2 | 9.2 | 1.3 | 0.0 | 0.0 | 0.0 | 10 | 56.7 | 22 | 60 | | | | |
| | | 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 | 100.0 | 2 | 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 | 75.0 | 6 | 4 | | | | |
| TOTAL CHARLEROI | | | | | | | | 244 | 0 | 0 | 6.1 | 43.0 | 27.0 | 13.1 | 7.8 | 2.0 | 0.8 | 0.0 | 0.0 | 11 | 67.5 | 18 | 240 | | | | |
| CHARLOTTE | | HEATHROW | | AMERICAN AIRLINES | | S | A | 89 | 1 | 0 | 30.0 | 21.1 | 16.7 | 5.6 | 7.8 | 8.9 | 3.3 | 2.2 | 3.3 | 1.1 | 0.0 | 58 | 70.1 | 14 | 87 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: C | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | |
|-------------------------------------|--|------------------------|---------------------------|---------|---|------------------------|----------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-------------|------------------|-----------------|
| | | | | | | 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 | AMERICAN AIRLINES | S | D | 88 | 1 | 1 | 0.0 | 68.9 | 13.3 | 6.7 | 3.3 | 2.2 | 1.1 | 0.0 | 2.2 | 1.1 | 1.1 | 33 | 79.3 | 11 | 87 |
| TOTAL CHARLOTTE | | | | | | 177 | 2 | 1 | 15.0 | 45.0 | 15.0 | 6.1 | 5.6 | 5.6 | 2.2 | 1.1 | 2.8 | 1.1 | 0.6 | 46 | 74.7 | 13 | 174 |
| | | CHENGDU TIANFU | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | AIR CHINA | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 46.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 17 | 12 |
| | | HEATHROW | AIR CHINA | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 83.3 | 12 | 12 |
| TOTAL CHENGDU TIANFU | | | | | | 26 | 0 | 0 | 0.0 | 7.7 | 30.8 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 14 | 24 |
| | | CHENNAI | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 13.3 | 23.3 | 40.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 63.3 | 19 | 30 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 33.3 | 6.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 86.7 | 18 | 30 |
| TOTAL CHENNAI | | | | | | 60 | 0 | 0 | 0.0 | 30.0 | 23.3 | 15.0 | 21.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 19 | 60 |
| | | CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | 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 | 100.0 | 9 | 1 | |
| | | HEATHROW | AMERICAN AIRLINES | S | A | 119 | 0 | 2 | 24.8 | 19.8 | 22.3 | 12.4 | 9.1 | 5.8 | 0.0 | 0.8 | 3.3 | 0.0 | 1.7 | 33 | 77.7 | 26 | 120 |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 118 | 0 | 2 | 5.8 | 54.2 | 22.5 | 4.2 | 5.8 | 2.5 | 0.0 | 1.7 | 1.7 | 0.0 | 1.7 | 19 | 87.4 | 8 | 118 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 1 | 18.3 | 33.3 | 30.0 | 6.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 8 | 49.1 | 23 | 48 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 1 | 0.0 | 18.3 | 48.3 | 16.7 | 8.3 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | 18 | 42.9 | 27 | 49 |
| | | HEATHROW | UNITED AIRLINES | S | A | 87 | 0 | 3 | 13.3 | 31.1 | 25.6 | 10.0 | 6.7 | 5.6 | 4.4 | 0.0 | 0.0 | 0.0 | 3.3 | 19 | 80.0 | 12 | 85 |
| | | HEATHROW | UNITED AIRLINES | S | D | 87 | 0 | 3 | 1.1 | 65.6 | 18.9 | 6.7 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 5 | 89.4 | 5 | 85 |
| TOTAL CHICAGO (O'HARE) | | | | | | 529 | 0 | 12 | 11.3 | 38.3 | 26.1 | 9.1 | 6.8 | 3.7 | 0.7 | 0.7 | 1.1 | 0.0 | 2.2 | 18 | 75.4 | 16 | 506 |
| | | CHISINAU INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | |
| | | LUTON | FLY ONE | S | A | 30 | 0 | 0 | 30.0 | 50.0 | 13.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 88 | 14 | |
| | | LUTON | FLY ONE | S | D | 29 | 0 | 1 | 0.0 | 40.0 | 46.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 9 | 0.0 | 103 | 14 | |
| | | LUTON | WIZZ AIR UK LTD | S | A | 31 | 0 | 0 | 3.2 | 35.5 | 41.9 | 12.9 | 0.0 | 3.2 | 0.0 | 3.2 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| | | LUTON | WIZZ AIR UK LTD | S | D | 31 | 0 | 0 | 0.0 | 35.5 | 51.6 | 0.0 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| | | STANSTED | AIR MOLDOVA 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 | 35.0 | 22 | 16 | |
| | | STANSTED | AIR MOLDOVA 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 | 35.0 | 20 | 16 | |
| | | STANSTED | FLY ONE | 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 | |
| | | STANSTED | FLY ONE | 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 | HISKY | S | A | 23 | 0 | 0 | 30.4 | 17.4 | 21.7 | 21.7 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | | STANSTED | HISKY | S | D | 23 | 0 | 0 | 4.3 | 43.5 | 34.8 | 4.3 | 4.3 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL CHISINAU INTERNATIONAL | | | | | | 169 | 0 | 1 | 11.2 | 37.6 | 35.3 | 7.1 | 3.5 | 4.1 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 10 | 20.6 | 56 | 60 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|---|-------------------------|-----------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 |
| CHONGQING JIANGBEI INTERNATIONAL | HEATHROW | TIANJIN AIRLINES | S | 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 |
| TOTAL CHONGQING JIANGBEI INTERNATIONAL | | | | | 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 |
| CINCINNATI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 22.7 | 18.2 | 36.4 | 13.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 0.0 | 33.3 | 42.9 | 9.5 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| TOTAL CINCINNATI | | | | | 43 | 0 | 0 | 11.6 | 25.6 | 39.5 | 11.6 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| CITY OF DERRY (EGLINTON) | BELFAST INTERNATIONAL | 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 | 24 | 1 |
| | BIRMINGHAM | RYANAIR UK LTD | S | A | 8 | 0 | 0 | 12.5 | 12.5 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR UK LTD | S | D | 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 | 0.0 | 0 | 0 |
| | GLASGOW | LOGANAIR LTD | S | A | 17 | 0 | 0 | 17.6 | 47.1 | 23.5 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.4 | 8 | 17 |
| | GLASGOW | LOGANAIR LTD | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 35.3 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 82.4 | 11 | 17 |
| | 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 | 81.3 | 15 | 15 |
| | 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 | 81.3 | 16 | 15 |
| | HEATHROW | LOGANAIR LTD | S | A | 85 | 0 | 1 | 17.4 | 36.0 | 23.3 | 11.6 | 4.7 | 1.2 | 4.7 | 0.0 | 0.0 | 0.0 | 1.2 | 14 | 0.0 | 0 | 0 |
| | HEATHROW | LOGANAIR LTD | S | D | 85 | 0 | 0 | 0.0 | 25.9 | 50.6 | 8.2 | 5.9 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| | STANSTED | 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 | 82.5 | 11 | 79 |
| | STANSTED | 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 | 77.5 | 14 | 79 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 17 | 0 | 0 | 5.9 | 17.6 | 35.3 | 17.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 82.4 | 23 | 17 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 29.4 | 29.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.5 | 24 | 17 |
| TOTAL CITY OF DERRY (EGLINTON) | | | | | 254 | 0 | 1 | 7.8 | 30.2 | 35.3 | 11.4 | 8.2 | 3.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.4 | 16 | 80.1 | 14 | 257 |
| CLERMONT FERRAND | BELFAST INTERNATIONAL | GLOBAL REACH AVIATION | 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 |
| | BELFAST INTERNATIONAL | GLOBAL REACH AVIATION | 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 |
| | CARDIFF WALES | THALAIR | 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 | THALAIR | 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 |
| TOTAL CLERMONT FERRAND | | | | | 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 | 66.7 | 5 | 2 |
| CLUJ NAPOCA | BIRMINGHAM | 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 | 87.5 | 12 | 8 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | 37.5 | 30 | 8 | |
| | BIRMINGHAM | WIZZ AIR MALTA | 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 | |
| | BIRMINGHAM | WIZZ AIR MALTA | 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 | 100.0 | 2 | 1 | |
| | LEEDS BRADFORD | 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 | 50.0 | 20 | 10 | | |
| | LEEDS BRADFORD | 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 | 40.0 | 23 | 10 | | |
| | LEEDS BRADFORD | WIZZ AIR MALTA | S | A | 8 | 0 | 2 | 40.0 | 30.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 6 | 100.0 | 7 | 1 | |
| | LEEDS BRADFORD | WIZZ AIR MALTA | S | D | 8 | 0 | 2 | 0.0 | 40.0 | 30.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 8 | 100.0 | 0 | 1 | |
| | 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 | 57.1 | 43 | 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 | 42.9 | 50 | 7 | | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | A | 0 | 0 | 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 | | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | D | 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 | | |
| | 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 | 68.1 | 16 | 72 | | |
| | 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 | 54.2 | 27 | 72 | | |
| | LUTON | WIZZ AIR MALTA | S | A | 60 | 0 | 0 | 25.0 | 30.0 | 36.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| | LUTON | WIZZ AIR MALTA | S | D | 60 | 0 | 0 | 0.0 | 41.7 | 41.7 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 88.2 | 17 | 17 | | |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 82.4 | 9 | 17 | | |
| TOTAL CLUJ NAPOCA | | | | | 172 | 0 | 8 | 10.6 | 31.7 | 35.0 | 11.1 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 8 | 63.6 | 21 | 236 | |
| COCHIN | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR INDIA | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 7.7 | 15.4 | 30.8 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 64 | 46.2 | 47 | 13 | |
| | GATWICK | AIR INDIA | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 8.3 | 16.7 | 0.0 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 82 | 84.6 | 11 | 12 | |
| TOTAL COCHIN | | | | | 25 | 0 | 0 | 0.0 | 8.0 | 24.0 | 12.0 | 24.0 | 16.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 73 | 65.4 | 30 | 25 | |
| COLOGNE BONN | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 53.8 | 37 | 12 | | |
| | 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 | 53.8 | 29 | 12 | | |
| | EDINBURGH | EUROWINGS LUFTVERKEHRS | S | A | 20 | 0 | 0 | 10.0 | 25.0 | 40.0 | 15.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.5 | 1 | 19 | | |
| | EDINBURGH | EUROWINGS LUFTVERKEHRS | S | D | 20 | 0 | 0 | 5.0 | 25.0 | 40.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.5 | 2 | 19 | | |
| | GATWICK | 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 | | |
| | GATWICK | 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 | 9 | 0.0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 46 | 0 | 0 | 4.3 | 30.4 | 37.0 | 8.7 | 15.2 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 46 | 0 | 0 | 0.0 | 39.1 | 37.0 | 15.2 | 6.5 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: C | | NUMBER OF FLIGHTS | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|---------------------------|--|-----------------------------|--|---------|---|------------------------|----------|-------------------|------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------------|-----------|-------------|------------------|-----------------|------------------|-----|--|
| | | | | | | 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 | | EUROWINGS LUFTVERKEHRS | | S | A | 78 | 0 | 0 | 0.0 | 11.5 | 50.0 | 23.1 | 14.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 82.7 | 6 | 69 | | | |
| HEATHROW | | EUROWINGS LUFTVERKEHRS | | S | D | 78 | 0 | 0 | 0.0 | 16.7 | 46.2 | 15.4 | 20.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.7 | 12 | 69 | | | |
| STANSTED | | RYANAIR | | S | A | 72 | 0 | 0 | 1.4 | 26.4 | 33.3 | 16.7 | 12.5 | 6.9 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.3 | 17 | 68 | | | |
| STANSTED | | RYANAIR | | S | D | 72 | 0 | 0 | 0.0 | 25.0 | 34.7 | 16.7 | 15.3 | 5.6 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 54.8 | 21 | 69 | | | |
| 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 | 1 | 4 | | | |
| MANCHESTER | | RYANAIR | | S | A | 32 | 0 | 0 | 0.0 | 21.9 | 28.1 | 6.3 | 28.1 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 40.0 | 39 | 23 | | | |
| MANCHESTER | | RYANAIR | | S | D | 32 | 0 | 0 | 0.0 | 28.1 | 18.8 | 9.4 | 34.4 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 36.0 | 44 | 23 | | | |
| TOTAL COLOGNE BONN | | | | | | 498 | 0 | 0 | 1.2 | 23.7 | 38.2 | 15.5 | 16.3 | 4.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 65.6 | 17 | 391 | | | |
| COLOMBO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | 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 | 55 | 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 | 46 | 0.0 | 0 | 0 | | | |
| 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 | 0.0 | 46 | 0.0 | 0 | 0 | | | |
| HEATHROW | | SRILANKAN AIRLINES | | S | A | 30 | 0 | 0 | 0.0 | 20.0 | 43.3 | 20.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 29 | 30 | | | |
| HEATHROW | | SRILANKAN AIRLINES | | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 43.3 | 13.3 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 20.0 | 41 | 30 | | | |
| MANCHESTER | | 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 | 85 | 0.0 | 0 | 0 | | | |
| TOTAL COLOMBO | | | | | | 64 | 0 | 0 | 0.0 | 14.1 | 40.6 | 15.6 | 21.9 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 30.0 | 35 | 60 | | | |
| CONSTANTA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | | WIZZ AIR UK LTD | | S | A | 13 | 0 | 0 | 15.4 | 46.2 | 7.7 | 0.0 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 16 | 9 | | | |
| LUTON | | WIZZ AIR UK LTD | | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 15.4 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 66.7 | 18 | 9 | | | |
| TOTAL CONSTANTA | | | | | | 26 | 0 | 0 | 7.7 | 30.8 | 23.1 | 7.7 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 66.7 | 17 | 18 | | | |
| COPENHAGEN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | | SAS | | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 8 | 4 | | | | |
| ABERDEEN | | SAS | | 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 | 7 | 25.0 | 18 | 4 | | | | |
| BIRMINGHAM | | SAS | | S | A | 23 | 0 | 0 | 0.0 | 17.4 | 39.1 | 26.1 | 13.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 21 | 47.6 | 23 | 20 | | | | |
| BIRMINGHAM | | SAS | | S | D | 23 | 0 | 0 | 0.0 | 13.0 | 34.8 | 30.4 | 17.4 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 38.1 | 37 | 20 | | | |
| BRISTOL | | EASYJET UK LTD | | S | A | 17 | 0 | 0 | 5.9 | 35.3 | 29.4 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 16.7 | 28 | 12 | | | | |
| BRISTOL | | EASYJET UK LTD | | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 35.3 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 25.0 | 21 | 12 | | | | |
| BRISTOL | | RYANAIR | | S | A | 17 | 0 | 0 | 23.5 | 23.5 | 35.3 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | | |
| BRISTOL | | RYANAIR | | S | D | 17 | 0 | 0 | 5.9 | 52.9 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | | |
| EDINBURGH | | EASYJET UK LTD | | S | A | 13 | 0 | 0 | 0.0 | 53.8 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 61.5 | 20 | 13 | | | | |
| EDINBURGH | | EASYJET UK 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 | 2 | 84.6 | 7 | 13 | | | | |
| EDINBURGH | | NORWEGIAN AIR INTERNATIONAL | | S | A | 39 | 0 | 0 | 0.0 | 25.6 | 33.3 | 20.5 | 12.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 84.0 | 7 | 25 | | | | |
| EDINBURGH | | NORWEGIAN AIR INTERNATIONAL | | S | D | 39 | 0 | 0 | 0.0 | 20.5 | 43.6 | 12.8 | 17.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 60.0 | 18 | 25 | | | | |
| EDINBURGH | | RYANAIR | | S | A | 42 | 0 | 0 | 14.3 | 23.8 | 23.8 | 19.0 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 20 | 26.9 | 49 | 26 | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------|-----------------------|-----------------------------------|-----|-----|-------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | S | D | 42 | 0 | 0 | 0.0 | 35.7 | 28.6 | 9.5 | 19.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.2 | 38 | 26 |
| | GATWICK | EASYJET UK LTD | S | A | 43 | 0 | 0 | 11.6 | 30.2 | 34.9 | 18.6 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 47.7 | 39 | 44 |
| | GATWICK | EASYJET UK LTD | S | D | 43 | 0 | 0 | 0.0 | 44.2 | 51.2 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 68.2 | 26 | 44 |
| | GATWICK | NORWEGIAN AIR INTERNATIONAL | S | A | 138 | 0 | 0 | 18.1 | 23.2 | 24.6 | 15.9 | 15.2 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 78.0 | 10 | 126 |
| | GATWICK | NORWEGIAN AIR INTERNATIONAL | S | D | 138 | 0 | 0 | 0.7 | 32.6 | 31.2 | 17.4 | 14.5 | 2.9 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 68.5 | 18 | 126 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 155 | 0 | 4 | 11.3 | 25.8 | 28.9 | 14.5 | 13.2 | 3.1 | 0.6 | 0.0 | 0.0 | 0.0 | 2.5 | 14 | 77.8 | 10 | 150 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 155 | 0 | 4 | 0.0 | 37.7 | 37.7 | 12.6 | 5.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 11 | 60.8 | 17 | 150 |
| | HEATHROW | SAS | S | A | 97 | 0 | 0 | 3.1 | 27.8 | 35.1 | 20.6 | 8.2 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.0 | 12 | 121 |
| | HEATHROW | SAS | S | D | 95 | 0 | 1 | 0.0 | 39.6 | 40.6 | 8.3 | 6.3 | 3.1 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 13 | 64.7 | 20 | 118 |
| | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | A | 34 | 0 | 0 | 5.9 | 35.3 | 50.0 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 25 | 6 |
| | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | D | 34 | 0 | 0 | 0.0 | 47.1 | 41.2 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 85.7 | 14 | 7 |
| | STANSTED | RYANAIR | S | A | 86 | 0 | 1 | 3.4 | 32.2 | 36.8 | 8.0 | 12.6 | 3.4 | 1.1 | 1.1 | 0.0 | 0.0 | 1.1 | 17 | 46.5 | 34 | 86 |
| | STANSTED | RYANAIR | S | D | 86 | 0 | 0 | 0.0 | 27.9 | 38.4 | 18.6 | 9.3 | 3.5 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 18 | 61.2 | 22 | 85 |
| | STANSTED | RYANAIR 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 | 1 | 40.0 | 39 | 5 |
| | STANSTED | 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 | 60.0 | 32 | 5 |
| | MANCHESTER | EASYJET UK LTD | S | A | 39 | 0 | 0 | 5.1 | 43.6 | 17.9 | 20.5 | 7.7 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 41.3 | 42 | 46 |
| | MANCHESTER | EASYJET UK LTD | S | D | 39 | 0 | 0 | 0.0 | 69.2 | 7.7 | 12.8 | 7.7 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 60.9 | 24 | 45 |
| | MANCHESTER | NORWEGIAN AIR INTERNATIONAL | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 15.4 | 30.8 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 |
| | MANCHESTER | NORWEGIAN AIR INTERNATIONAL | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 7.7 | 30.8 | 15.4 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 22 | 0 | 0 | 22.7 | 13.6 | 22.7 | 22.7 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 38.1 | 39 | 21 |
| | MANCHESTER | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 40.9 | 31.8 | 13.6 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 47.6 | 33 | 21 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 23.1 | 0.0 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 77.8 | 10 | 9 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 15.4 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 77.8 | 12 | 9 |
| | MANCHESTER | SAS | S | A | 54 | 0 | 0 | 1.9 | 31.5 | 42.6 | 16.7 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.8 | 20 | 42 |
| | MANCHESTER | SAS | S | D | 54 | 0 | 0 | 0.0 | 33.3 | 33.3 | 22.2 | 7.4 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 41.9 | 32 | 42 |
| TOTAL COPENHAGEN | | | | | 1712 | 0 | 10 | 4.5 | 32.6 | 33.0 | 14.6 | 10.4 | 3.4 | 0.6 | 0.2 | 0.0 | 0.0 | 0.6 | 14 | 62.4 | 21 | 1508 |
| CORFU | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 25 | 9 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 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 | 15 | 66.7 | 31 | 9 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| | BIRMINGHAM | 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 | 26 | 0.0 | 0 | 0 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 13 | 0 | 0 | 0.0 | 53.8 | 15.4 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 24 | 8 | | | |
| BIRMINGHAM | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 10 | 8 | | | |
| BRISTOL | EASYJET UK LTD | S A | 17 | 0 | 0 | 5.9 | 70.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 64.3 | 29 | 14 | | | |
| BRISTOL | EASYJET UK LTD | S D | 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 | 5 | 76.9 | 26 | 13 | | | |
| 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 | 0 | 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 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 9 | 0 | 0 | 22.2 | 33.3 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 62.5 | 16 | 8 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 87.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 16 | 8 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 9 | 0 | 0 | 66.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 8 | 1 | 0 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 3 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 0 | 0 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 3 | 0 | 0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 8 | 0.0 | 0 | 0 | | | |
| GATWICK | 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 | 37 | 1 | | | |
| GATWICK | EASYJET UK LTD | S A | 52 | 0 | 0 | 32.7 | 32.7 | 19.2 | 7.7 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 51.9 | 23 | 51 | | | |
| GATWICK | EASYJET UK LTD | S D | 52 | 0 | 0 | 0.0 | 34.6 | 46.2 | 13.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 65.4 | 18 | 52 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 17 | 0 | 0 | 5.9 | 58.8 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.7 | 15 | 14 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 17 | 0 | 0 | 0.0 | 11.8 | 64.7 | 0.0 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 78.6 | 13 | 14 | | | |
| LUTON | EASYJET UK LTD | S A | 24 | 0 | 0 | 29.2 | 37.5 | 29.2 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 33.3 | 41 | 12 | | | |
| LUTON | EASYJET UK LTD | S D | 24 | 0 | 0 | 0.0 | 45.8 | 41.7 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 33.3 | 32 | 12 | | | |
| STANSTED | JET2.COM LTD | S A | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | | |
| STANSTED | JET2.COM LTD | 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 | 5 | 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 | 46.2 | 38 | 13 | | | |
| 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 | 61.5 | 30 | 13 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 9 | 0 | 0 | 44.4 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.5 | 15 | 17 | | | |
| MANCHESTER | EASYJET UK LTD | 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 | 10 | 64.7 | 14 | 17 | | | |
| MANCHESTER | JET2.COM LTD | S A | 9 | 0 | 0 | 33.3 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 0 | 1 | | | |
| MANCHESTER | 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 | 9 | 100.0 | 15 | 1 | | | |
| 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 | 11 | 50.0 | 29 | 8 | | | |
| MANCHESTER | RYANAIR | S D | 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 | 7 | 62.5 | 28 | 8 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|--------------------|-----------------------------|----------------|-----|-----|-------------------|----------|----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|------------|
| | | | | | 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 | | |
| | MANCHESTER | RYANAIR UK LTD | 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 | 0.0 | 28 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 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 | 32 | 0.0 | 0 | 0 |
| TOTAL CORFU | | | | | 416 | 1 | 0 | 12.2 | 37.2 | 34.1 | 7.9 | 6.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 8 | 61.8 | 22 | 313 |
| CORK | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 16 | 0 | 0 | 0.0 | 50.0 | 18.8 | 0.0 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.2 | 20 | 26 |
| | BIRMINGHAM | RYANAIR | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 43.8 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 34 | 26 |
| | BRISTOL | STOBART AIR | S | A | 26 | 0 | 0 | 11.5 | 61.5 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 32 | 2 |
| | BRISTOL | STOBART AIR | S | D | 26 | 0 | 0 | 3.8 | 34.6 | 50.0 | 0.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 37 | 2 |
| | 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 | 77.8 | 13 | 9 |
| | 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 | 77.8 | 14 | 9 |
| | EDINBURGH | RYANAIR | S | A | 30 | 0 | 0 | 33.3 | 26.7 | 16.7 | 10.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 69.2 | 13 | 39 |
| | EDINBURGH | RYANAIR | S | D | 30 | 0 | 0 | 3.3 | 36.7 | 36.7 | 6.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 14 | 39 |
| | EDINBURGH | 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 | 18 | 4 |
| | EDINBURGH | 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 | 6 | 4 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 12 | 0 | 0 | 16.7 | 41.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 73.1 | 18 | 26 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 69.2 | 17 | 26 |
| | GATWICK | RYANAIR | S | A | 30 | 0 | 0 | 23.3 | 46.7 | 20.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 96.7 | 3 | 30 |
| | GATWICK | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 50.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 8 | 30 |
| | HEATHROW | AER LINGUS | S | A | 118 | 0 | 2 | 5.8 | 40.0 | 27.5 | 12.5 | 10.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 10 | 98.3 | 2 | 120 |
| | HEATHROW | AER LINGUS | S | D | 118 | 0 | 2 | 0.8 | 40.8 | 25.8 | 16.7 | 9.2 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 13 | 94.2 | 4 | 120 |
| | LUTON | RYANAIR | S | A | 21 | 0 | 0 | 19.0 | 28.6 | 42.9 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.4 | 15 | 21 |
| | LUTON | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 57.1 | 28.6 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.4 | 14 | 21 |
| | STANSTED | RYANAIR | S | A | 86 | 0 | 0 | 18.6 | 46.5 | 14.0 | 10.5 | 5.8 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 13 | 85 |
| | STANSTED | RYANAIR | S | D | 86 | 0 | 0 | 0.0 | 41.9 | 36.0 | 9.3 | 11.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.4 | 11 | 85 |
| | MANCHESTER | RYANAIR | S | A | 38 | 0 | 0 | 26.3 | 36.8 | 23.7 | 5.3 | 5.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 70.6 | 20 | 51 |
| | MANCHESTER | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 39.5 | 44.7 | 2.6 | 7.9 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 20 | 51 |
| | 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 | 88.9 | 5 | 9 |
| | 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 | 88.9 | 6 | 9 |
| TOTAL CORK | | | | | 754 | 0 | 4 | 8.2 | 40.6 | 29.0 | 10.2 | 8.7 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 10 | 80.5 | 12 | 844 |
| CRAIOVA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | 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 | 8 |
| | BIRMINGHAM | 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 | 62.5 | 15 | 8 |
| | BIRMINGHAM | WIZZ AIR MALTA | S | A | 9 | 0 | 0 | 77.8 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 3 | 1 |
| | BIRMINGHAM | WIZZ AIR MALTA | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 29 | 1 |
| | 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 | 89.6 | 8 | 48 |
| | 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 | 62.5 | 23 | 48 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/ S | A/ D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|----------------------|-------------------|----------------|------|------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|------------|
| | | | | | 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 MALTA | S | A | 30 | 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 | 2 | 0.0 | 0 | 0 |
| | LUTON | WIZZ AIR MALTA | S | D | 30 | 0 | 0 | 0.0 | 40.0 | 50.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| TOTAL CRAIOVA | | | | | 78 | 0 | 0 | 9.0 | 42.3 | 38.5 | 6.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.3 | 14 | 114 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: D | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|-------------------|-----------------------------|-------------------|-----|-----|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|----------|
| | | 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 |
| DAKAR (BLAISE DIAGNE) | | GATWICK | TUI AIRWAYS LTD | C | A | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 7 | 4 |
| | | GATWICK | TUI 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 | 7 | 100.0 | 4 | 4 |
| TOTAL DAKAR (BLAISE DIAGNE) | | | | | | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 5 | 8 |
| DALAMAN | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 12 | 0 | 1 | 23.1 | 38.5 | 15.4 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 7 | 22.2 | 41 | 9 |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 0.0 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 21 | 33.3 | 45 | 9 |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 9 | 0 | 0 | 44.4 | 33.3 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 5 |
| | | BELFAST INTERNATIONAL | JET2.COM 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 | 10 | 40.0 | 13 | 5 |
| | | BIRMINGHAM | CORENDON 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 | 38 | 1 |
| | | BIRMINGHAM | EASYJET UK LTD | S | A | 7 | 0 | 0 | 0.0 | 28.6 | 28.6 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | EASYJET UK LTD | S | D | 7 | 0 | 0 | 0.0 | 14.3 | 28.6 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 22 | 0 | 0 | 27.3 | 31.8 | 18.2 | 4.5 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 90.9 | 3 | 22 |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 4.8 | 42.9 | 19.0 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.7 | 12 | 22 |
| | | BIRMINGHAM | SUNEXPRESS | S | A | 6 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 4 |
| | | BIRMINGHAM | SUNEXPRESS | S | D | 6 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 25.0 | 17 | 4 |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 14.3 | 21.4 | 35.7 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 54.5 | 13 | 11 |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 7.1 | 64.3 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.3 | 9 | 12 |
| | | BRISTOL | EASYJET UK LTD | S | A | 25 | 0 | 0 | 20.0 | 28.0 | 28.0 | 8.0 | 8.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.3 | 14 | 29 |
| | | BRISTOL | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 15.4 | 57.7 | 3.8 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 15 | 29 |
| | | BRISTOL | JET2.COM LTD | S | A | 10 | 0 | 0 | 0.0 | 20.0 | 50.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 25.0 | 55 | 8 |
| | | BRISTOL | JET2.COM 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 | 5 | 62.5 | 38 | 8 |
| | | BRISTOL | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 57.1 | 19 | 7 |
| | | BRISTOL | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 11.1 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 23 | 8 |
| | | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 18 | 0 | 0 | 22.2 | 61.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 85.7 | 15 | 14 |
| | | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 55.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 22 | 16 |
| | | EDINBURGH | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 15.4 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 63.6 | 14 | 11 |
| | | EDINBURGH | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 7.7 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 81.8 | 14 | 11 |
| | | EDINBURGH | JET2.COM LTD | S | A | 10 | 0 | 0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.0 | 7 | 10 |
| | | EDINBURGH | JET2.COM 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 | 3 | 40.0 | 19 | 10 |
| | | EDINBURGH | SUNEXPRESS | S | A | 9 | 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 |
| | | EDINBURGH | SUNEXPRESS | 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 | 8 | 0.0 | 0 | 0 |
| | | GLASGOW | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 66.7 | 13 | 9 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 9 | 9 | | |
| GLASGOW | JET2.COM LTD | S | A | 14 | 0 | 0 | 14.3 | 35.7 | 42.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 9 | 18 | | |
| GLASGOW | JET2.COM LTD | S | D | 14 | 0 | 0 | 0.0 | 14.3 | 71.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 61.1 | 12 | 18 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 19 | 0 | 0 | 36.8 | 47.4 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 86.7 | 3 | 14 | | |
| LEEDS BRADFORD | JET2.COM 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 | 4 | 100.0 | 5 | 14 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 15 | 0 | 0 | 40.0 | 33.3 | 0.0 | 20.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 52.0 | 27 | 24 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 15 | 0 | 0 | 0.0 | 40.0 | 33.3 | 13.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 60.0 | 34 | 25 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | 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 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 13 | 0 | 0 | 23.1 | 46.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 56.0 | 69 | 25 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 40.0 | 53 | 25 | | |
| GATWICK | EASYJET UK LTD | S | A | 64 | 0 | 0 | 9.4 | 42.2 | 23.4 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 52.0 | 21 | 50 | | |
| GATWICK | EASYJET UK LTD | S | D | 65 | 0 | 0 | 0.0 | 20.0 | 55.4 | 16.9 | 6.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.1 | 21 | 49 | | |
| GATWICK | SUNEXPRESS | S | A | 10 | 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 | 88.9 | 3 | 9 | | |
| GATWICK | SUNEXPRESS | S | D | 10 | 0 | 0 | 0.0 | 30.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 5 | 9 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 23.5 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 45.5 | 16 | 11 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 18 | 0 | 0 | 0.0 | 5.6 | 66.7 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 58.3 | 13 | 12 | | |
| GATWICK | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 5.9 | 41.2 | 17.6 | 17.6 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | |
| GATWICK | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 11.8 | 5.9 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | 13 | 80.0 | 1 | 4 | | |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | 6 | 80.0 | 3 | 4 | | |
| LUTON | EASYJET UK LTD | S | A | 25 | 0 | 1 | 15.4 | 53.8 | 15.4 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 65.2 | 18 | 23 | | |
| LUTON | EASYJET UK LTD | S | D | 25 | 0 | 0 | 0.0 | 24.0 | 56.0 | 16.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.2 | 20 | 22 | | |
| LUTON | WIZZ AIR UK LTD | 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 | 33.3 | 45 | 9 | | |
| LUTON | WIZZ AIR 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 | 9 | 33.3 | 49 | 9 | | |
| STANSTED | JET2.COM LTD | S | A | 22 | 0 | 0 | 22.7 | 45.5 | 13.6 | 4.5 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.7 | 18 | 17 | | |
| STANSTED | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 31.8 | 50.0 | 4.5 | 9.1 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.3 | 11 | 18 | | |
| MANCHESTER | CORENDON 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 | 1 | | |
| MANCHESTER | EASYJET UK LTD | S | A | 47 | 0 | 0 | 6.4 | 29.8 | 42.6 | 4.3 | 12.8 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.2 | 16 | 56 | | |
| MANCHESTER | EASYJET UK LTD | S | D | 47 | 0 | 0 | 0.0 | 19.1 | 51.1 | 17.0 | 6.4 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.9 | 8 | 56 | | |
| MANCHESTER | JET2.COM LTD | S | A | 31 | 0 | 0 | 67.7 | 22.6 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 86.2 | 8 | 29 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | Origin/Destinations: D | | | | | | | | | | APR 2023 | | | | | | |
|--------------------------------|---------------------------------|-------------------|---|-------------|----------|----------|-------------|-------------|-------------|------------------------|-------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|
| | | | | | | | | | | 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) |
| MANCHESTER | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 53.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 6 | 30 | | | | | |
| MANCHESTER | SUNEXPRESS | S | A | 18 | 0 | 0 | 22.2 | 50.0 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 77.8 | 18 | 9 | | | | | |
| MANCHESTER | SUNEXPRESS | S | D | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.8 | 15 | 9 | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 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 | 85.7 | 21 | 7 | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 14.3 | 35.7 | 35.7 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 62.5 | 12 | 8 | | | | | |
| NEWCASTLE | CORENDON 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 | 0.0 | 23 | 1 | | | | | |
| NEWCASTLE | JET2.COM LTD | S | A | 14 | 0 | 0 | 7.1 | 71.4 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 78.6 | 5 | 14 | | | | | |
| NEWCASTLE | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 76.9 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 11 | 15 | | | | | |
| TOTAL DALAMAN | | | | 1068 | 0 | 2 | 10.0 | 29.1 | 38.6 | 11.9 | 7.2 | 2.7 | 0.2 | 0.2 | 0.0 | 0.0 | 0.2 | 11 | 67.9 | 18 | 927 | | | | | |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | AMERICAN AIRLINES | S | A | 120 | 0 | 0 | 25.0 | 31.7 | 15.8 | 11.7 | 6.7 | 4.2 | 3.3 | 0.8 | 0.8 | 0.0 | 0.0 | 27 | 77.5 | 19 | 120 | | | | | |
| HEATHROW | AMERICAN AIRLINES | S | D | 120 | 0 | 0 | 2.5 | 63.3 | 19.2 | 4.2 | 8.3 | 0.8 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 17 | 87.6 | 6 | 121 | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 3.3 | 13.3 | 36.7 | 23.3 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 16.7 | 52 | 29 | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 60.0 | 3.3 | 6.7 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 22 | 36.7 | 39 | 29 | | | | | |
| TOTAL DALLAS/FORT WORTH | | | | 300 | 0 | 0 | 11.3 | 41.3 | 23.7 | 9.0 | 8.0 | 3.3 | 2.0 | 0.7 | 0.7 | 0.0 | 0.0 | 22 | 71.4 | 19 | 299 | | | | | |
| DEBRECEN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | WIZZ AIR | S | A | 22 | 0 | 0 | 45.5 | 45.5 | 4.5 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 1 | 26 | | | | | |
| LUTON | WIZZ AIR | S | D | 22 | 0 | 0 | 0.0 | 86.4 | 9.1 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 92.3 | 4 | 26 | | | | | |
| TOTAL DEBRECEN | | | | 44 | 0 | 0 | 22.7 | 65.9 | 6.8 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 96.2 | 2 | 52 | | | | | |
| DELHI | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | AIR INDIA | S | A | 12 | 0 | 0 | 8.3 | 16.7 | 41.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 92.3 | 4 | 13 | | | | | |
| BIRMINGHAM | AIR INDIA | S | D | 13 | 0 | 0 | 15.4 | 53.8 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 21 | 13 | | | | | |
| HEATHROW | AIR INDIA | S | A | 73 | 0 | 0 | 4.1 | 15.1 | 21.9 | 19.2 | 27.4 | 9.6 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 89.0 | 11 | 73 | | | | | |
| HEATHROW | AIR INDIA | S | D | 73 | 0 | 0 | 5.5 | 38.4 | 15.1 | 8.2 | 17.8 | 6.8 | 1.4 | 1.4 | 5.5 | 0.0 | 0.0 | 54 | 86.3 | 15 | 73 | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 51 | 0 | 0 | 52.9 | 23.5 | 19.6 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 61.0 | 33 | 59 | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 50 | 0 | 0 | 0.0 | 40.0 | 40.0 | 8.0 | 6.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.1 | 35 | 58 | | | | | |
| HEATHROW | TATA SIA AIRLINES LTD (VISTARA) | S | A | 30 | 0 | 0 | 36.7 | 23.3 | 26.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 93.3 | 2 | 30 | | | | | |
| HEATHROW | TATA SIA AIRLINES LTD (VISTARA) | S | D | 30 | 0 | 0 | 13.3 | 43.3 | 40.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.0 | 9 | 30 | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 59 | 0 | 1 | 21.7 | 26.7 | 21.7 | 10.0 | 11.7 | 3.3 | 1.7 | 1.7 | 0.0 | 0.0 | 1.7 | 17 | 93.3 | 5 | 60 | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 59 | 0 | 1 | 0.0 | 25.0 | 51.7 | 15.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 14 | 78.3 | 11 | 60 | | | | | |
| TOTAL DELHI | | | | 450 | 0 | 2 | 14.4 | 29.0 | 28.3 | 10.4 | 10.4 | 4.2 | 1.5 | 0.4 | 0.9 | 0.0 | 0.4 | 21 | 80.0 | 16 | 469 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: D | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|-----------------------------------|-------------------|---------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| DENVER INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 20.0 | 23.3 | 26.7 | 16.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 23.3 | 50 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 50.0 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 30.0 | 43 | 29 | |
| | HEATHROW | UNITED AIRLINES | S | A | 59 | 0 | 1 | 11.7 | 25.0 | 40.0 | 10.0 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 12 | 85.0 | 11 | 60 | |
| | HEATHROW | UNITED AIRLINES | S | D | 59 | 0 | 1 | 0.0 | 65.0 | 20.0 | 5.0 | 1.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 11 | 91.7 | 7 | 60 | |
| TOTAL DENVER INTERNATIONAL | | | | | 178 | 0 | 2 | 7.2 | 40.0 | 32.8 | 9.4 | 4.4 | 3.9 | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 11 | 67.8 | 21 | 178 | |
| DETROIT | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | DELTA AIRLINES | S | A | 30 | 0 | 0 | 40.0 | 30.0 | 20.0 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 7 | 52 | |
| | HEATHROW | DELTA AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 36.7 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.5 | 7 | 52 | |
| TOTAL DETROIT | | | | | 60 | 0 | 0 | 20.0 | 36.7 | 28.3 | 10.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.6 | 7 | 104 | |
| DHAKHA | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | A | 16 | 0 | 0 | 0.0 | 37.5 | 25.0 | 12.5 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 15 | 18 | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 18.8 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 77.8 | 16 | 18 | |
| | MANCHESTER | BIMAN BANGLADESH AIRLINES | S | A | 13 | 0 | 0 | 15.4 | 23.1 | 23.1 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.9 | 34 | 13 | |
| | MANCHESTER | BIMAN BANGLADESH AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 15.4 | 0.0 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 61.5 | 54 | 13 | |
| TOTAL DHAKHA | | | | | 58 | 0 | 0 | 3.4 | 29.3 | 25.9 | 10.3 | 19.0 | 10.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 71.0 | 28 | 62 | |
| DOHA HAMAD | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | QATAR AIRWAYS | S | A | 30 | 0 | 0 | 3.3 | 26.7 | 36.7 | 16.7 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | QATAR AIRWAYS | S | D | 30 | 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 | 0.0 | 0 | 0 | |
| | EDINBURGH | QATAR AIRWAYS | S | A | 60 | 0 | 0 | 15.0 | 26.7 | 33.3 | 10.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 95.2 | 3 | 42 | |
| | EDINBURGH | QATAR AIRWAYS | S | D | 60 | 0 | 0 | 3.3 | 33.3 | 40.0 | 8.3 | 8.3 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 88.1 | 7 | 42 | |
| | 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 | 86.7 | 5 | 30 | |
| | 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 | 63.3 | 14 | 30 | |
| | GATWICK | QATAR AIRWAYS | S | A | 60 | 0 | 0 | 8.3 | 31.7 | 38.3 | 13.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 86.7 | 6 | 30 | |
| | GATWICK | QATAR AIRWAYS | S | D | 60 | 0 | 0 | 0.0 | 31.7 | 46.7 | 10.0 | 5.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 96.7 | 3 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 35.0 | 20.0 | 15.0 | 10.0 | 11.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 16.7 | 46.7 | 13.3 | 18.3 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| | HEATHROW | QATAR AIRWAYS | S | A | 210 | 0 | 0 | 7.6 | 29.5 | 32.9 | 20.5 | 6.7 | 1.9 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 12 | 89.7 | 6 | 195 | |
| | HEATHROW | QATAR AIRWAYS | S | D | 211 | 0 | 0 | 1.4 | 27.0 | 45.5 | 10.9 | 10.0 | 3.3 | 1.4 | 0.0 | 0.5 | 0.0 | 0.0 | 16 | 86.7 | 7 | 194 | |
| | MANCHESTER | QATAR AIRWAYS | S | A | 90 | 0 | 0 | 18.9 | 37.8 | 33.3 | 2.2 | 4.4 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 92.2 | 4 | 77 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: D | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | | |
|-------------------------|-----|-------------------|-------|-----------------------|----------------------|------------------------|-------------------|----------------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-------------|------------|-------------|
| | | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
| C/S | A/D | MAT | UNMAT | CAN | 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 | More than 150 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | | |
| | | MANCHESTER | | QATAR AIRWAYS | S | D | 90 | 0 | 0 | 2.2 | 25.6 | 52.2 | 8.9 | 6.7 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 13 | 77.9 | 11 | 76 | |
| TOTAL DOHA HAMAD | | | | | | | 1021 | 0 | 0 | 7.4 | 28.0 | 39.1 | 12.1 | 8.5 | 3.7 | 0.7 | 0.3 | 0.1 | 0.0 | 14 | 87.2 | 6 | 746 | |
| DORTMUND | | | | | | | | | | | | | | | | | | | | | | | | |
| | | STANSTED | | RYANAIR | S | A | 43 | 0 | 0 | 4.7 | 53.5 | 27.9 | 2.3 | 4.7 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 64.5 | 15 | 31 | |
| | | STANSTED | | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 48.8 | 30.2 | 9.3 | 4.7 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.6 | 11 | 31 | |
| TOTAL DORTMUND | | | | | | | 86 | 0 | 0 | 2.3 | 51.2 | 29.1 | 5.8 | 4.7 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.6 | 13 | 62 | |
| DRESDEN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 100.0 | 4 | 9 | | |
| | | 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 | 66.7 | 8 | 9 | | |
| | | STANSTED | | SUNDAIR GMBH | 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 | | |
| TOTAL DRESDEN | | | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 84.2 | 5 | 19 | | |
| DUBAI | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | | EMIRATES | S | A | 60 | 0 | 1 | 9.8 | 19.7 | 23.0 | 16.4 | 16.4 | 0.0 | 4.9 | 4.9 | 3.3 | 0.0 | 1.6 | 50 | 85.0 | 7 | 60 |
| | | BIRMINGHAM | | EMIRATES | S | D | 59 | 0 | 1 | 5.0 | 36.7 | 20.0 | 11.7 | 10.0 | 1.7 | 3.3 | 6.7 | 3.3 | 0.0 | 1.7 | 58 | 86.7 | 6 | 60 |
| | | GLASGOW | | EMIRATES | S | A | 29 | 0 | 0 | 0.0 | 10.3 | 24.1 | 24.1 | 20.7 | 3.4 | 13.8 | 3.4 | 0.0 | 0.0 | 50 | 73.3 | 9 | 30 | |
| | | GLASGOW | | EMIRATES | S | D | 30 | 0 | 1 | 0.0 | 3.2 | 29.0 | 19.4 | 19.4 | 9.7 | 9.7 | 3.2 | 3.2 | 0.0 | 3.2 | 59 | 66.7 | 11 | 30 |
| | | GATWICK | | EMIRATES | S | A | 91 | 0 | 3 | 8.5 | 18.1 | 22.3 | 17.0 | 19.1 | 4.3 | 4.3 | 3.2 | 0.0 | 0.0 | 3.2 | 34 | 84.4 | 8 | 90 |
| | | GATWICK | | EMIRATES | S | D | 86 | 0 | 5 | 0.0 | 27.5 | 29.7 | 15.4 | 9.9 | 8.8 | 1.1 | 1.1 | 1.1 | 0.0 | 5.5 | 28 | 78.9 | 10 | 90 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | S | A | 74 | 0 | 8 | 20.7 | 20.7 | 13.4 | 15.9 | 9.8 | 4.9 | 1.2 | 3.7 | 0.0 | 0.0 | 9.8 | 25 | 87.7 | 19 | 81 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | S | D | 76 | 0 | 5 | 0.0 | 37.0 | 35.8 | 8.6 | 6.2 | 3.7 | 2.5 | 0.0 | 0.0 | 0.0 | 6.2 | 13 | 56.1 | 32 | 82 |
| | | HEATHROW | | EMIRATES | S | A | 204 | 0 | 4 | 2.9 | 12.5 | 25.0 | 25.0 | 16.3 | 6.7 | 5.3 | 2.9 | 1.4 | 0.0 | 1.9 | 42 | 71.1 | 12 | 180 |
| | | HEATHROW | | EMIRATES | S | D | 204 | 0 | 4 | 1.4 | 29.8 | 32.2 | 10.6 | 12.0 | 4.3 | 4.3 | 1.9 | 1.4 | 0.0 | 1.9 | 34 | 75.6 | 9 | 180 |
| | | HEATHROW | | ROYAL BRUNEI AIRLINES | S | A | 2 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 33.3 | 126 | 0.0 | 0 | 0 |
| | | HEATHROW | | ROYAL BRUNEI AIRLINES | 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 | 7 | 0.0 | 0 | 0 |
| | | STANSTED | | EMIRATES | S | A | 59 | 0 | 1 | 11.7 | 18.3 | 28.3 | 16.7 | 10.0 | 1.7 | 6.7 | 3.3 | 1.7 | 0.0 | 1.7 | 42 | 93.3 | 5 | 30 |
| | | STANSTED | | EMIRATES | S | D | 59 | 0 | 1 | 0.0 | 28.3 | 35.0 | 11.7 | 10.0 | 3.3 | 5.0 | 3.3 | 1.7 | 0.0 | 1.7 | 42 | 46.7 | 18 | 30 |
| | | MANCHESTER | | EMIRATES | S | A | 88 | 0 | 2 | 0.0 | 15.6 | 25.6 | 18.9 | 14.4 | 13.3 | 4.4 | 2.2 | 3.3 | 0.0 | 2.2 | 55 | 72.2 | 11 | 90 |
| | | MANCHESTER | | EMIRATES | S | D | 87 | 0 | 3 | 0.0 | 4.4 | 24.4 | 16.7 | 23.3 | 14.4 | 4.4 | 6.7 | 2.2 | 0.0 | 3.3 | 68 | 62.2 | 16 | 90 |
| | | NEWCASTLE | | EMIRATES | S | A | 30 | 0 | 0 | 0.0 | 33.3 | 20.0 | 16.7 | 10.0 | 10.0 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 51 | 73.3 | 10 | 30 |
| | | NEWCASTLE | | EMIRATES | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 40.0 | 13.3 | 13.3 | 10.0 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 52 | 46.7 | 21 | 30 |
| TOTAL DUBAI | | | | | | | 1269 | 0 | 41 | 3.8 | 21.0 | 26.8 | 16.2 | 13.7 | 6.2 | 4.5 | 3.1 | 1.6 | 0.0 | 3.1 | 41 | 73.7 | 13 | 1183 |
| DUBLIN | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ABERDEEN | | AER LINGUS | S | A | 30 | 0 | 0 | 10.0 | 46.7 | 30.0 | 6.7 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 14 | 60.0 | 15 | 30 |
| | | ABERDEEN | | AER LINGUS | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 50.0 | 6.7 | 3.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 18 | 56.7 | 19 | 30 |
| | | ABERDEEN | | LOGANAIR LTD | S | A | 27 | 0 | 2 | 10.3 | 31.0 | 20.7 | 10.3 | 10.3 | 3.4 | 6.9 | 0.0 | 0.0 | 0.0 | 6.9 | 23 | 70.0 | 21 | 30 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | | | | |
| ABERDEEN | LOGANAIR LTD | | S | D | 31 | 0 | 1 | 0.0 | 28.1 | 40.6 | 9.4 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 3.1 | 22 | 66.7 | 21 | 30 | |
| 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES (IRELAND) LIMITED | | S | D | 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 | | |
| BIRMINGHAM | AER LINGUS | | S | A | 56 | 0 | 0 | 21.4 | 53.6 | 16.1 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 72.7 | 10 | 55 | | |
| BIRMINGHAM | AER LINGUS | | S | D | 56 | 0 | 0 | 0.0 | 30.4 | 42.9 | 23.2 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 54.5 | 17 | 55 | | |
| 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 | | |
| BIRMINGHAM | RYANAIR | | S | A | 128 | 0 | 1 | 3.9 | 50.4 | 17.8 | 11.6 | 8.5 | 4.7 | 2.3 | 0.0 | 0.0 | 0.8 | 15 | 56.9 | 23 | 137 | | |
| BIRMINGHAM | RYANAIR | | S | D | 127 | 0 | 2 | 0.0 | 31.8 | 29.5 | 14.7 | 11.6 | 5.4 | 2.3 | 2.3 | 0.8 | 0.0 | 1.6 | 27 | 43.1 | 30 | 137 | |
| BIRMINGHAM | STOBART AIR | | S | A | 63 | 0 | 1 | 6.3 | 48.4 | 29.7 | 7.8 | 4.7 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 | 9 | 63.1 | 20 | 64 | |
| BIRMINGHAM | STOBART AIR | | S | D | 63 | 0 | 1 | 0.0 | 32.8 | 35.9 | 14.1 | 9.4 | 3.1 | 0.0 | 1.6 | 1.6 | 0.0 | 1.6 | 25 | 55.4 | 26 | 64 | |
| 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 | 44.4 | 196 | 9 | | |
| 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 | 25.0 | 35 | 8 | | |
| BRISTOL | RYANAIR | | S | A | 96 | 0 | 0 | 4.2 | 38.5 | 34.4 | 11.5 | 7.3 | 1.0 | 0.0 | 2.1 | 1.0 | 0.0 | 0.0 | 21 | 63.3 | 20 | 90 | |
| BRISTOL | RYANAIR | | S | D | 95 | 0 | 0 | 0.0 | 47.4 | 36.8 | 3.2 | 10.5 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 74.4 | 16 | 90 | | |
| BRISTOL | STOBART AIR | | S | A | 85 | 0 | 2 | 4.6 | 40.2 | 36.8 | 9.2 | 5.7 | 1.1 | 0.0 | 0.0 | 0.0 | 2.3 | 8 | 55.8 | 22 | 75 | | |
| BRISTOL | STOBART AIR | | S | D | 84 | 0 | 2 | 1.2 | 38.4 | 41.9 | 10.5 | 4.7 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 7 | 58.4 | 21 | 75 | |
| CARDIFF WALES | RYANAIR | | S | A | 16 | 0 | 1 | 5.9 | 35.3 | 17.6 | 11.8 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 5.9 | 23 | 60.0 | 23 | 30 | | |
| CARDIFF WALES | RYANAIR | | S | D | 16 | 0 | 1 | 0.0 | 41.2 | 23.5 | 17.6 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 5.9 | 22 | 70.0 | 21 | 30 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | | S | A | 57 | 0 | 0 | 17.5 | 47.4 | 24.6 | 1.8 | 5.3 | 1.8 | 0.0 | 1.8 | 0.0 | 0.0 | 11 | 64.3 | 27 | 56 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | | S | D | 56 | 0 | 0 | 0.0 | 53.6 | 33.9 | 5.4 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 24 | 57 | | |
| EDINBURGH | AER LINGUS | | S | A | 126 | 0 | 3 | 3.9 | 45.0 | 31.8 | 10.1 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 8 | 53.6 | 20 | 133 | | |
| EDINBURGH | AER LINGUS | | S | D | 126 | 0 | 3 | 0.8 | 37.2 | 28.7 | 16.3 | 12.4 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 13 | 31.4 | 31 | 132 | | |
| EDINBURGH | RYANAIR | | S | A | 127 | 0 | 2 | 18.6 | 36.4 | 25.6 | 10.9 | 5.4 | 1.6 | 0.0 | 0.0 | 0.0 | 1.6 | 8 | 59.7 | 20 | 119 | | |
| EDINBURGH | RYANAIR | | S | D | 128 | 0 | 1 | 2.3 | 45.7 | 25.6 | 14.0 | 8.5 | 2.3 | 0.0 | 0.8 | 0.0 | 0.8 | 12 | 58.8 | 25 | 119 | | |
| EDINBURGH | RYANAIR UK LTD | | S | A | 5 | 0 | 0 | 0.0 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 33.3 | 41 | 9 | | |
| EDINBURGH | RYANAIR UK LTD | | 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 | 55.6 | 29 | 9 | | |
| EXETER | BLUE ISLANDS LIMITED | | 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 | 26 | 0.0 | 0 | 0 | | |
| EXETER | EMERALD AIRLINES (IRELAND) LIMITED | | S | A | 20 | 0 | 1 | 14.3 | 52.4 | 14.3 | 0.0 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 8 | 58.3 | 17 | 21 | | |
| EXETER | EMERALD AIRLINES (IRELAND) LIMITED | | S | D | 20 | 0 | 1 | 4.8 | 57.1 | 19.0 | 0.0 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 9 | 63.6 | 14 | 20 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: D | | | | | | | | | | | | APR 2023 | | | | | | | | | |
|-------------------------|------------------------------------|-------------------|---|---------|---|------------------------|------|------|-------|-------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|--|--|
| | | | | | | 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 | | |
| EXETER | EMERALD AIRLINES 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 | AER LINGUS | S | A | 108 | 0 | 2 | 20.0 | 45.5 | 24.5 | 1.8 | 4.5 | 0.9 | 0.0 | 0.9 | 0.0 | 0.0 | 1.8 | 6 | 63.1 | 16 | 120 | | | | | | |
| GLASGOW | AER LINGUS | S | D | 108 | 0 | 2 | 2.7 | 49.1 | 31.8 | 7.3 | 4.5 | 0.9 | 0.9 | 0.9 | 0.0 | 0.0 | 1.8 | 9 | 54.1 | 20 | 119 | | | | | | |
| GLASGOW | RYANAIR | S | A | 90 | 0 | 0 | 4.4 | 60.0 | 23.3 | 3.3 | 6.7 | 1.1 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 18 | 90 | | | | | | |
| GLASGOW | RYANAIR | S | D | 90 | 0 | 0 | 1.1 | 37.8 | 36.7 | 13.3 | 7.8 | 2.2 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 13 | 61.1 | 22 | 90 | | | | | | |
| ISLE OF MAN | EMERALD AIRLINES (IRELAND) LIMITED | S | A | 31 | 0 | 2 | 3.0 | 57.6 | 21.2 | 6.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 4 | 63.8 | 19 | 42 | | | | | | |
| ISLE OF MAN | EMERALD AIRLINES (IRELAND) LIMITED | S | D | 31 | 0 | 2 | 0.0 | 39.4 | 39.4 | 6.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 7 | 63.8 | 18 | 42 | | | | | | |
| JERSEY | BLUE ISLANDS LIMITED | S | A | 13 | 0 | 1 | 21.4 | 35.7 | 21.4 | 0.0 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 | 16 | 82.4 | 11 | 17 | | | | | | |
| JERSEY | BLUE ISLANDS LIMITED | S | D | 13 | 0 | 1 | 0.0 | 42.9 | 35.7 | 0.0 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 | 23 | 50.0 | 22 | 16 | | | | | | |
| LEEDS BRADFORD | AER LINGUS | S | A | 72 | 0 | 1 | 17.8 | 53.4 | 17.8 | 2.7 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 5 | 50.0 | 28 | 59 | | | | | | |
| LEEDS BRADFORD | AER LINGUS | S | D | 72 | 0 | 1 | 2.7 | 54.8 | 30.1 | 5.5 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 5 | 51.7 | 31 | 59 | | | | | | |
| LEEDS BRADFORD | RYANAIR | S | A | 71 | 0 | 2 | 1.4 | 38.4 | 35.6 | 11.0 | 8.2 | 1.4 | 0.0 | 1.4 | 0.0 | 0.0 | 2.7 | 12 | 58.9 | 16 | 73 | | | | | | |
| LEEDS BRADFORD | RYANAIR | S | D | 71 | 0 | 1 | 1.4 | 34.7 | 41.7 | 9.7 | 8.3 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 12 | 69.9 | 14 | 73 | | | | | | |
| LIVERPOOL (JOHN LENNON) | AER LINGUS | S | A | 47 | 0 | 1 | 22.9 | 50.0 | 20.8 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 3 | 80.0 | 18 | 5 | | | | | | |
| LIVERPOOL (JOHN LENNON) | AER LINGUS | S | D | 46 | 0 | 1 | 0.0 | 44.7 | 48.9 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 3 | 66.7 | 22 | 3 | | | | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 50.0 | 9 | 2 | | | | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 20 | 0.0 | 0 | 0 | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 150 | 0 | 0 | 10.7 | 44.7 | 20.7 | 10.7 | 8.7 | 2.7 | 0.7 | 0.7 | 0.7 | 0.0 | 0.0 | 15 | 71.2 | 15 | 146 | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 150 | 1 | 0 | 1.3 | 44.4 | 33.1 | 8.6 | 7.9 | 2.6 | 0.7 | 0.0 | 0.7 | 0.7 | 0.0 | 13 | 73.1 | 16 | 145 | | | | | | |
| GATWICK | 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 | 82.0 | 9 | 111 | | | | | | |
| GATWICK | 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 | 70.9 | 15 | 110 | | | | | | |
| 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 | 27 | 0.0 | 0 | 0 | | | | | | |
| GATWICK | RYANAIR | S | A | 222 | 0 | 1 | 3.1 | 37.2 | 33.6 | 11.7 | 7.2 | 4.0 | 1.3 | 0.9 | 0.4 | 0.0 | 0.4 | 17 | 72.2 | 15 | 222 | | | | | | |
| GATWICK | RYANAIR | S | D | 222 | 0 | 1 | 0.0 | 26.0 | 39.5 | 13.9 | 12.1 | 4.9 | 1.8 | 0.9 | 0.4 | 0.0 | 0.4 | 22 | 61.0 | 27 | 223 | | | | | | |
| HEATHROW | AER LINGUS | S | A | 407 | 0 | 5 | 8.0 | 32.8 | 28.2 | 13.6 | 11.9 | 2.7 | 1.0 | 0.5 | 0.2 | 0.0 | 1.2 | 15 | 77.2 | 9 | 367 | | | | | | |
| HEATHROW | AER LINGUS | S | D | 405 | 0 | 7 | 1.0 | 41.0 | 26.0 | 10.9 | 13.3 | 3.4 | 1.7 | 1.0 | 0.0 | 0.0 | 1.7 | 17 | 78.7 | 11 | 364 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: D | | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|-----------------------|----------------------|-------------------|---|-------------|----------|------------------------|------------|-------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|----------------------------|------------------|-----------------|------------------|-----|----------|--|--|
| | | | | | | 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 | A | 170 | 0 | 4 | 3.4 | 25.3 | 32.2 | 19.0 | 9.2 | 7.5 | 0.0 | 0.6 | 0.6 | 0.0 | 2.3 | 24 | 74.1 | 13 | 153 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 170 | 0 | 4 | 0.0 | 31.6 | 45.4 | 8.0 | 9.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 12 | 61.4 | 17 | 154 | | | | | | | |
| LONDON CITY | BA CITYFLYER LTD | S | A | 158 | 0 | 3 | 49.7 | 31.1 | 8.7 | 5.6 | 2.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 3 | 88.5 | 6 | 129 | | | | | | | |
| LONDON CITY | BA CITYFLYER LTD | S | D | 160 | 0 | 4 | 0.0 | 34.8 | 51.2 | 7.3 | 3.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 7 | 79.2 | 10 | 129 | | | | | | | |
| LUTON | RYANAIR | S | A | 107 | 0 | 0 | 8.4 | 33.6 | 21.5 | 18.7 | 9.3 | 3.7 | 3.7 | 0.9 | 0.0 | 0.0 | 0.0 | 20 | 66.4 | 15 | 107 | | | | | | | |
| LUTON | RYANAIR | S | D | 107 | 0 | 0 | 0.0 | 34.6 | 35.5 | 9.3 | 15.0 | 3.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 59.8 | 19 | 107 | | | | | | | |
| STANSTED | RYANAIR | S | A | 233 | 0 | 2 | 6.8 | 39.1 | 25.1 | 14.5 | 6.8 | 6.0 | 0.4 | 0.4 | 0.0 | 0.0 | 0.9 | 14 | 54.4 | 23 | 228 | | | | | | | |
| STANSTED | RYANAIR | S | D | 234 | 0 | 0 | 0.0 | 20.9 | 37.2 | 18.8 | 15.0 | 6.8 | 0.9 | 0.4 | 0.0 | 0.0 | 0.0 | 21 | 53.7 | 26 | 227 | | | | | | | |
| STANSTED | 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 | 0.0 | 2 | 23.1 | 26 | 13 | | | | | | | |
| STANSTED | RYANAIR UK LTD | 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 | 69.2 | 14 | 13 | | | | | | | |
| MANCHESTER | AER LINGUS | S | A | 168 | 0 | 4 | 18.0 | 48.8 | 17.4 | 5.8 | 2.9 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 10 | 62.4 | 20 | 168 | | | | | | | |
| MANCHESTER | AER LINGUS | S | D | 169 | 0 | 4 | 1.7 | 38.2 | 34.1 | 12.1 | 4.6 | 4.0 | 2.3 | 0.6 | 0.0 | 0.0 | 2.3 | 15 | 57.0 | 23 | 169 | | | | | | | |
| MANCHESTER | RYANAIR | S | A | 158 | 0 | 0 | 3.8 | 44.3 | 29.7 | 11.4 | 7.0 | 2.5 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 13 | 53.3 | 25 | 137 | | | | | | | |
| MANCHESTER | RYANAIR | S | D | 159 | 0 | 0 | 0.0 | 34.0 | 33.3 | 14.5 | 10.1 | 5.7 | 1.9 | 0.6 | 0.0 | 0.0 | 0.0 | 18 | 47.5 | 33 | 139 | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | A | 20 | 0 | 0 | 30.0 | 25.0 | 20.0 | 10.0 | 5.0 | 0.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 51 | 52.0 | 23 | 25 | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | D | 20 | 0 | 0 | 0.0 | 20.0 | 60.0 | 10.0 | 0.0 | 0.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 49 | 84.0 | 11 | 25 | | | | | | | |
| MANCHESTER | 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 | 4 | 0.0 | 0 | 0 | | | | | | | |
| NEWCASTLE | AER LINGUS | S | A | 33 | 0 | 1 | 0.0 | 38.2 | 50.0 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 4 | 76.7 | 16 | 30 | | | | | | | |
| NEWCASTLE | AER LINGUS | S | D | 33 | 0 | 1 | 0.0 | 20.6 | 64.7 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 7 | 66.7 | 20 | 30 | | | | | | | |
| NEWCASTLE | RYANAIR | S | A | 38 | 0 | 0 | 5.3 | 42.1 | 26.3 | 13.2 | 5.3 | 5.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 51.6 | 23 | 64 | | | | | | | |
| NEWCASTLE | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 23.7 | 36.8 | 18.4 | 13.2 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.3 | 22 | 63 | | | | | | | |
| NEWCASTLE | TUI AIRWAYS 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 | | | | | | | |
| SOUTHAMPTON | AER LINGUS | S | A | 55 | 0 | 1 | 33.9 | 46.4 | 14.3 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 2 | 18.2 | 34 | 53 | | | | | | | |
| SOUTHAMPTON | AER LINGUS | S | D | 55 | 0 | 1 | 5.4 | 51.8 | 35.7 | 1.8 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 4 | 14.5 | 38 | 53 | | | | | | | |
| SOUTHAMPTON | 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 | 1 | 1 | | | | | | | |
| 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 | 0.0 | 0 | 42.3 | 25 | 22 | | | | | | | |
| 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 | 0.0 | 0 | 61.5 | 17 | 22 | | | | | | | |
| TOTAL DUBLIN | | | | 6392 | 1 | 94 | 6.0 | 38.7 | 30.6 | 10.7 | 7.9 | 3.0 | 0.9 | 0.5 | 0.2 | 0.0 | 1.4 | 14 | 62.6 | 20 | 6474 | | | | | | | |
| DUBROVNIK | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST 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 | 100.0 | 0 | 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 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 9 | | | | | | | |
| BIRMINGHAM | 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 | 4 | 77.8 | 13 | 9 | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 17 | 0 | 0 | 0 | 11.8 | 41.2 | 47.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.2 | 4 | 17 | | |
| BRISTOL | EASYJET UK LTD | S D | 17 | 0 | 0 | 0 | 0.0 | 41.2 | 58.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.5 | 8 | 17 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 100.0 | 0 | 1 | | |
| EAST MIDLANDS 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 | | |
| EDINBURGH | 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 | 100.0 | 0 | 1 | | |
| EDINBURGH | EASYJET UK LTD | S A | 9 | 0 | 0 | 0 | 44.4 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 81.8 | 2 | 10 | | |
| EDINBURGH | EASYJET UK LTD | S D | 9 | 0 | 0 | 0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 90.9 | 9 | 11 | | |
| EDINBURGH | JET2.COM LTD | S A | 6 | 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 | 100.0 | 0 | 3 | | |
| EDINBURGH | JET2.COM LTD | S D | 6 | 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 | 2 | 100.0 | 1 | 3 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 9 | 0 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 1 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 9 | 0 | 0 | 0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 9 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 29 | 0 | 0 | 0 | 34.5 | 44.8 | 13.8 | 3.4 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 47.6 | 26 | 21 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 29 | 0 | 0 | 0 | 0.0 | 31.0 | 65.5 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 63.6 | 22 | 22 | | |
| GATWICK | BRITISH AIRWAYS PLC | 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 | 70.0 | 21 | 9 | | |
| GATWICK | BRITISH AIRWAYS PLC | 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 | 33 | 75.0 | 26 | 8 | | |
| GATWICK | EASYJET UK LTD | S A | 34 | 0 | 0 | 0 | 23.5 | 52.9 | 17.6 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 74.1 | 8 | 26 | | |
| GATWICK | EASYJET UK LTD | S D | 34 | 0 | 0 | 0 | 0.0 | 32.4 | 61.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.9 | 10 | 26 | | |
| GATWICK | FREEBIRD AIRLINES EUROPE LIMITED | C A | 2 | 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 | 67 | 2 | | |
| GATWICK | FREEBIRD AIRLINES EUROPE LIMITED | C D | 2 | 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 | 7 | 0.0 | 83 | 2 | | |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | | |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | 12 | 0.0 | 0 | 0 | | |
| STANSTED | JET2.COM LTD | S A | 13 | 0 | 0 | 0 | 46.2 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 90.0 | 6 | 10 | | |
| STANSTED | JET2.COM LTD | S D | 13 | 0 | 0 | 0 | 0.0 | 30.8 | 69.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 90.0 | 3 | 10 | | |
| STANSTED | RYANAIR | S A | 29 | 0 | 0 | 0 | 13.8 | 41.4 | 27.6 | 6.9 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | |
| STANSTED | RYANAIR | S D | 29 | 0 | 0 | 0 | 0.0 | 24.1 | 34.5 | 17.2 | 20.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| MANCHESTER | EASYJET UK LTD | S A | 8 | 0 | 0 | 0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 10 | 9 | | |
| MANCHESTER | EASYJET UK LTD | S D | 8 | 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 | 66.7 | 13 | 9 | | |
| MANCHESTER | FREEBIRD 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 | 0.0 | 30 | 2 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: D | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|------------------------|--|----------------------------|--|---------|---|------------------------|----------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|-----------|------------------|-----------------|------------------|
| | | | | | | 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) |
| MANCHESTER | | FREEBIRD 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 | 43 | 2 | | |
| MANCHESTER | | JET2.COM LTD | | S | A | 12 | 0 | 0 | 25.0 | 50.0 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 9 | | |
| MANCHESTER | | JET2.COM LTD | | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 66.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 0 | 9 | | |
| MANCHESTER | | RYANAIR | | S | A | 8 | 0 | 0 | 25.0 | 25.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| MANCHESTER | | RYANAIR | | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | |
| NEWCASTLE | | 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 | | |
| 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 | 8 | 0.0 | 0 | 0 | | |
| TOTAL DUBROVNIK | | | | | | 380 | 0 | 0 | 15.3 | 39.2 | 36.6 | 3.4 | 4.7 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.2 | 11 | 278 | | |
| DUNDEE | | BELFAST CITY (GEORGE BEST) | | S | A | 0 | 0 | 0 | 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 | | |
| DUNDEE | | BELFAST CITY (GEORGE BEST) | | S | D | 0 | 0 | 0 | 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 | | |
| DUNDEE | | HEATHROW | | S | A | 30 | 0 | 1 | 3.2 | 38.7 | 35.5 | 6.5 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 3.2 | 12 | 0.0 | 0 | 0 | | |
| DUNDEE | | HEATHROW | | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 43.3 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | |
| DUNDEE | | LONDON CITY | | S | A | 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 | 5 | 41 | | |
| DUNDEE | | LONDON CITY | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 67.4 | 16 | 43 | | |
| TOTAL DUNDEE | | | | | | 60 | 0 | 1 | 1.6 | 37.7 | 39.3 | 8.2 | 8.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.4 | 9 | 102 | | |
| DURBAN | | EDINBURGH | | 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 | 35 | 0.0 | 0 | 0 | | |
| TOTAL DURBAN | | | | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | | |
| DUSSELDORF | | BIRMINGHAM | | S | A | 54 | 0 | 1 | 0.0 | 30.9 | 40.0 | 12.7 | 10.9 | 3.6 | 0.0 | 0.0 | 0.0 | 1.8 | 12 | 72.5 | 11 | 50 | | |
| DUSSELDORF | | BIRMINGHAM | | S | D | 54 | 0 | 1 | 0.0 | 30.9 | 38.2 | 10.9 | 12.7 | 5.5 | 0.0 | 0.0 | 0.0 | 1.8 | 13 | 62.7 | 17 | 50 | | |
| DUSSELDORF | | EDINBURGH | | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.5 | 7 | 16 | | |
| DUSSELDORF | | EDINBURGH | | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.5 | 7 | 16 | | |
| DUSSELDORF | | HEATHROW | | S | A | 79 | 0 | 0 | 3.8 | 34.2 | 30.4 | 13.9 | 10.1 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.3 | 12 | 94 | | |
| DUSSELDORF | | HEATHROW | | S | D | 79 | 0 | 0 | 0.0 | 22.8 | 38.0 | 16.5 | 19.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.3 | 16 | 95 | | |
| DUSSELDORF | | HEATHROW | | S | A | 116 | 0 | 0 | 1.7 | 30.2 | 37.1 | 12.1 | 14.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 59.6 | 16 | 109 | | |
| DUSSELDORF | | HEATHROW | | S | D | 116 | 0 | 0 | 0.0 | 21.6 | 48.3 | 8.6 | 15.5 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.5 | 20 | 109 | | |
| DUSSELDORF | | LONDON CITY | | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 91.0 | 4 | 64 | | |
| DUSSELDORF | | LONDON CITY | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 88.2 | 6 | 68 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/ S | A/ D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------|-------------------|---------------------------|------|------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | EUROWINGS LUFTVERKEHRS | S | A | 58 | 0 | 0 | 0.0 | 39.7 | 29.3 | 17.2 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.7 | 15 | 49 |
| | MANCHESTER | EUROWINGS LUFTVERKEHRS | S | D | 58 | 0 | 0 | 0.0 | 44.8 | 32.8 | 5.2 | 8.6 | 5.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 16 | 49 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | A | 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 | 8 | 76.9 | 7 | 13 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 92.3 | 6 | 13 |
| TOTAL DUSSELDORF | | | | | 666 | 0 | 2 | 0.7 | 28.4 | 39.7 | 13.2 | 12.4 | 4.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 68.8 | 13 | 795 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: E | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|--|-------------------|----------------------------|-------------------------------|-----|-----|------------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|------------|
| | | 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 | 11 | 0 | 0 | 63.6 | 0.0 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 0 | 5 | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 11 | 0 | 0 | 0.0 | 9.1 | 45.5 | 9.1 | 9.1 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 9 | 6 | |
| | | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | A | 3 | 0 | 0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 3 | |
| | | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 | 96 | 100.0 | 1 | 3 | |
| TOTAL E T JOSHUA | | | | | | 27 | 0 | 0 | 29.6 | 3.7 | 33.3 | 11.1 | 3.7 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 23 | 88.2 | 3 | 17 | |
| EAST MIDLANDS INTERNATIONAL | | ABERDEEN | 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 | 13 | 0.0 | 0 | 0 | |
| | | ABERDEEN | EASTERN AIRWAYS | S | A | 0 | 0 | 5 | 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 | |
| | | ABERDEEN | EASTERN AIRWAYS | S | D | 0 | 0 | 5 | 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) | AER LINGUS | S | A | 1 | 0 | 2 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 5 | 79.2 | 4 | 22 | |
| | | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | D | 1 | 0 | 2 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 0 | 83.3 | 4 | 22 | |
| | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 28 | 0 | 0 | 17.9 | 50.0 | 21.4 | 3.6 | 0.0 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 11 | 71.4 | 34 | 7 | |
| | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 28 | 0 | 0 | 3.6 | 57.1 | 28.6 | 3.6 | 0.0 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 11 | 71.4 | 36 | 7 | |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 16 | 0 | 0 | 18.8 | 62.5 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.2 | 9 | 17 | |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 16 | 0 | 0 | 0.0 | 68.8 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.4 | 11 | 17 | |
| | | BOURNEMOUTH | 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 | 17 | 1 | |
| | | BOURNEMOUTH | 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 | 100.0 | 12 | 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 | 100.0 | 0 | 1 | |
| | | CARDIFF WALES | 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 | 30 | 1 | |
| | | CARDIFF WALES | 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 | |
| | | 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 | 54 | 1 | |
| | | JERSEY | BLUE ISLANDS LIMITED | S | A | 24 | 0 | 1 | 8.0 | 64.0 | 8.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.0 | 13 | 74.2 | 18 | 31 | |
| | | JERSEY | BLUE ISLANDS LIMITED | S | D | 24 | 0 | 1 | 0.0 | 48.0 | 28.0 | 8.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 4.0 | 17 | 74.2 | 19 | 31 | |
| | | STANSTED | RYANAIR | 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 | |
| | | STANSTED | RYANAIR UK LTD | 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 | |
| | | 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 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | | | | 139 | 0 | 22 | 6.8 | 49.7 | 18.0 | 4.3 | 2.5 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 13.7 | 11 | 77.4 | 14 | 160 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: E | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------|----------------------------|-------------------------|-----|-----|-----|-------|-----|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------|------------------|-----------------|------------------|-----|
| | | 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 | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 22 | 0 | 2 | 0.0 | 12.5 | 25.0 | 16.7 | 4.2 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 8.3 | 48 | 41.2 | 17 | 11 |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | D | 22 | 0 | 3 | 0.0 | 16.0 | 12.0 | 16.0 | 12.0 | 20.0 | 8.0 | 4.0 | 0.0 | 0.0 | 12.0 | 50 | 35.3 | 35 | 11 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 81 | 0 | 3 | 10.7 | 28.6 | 23.8 | 9.5 | 8.3 | 6.0 | 2.4 | 7.1 | 0.0 | 0.0 | 3.6 | 34 | 86.0 | 9 | 93 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 81 | 0 | 2 | 0.0 | 45.8 | 27.7 | 6.0 | 3.6 | 6.0 | 3.6 | 4.8 | 0.0 | 0.0 | 2.4 | 26 | 92.5 | 6 | 93 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 124 | 0 | 1 | 14.4 | 37.6 | 24.8 | 8.0 | 7.2 | 6.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 13 | 58.4 | 29 | 112 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 125 | 0 | 0 | 1.6 | 52.0 | 24.8 | 8.0 | 6.4 | 5.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.7 | 22 | 112 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 56 | 0 | 0 | 3.6 | 32.1 | 28.6 | 16.1 | 12.5 | 5.4 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 17 | 90.7 | 9 | 43 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 56 | 0 | 0 | 0.0 | 53.6 | 17.9 | 10.7 | 14.3 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 79.1 | 11 | 43 |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 74 | 0 | 0 | 16.2 | 31.1 | 25.7 | 12.2 | 8.1 | 2.7 | 1.4 | 2.7 | 0.0 | 0.0 | 0.0 | 20 | 63.2 | 17 | 56 |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 74 | 0 | 0 | 0.0 | 29.7 | 39.2 | 10.8 | 12.2 | 4.1 | 2.7 | 1.4 | 0.0 | 0.0 | 0.0 | 21 | 52.6 | 23 | 56 |
| | BOURNEMOUTH | RYANAIR UK LTD | S | A | 17 | 0 | 0 | 35.3 | 23.5 | 5.9 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 110 | 27.8 | 39 | 18 |
| | BOURNEMOUTH | RYANAIR UK LTD | S | D | 18 | 0 | 0 | 5.6 | 38.9 | 27.8 | 5.6 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 38.9 | 86 | 18 |
| | BRISTOL | EASYJET UK LTD | S | A | 116 | 0 | 0 | 9.5 | 29.3 | 24.1 | 19.8 | 10.3 | 6.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 64.1 | 20 | 128 |
| | BRISTOL | EASYJET UK LTD | S | D | 116 | 0 | 0 | 1.7 | 44.0 | 25.0 | 14.7 | 8.6 | 5.2 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 71.1 | 16 | 128 |
| | 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 | 0.0 | 20 | 1 |
| | CARDIFF WALES | LOGANAIR LTD | S | A | 21 | 0 | 0 | 14.3 | 23.8 | 33.3 | 4.8 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 87.5 | 13 | 24 |
| | CARDIFF WALES | LOGANAIR LTD | S | D | 21 | 0 | 0 | 4.8 | 28.6 | 33.3 | 14.3 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 18 | 24 |
| | EXETER | LOGANAIR LTD | S | A | 30 | 0 | 0 | 0.0 | 13.3 | 20.0 | 30.0 | 30.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 87.1 | 11 | 31 |
| | EXETER | LOGANAIR LTD | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 23.3 | 30.0 | 26.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 86.2 | 10 | 29 |
| | 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 | 12 | 1 |
| | 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 | 0.0 | 16 | 0.0 | 23 | 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 | 0.0 | 25 | 1 |
| | GLASGOW | KLM | S | A | 0 | 0 | 0 | 0.0 | 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 |
| | GLASGOW | KLM | S | D | 0 | 0 | 0 | 0.0 | 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 |
| | GLASGOW | 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 | 0.0 | 0 | 0 |
| | ISLE OF MAN | LOGANAIR LTD | S | A | 11 | 0 | 2 | 15.4 | 30.8 | 0.0 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 19 | 64.7 | 32 | 15 |
| | ISLE OF MAN | LOGANAIR LTD | S | D | 11 | 0 | 2 | 15.4 | 23.1 | 7.7 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 20 | 70.6 | 29 | 15 |
| | JERSEY | EASYJET UK LTD | 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 | 29 | 50.0 | 23 | 8 |
| | JERSEY | EASYJET UK LTD | S | D | 9 | 0 | 0 | 11.1 | 11.1 | 22.2 | 11.1 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 52 | 37.5 | 33 | 8 |
| | LEEDS BRADFORD | BRITISH AIRWAYS PLC | C | 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 | 224 | 0.0 | 0 | 0 |
| | LEEDS BRADFORD | 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 | 55 | 1 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|--------------------------|-----------------------------|--------------------------------------|---|---------|-------------|----------|-----------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | C | 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 | 0.0 | 145 | 0.0 | 0 | 0 | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | A | 143 | 0 | 0 | 28.7 | 39.9 | 15.4 | 7.7 | 4.9 | 2.8 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.6 | 18 | 147 | | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | D | 143 | 0 | 0 | 0.7 | 52.4 | 28.7 | 7.0 | 8.4 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.8 | 19 | 147 | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 335 | 0 | 11 | 7.5 | 26.3 | 25.7 | 19.9 | 10.7 | 5.5 | 0.9 | 0.3 | 0.0 | 0.0 | 3.2 | 17 | 72.9 | 12 | 290 | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 335 | 0 | 10 | 0.0 | 31.6 | 38.3 | 14.8 | 9.6 | 2.3 | 0.3 | 0.3 | 0.0 | 0.0 | 2.9 | 13 | 55.5 | 20 | 290 | | | | | | | | |
| | 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 | 92 | 1 | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 214 | 0 | 4 | 37.6 | 39.4 | 14.7 | 4.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 3 | 90.8 | 5 | 194 | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 214 | 0 | 5 | 0.0 | 41.6 | 41.1 | 10.5 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 6 | 84.2 | 9 | 196 | | | | | | | | | |
| | LUTON | EASYJET UK LTD | S | A | 99 | 0 | 0 | 12.1 | 38.4 | 22.2 | 12.1 | 14.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.9 | 16 | 88 | | | | | | | | | |
| | LUTON | EASYJET UK LTD | S | D | 99 | 0 | 0 | 0.0 | 42.4 | 32.3 | 14.1 | 9.1 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 11 | 73.9 | 16 | 88 | | | | | | | | | |
| | STANSTED | EASYJET UK LTD | S | A | 87 | 0 | 0 | 4.6 | 43.7 | 24.1 | 12.6 | 10.3 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 14 | 79.8 | 15 | 84 | | | | | | | | | |
| | STANSTED | EASYJET UK LTD | S | D | 87 | 0 | 0 | 0.0 | 32.2 | 35.6 | 12.6 | 11.5 | 6.9 | 0.0 | 1.1 | 0.0 | 0.0 | 18 | 71.4 | 18 | 84 | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 86 | 0 | 0 | 2.3 | 29.1 | 17.4 | 15.1 | 20.9 | 12.8 | 0.0 | 2.3 | 0.0 | 0.0 | 29 | 45.9 | 37 | 72 | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | D | 86 | 0 | 0 | 0.0 | 19.8 | 26.7 | 17.4 | 17.4 | 15.1 | 2.3 | 1.2 | 0.0 | 0.0 | 32 | 29.2 | 33 | 72 | | | | | | | | | |
| | MANCHESTER | 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 | 23 | 1 | | | | | | | | | |
| | NEWCASTLE | 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 | 47 | 0.0 | 0 | 0 | | | | | | | | | |
| | SOUTHAMPTON | BA CITYFLYER LTD | S | 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 | 100.0 | 0 | 2 | | | | | | | | | |
| | SOUTHAMPTON | BA CITYFLYER 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 | 5 | 100.0 | 9 | 3 | | | | | | | | | |
| | SOUTHAMPTON | LOGANAIR LTD | S | A | 93 | 0 | 1 | 7.4 | 39.4 | 36.2 | 7.4 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 7 | 81.4 | 12 | 98 | | | | | | | | | |
| | SOUTHAMPTON | LOGANAIR LTD | S | D | 92 | 0 | 2 | 2.1 | 27.7 | 42.6 | 13.8 | 10.6 | 1.1 | 0.0 | 0.0 | 0.0 | 2.1 | 10 | 79.4 | 14 | 99 | | | | | | | | | |
| TOTAL EDINBURGH | | | | | 3246 | 0 | 48 | 7.6 | 35.2 | 27.6 | 12.7 | 9.6 | 4.3 | 0.9 | 0.7 | 0.0 | 0.0 | 1.5 | 16 | 70.2 | 17 | 3039 | | | | | | | | |
| EGILSSTADIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | ICELANDAIR | 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 | | | | | | | | | |
| | GLASGOW | ICELANDAIR | 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 | | | | | | | | | |
| TOTAL EGILSSTADIR | | | | | 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 | 0 | 0 | | | | | | | | | |
| EINDHOVEN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 17 | 0.0 | 0 | 0 | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 60.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 11 | 9 | | | | | | | | | |
| | EDINBURGH | RYANAIR | 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 | 77.8 | 10 | 9 | | | | | | | | | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 | | | | | | | | | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 73 | 0 | 0 | 0.0 | 17.8 | 35.6 | 21.9 | 16.4 | 6.8 | 1.4 | 0.0 | 0.0 | 0.0 | 22 | 63.3 | 23 | 90 | | | | | | | | | |
| | STANSTED | RYANAIR | S | D | 73 | 0 | 0 | 0.0 | 38.4 | 45.2 | 8.2 | 6.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 65.6 | 22 | 90 | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: E | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------------|-----------------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 UK LTD | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 41.2 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 52.9 | 29.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 23.1 | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 53.8 | 21 | 13 |
| | MANCHESTER | RYANAIR | 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 | 16 | 69.2 | 15 | 13 |
| TOTAL EINDHOVEN | | | | | 225 | 0 | 0 | 0.0 | 26.7 | 37.8 | 17.3 | 12.0 | 5.8 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 64.7 | 21 | 224 |
| ENFIDHA - HAMMAMET INTL | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | 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 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | 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 | 2 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 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 | 12 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 9 | 4 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 9 | 100.0 | 4 | 4 |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 15.4 | 38.5 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 19 | 8 |
| | BRISTOL | EASYJET UK LTD | S | D | 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 | 7 | 50.0 | 24 | 8 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 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 | 7 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 8 | 0 | 1 | 0.0 | 55.6 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 6 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK 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 | 2 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET UK LTD | S | A | 26 | 0 | 0 | 23.1 | 23.1 | 30.8 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 52.4 | 24 | 21 |
| | GATWICK | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 42.3 | 15.4 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 52.4 | 25 | 21 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 44.4 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 25.0 | 18 | 4 |
| | GATWICK | TUI AIRWAYS LTD | C | 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 | 9 | 75.0 | 12 | 4 |
| | LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 53.8 | 15.4 | 7.7 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| | LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 7.7 | 23.1 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | A | 30 | 0 | 0 | 16.7 | 40.0 | 23.3 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 63.0 | 17 | 26 |
| | MANCHESTER | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 73.3 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.2 | 16 | 26 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 11.1 | 11.1 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 13 | 4 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 77.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 19 | 4 |
| | NEWCASTLE | TUI AIRWAYS 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 | 0.0 | 0 | 0 |
| | NEWCASTLE | TUI AIRWAYS 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 | 21 | 0.0 | 0 | 0 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | | | 284 | 0 | 1 | 8.4 | 22.8 | 39.3 | 15.4 | 9.5 | 3.5 | 0.4 | 0.4 | 0.0 | 0.0 | 0.4 | 14 | 62.2 | 19 | 134 |
| ESBJERG | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 20 | 0 | 1 | 42.9 | 19.0 | 23.8 | 4.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 78.9 | 8 | 19 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: E | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------|----------------------------|------------------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | ABERDEEN | LOGANAIR LTD | S | D | 20 | 0 | 1 | 0.0 | 47.6 | 38.1 | 0.0 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 12 | 89.5 | 6 | 19 |
| TOTAL ESBJERG | | | | | 40 | 0 | 2 | 21.4 | 33.3 | 31.0 | 2.4 | 2.4 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 84.2 | 7 | 38 |
| ESSAOUIRA | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 33.3 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 75.0 | 13 | 8 |
| | STANSTED | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 66.7 | 11.1 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 87.5 | 7 | 8 |
| TOTAL ESSAOUIRA | | | | | 18 | 0 | 0 | 0.0 | 55.6 | 22.2 | 0.0 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.3 | 10 | 16 |
| EXETER | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 0.0 | 0 | 0 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 20 | 0 | 1 | 19.0 | 38.1 | 23.8 | 0.0 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 11 | 90.0 | 7 | 30 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 20 | 0 | 1 | 0.0 | 52.4 | 28.6 | 0.0 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 10 | 90.0 | 7 | 30 |
| | EDINBURGH | LOGANAIR LTD | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 23.3 | 30.0 | 30.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 90.0 | 7 | 29 |
| | EDINBURGH | LOGANAIR LTD | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 26.7 | 26.7 | 33.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 80.0 | 16 | 30 |
| | GLASGOW | 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 | 1 | 22 |
| | GLASGOW | 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 | 90.9 | 3 | 22 |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 30 | 0 | 0 | 0.0 | 30.0 | 33.3 | 20.0 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.3 | 18 | 29 |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 36.7 | 3.3 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.3 | 16 | 29 |
| | NEWCASTLE | LOGANAIR LTD | S | A | 20 | 0 | 2 | 31.8 | 50.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 0 | 85.7 | 4 | 20 |
| | NEWCASTLE | LOGANAIR LTD | S | D | 21 | 0 | 1 | 0.0 | 36.4 | 50.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 5 | 85.7 | 5 | 20 |
| TOTAL EXETER | | | | | 201 | 0 | 7 | 5.3 | 29.8 | 28.8 | 12.5 | 13.0 | 6.3 | 1.0 | 0.0 | 0.0 | 0.0 | 3.4 | 17 | 83.1 | 9 | 261 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: F | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------|-------------------|----------------------------|------------------------|-----|-----|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|----------|
| | | 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 | D | 0 | 0 | 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 |
| | | 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 | 0.0 | 65 | 1 |
| TOTAL FARNBOROUGH | | | | | | 0 | 0 | 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 | 2 |
| FARO | | ABERDEEN | 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 | 7 | 66.7 | 18 | 9 |
| | | ABERDEEN | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 30 | 9 |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 47 | 0 | 0 | 0.0 | 40.4 | 31.9 | 10.6 | 6.4 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 42.2 | 36 | 44 |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 47 | 0 | 0 | 0.0 | 51.1 | 23.4 | 14.9 | 8.5 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.2 | 17 | 44 |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 29.4 | 35.3 | 29.4 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 17 | 77.8 | 18 | 18 |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 58.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 77.8 | 19 | 18 |
| | | BELFAST INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 100.0 | 1 | 4 |
| | | BELFAST INTERNATIONAL | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 100.0 | 7 | 4 |
| | | BELFAST INTERNATIONAL | RYANAIR UK 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 | 6 | 69.2 | 30 | 13 |
| | | BELFAST INTERNATIONAL | 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 | 61.5 | 34 | 13 |
| | | BIRMINGHAM | EASYJET UK LTD | S | A | 8 | 0 | 1 | 0.0 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 3 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | EASYJET UK LTD | 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 | 3 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 30 | 0 | 0 | 6.7 | 53.3 | 36.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 90.0 | 9 | 30 |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 66.7 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 15 | 30 |
| | | BIRMINGHAM | RYANAIR | S | A | 30 | 0 | 0 | 20.0 | 20.0 | 46.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 15 | 39 |
| | | BIRMINGHAM | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 36.7 | 30.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.3 | 20 | 38 |
| | | BIRMINGHAM | TUI AIRWAYS LTD | 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 | 21 | 75.0 | 14 | 4 |
| | | BIRMINGHAM | 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 | 5 | 80.0 | 10 | 5 |
| | | BOURNEMOUTH | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 29.4 | 35.3 | 17.6 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 98 | 76.9 | 17 | 13 |
| | | BOURNEMOUTH | RYANAIR | S | D | 17 | 0 | 0 | 5.9 | 47.1 | 41.2 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 76.9 | 14 | 13 |
| | | BRISTOL | EASYJET EUROPE | S | A | 34 | 0 | 0 | 8.8 | 26.5 | 50.0 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 6 | 11 |
| | | BRISTOL | EASYJET EUROPE | S | D | 34 | 0 | 1 | 0.0 | 22.9 | 57.1 | 11.4 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 9 | 66.7 | 13 | 11 |
| | | BRISTOL | EASYJET UK LTD | S | A | 43 | 0 | 0 | 0.0 | 34.9 | 39.5 | 14.0 | 4.7 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 47.7 | 29 | 43 |
| | | BRISTOL | EASYJET UK LTD | S | D | 43 | 0 | 0 | 0.0 | 48.8 | 39.5 | 4.7 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 58.1 | 22 | 43 |
| | | BRISTOL | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 58.8 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 64.3 | 14 | 14 |
| | | BRISTOL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 82.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 78.6 | 8 | 14 |
| | | BRISTOL | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 57.1 | 28.6 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 60.0 | 27 | 25 |
| | | BRISTOL | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 52.4 | 38.1 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.0 | 25 | 25 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | A | 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 | 5 | 77.8 | 7 | 9 | | |
| CARDIFF WALES | 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 | 0.0 | 8 | 77.8 | 8 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 26 | 0 | 0 | 19.2 | 50.0 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.2 | 12 | 26 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 25 | 0 | 0 | 0.0 | 60.0 | 36.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.8 | 12 | 26 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 28 | 0 | 0 | 10.7 | 42.9 | 32.1 | 10.7 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 56.9 | 23 | 51 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 28 | 0 | 0 | 3.6 | 50.0 | 28.6 | 14.3 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.7 | 18 | 51 | | |
| EDINBURGH | JET2.COM LTD | S | A | 21 | 0 | 0 | 0.0 | 38.1 | 52.4 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 68.2 | 17 | 22 | | |
| EDINBURGH | JET2.COM LTD | S | D | 21 | 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 | 81.8 | 7 | 22 | | |
| EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 11.5 | 30.8 | 46.2 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 43.3 | 26 | 30 | | |
| EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 46.2 | 11.5 | 11.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 18 | 30 | | |
| EXETER | 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 | 6 | 0.0 | 0 | 0 | | |
| EXETER | RYANAIR | 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 | 10 | 0.0 | 0 | 0 | | |
| GLASGOW | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 53.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 33.3 | 26 | 8 | | |
| GLASGOW | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 61.5 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 19 | 8 | | |
| GLASGOW | JET2.COM LTD | S | A | 24 | 0 | 0 | 37.5 | 29.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 84.6 | 5 | 26 | | |
| GLASGOW | JET2.COM LTD | S | D | 27 | 0 | 0 | 0.0 | 44.4 | 51.9 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 96.2 | 3 | 26 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 32 | 0 | 0 | 40.6 | 21.9 | 34.4 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 97.0 | 4 | 33 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 32 | 0 | 0 | 3.1 | 50.0 | 31.3 | 9.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 97.0 | 5 | 33 | | |
| LEEDS BRADFORD | RYANAIR | S | A | 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 | 8 | 69.2 | 37 | 13 | | |
| LEEDS BRADFORD | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 34 | 13 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 35 | 0 | 0 | 8.6 | 45.7 | 28.6 | 5.7 | 5.7 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.7 | 23 | 34 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 40.0 | 40.0 | 11.4 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.5 | 17 | 34 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 12 | 0 | 0 | 41.7 | 50.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 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 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 46.2 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 61.5 | 27 | 13 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.2 | 27 | 13 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 52 | 0 | 0 | 51.9 | 30.8 | 7.7 | 3.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 69.0 | 26 | 29 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 52 | 0 | 0 | 0.0 | 38.5 | 48.1 | 5.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 58.6 | 34 | 29 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|--------------------|---------------------|---------|-----|-----|-------------------|-------|------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|------|----|----|
| | | | | | 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 | | |
| GATWICK | BRITISH AIRWAYS PLC | S A | 1 | 0 | 1 | 50.0 | 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 | 66.7 | 16 | 21 |
| GATWICK | BRITISH AIRWAYS PLC | S D | 1 | 0 | 1 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0 | 61.9 | 21 | 21 |
| 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 | 63.0 | 14 | 27 | |
| 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 | 29.6 | 35 | 27 | |
| GATWICK | EASYJET UK LTD | S A | 153 | 0 | 0 | 7.8 | 47.1 | 24.8 | 11.1 | 3.9 | 4.6 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 12 | 65.4 | 20 | 128 | | |
| GATWICK | EASYJET UK LTD | S D | 153 | 0 | 0 | 0.0 | 34.6 | 46.4 | 11.1 | 4.6 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.8 | 17 | 129 | | |
| GATWICK | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 5 | 8 | | |
| GATWICK | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.9 | 5 | 9 | | |
| GATWICK | WIZZ AIR UK LTD | S A | 43 | 0 | 0 | 7.0 | 41.9 | 34.9 | 7.0 | 2.3 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.9 | 19 | 44 | | |
| GATWICK | WIZZ AIR UK LTD | S D | 43 | 0 | 0 | 0.0 | 23.3 | 51.2 | 18.6 | 2.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.1 | 28 | 43 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 61 | 0 | 2 | 6.3 | 41.3 | 27.0 | 9.5 | 4.8 | 6.3 | 1.6 | 0.0 | 0.0 | 0.0 | 3.2 | 12 | 66.1 | 18 | 61 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 61 | 0 | 2 | 0.0 | 30.2 | 44.4 | 12.7 | 6.3 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 10 | 54.8 | 19 | 61 | |
| LUTON | EASYJET UK LTD | S A | 77 | 0 | 0 | 5.2 | 32.5 | 33.8 | 11.7 | 11.7 | 2.6 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 19 | 60.3 | 20 | 73 | | |
| LUTON | EASYJET UK LTD | S D | 77 | 0 | 0 | 0.0 | 37.7 | 37.7 | 13.0 | 7.8 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.4 | 21 | 73 | | |
| LUTON | RYANAIR | S A | 21 | 0 | 0 | 14.3 | 47.6 | 23.8 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.0 | 12 | 21 | | |
| LUTON | RYANAIR | S D | 21 | 0 | 0 | 0.0 | 52.4 | 19.0 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.2 | 10 | 21 | | |
| STANSTED | JET2.COM LTD | S A | 30 | 0 | 0 | 6.7 | 50.0 | 40.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 73.1 | 8 | 26 | | |
| STANSTED | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 26.7 | 66.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 5 | 26 | | |
| STANSTED | RYANAIR | S A | 78 | 0 | 0 | 7.7 | 30.8 | 37.2 | 19.2 | 3.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.5 | 27 | 95 | | |
| STANSTED | RYANAIR | S D | 78 | 0 | 0 | 0.0 | 10.3 | 41.0 | 25.6 | 19.2 | 1.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 55.8 | 25 | 95 | | |
| MANCHESTER | EASYJET EUROPE | S A | 26 | 0 | 0 | 7.7 | 53.8 | 26.9 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.2 | 1 | 15 | | |
| MANCHESTER | EASYJET EUROPE | S D | 22 | 0 | 0 | 0.0 | 36.4 | 45.5 | 13.6 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.2 | 4 | 15 | | |
| MANCHESTER | JET2.COM LTD | S A | 34 | 0 | 0 | 20.6 | 32.4 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 15 | 36 | | |
| MANCHESTER | JET2.COM LTD | S D | 34 | 0 | 0 | 0.0 | 14.7 | 70.6 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.9 | 15 | 36 | | |
| MANCHESTER | RYANAIR | S A | 51 | 0 | 0 | 7.8 | 21.6 | 39.2 | 17.6 | 7.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.4 | 17 | 72 | | |
| MANCHESTER | RYANAIR | S D | 51 | 0 | 0 | 0.0 | 23.5 | 33.3 | 27.5 | 11.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 61.1 | 24 | 72 | | |
| 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 | 80.0 | 14 | 5 | | |
| 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 | 80.0 | 15 | 5 | | |
| 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 | 14 | 50.0 | 11 | 4 | | |
| MANCHESTER | TUI AIRWAYS LTD | C 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 | 2 | 80.0 | 16 | 5 | | |
| NEWCASTLE | JET2.COM LTD | S A | 30 | 0 | 0 | 16.7 | 33.3 | 43.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 80.0 | 12 | 30 | | |
| NEWCASTLE | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 43.3 | 56.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.0 | 13 | 30 | | |
| NEWCASTLE | 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 | 2 | 55.6 | 28 | 9 | | |
| NEWCASTLE | RYANAIR | 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 | 7 | 33.3 | 40 | 9 | | |
| SOUTHAMPTON | 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 | 1 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | |
|--------------------------------|--|------------------------|--|---------|---|-------------|----------|-----------|-------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 |
| SOUTHAMPTON | | 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 | 100.0 | 9 | 1 | | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | RYANAIR | | S | A | 8 | 0 | 0 | 0 | 12.5 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 44.4 | 19 | 9 | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | RYANAIR | | S | D | 8 | 0 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 33 | 33.3 | 22 | 9 | | | | | |
| TOTAL FARO | | | | | | 2450 | 0 | 10 | 6.1 | 36.1 | 37.8 | 10.9 | 5.5 | 2.7 | 0.4 | 0.1 | 0.1 | 0.0 | 0.4 | 11 | 66.5 | 19 | 2494 | | | | | |
| FEZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | A | 8 | 0 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 22.2 | 38 | 9 | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | 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 | 11 | 66.7 | 26 | 9 | | | | | |
| TOTAL FEZ | | | | | | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 44.4 | 32 | 18 | | | | | | |
| FLORENCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 100.0 | 0 | 1 | | | | | | |
| GATWICK | | VUELING AIRLINES | | S | A | 64 | 0 | 0 | 0 | 35.9 | 35.9 | 14.1 | 7.8 | 1.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.4 | 14 | 64 | | | | | |
| GATWICK | | VUELING AIRLINES | | S | D | 64 | 0 | 0 | 0 | 1.6 | 39.1 | 35.9 | 12.5 | 7.8 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 19 | 64 | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 30 | 0 | 0 | 0 | 0.0 | 30.0 | 30.0 | 10.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 38.5 | 28 | 13 | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 30 | 0 | 0 | 0 | 0.0 | 63.3 | 23.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.3 | 3 | 15 | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | A | 60 | 0 | 1 | 19.7 | 34.4 | 23.0 | 9.8 | 3.3 | 3.3 | 4.9 | 0.0 | 0.0 | 0.0 | 1.6 | 16 | 64.8 | 12 | 54 | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | D | 61 | 0 | 0 | 0 | 0.0 | 16.4 | 52.5 | 9.8 | 14.8 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 72.7 | 11 | 55 | | | | | |
| TOTAL FLORENCE | | | | | | 309 | 0 | 1 | 11.6 | 34.5 | 30.3 | 10.3 | 7.7 | 3.5 | 1.3 | 0.3 | 0.0 | 0.0 | 0.3 | 13 | 70.5 | 14 | 266 | | | | | |
| FORLI | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MANCHESTER | | ETF 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 | | | | | | |
| TOTAL FORLI | | | | | | 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 | | | | | | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | | LUFTHANSA | | S | A | 22 | 0 | 0 | 9.1 | 36.4 | 31.8 | 9.1 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 4 | | | | | | |
| BELFAST CITY (GEORGE BEST) | | LUFTHANSA | | S | D | 22 | 0 | 0 | 4.5 | 22.7 | 54.5 | 13.6 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 4 | | | | | | |
| BIRMINGHAM | | LUFTHANSA | | S | A | 115 | 0 | 4 | 0.0 | 26.1 | 43.7 | 17.6 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 11 | 81.2 | 8 | 101 | | | | | | |
| BIRMINGHAM | | LUFTHANSA | | S | D | 115 | 0 | 4 | 0.0 | 21.0 | 43.7 | 16.8 | 13.4 | 1.7 | 0.0 | 0.0 | 0.0 | 3.4 | 14 | 78.4 | 9 | 102 | | | | | | |
| BRISTOL | | 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 | 93.8 | 3 | 32 | | | | | | |
| BRISTOL | | LUFTHANSA | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 90.6 | 4 | 32 | | | | | | |
| EDINBURGH | | LUFTHANSA | | S | A | 72 | 0 | 1 | 0.0 | 31.5 | 42.5 | 20.5 | 1.4 | 2.7 | 0.0 | 0.0 | 0.0 | 1.4 | 9 | 73.0 | 13 | 74 | | | | | | |
| EDINBURGH | | LUFTHANSA | | S | D | 72 | 0 | 1 | 0.0 | 38.4 | 26.0 | 19.2 | 11.0 | 4.1 | 0.0 | 0.0 | 0.0 | 1.4 | 13 | 66.2 | 12 | 74 | | | | | | |
| GLASGOW | | EUROWINGS LUFTVERKEHRS | | 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 | 5 | 0.0 | 0 | 0 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | | | | | |
|---|-----------------------|-------------------|---|-------------|----------|-----------|-------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|----------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 200 m late | More than 200 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | LUFTHANSA | S | A | 55 | 0 | 0 | 0.0 | 30.9 | 50.9 | 16.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 86.7 | 7 | 45 | | | | | | | | | | | | | |
| GLASGOW | LUFTHANSA | S | D | 55 | 0 | 0 | 0.0 | 49.1 | 30.9 | 12.7 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.7 | 5 | 44 | | | | | | | | | | | | | |
| JERSEY | 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 | 0 | 0 | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 88.2 | 10 | 17 | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | LUFTHANSA | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 64.7 | 11 | 17 | | | | | | | | | | | | | |
| GATWICK | LUFTHANSA | S | A | 60 | 0 | 0 | 0.0 | 31.7 | 41.7 | 15.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 93.8 | 3 | 16 | | | | | | | | | | | | | |
| GATWICK | LUFTHANSA | S | D | 60 | 0 | 0 | 1.7 | 38.3 | 38.3 | 10.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 93.8 | 4 | 16 | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 114 | 0 | 3 | 7.7 | 33.3 | 28.2 | 12.8 | 12.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 13 | 71.7 | 12 | 110 | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 114 | 0 | 3 | 0.0 | 40.2 | 34.2 | 15.4 | 6.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 9 | 57.5 | 16 | 110 | | | | | | | | | | | | | | |
| HEATHROW | LUFTHANSA | S | A | 340 | 0 | 7 | 1.2 | 23.3 | 40.3 | 15.0 | 14.1 | 3.7 | 0.3 | 0.0 | 0.0 | 0.0 | 2.0 | 16 | 83.5 | 7 | 314 | | | | | | | | | | | | | | |
| HEATHROW | LUFTHANSA | S | D | 340 | 0 | 7 | 0.0 | 23.6 | 42.1 | 12.7 | 14.4 | 4.3 | 0.9 | 0.0 | 0.0 | 0.0 | 2.0 | 16 | 79.1 | 10 | 319 | | | | | | | | | | | | | | |
| LONDON CITY | AIR DOLOMITI | S | A | 47 | 0 | 0 | 0.0 | 36.2 | 42.6 | 10.6 | 6.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| LONDON CITY | AIR DOLOMITI | S | D | 47 | 0 | 0 | 0.0 | 21.3 | 48.9 | 19.1 | 6.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| LONDON CITY | BA CITYFLYER LTD | S | A | 68 | 0 | 1 | 17.4 | 47.8 | 21.7 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 5 | 91.5 | 4 | 82 | | | | | | | | | | | | | | |
| LONDON CITY | BA CITYFLYER LTD | S | D | 69 | 0 | 0 | 0.0 | 17.4 | 63.8 | 8.7 | 5.8 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.5 | 8 | 82 | | | | | | | | | | | | | | |
| LONDON CITY | LUFTHANSA | S | A | 40 | 0 | 3 | 0.0 | 34.9 | 51.2 | 2.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 6 | 83.8 | 9 | 68 | | | | | | | | | | | | | | |
| LONDON CITY | LUFTHANSA | S | D | 40 | 0 | 3 | 0.0 | 18.6 | 58.1 | 11.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 9 | 63.2 | 14 | 68 | | | | | | | | | | | | | | |
| 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 | 13 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| MANCHESTER | LUFTHANSA | S | A | 115 | 0 | 0 | 0.0 | 37.4 | 36.5 | 20.9 | 4.3 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.0 | 9 | 100 | | | | | | | | | | | | | | |
| MANCHESTER | LUFTHANSA | S | D | 115 | 0 | 0 | 0.0 | 25.2 | 46.1 | 16.5 | 10.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 81.0 | 7 | 99 | | | | | | | | | | | | | | |
| NEWCASTLE | LUFTHANSA | S | A | 29 | 0 | 1 | 3.3 | 16.7 | 36.7 | 16.7 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 24 | 72.0 | 12 | 25 | | | | | | | | | | | | | | |
| NEWCASTLE | LUFTHANSA | S | D | 28 | 0 | 2 | 0.0 | 3.3 | 43.3 | 16.7 | 23.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 28 | 72.0 | 11 | 25 | | | | | | | | | | | | | | |
| TOTAL FRANKFURT MAIN FRIEDRICHSHAFEN | | | | 2157 | 0 | 40 | 1.4 | 28.6 | 40.7 | 14.5 | 10.1 | 2.6 | 0.3 | 0.0 | 0.0 | 0.0 | 1.8 | 13 | 78.7 | 9 | 1980 | | | | | | | | | | | | | | |
| JERSEY | BLUE ISLANDS LIMITED | 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 | | | | | | | | | | | | | | |
| JERSEY | BLUE ISLANDS LIMITED | 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 | | | | | | | | | | | | | | |
| TOTAL FRIEDRICHSHAFEN | | | | 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 | 8 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| FUERTEVENTURA | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 62.5 | 18 | 8 | | | | | | | | | | | | | | |
| FUERTEVENTURA | BELFAST INTERNATIONAL | JET2.COM 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 | 15 | 62.5 | 26 | 8 | | | | | | | | | | | | | | |
| FUERTEVENTURA | BIRMINGHAM | EASYJET UK 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 | 7 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| FUERTEVENTURA | BIRMINGHAM | EASYJET UK LTD | 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 | 8 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 20 | 0 | 0 | 0 | 5.0 | 65.0 | 20.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 14 | 21 | | |
| BIRMINGHAM | JET2.COM LTD | S D | 20 | 0 | 0 | 0 | 0.0 | 35.0 | 60.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.4 | 10 | 22 | | |
| BIRMINGHAM | RYANAIR | S A | 4 | 0 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 80.0 | 9 | 5 | | |
| BIRMINGHAM | RYANAIR | S D | 4 | 0 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 80.0 | 6 | 5 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0 | 0.0 | 37.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 19 | 9 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 19 | 9 | | |
| BRISTOL | EASYJET UK LTD | S A | 8 | 0 | 0 | 0 | 12.5 | 37.5 | 12.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 77.8 | 7 | 9 | | |
| BRISTOL | EASYJET UK LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 13 | 9 | | |
| BRISTOL | JET2.COM LTD | S A | 12 | 0 | 0 | 0 | 0.0 | 8.3 | 33.3 | 25.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 33.3 | 33 | 9 | | |
| BRISTOL | JET2.COM LTD | S D | 12 | 0 | 0 | 0 | 0.0 | 16.7 | 25.0 | 33.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 55.6 | 19 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0 | 0.0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 12 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C 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 | 0.0 | 5 | 77.8 | 13 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 13 | 0 | 0 | 0 | 0.0 | 23.1 | 46.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 58.3 | 17 | 12 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 14 | 0 | 0 | 0 | 0.0 | 28.6 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 9 | 12 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S 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 | 1 | 75.0 | 12 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S 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 | 75.0 | 8 | 4 | | |
| EDINBURGH | JET2.COM LTD | S A | 13 | 0 | 0 | 0 | 15.4 | 15.4 | 38.5 | 7.7 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 76.9 | 11 | 13 | | |
| EDINBURGH | JET2.COM LTD | S D | 12 | 0 | 0 | 0 | 0.0 | 16.7 | 66.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.9 | 11 | 13 | | |
| EDINBURGH | RYANAIR | S A | 9 | 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 | 17 | 44.4 | 26 | 9 | | |
| EDINBURGH | RYANAIR | S D | 9 | 0 | 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 | 66.7 | 14 | 9 | | |
| GLASGOW | JET2.COM LTD | S A | 15 | 0 | 0 | 0 | 13.3 | 40.0 | 33.3 | 0.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 0 | 9 | | |
| GLASGOW | JET2.COM LTD | S D | 12 | 0 | 0 | 0 | 0.0 | 50.0 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 5 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 17 | 0 | 0 | 0 | 52.9 | 35.3 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 61.5 | 20 | 13 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 17 | 0 | 0 | 0 | 0.0 | 64.7 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 84.6 | 11 | 13 | | |
| LEEDS BRADFORD | RYANAIR | S A | 9 | 0 | 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 | 13 | 8 | | |
| LEEDS BRADFORD | RYANAIR | S D | 9 | 0 | 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 | 87.5 | 5 | 8 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 8 | 0 | 0 | 0 | 0.0 | 50.0 | 0.0 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S D | 8 | 0 | 0 | 0 | 12.5 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 4 | 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 | 11 | 50.0 | 27 | 4 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 4 | 0 | 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 | 100.0 | 0 | 4 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: F | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | |
|----------------------------|--------------------------------------|-------------------|---|------------|----------|------------------------|------------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|------------|------------------|
| | | | | | | 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) |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 11 | 0 | 0 | 63.6 | 9.1 | 9.1 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 8 | 0.0 | 0 | 0 | |
| GATWICK | EASYJET UK LTD | S | A | 35 | 0 | 0 | 5.7 | 20.0 | 51.4 | 14.3 | 2.9 | 2.9 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 26 | 69.7 | 15 | 33 | |
| GATWICK | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 31.4 | 48.6 | 14.3 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 63.6 | 17 | 33 | |
| GATWICK | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 46.2 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 31 | 53.8 | 24 | 13 | |
| GATWICK | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.2 | 24 | 13 | |
| LUTON | EASYJET UK LTD | S | A | 12 | 0 | 0 | 25.0 | 25.0 | 16.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 78.6 | 7 | 14 | |
| LUTON | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 41.7 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 84.6 | 9 | 13 | |
| LUTON | RYANAIR | S | A | 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 | 2 | 100.0 | 2 | 8 | |
| LUTON | RYANAIR | 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 | 3 | 100.0 | 3 | 8 | |
| STANSTED | JET2.COM LTD | S | A | 21 | 0 | 0 | 4.8 | 61.9 | 19.0 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.2 | 27 | 18 | |
| STANSTED | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 42.9 | 52.4 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.4 | 21 | 18 | |
| STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 19.0 | 38.1 | 0.0 | 33.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.7 | 15 | 22 | |
| STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 47.6 | 14.3 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 90.9 | 8 | 22 | |
| MANCHESTER | EASYJET UK LTD | S | A | 9 | 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 | |
| MANCHESTER | EASYJET 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 | 4 | 0.0 | 0 | 0 | |
| MANCHESTER | JET2.COM LTD | S | A | 21 | 0 | 0 | 19.0 | 52.4 | 9.5 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.4 | 10 | 22 | |
| MANCHESTER | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 81.0 | 0.0 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.2 | 8 | 22 | |
| MANCHESTER | RYANAIR | S | A | 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 | 15 | 38.5 | 30 | 13 | |
| MANCHESTER | RYANAIR | S | D | 14 | 0 | 0 | 0.0 | 21.4 | 71.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 69.2 | 22 | 13 | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 13 | 13 | |
| MANCHESTER | 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 | 5 | 84.6 | 16 | 13 | |
| NEWCASTLE | JET2.COM LTD | S | A | 12 | 0 | 0 | 66.7 | 25.0 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 92.3 | 7 | 13 | |
| NEWCASTLE | JET2.COM LTD | S | D | 11 | 0 | 0 | 0.0 | 9.1 | 63.6 | 18.2 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 92.3 | 15 | 13 | |
| NEWCASTLE | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 22.2 | 26 | 9 | |
| NEWCASTLE | RYANAIR | S | D | 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 | 7 | 44.4 | 26 | 9 | |
| TOTAL FUERTEVENTURA | | | | 720 | 0 | 0 | 7.1 | 32.8 | 39.2 | 11.8 | 5.4 | 2.4 | 1.1 | 0.1 | 0.1 | 0.0 | 0.0 | 11 | 74.1 | 15 | 640 | |
| FUNCHAL | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 33.3 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.4 | 31 | 7 | |
| BIRMINGHAM | 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 | 7 | 71.4 | 30 | 7 | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 167 | 75.0 | 7 | 8 | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | D | 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 | 9 | 100.0 | 2 | 8 | |
| BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 53.8 | 38.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 53.8 | 22 | 13 | |
| BRISTOL | EASYJET UK LTD | 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 | 0.0 | 1 | 85.7 | 8 | 14 | |
| BRISTOL | JET2.COM LTD | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 20.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 80.0 | 7 | 5 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|----------------------|-----------------------------|---------------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | 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 | 0 | 4 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 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 | 8 | 100.0 | 0 | 4 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 100.0 | 2 | 4 |
| | EDINBURGH | JET2.COM 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 | 5 | 75.0 | 31 | 4 | |
| | EDINBURGH | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 15 | 4 | |
| | GLASGOW | JET2.COM LTD | S | A | 5 | 0 | 0 | 20.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 4 | |
| | GLASGOW | JET2.COM LTD | 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 | 1 | 100.0 | 0 | 4 | |
| | LEEDS BRADFORD | 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 | 2 | 100.0 | 3 | 5 | |
| | LEEDS BRADFORD | JET2.COM 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 | 80.0 | 9 | 5 | |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 5 | 0 | 0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 4 | 0 | 1 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 8 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET UK LTD | S | A | 44 | 0 | 1 | 15.6 | 33.3 | 26.7 | 13.3 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 9 | 46.4 | 35 | 55 | |
| | GATWICK | EASYJET UK LTD | S | D | 44 | 0 | 0 | 0.0 | 27.3 | 52.3 | 11.4 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.6 | 24 | 55 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 0 | 21.4 | 46.4 | 14.3 | 7.1 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 15 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 0 | 0.0 | 32.1 | 42.9 | 10.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.7 | 16 | 30 | |
| | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 69 | 100.0 | 3 | 8 | |
| | STANSTED | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 0.0 | 0.0 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 71 | 87.5 | 5 | 8 | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 23.1 | 46.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 68.0 | 17 | 25 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.0 | 25 | 25 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 1 | 0.0 | 40.0 | 30.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 14 | 50.0 | 33 | 8 | |
| | MANCHESTER | EASYJET UK LTD | 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 | 16 | 50.0 | 24 | 8 | |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 1 | 35.7 | 14.3 | 35.7 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 5 | 84.6 | 17 | 13 | |
| | MANCHESTER | JET2.COM LTD | S | D | 14 | 0 | 0 | 0.0 | 21.4 | 57.1 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.6 | 11 | 13 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 44.4 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 92.3 | 3 | 13 | |
| | MANCHESTER | 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 | 4 | 69.2 | 11 | 13 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 3 | 7 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 55.6 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 1 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 5 | 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 | 5 | 4 | |
| | NEWCASTLE | JET2.COM LTD | 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 | 2 | 75.0 | 15 | 4 | |
| TOTAL FUNCHAL | | | | | 398 | 0 | 4 | 10.2 | 38.1 | 32.3 | 9.5 | 6.0 | 1.7 | 0.5 | 0.0 | 0.7 | 0.0 | 1.0 | 15 | 70.8 | 18 | 427 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|----------------------|----------------------------|---------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | | | | | 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 | ABERDEEN | EASYJET UK LTD | S | A | 60 | 0 | 0 | 15.0 | 46.7 | 21.7 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 74.2 | 14 | 60 |
| | ABERDEEN | EASYJET UK LTD | S | D | 60 | 0 | 0 | 0.0 | 46.7 | 33.3 | 11.7 | 1.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.3 | 12 | 60 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 90 | 0 | 0 | 11.1 | 44.4 | 30.0 | 6.7 | 6.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.1 | 9 | 58 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 52.2 | 26.7 | 10.0 | 10.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 13 | 58 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 157 | 0 | 1 | 17.7 | 41.8 | 25.9 | 7.0 | 3.2 | 3.2 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 8 | 77.1 | 16 | 169 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 157 | 0 | 1 | 0.0 | 57.6 | 19.6 | 12.7 | 5.7 | 2.5 | 0.6 | 0.6 | 0.0 | 0.0 | 0.6 | 11 | 64.9 | 22 | 167 |
| | 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 |
| | EDINBURGH | EASYJET UK LTD | S | A | 143 | 0 | 1 | 17.4 | 39.6 | 26.4 | 5.6 | 6.9 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 9 | 70.9 | 16 | 147 |
| | EDINBURGH | EASYJET UK LTD | S | D | 143 | 0 | 0 | 4.9 | 48.3 | 30.8 | 4.9 | 8.4 | 2.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.2 | 19 | 147 |
| | EXETER | EASTERN AIRWAYS | 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 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 0 | 25.0 | 50.0 | 21.4 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 86.7 | 5 | 29 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 0.0 | 71.0 | 22.6 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 96.7 | 6 | 30 |
| | GLASGOW | EASYJET UK LTD | S | A | 124 | 0 | 0 | 12.9 | 44.4 | 29.0 | 5.6 | 7.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 74.8 | 15 | 138 |
| | GLASGOW | EASYJET UK LTD | S | D | 124 | 0 | 0 | 0.0 | 46.8 | 32.3 | 12.9 | 7.3 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 10 | 76.3 | 15 | 138 |
| | GLASGOW | EMIRATES | 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 |
| | ISLE OF MAN | EASYJET UK LTD | S | A | 58 | 0 | 2 | 11.7 | 53.3 | 21.7 | 6.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 3.3 | 6 | 70.5 | 10 | 57 |
| | ISLE OF MAN | EASYJET UK LTD | S | D | 58 | 0 | 2 | 3.3 | 28.3 | 43.3 | 11.7 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 17 | 57.1 | 19 | 57 |
| | JERSEY | EASYJET UK LTD | S | A | 121 | 0 | 0 | 38.8 | 43.8 | 13.2 | 1.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 73.4 | 17 | 126 |
| | JERSEY | EASYJET UK LTD | S | D | 121 | 0 | 0 | 12.4 | 61.2 | 19.0 | 4.1 | 2.5 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 7 | 69.8 | 16 | 126 |
| | LEEDS BRADFORD | BRITISH AIRWAYS PLC | 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 | 150 | 0.0 | 0 | 0 |
| | 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 | 20 | 1 |
| | 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 | 54 | 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 |
| | 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 | 105 | 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 | 0.0 | 52 | 1 |
| | STANSTED | RYANAIR | 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 |
| | MANCHESTER | 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 | 22 | 0.0 | 0 | 0 |
| | MANCHESTER | 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 |
| TOTAL GATWICK | | | | | 1569 | 1 | 9 | 11.0 | 47.6 | 25.6 | 7.5 | 5.3 | 1.6 | 0.4 | 0.3 | 0.1 | 0.1 | 0.6 | 8 | 73.0 | 16 | 1573 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: G | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------|-------------------------|------------------------|-----|-----|-----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|----------|
| | | 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 |
| GAZIANTEP | STANSTED | SUNEXPRESS | S | A | 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 | 18 | 0.0 | 0 | 0 |
| | STANSTED | SUNEXPRESS | S | D | 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 | 17 | 0.0 | 0 | 0 |
| TOTAL GAZIANTEP | | | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| GDANSK | ABERDEEN | WIZZ AIR | S | A | 9 | 0 | 0 | 22.2 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 15 | 10 |
| | ABERDEEN | 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 | 0.0 | 7 | 60.0 | 26 | 10 |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 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 | 24 | 100.0 | 1 | 9 |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 30 | 77.8 | 6 | 9 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | 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 | 0.0 | 5 | 0.0 | 23 | 4 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | 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 | 0.0 | 33 | 4 |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.7 | 5 | 14 |
| | BRISTOL | RYANAIR | 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 | 9 | 78.6 | 9 | 14 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 85.7 | 4 | 21 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 76.9 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 90.5 | 7 | 21 |
| | EDINBURGH | 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 | 90.0 | 4 | 9 |
| | EDINBURGH | 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 | 15 | 9 |
| | GLASGOW | 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 |
| | LEEDS BRADFORD | RYANAIR | S | A | 12 | 0 | 1 | 0.0 | 61.5 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 1 | 100.0 | 1 | 13 |
| | LEEDS BRADFORD | RYANAIR | S | D | 12 | 0 | 1 | 0.0 | 46.2 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 4 | 92.3 | 4 | 13 |
| | LEEDS BRADFORD | 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 | 84.6 | 20 | 13 |
| | LEEDS BRADFORD | 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 | 84.6 | 21 | 13 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | A | 9 | 0 | 0 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 91.7 | 5 | 12 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 66.7 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 91.7 | 7 | 12 |
| | LUTON | WIZZ AIR | S | A | 59 | 0 | 0 | 18.6 | 45.8 | 27.1 | 6.8 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 91.7 | 5 | 60 |
| | LUTON | WIZZ AIR | S | D | 59 | 0 | 0 | 0.0 | 33.9 | 47.5 | 6.8 | 6.8 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 65.0 | 16 | 60 |
| | STANSTED | RYANAIR | S | A | 60 | 0 | 0 | 3.3 | 36.7 | 28.3 | 18.3 | 10.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 86.7 | 5 | 60 |
| | STANSTED | RYANAIR | S | D | 60 | 0 | 0 | 0.0 | 13.3 | 38.3 | 28.3 | 15.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 80.0 | 10 | 60 |
| | MANCHESTER | RYANAIR | S | A | 19 | 0 | 0 | 15.8 | 36.8 | 36.8 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 5 | 9 |
| | MANCHESTER | RYANAIR | S | D | 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 | 6 | 88.9 | 5 | 9 |
| | NEWCASTLE | RYANAIR | S | A | 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 | 11 | 88.9 | 2 | 9 |
| | NEWCASTLE | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 14 | 9 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------|--------------------------------|------------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | AIRTANKER SERVICES 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 | 59 | 1 |
| TOTAL GDANSK | | | | | 421 | 0 | 3 | 5.0 | 34.2 | 37.3 | 13.9 | 6.1 | 1.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.2 | 9 | 487 |
| GENEVA | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 7 | 0 | 0 | 14.3 | 28.6 | 14.3 | 14.3 | 0.0 | 14.3 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 56 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 7 | 0 | 0 | 28.6 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET SWITZERLAND | S | A | 26 | 0 | 0 | 7.7 | 30.8 | 34.6 | 11.5 | 11.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 146 | 1 |
| | BIRMINGHAM | EASYJET SWITZERLAND | S | D | 26 | 0 | 0 | 3.8 | 30.8 | 34.6 | 3.8 | 23.1 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 174 | 1 |
| | BIRMINGHAM | EASYJET UK 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 | 35 | 36.4 | 35 | 11 |
| | BIRMINGHAM | EASYJET UK LTD | 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 | 0.0 | 43 | 9.1 | 53 | 11 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 8 | 0 | 0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 5 | 8 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 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 | 8 | 87.5 | 6 | 8 |
| | BOURNEMOUTH | EASYJET SWITZERLAND | S | A | 8 | 0 | 0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| | BOURNEMOUTH | EASYJET SWITZERLAND | S | D | 8 | 0 | 0 | 0.0 | 87.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET SWITZERLAND | 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 | 3 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET SWITZERLAND | S | D | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET UK LTD | S | A | 47 | 0 | 0 | 0.0 | 19.1 | 51.1 | 8.5 | 12.8 | 6.4 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 19 | 28.2 | 37 | 39 |
| | BRISTOL | EASYJET UK LTD | S | D | 47 | 0 | 0 | 0.0 | 55.3 | 31.9 | 2.1 | 4.3 | 4.3 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 11 | 61.5 | 17 | 39 |
| | BRISTOL | JET2.COM LTD | 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 | 3 | 0.0 | 0 | 0 |
| | BRISTOL | JET2.COM 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 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 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 | 8 | 66.7 | 15 | 3 |
| | 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 | 3 | 33.3 | 15 | 3 |
| | EDINBURGH | EASYJET SWITZERLAND | S | A | 17 | 0 | 0 | 0.0 | 35.3 | 52.9 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 5 | 4 |
| | EDINBURGH | EASYJET SWITZERLAND | S | D | 17 | 0 | 0 | 5.9 | 29.4 | 29.4 | 29.4 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 11 | 4 |
| | EDINBURGH | EASYJET UK LTD | S | A | 42 | 0 | 0 | 0.0 | 23.8 | 35.7 | 26.2 | 4.8 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 34.1 | 31 | 44 |
| | EDINBURGH | EASYJET UK LTD | S | D | 42 | 0 | 0 | 0.0 | 35.7 | 38.1 | 14.3 | 2.4 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 81.8 | 20 | 44 |
| | EDINBURGH | JET2.COM LTD | 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 | 2 | 5 |
| | EDINBURGH | JET2.COM LTD | S | D | 2 | 0 | 1 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0 | 80.0 | 6 | 5 |
| | GLASGOW | EASYJET UK LTD | S | 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 | 9 | 0.0 | 0 | 0 |
| | GLASGOW | 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 | 8 | 0.0 | 0 | 0 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | 11 | 3 | |
| | GLASGOW | JET2.COM 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 | 1 | 66.7 | 10 | 3 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 9 | 0 | 1 | 10.0 | 30.0 | 20.0 | 10.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 24 | 92.3 | 8 | 13 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 90.9 | 5 | 11 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 12 | 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 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 75.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 12 | 0 | 0 | 8.3 | 25.0 | 33.3 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 58.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | 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 | 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 | 4 | 0.0 | 0 | 0 | |
| | 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 | |
| | 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 | 100.0 | 0 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 159 | 0 | 0 | 3.8 | 40.3 | 29.6 | 13.2 | 8.2 | 4.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 13 | 45.1 | 28 | 193 | |
| | GATWICK | EASYJET UK LTD | S | D | 159 | 0 | 0 | 0.0 | 33.3 | 40.3 | 11.9 | 11.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 44.6 | 28 | 193 | |
| | 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 | 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 | 29 | 1 | |
| | GATWICK | 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 | 72 | 50.0 | 22 | 2 | |
| | 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 | 0.0 | 22 | 1 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 192 | 0 | 3 | 5.6 | 27.7 | 34.4 | 15.4 | 11.3 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 14 | 39.9 | 30 | 183 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 192 | 0 | 3 | 0.0 | 34.9 | 42.1 | 10.3 | 10.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 10 | 64.4 | 16 | 183 | |
| | HEATHROW | SWISS AIRLINES | S | A | 144 | 0 | 2 | 4.1 | 24.0 | 34.9 | 19.9 | 11.6 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 16 | 73.8 | 13 | 145 | |
| | HEATHROW | SWISS AIRLINES | S | D | 144 | 0 | 2 | 0.0 | 19.2 | 37.7 | 19.9 | 15.1 | 5.5 | 0.7 | 0.7 | 0.0 | 0.0 | 1.4 | 21 | 55.2 | 21 | 145 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 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 | 41.2 | 21 | 17 | |
| | LONDON CITY | BA CITYFLYER LTD | 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 | 6 | 41.2 | 22 | 17 | |
| | LONDON CITY | SWISS 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 | 75.6 | 12 | 44 | |
| | LONDON CITY | SWISS 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 | 40.0 | 23 | 44 | |
| | LUTON | EASYJET SWITZERLAND | S | 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 | 52 | 50.0 | 35 | 4 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: G | | NUMBER OF FLIGHTS | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|---------------------|---------------------|-------------------|---|-------------|----------|------------------------|------------|-------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------------|-----------|-------------|------------------|-----------------|------------------|-----|--|
| | | | | | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | EASYJET SWITZERLAND | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 25.0 | 39 | 4 | | | | |
| LUTON | EASYJET UK LTD | S | A | 60 | 0 | 0 | 3.3 | 23.3 | 45.0 | 10.0 | 11.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 39.3 | 40 | 56 | | | | | |
| LUTON | EASYJET UK LTD | S | D | 60 | 0 | 0 | 0.0 | 46.7 | 38.3 | 11.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.3 | 19 | 56 | | | | | |
| STANSTED | JET2.COM LTD | 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 | 3 | 53.3 | 26 | 15 | | | | | |
| STANSTED | JET2.COM LTD | 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 | 5 | 61.5 | 26 | 13 | | | | | |
| MANCHESTER | EASYJET SWITZERLAND | S | A | 22 | 0 | 1 | 4.3 | 39.1 | 26.1 | 17.4 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 10 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | EASYJET SWITZERLAND | S | D | 22 | 0 | 0 | 4.5 | 40.9 | 27.3 | 9.1 | 9.1 | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 74 | 0 | 1 | 4.0 | 33.3 | 26.7 | 18.7 | 9.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 15 | 35.0 | 36 | 59 | | | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 74 | 0 | 1 | 0.0 | 56.0 | 26.7 | 9.3 | 1.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 9 | 66.7 | 19 | 60 | | | | | |
| MANCHESTER | JET2.COM LTD | 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 | 10 | 63.6 | 14 | 11 | | | | | |
| MANCHESTER | JET2.COM LTD | 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 | 7 | 81.8 | 10 | 11 | | | | | |
| 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 | 50.0 | 27 | 2 | | | | | |
| MANCHESTER | 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 | 21 | 1 | | | | | |
| NEWCASTLE | EASYJET SWITZERLAND | S | A | 7 | 0 | 0 | 14.3 | 0.0 | 85.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | | | | |
| NEWCASTLE | EASYJET SWITZERLAND | 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 | 19 | 0.0 | 0 | 0 | | | | | |
| NEWCASTLE | JET2.COM 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 | 33.3 | 20 | 3 | | | | | |
| 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 | 66.7 | 10 | 3 | | | | | |
| NEWCASTLE | 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 | 25 | 50.0 | 43 | 2 | | | | | |
| NEWCASTLE | TUI AIRWAYS 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 | 84 | 1 | | | | | |
| TOTAL GENEVA | | | | 1808 | 0 | 18 | 2.5 | 33.1 | 36.1 | 13.2 | 9.1 | 4.1 | 0.4 | 0.4 | 0.0 | 0.0 | 1.0 | 14 | 53.4 | 24 | 1730 | | | | | |
| GENOA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | 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 | 88.9 | 22 | 9 | | | | | |
| GATWICK | 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 | 88.9 | 25 | 9 | | | | | |
| STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 43.3 | 23.3 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.7 | 26 | 16 | | | | | |
| STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 40.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 50.0 | 15 | 16 | | | | | |
| 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 | 50.0 | 57 | 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 | 50.0 | 57 | 4 | | | | | |
| MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 22.2 | 11.1 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 44.4 | 35 | 9 | | | | | |
| MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 11.1 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 77.8 | 15 | 9 | | | | | |
| TOTAL GENOA | | | | 78 | 0 | 0 | 3.8 | 42.3 | 26.9 | 16.7 | 5.1 | 3.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.9 | 26 | 76 | | | | | |
| GEORGETOWN (GUYANA) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 178 | 75.0 | 13 | 8 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: G | | | | | | | | | | APR 2023 | | | | | | | | |
|----------------------------------|--|-----------------------------|--|---------------------|--|-----|---|------------|----------|------------------------|-------------|-------------|----------------------|--------------------|----------------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|--|--|
| | | | | | | | | | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | |
| | | | | | | | | | | 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 | | | |
| | | GATWICK | | BRITISH AIRWAYS PLC | | 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 | 17 | 62.5 | 19 | 8 | | | | |
| TOTAL GEORGETOWN (GUYANA) | | | | | | | | 18 | 0 | 0 | 27.8 | 27.8 | 27.8 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 97 | 68.8 | 16 | 16 | | | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRISTOL | | EASYJET UK LTD | | S | A | 8 | 0 | 0 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 84.6 | 8 | 13 | | | | |
| | | BRISTOL | | EASYJET UK LTD | | S | D | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 8 | 13 | | | | |
| | | GATWICK | | EASYJET UK LTD | | S | A | 43 | 0 | 0 | 27.9 | 25.6 | 18.6 | 11.6 | 11.6 | 2.3 | 0.0 | 0.0 | 2.3 | 0.0 | 23 | 70.2 | 16 | 47 | | | | |
| | | GATWICK | | EASYJET UK LTD | | S | D | 43 | 0 | 0 | 0.0 | 53.5 | 27.9 | 16.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.2 | 13 | 47 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 60 | 0 | 0 | 10.0 | 25.0 | 21.7 | 18.3 | 16.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 21 | 58.3 | 17 | 60 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 60 | 0 | 0 | 0.0 | 36.7 | 41.7 | 10.0 | 8.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 14 | 60 | | | | |
| | | MANCHESTER | | EASYJET UK LTD | | S | A | 17 | 0 | 0 | 5.9 | 52.9 | 17.6 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 63.6 | 34 | 30 | | | | |
| | | MANCHESTER | | EASYJET UK LTD | | S | D | 17 | 0 | 0 | 0.0 | 47.1 | 47.1 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 80.0 | 9 | 30 | | | | |
| TOTAL GIBRALTAR | | | | | | | | 256 | 0 | 0 | 8.2 | 37.5 | 28.1 | 13.3 | 9.0 | 2.3 | 1.2 | 0.0 | 0.4 | 0.0 | 14 | 68.6 | 16 | 300 | | | | |
| GIRONA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST INTERNATIONAL | | RYANAIR UK LTD | | S | A | 8 | 0 | 0 | 0.0 | 62.5 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.9 | 7 | 13 | | | | |
| | | BELFAST INTERNATIONAL | | RYANAIR UK LTD | | 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 | 14 | 84.6 | 6 | 13 | | | | |
| | | BIRMINGHAM | | JET2.COM LTD | | S | A | 9 | 0 | 0 | 44.4 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | | | |
| | | BIRMINGHAM | | 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 | 6 | 0.0 | 0 | 0 | | | | |
| | | BIRMINGHAM | | RYANAIR | | 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 | 26 | 80.0 | 2 | 4 | | | | |
| | | BIRMINGHAM | | RYANAIR | | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 18 | 4 | | | | |
| | | BOURNEMOUTH | | RYANAIR | | S | A | 26 | 0 | 0 | 7.7 | 42.3 | 30.8 | 11.5 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 6 | 4 | | | | |
| | | BOURNEMOUTH | | RYANAIR | | S | D | 26 | 0 | 0 | 3.8 | 69.2 | 7.7 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 8 | 4 | | | | |
| | | BRISTOL | | RYANAIR | | S | A | 18 | 0 | 0 | 0.0 | 61.1 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 33.3 | 51 | 18 | | | | |
| | | BRISTOL | | RYANAIR | | S | D | 18 | 0 | 0 | 0.0 | 94.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 52.9 | 38 | 17 | | | | |
| | | EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | A | 13 | 0 | 0 | 38.5 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 2 | 9 | | | | |
| | | EAST MIDLANDS INTERNATIONAL | | RYANAIR | | 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 | 3 | 88.9 | 3 | 9 | | | | |
| | | LEEDS BRADFORD | | JET2.COM LTD | | S | A | 8 | 0 | 0 | 12.5 | 75.0 | 12.5 | 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 | D | 8 | 0 | 0 | 0.0 | 75.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 1 | | | | |
| | | LEEDS BRADFORD | | RYANAIR | | S | A | 17 | 0 | 0 | 0.0 | 64.7 | 17.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | | |
| | | LEEDS BRADFORD | | RYANAIR | | S | D | 17 | 0 | 0 | 0.0 | 58.8 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | | |
| | | STANSTED | | RYANAIR | | S | A | 44 | 0 | 0 | 4.5 | 47.7 | 34.1 | 2.3 | 4.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 51.1 | 28 | 47 | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 44 | 0 | 0 | 0.0 | 36.4 | 43.2 | 9.1 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.2 | 18 | 47 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 22.2 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| | MANCHESTER | 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 | 0.0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | A | 19 | 0 | 0 | 10.5 | 26.3 | 42.1 | 10.5 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 27.8 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| | NEWCASTLE | 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 | 0.0 | 0 | 0 | |
| | 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 | 6 | 0.0 | 0 | 0 | |
| TOTAL GIRONA | | | | | 357 | 0 | 0 | 6.2 | 48.5 | 30.8 | 8.1 | 3.4 | 2.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 59.9 | 22 | 191 | |
| GLASGOW | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | 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 | 52 | 0.0 | 0 | 0 | |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 11 | 0 | 3 | 0.0 | 14.3 | 21.4 | 0.0 | 21.4 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 21.4 | 48 | 80.0 | 6 | 23 | |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | D | 11 | 0 | 3 | 0.0 | 0.0 | 28.6 | 7.1 | 7.1 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 21.4 | 51 | 76.0 | 11 | 23 | |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 17 | 0 | 0 | 23.5 | 23.5 | 35.3 | 0.0 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 87.5 | 7 | 8 | |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 41.2 | 0.0 | 0.0 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 87.5 | 7 | 8 | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 31 | 0 | 2 | 12.1 | 48.5 | 27.3 | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 6 | 85.7 | 9 | 35 | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 31 | 0 | 2 | 0.0 | 57.6 | 33.3 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 6.1 | 5 | 91.4 | 6 | 35 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 111 | 0 | 0 | 13.5 | 59.5 | 19.8 | 2.7 | 2.7 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.5 | 9 | 109 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 111 | 0 | 0 | 2.7 | 68.5 | 19.8 | 2.7 | 3.6 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.1 | 10 | 109 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 63 | 0 | 1 | 23.4 | 42.2 | 18.8 | 6.3 | 1.6 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 1.6 | 12 | 93.5 | 4 | 46 | |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 63 | 0 | 1 | 3.1 | 43.8 | 29.7 | 12.5 | 3.1 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 1.6 | 15 | 84.8 | 6 | 46 | |
| | BRISTOL | 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 | |
| | BRISTOL | EASYJET UK LTD | S | A | 93 | 0 | 0 | 8.6 | 39.8 | 26.9 | 14.0 | 6.5 | 3.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 65.0 | 17 | 98 | |
| | BRISTOL | EASYJET UK LTD | S | D | 93 | 0 | 0 | 3.2 | 52.7 | 18.3 | 9.7 | 10.8 | 4.3 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 14 | 71.0 | 18 | 98 | |
| | 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 | 0.0 | 52 | 1 | |
| | 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 | 100.0 | 0 | 1 | |
| | EXETER | EMERALD AIRLINES 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 | 0 | 0 | 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 | 3 | 21 | |
| | 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 | 95.5 | 2 | 22 | |
| | JERSEY | EASYJET UK LTD | S | A | 17 | 0 | 0 | 11.8 | 29.4 | 41.2 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 9 | 18 | |
| | JERSEY | EASYJET UK LTD | S | D | 17 | 0 | 0 | 5.9 | 47.1 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 21 | 18 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 36.7 | 43.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 96.7 | 6 | 30 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|--------------------------------|--|---------------------|--|---------|---|-------------|----------|-----------|------------|-------------|-------------|-------------|-------------|-------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------------------|------------------|-----------------|------------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | | BRITISH AIRWAYS PLC | | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 10 | 29 | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | A | 124 | 0 | 0 | 22.6 | 48.4 | 12.1 | 8.9 | 7.3 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 8 | 79.1 | 13 | 138 | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | D | 124 | 0 | 0 | 0.8 | 55.6 | 26.6 | 8.9 | 6.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.9 | 17 | 139 | | | | | | | | | |
| GATWICK | | EMIRATES | | S | D | 1 | 0 | 2 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 24 | 0.0 | 0 | 0 | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 276 | 0 | 6 | 8.2 | 31.6 | 29.8 | 12.8 | 11.3 | 3.2 | 0.7 | 0.0 | 0.4 | 0.0 | 2.1 | 15 | 84.0 | 7 | 225 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 276 | 0 | 6 | 0.0 | 33.0 | 38.3 | 14.9 | 8.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 11 | 60.6 | 17 | 226 | | | | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | A | 123 | 0 | 3 | 38.9 | 43.7 | 10.3 | 1.6 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 3 | 91.4 | 3 | 116 | | | | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | D | 123 | 0 | 2 | 0.0 | 41.6 | 44.0 | 8.8 | 3.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 6 | 81.9 | 9 | 116 | | | | | | | | |
| LUTON | | EASYJET UK LTD | | S | A | 81 | 0 | 0 | 14.8 | 49.4 | 17.3 | 9.9 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.3 | 13 | 81 | | | | | | | | | |
| LUTON | | EASYJET UK LTD | | S | D | 81 | 0 | 0 | 1.2 | 40.7 | 40.7 | 8.6 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 18 | 81 | | | | | | | | | |
| STANSTED | | EASYJET UK LTD | | S | A | 64 | 0 | 0 | 18.8 | 42.2 | 28.1 | 6.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 19 | 80 | | | | | | | | | |
| STANSTED | | EASYJET UK LTD | | S | D | 64 | 0 | 0 | 1.6 | 45.3 | 31.3 | 9.4 | 10.9 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.0 | 20 | 80 | | | | | | | | | |
| 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 | | | | | | | | | |
| MANCHESTER | | BRITISH AIRWAYS PLC | | S | 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 | | | | | | | | | |
| SOUTHAMPTON | | EASYJET UK LTD | | S | A | 8 | 0 | 0 | 0.0 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | | | | | | | | |
| SOUTHAMPTON | | EASYJET UK LTD | | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | | | | | | | |
| SOUTHAMPTON | | LOGANAIR LTD | | S | A | 81 | 0 | 0 | 4.9 | 69.1 | 17.3 | 2.5 | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 91.7 | 4 | 95 | | | | | | | | | |
| SOUTHAMPTON | | LOGANAIR LTD | | S | D | 80 | 0 | 1 | 2.5 | 58.0 | 23.5 | 6.2 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 6 | 94.6 | 3 | 92 | | | | | | | | | |
| TOTAL GLASGOW | | | | | | 2262 | 0 | 32 | 8.8 | 44.9 | 26.9 | 8.8 | 6.5 | 2.2 | 0.3 | 0.3 | 0.0 | 0.0 | 1.4 | 9 | 78.0 | 11 | 2250 | | | | | | | | |
| GOA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | 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 | 84.6 | 9 | 13 | | | | | | | | | |
| GATWICK | | 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 | 61.5 | 35 | 13 | | | | | | | | | |
| 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 | 50 | 1 | | | | | | | | | |
| TOTAL GOA | | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.4 | 23 | 27 | | | | | | | | | |
| GOA INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | AIR INDIA | | S | A | 12 | 0 | 0 | 8.3 | 8.3 | 8.3 | 16.7 | 16.7 | 25.0 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 174 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | | AIR INDIA | | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 7.7 | 30.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | | | | | | | | |
| TOTAL GOA INTERNATIONAL | | | | | | 25 | 0 | 0 | 4.0 | 12.0 | 20.0 | 12.0 | 24.0 | 16.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 107 | 0.0 | 0 | 0 | | | | | | | | |
| GOTEBORG (LANDVETTER) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | RYANAIR | | 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 | 3 | 33.3 | 31 | 9 | | | | | | | | | |
| EDINBURGH | | RYANAIR | | 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 | 13 | 44.4 | 31 | 9 | | | | | | | | | |
| EDINBURGH | | RYANAIR 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 | 27 | 75.0 | 21 | 4 | | | | | | | | | |
| EDINBURGH | | RYANAIR UK LTD | | S | D | 5 | 0 | 0 | 0.0 | 20.0 | 60.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 75.0 | 15 | 4 | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 85 | 0 | 1 | 18.6 | 29.1 | 27.9 | 14.0 | 7.0 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 | 13 | 77.7 | 9 | 93 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | APR 2023 | | | | | | | | |
|------------------------------------|--|-------------------------------|--|---------|---|------------|----------|----------|-------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | 85 | 0 | 1 | 0.0 | 41.9 | 39.5 | 8.1 | 8.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 9 | 61.7 | 17 | 93 | | | | | | | |
| STANSTED | | RYANAIR | | S | A | 39 | 0 | 0 | 7.7 | 33.3 | 28.2 | 12.8 | 7.7 | 7.7 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 27 | 79.3 | 7 | 29 | | | | | | | |
| STANSTED | | RYANAIR | | S | D | 39 | 0 | 0 | 0.0 | 20.5 | 38.5 | 12.8 | 25.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 82.8 | 9 | 29 | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | A | 8 | 0 | 0 | 12.5 | 12.5 | 25.0 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 72 | 55.6 | 21 | 9 | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 75 | 66.7 | 23 | 9 | | | | | | | |
| 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 | 100.0 | 1 | 10 | | | | | | | |
| MANCHESTER | | RYANAIR | | S | A | 17 | 0 | 0 | 11.8 | 11.8 | 17.6 | 35.3 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 100.0 | 0 | 5 | | | | | | | |
| MANCHESTER | | RYANAIR | | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 29.4 | 17.6 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 100.0 | 0 | 5 | | | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 64 | 4 | | | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | 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 | 2 | 0.0 | 65 | 4 | | | | | | | |
| TOTAL GOTEBORG (LANDVETTER) | | | | | | 326 | 0 | 2 | 6.7 | 31.4 | 32.9 | 12.5 | 11.0 | 3.0 | 0.6 | 0.0 | 1.2 | 0.0 | 0.6 | 19 | 69.8 | 14 | 316 | | | | | | | |
| GRANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | VUELING AIRLINES | | S | A | 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 | 3 | 61.5 | 25 | 13 | | | | | | | |
| GATWICK | | VUELING AIRLINES | | 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 | 11 | 84.6 | 10 | 13 | | | | | | | |
| TOTAL GRANADA | | | | | | 16 | 0 | 0 | 12.5 | 18.8 | 56.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.1 | 17 | 26 | | | | | | | |
| GRAND CAYMAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 21 | 0 | 0 | 33.3 | 38.1 | 14.3 | 0.0 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 90.9 | 20 | 22 | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 22 | 0 | 0 | 0.0 | 9.1 | 72.7 | 4.5 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.7 | 29 | 21 | | | | | | | |
| TOTAL GRAND CAYMAN | | | | | | 43 | 0 | 0 | 16.3 | 23.3 | 44.2 | 2.3 | 7.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 37 | 88.4 | 24 | 43 | | | | | | | |
| GRENADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | A | 13 | 0 | 0 | 30.8 | 30.8 | 7.7 | 7.7 | 0.0 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 37 | 69.2 | 20 | 13 | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 25.0 | 0.0 | 16.7 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 49 | 78.6 | 23 | 14 | | | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS 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 | 2 | 100.0 | 0 | 9 | | | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | 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 | 16 | 100.0 | 1 | 9 | | | | | | | |
| HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | S | A | 4 | 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 | | VIRGIN ATLANTIC INTERNATIONAL | | 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 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL GRENADA | | | | | | 42 | 0 | 0 | 23.8 | 26.2 | 26.2 | 2.4 | 7.1 | 7.1 | 2.4 | 4.8 | 0.0 | 0.0 | 0.0 | 28 | 84.4 | 13 | 45 | | | | | | | |
| GRENOBLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | JET2.COM 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 | 83.3 | 6 | 6 | | | | | | | | |
| BIRMINGHAM | | 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 | 6 | 66.7 | 15 | 6 | | | | | | | |
| BRISTOL | | EASYJET 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 | 139 | 66.7 | 14 | 3 | | | | | | | |
| BRISTOL | | EASYJET UK LTD | | S | D | 2 | 0 | 0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 133 | 66.7 | 7 | 3 | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 UK LTD | S A | 4 | 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 | 37 | 0.0 | 0 | 0 | | |
| EDINBURGH | EASYJET UK LTD | S D | 4 | 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 | 18 | 0.0 | 0 | 0 | | |
| JERSEY | BLUE ISLANDS LIMITED | 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 | 37 | 0.0 | 0 | 0 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C A | 2 | 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 | 8 | 33.3 | 27 | 3 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C D | 2 | 0 | 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 | 21 | 2 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 2 | 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 | 0 | 0 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 2 | 0 | 0 | 0 | 50.0 | 0.0 | 50.0 | 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 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 109 | 11 | | |
| 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 | 9.1 | 65 | 11 | | |
| GATWICK | JET2.COM LTD | C A | 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 | 27 | 66.7 | 13 | 3 | | |
| GATWICK | JET2.COM LTD | C D | 1 | 0 | 1 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 13 | 33.3 | 35 | 3 | | |
| GATWICK | TITAN AIRWAYS LTD | C A | 3 | 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 | 60.0 | 14 | 5 | | |
| GATWICK | TITAN AIRWAYS LTD | C D | 1 | 0 | 1 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 5 | 75.0 | 20 | 4 | | |
| HEATHROW | BRITISH AIRWAYS PLC | C A | 2 | 0 | 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 | 33.3 | 31 | 3 | | |
| HEATHROW | BRITISH AIRWAYS PLC | C D | 2 | 0 | 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 | 33.3 | 19 | 3 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 4 | 0 | 0 | 0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 14.3 | 59 | 7 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 4 | 0 | 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 | 71.4 | 11 | 7 | | |
| LUTON | EASYJET UK LTD | 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 | 28 | 0.0 | 0 | 0 | | |
| LUTON | EASYJET UK LTD | S D | 2 | 0 | 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 | | |
| 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 | 16.7 | 40 | 6 | | |
| 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 | 16.7 | 35 | 6 | | |
| STANSTED | JET2.COM LTD | S A | 2 | 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 | 66.7 | 27 | 3 | | |
| STANSTED | JET2.COM LTD | S D | 2 | 0 | 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 | 5 | 3 | | |
| STANSTED | TITAN AIRWAYS LTD | C A | 2 | 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 | | |
| STANSTED | TITAN 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 | 12 | 100.0 | 7 | 1 | | |
| MANCHESTER | JET2.COM LTD | S A | 4 | 0 | 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 | 66.7 | 17 | 6 | | |
| MANCHESTER | JET2.COM LTD | S D | 4 | 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 | 83.3 | 9 | 6 | | |
| NEWCASTLE | JET2.COM 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 | 50.0 | 19 | 2 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: G | | | | | | | | | | APR 2023 | | | | | | | | |
|---|-----------|-----------------------------|----------------------|---------|-----------|----------|----------|-------------|-------------|------------------------|-------------|-------------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-----|------------------|-----------------|------------------|-----|--|
| | | | | | | | | | | 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 | |
| | NEWCASTLE | 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 | 50.0 | 19 | 2 | | | | | | |
| TOTAL GRENOBLE | | | | | 64 | 0 | 2 | 15.2 | 37.9 | 21.2 | 7.6 | 7.6 | 4.5 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 18 | 44.8 | 34 | 116 | | | | | | |
| GUANGZHOU BAIYUN INTERNATIONAL | | HEATHROW | CHINA SOUTHERN | S | A | 30 | 0 | 1 | 3.2 | 3.2 | 22.6 | 19.4 | 16.1 | 12.9 | 9.7 | 6.5 | 3.2 | 0.0 | 3.2 | 81 | 28.0 | 38 | 25 | | | | | |
| | | HEATHROW | CHINA SOUTHERN | S | D | 29 | 0 | 1 | 16.7 | 36.7 | 23.3 | 3.3 | 10.0 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 3.3 | 41 | 88.0 | 5 | 25 | | | | | |
| TOTAL GUANGZHOU BAIYUN INTERNATIONAL | | | | | 59 | 0 | 2 | 9.8 | 19.7 | 23.0 | 11.5 | 13.1 | 8.2 | 4.9 | 3.3 | 3.3 | 0.0 | 3.3 | 62 | 58.0 | 21 | 50 | | | | | | |
| GUERNSEY | | BIRMINGHAM | AURIGNY AIR SERVICES | S | A | 28 | 0 | 1 | 44.8 | 34.5 | 6.9 | 6.9 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 5 | 83.3 | 6 | 29 | | | | | |
| | | BIRMINGHAM | AURIGNY AIR SERVICES | S | D | 28 | 0 | 2 | 0.0 | 30.0 | 43.3 | 6.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 14 | 71.0 | 12 | 29 | | | | | |
| | | BRISTOL | AURIGNY AIR SERVICES | S | A | 25 | 0 | 1 | 0.0 | 61.5 | 26.9 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 4 | 76.9 | 26 | 26 | | | | | |
| | | BRISTOL | AURIGNY AIR SERVICES | S | D | 25 | 0 | 1 | 0.0 | 26.9 | 61.5 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 13 | 74.1 | 27 | 27 | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | AURIGNY AIR SERVICES | S | A | 11 | 0 | 1 | 25.0 | 58.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 3 | 91.7 | 4 | 12 | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | AURIGNY AIR SERVICES | S | D | 11 | 0 | 1 | 0.0 | 50.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 6 | 91.7 | 6 | 12 | | | | | |
| | | EXETER | AURIGNY AIR SERVICES | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 41.7 | 8.3 | 8.3 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 43 | 88.2 | 4 | 17 | | | | | |
| | | EXETER | AURIGNY AIR SERVICES | S | D | 12 | 1 | 0 | 0.0 | 15.4 | 38.5 | 7.7 | 7.7 | 7.7 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 43 | 88.2 | 9 | 17 | | | | | |
| | | ISLE OF MAN | BLUE ISLANDS LIMITED | S | A | 2 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 0.0 | 0 | 0 | | | | | |
| | | ISLE OF MAN | BLUE ISLANDS LIMITED | 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 | 0.0 | 63 | 0.0 | 0 | 0 | | | | | |
| | | JERSEY | BLUE ISLANDS 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 | 49 | 100.0 | 6 | 1 | | | | | |
| | | JERSEY | BLUE ISLANDS LIMITED | S | A | 76 | 0 | 2 | 0.0 | 46.2 | 29.5 | 9.0 | 3.8 | 6.4 | 1.3 | 1.3 | 0.0 | 0.0 | 2.6 | 15 | 72.2 | 13 | 75 | | | | | |
| | | JERSEY | BLUE ISLANDS LIMITED | S | D | 78 | 0 | 2 | 1.3 | 37.5 | 36.3 | 11.3 | 3.8 | 3.8 | 1.3 | 2.5 | 0.0 | 0.0 | 2.5 | 18 | 80.0 | 13 | 76 | | | | | |
| | | LIVERPOOL (JOHN LENNON) | AURIGNY AIR SERVICES | S | A | 12 | 0 | 0 | 33.3 | 33.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | | | |
| | | LIVERPOOL (JOHN LENNON) | AURIGNY AIR SERVICES | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 41.7 | 8.3 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | | | | | |
| | | GATWICK | AURIGNY AIR SERVICES | S | A | 174 | 0 | 10 | 13.0 | 37.0 | 26.6 | 5.4 | 1.1 | 7.1 | 2.2 | 2.2 | 0.0 | 0.0 | 5.4 | 19 | 85.2 | 9 | 170 | | | | | |
| | | GATWICK | AURIGNY AIR SERVICES | S | D | 175 | 0 | 9 | 0.5 | 29.9 | 39.1 | 9.2 | 3.8 | 7.1 | 1.6 | 3.8 | 0.0 | 0.0 | 4.9 | 25 | 83.1 | 13 | 170 | | | | | |
| | | LONDON CITY | AURIGNY AIR SERVICES | S | A | 52 | 0 | 3 | 12.7 | 36.4 | 20.0 | 10.9 | 7.3 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 14 | 0.0 | 0 | 0 | | | | | |
| | | LONDON CITY | AURIGNY AIR SERVICES | S | D | 52 | 0 | 3 | 0.0 | 10.9 | 34.5 | 18.2 | 16.4 | 9.1 | 3.6 | 1.8 | 0.0 | 0.0 | 5.5 | 31 | 0.0 | 0 | 0 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-----------------------|-------------------|----------------------|-----|-----|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | AURIGNY AIR SERVICES | S | A | 12 | 0 | 0 | 8.3 | 50.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 |
| | STANSTED | AURIGNY AIR SERVICES | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 33.3 | 33.3 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 44 | 0.0 | 0 | 0 |
| | MANCHESTER | AURIGNY AIR SERVICES | S | A | 49 | 0 | 2 | 23.5 | 43.1 | 19.6 | 5.9 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 3.9 | 8 | 86.7 | 3 | 43 |
| | MANCHESTER | AURIGNY AIR SERVICES | S | D | 49 | 0 | 2 | 2.0 | 31.4 | 45.1 | 5.9 | 3.9 | 5.9 | 0.0 | 2.0 | 0.0 | 0.0 | 3.9 | 15 | 73.3 | 8 | 43 |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | A | 30 | 0 | 0 | 0.0 | 36.7 | 50.0 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 87.1 | 14 | 30 |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | D | 32 | 0 | 0 | 6.3 | 28.1 | 50.0 | 0.0 | 3.1 | 3.1 | 0.0 | 3.1 | 6.3 | 0.0 | 0.0 | 49 | 84.4 | 17 | 31 |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | A | 66 | 0 | 4 | 1.4 | 35.7 | 25.7 | 11.4 | 5.7 | 11.4 | 1.4 | 1.4 | 0.0 | 0.0 | 5.7 | 24 | 92.6 | 4 | 66 |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | D | 66 | 0 | 3 | 4.3 | 29.0 | 30.4 | 10.1 | 10.1 | 7.2 | 1.4 | 2.9 | 0.0 | 0.0 | 4.3 | 25 | 92.6 | 4 | 66 |
| TOTAL GUERNSEY | | | | | 1104 | 1 | 47 | 6.3 | 34.2 | 32.2 | 8.7 | 4.5 | 5.8 | 1.5 | 2.4 | 0.2 | 0.1 | 4.1 | 21 | 83.2 | 11 | 940 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | Origin/Destinations: H | | | | | | | | | | APR 2023 | | | | | | | |
|----------------------------|------------------------|-------------------|---|------------|----------|----------|-------------|-------------|-------------|------------------------|-------------|-------------|-------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|
| | | | | | | | | | | 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) |
| MANCHESTER | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 87.5 | 8 | 8 | | | | | | |
| MANCHESTER | EUROWINGS LUFTVERKEHRS | S | A | 14 | 0 | 0 | 0.0 | 57.1 | 21.4 | 14.3 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | | | | |
| MANCHESTER | EUROWINGS LUFTVERKEHRS | S | D | 14 | 0 | 0 | 0.0 | 21.4 | 50.0 | 7.1 | 14.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | | | | | |
| TOTAL HAMBURG | | | | 644 | 0 | 4 | 2.9 | 30.1 | 35.3 | 17.3 | 10.2 | 2.2 | 0.9 | 0.5 | 0.0 | 0.0 | 0.6 | 15 | 65.9 | 16 | 594 | | | | | | |
| HANOI | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | 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 | 80.0 | 7 | 5 | | | | | | |
| GATWICK | 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 | 100.0 | 1 | 5 | | | | | | |
| HEATHROW | VIETNAM AIRLINES | S | A | 9 | 0 | 0 | 33.3 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 75.0 | 18 | 8 | | | | | | |
| HEATHROW | VIETNAM AIRLINES | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 15 | 8 | | | | | | |
| TOTAL HANOI | | | | 18 | 0 | 0 | 16.7 | 22.2 | 16.7 | 16.7 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 76.9 | 12 | 26 | | | | | | |
| HANOVER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 1 | 0.0 | 31.7 | 36.5 | 17.5 | 9.5 | 1.6 | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 | 14 | 72.5 | 14 | 51 | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 63 | 0 | 0 | 0.0 | 34.9 | 46.0 | 7.9 | 7.9 | 0.0 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 16 | 52 | | | | | | |
| LUTON | WIZZ AIR 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 | | | | | | |
| TOTAL HANOVER | | | | 126 | 0 | 1 | 0.0 | 33.1 | 40.9 | 12.6 | 8.7 | 1.6 | 0.8 | 1.6 | 0.0 | 0.0 | 0.8 | 15 | 73.8 | 15 | 103 | | | | | | |
| HAUGESUND | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | C | A | 3 | 0 | 0 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | C | 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 | 92 | 0.0 | 0 | 0 | | | | | | |
| TOTAL HAUGESUND | | | | 5 | 0 | 0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 0.0 | 0 | 0 | | | | | | |
| HAWARDEN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | SAXONAIR CHARTER 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 | | | | | | |
| BELFAST CITY (GEORGE BEST) | SAXONAIR CHARTER 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 | 46 | 1 | | | | | | |
| TOTAL HAWARDEN | | | | 0 | 0 | 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 | | | | | | |
| HEATHROW | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | A | 190 | 0 | 8 | 6.6 | 35.9 | 28.3 | 13.1 | 7.6 | 3.5 | 0.0 | 1.0 | 0.0 | 0.0 | 4.0 | 13 | 64.8 | 15 | 140 | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | D | 189 | 0 | 8 | 3.0 | 47.2 | 22.8 | 13.2 | 7.6 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 9 | 76.8 | 11 | 140 | | | | | | |
| BELFAST CITY (GEORGE BEST) | BRITISH AIRWAYS PLC | S | A | 181 | 0 | 5 | 1.1 | 27.4 | 36.6 | 17.2 | 10.8 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 15 | 70.8 | 12 | 170 | | | | | | |
| BELFAST CITY (GEORGE BEST) | BRITISH AIRWAYS PLC | S | D | 181 | 0 | 6 | 1.6 | 35.8 | 30.5 | 15.5 | 9.1 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 13 | 80.1 | 9 | 170 | | | | | | |
| BELFAST INTERNATIONAL | BRITISH AIRWAYS PLC | 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 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: H | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|-----------------------|-----------------------------|-------------------|---|-------------|----------|------------------------|------------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-------------|------------------|
| | | | | | | 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) |
| EDINBURGH | BRITISH AIRWAYS PLC | S | A | 335 | 0 | 10 | 7.8 | 30.1 | 33.9 | 13.0 | 8.7 | 2.9 | 0.3 | 0.3 | 0.0 | 0.0 | 2.9 | 12 | 62.8 | 17 | 290 | |
| EDINBURGH | BRITISH AIRWAYS PLC | S | D | 335 | 0 | 11 | 0.6 | 32.7 | 30.9 | 17.6 | 10.7 | 3.8 | 0.3 | 0.3 | 0.0 | 0.0 | 3.2 | 16 | 71.5 | 14 | 290 | |
| EDINBURGH | UNITED 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 | 0.0 | 93 | 1 | |
| GLASGOW | BRITISH AIRWAYS PLC | S | A | 277 | 0 | 7 | 6.0 | 33.5 | 32.7 | 12.7 | 9.2 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 12 | 63.4 | 15 | 227 | |
| GLASGOW | BRITISH AIRWAYS PLC | S | D | 275 | 0 | 6 | 0.4 | 33.1 | 35.9 | 12.8 | 11.4 | 2.8 | 1.1 | 0.0 | 0.4 | 0.0 | 2.1 | 15 | 81.4 | 8 | 225 | |
| ISLE OF MAN | LOGANAIR LTD | S | A | 29 | 0 | 1 | 6.7 | 20.0 | 23.3 | 13.3 | 13.3 | 6.7 | 10.0 | 3.3 | 0.0 | 0.0 | 3.3 | 39 | 60.0 | 26 | 26 | |
| ISLE OF MAN | LOGANAIR LTD | S | D | 33 | 0 | 5 | 0.0 | 2.6 | 50.0 | 10.5 | 13.2 | 2.6 | 5.3 | 2.6 | 0.0 | 0.0 | 13.2 | 34 | 75.9 | 11 | 27 | |
| JERSEY | BRITISH AIRWAYS PLC | S | A | 130 | 0 | 1 | 8.4 | 42.7 | 27.5 | 6.9 | 9.2 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 10 | 62.9 | 16 | 121 | |
| JERSEY | BRITISH AIRWAYS PLC | S | D | 129 | 0 | 2 | 1.5 | 37.4 | 30.5 | 15.3 | 9.2 | 3.8 | 0.8 | 0.0 | 0.0 | 0.0 | 1.5 | 13 | 65.6 | 16 | 121 | |
| MANCHESTER | BRITISH AIRWAYS PLC | S | A | 199 | 0 | 4 | 1.5 | 28.1 | 36.5 | 16.3 | 10.3 | 4.9 | 0.5 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 61.6 | 17 | 148 | |
| MANCHESTER | BRITISH AIRWAYS PLC | S | D | 196 | 0 | 4 | 1.0 | 30.0 | 37.0 | 13.5 | 10.5 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 66.2 | 14 | 151 | |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 149 | 0 | 1 | 3.3 | 26.0 | 28.7 | 25.3 | 9.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 17 | 56.5 | 17 | 127 | |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 148 | 0 | 1 | 0.0 | 21.5 | 38.3 | 24.2 | 13.4 | 1.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.7 | 15 | 77.5 | 11 | 127 | |
| TOTAL HEATHROW | | | | 2977 | 0 | 80 | 3.1 | 32.3 | 32.5 | 15.1 | 9.8 | 3.8 | 0.4 | 0.2 | 0.0 | 0.0 | 2.6 | 14 | 68.9 | 14 | 2501 | |
| HELSINKI | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | FINNAIR | S | A | 31 | 0 | 0 | 0.0 | 12.9 | 35.5 | 35.5 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 85.0 | 7 | 20 | |
| EDINBURGH | FINNAIR | S | D | 31 | 0 | 0 | 0.0 | 19.4 | 41.9 | 22.6 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.0 | 9 | 20 | |
| GATWICK | NORWEGIAN AIR INTERNATIONAL | S | A | 21 | 0 | 0 | 4.8 | 33.3 | 42.9 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 20 | |
| GATWICK | NORWEGIAN AIR INTERNATIONAL | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 47.6 | 28.6 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.0 | 4 | 20 | |
| HEATHROW | FINNAIR | S | A | 120 | 0 | 0 | 6.7 | 24.2 | 36.7 | 22.5 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 91.9 | 4 | 124 | |
| HEATHROW | FINNAIR | S | D | 120 | 0 | 0 | 0.0 | 36.7 | 33.3 | 18.3 | 7.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 11 | 124 | |
| STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 13.3 | 26.7 | 23.3 | 6.7 | 20.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 72.0 | 22 | 25 | |
| STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 43.3 | 16.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.0 | 14 | 25 | |
| MANCHESTER | FINNAIR | S | A | 51 | 0 | 1 | 7.7 | 28.8 | 30.8 | 9.6 | 17.3 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 16 | 90.9 | 4 | 33 | |
| MANCHESTER | FINNAIR | S | D | 51 | 0 | 1 | 0.0 | 36.5 | 30.8 | 19.2 | 9.6 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 14 | 93.9 | 3 | 33 | |
| TOTAL HELSINKI | | | | 506 | 0 | 2 | 3.3 | 28.3 | 35.2 | 19.5 | 10.0 | 2.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.4 | 14 | 84.5 | 8 | 444 | |
| HERAKLION | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| BIRMINGHAM | EASYJET UK LTD | 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 | 0.0 | 0 | 0 | |
| BIRMINGHAM | 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 | 0.0 | 7 | 0.0 | 0 | 0 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 10 | 0 | 0 | 40.0 | 30.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 4 | 9 | | |
| BIRMINGHAM | JET2.COM 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 | 0.0 | 15 | 66.7 | 9 | 9 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 87.5 | 4 | 8 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C 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 | 13 | 88.9 | 7 | 9 | | |
| BRISTOL | EASYJET UK LTD | S A | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.6 | 18 | 9 | | |
| BRISTOL | EASYJET UK LTD | 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 | 0.0 | 3 | 55.6 | 15 | 9 | | |
| BRISTOL | JET2.COM LTD | S A | 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 | 0.0 | 9 | 75.0 | 10 | 4 | | |
| BRISTOL | JET2.COM LTD | S D | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 10 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 0.0 | 1 | 75.0 | 14 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 0.0 | 1 | 75.0 | 17 | 4 | | |
| EDINBURGH | EASYJET UK LTD | S A | 12 | 0 | 0 | 41.7 | 25.0 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 61.5 | 23 | 13 | | |
| EDINBURGH | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 23.1 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.8 | 34 | 13 | | |
| GLASGOW | JET2.COM LTD | S A | 8 | 0 | 0 | 12.5 | 50.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 13 | 8 | | |
| GLASGOW | JET2.COM LTD | S D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 77.8 | 16 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 8 | 0 | 0 | 50.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 3 | 8 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 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 | 0.0 | 0 | 87.5 | 7 | 8 | | |
| LIVERPOOL (JOHN LENNON) | 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 | 2 | 75.0 | 8 | 4 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK 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 | 0.0 | 13 | 100.0 | 3 | 4 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 5 | 0 | 0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 27 | 18 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 0.0 | 6 | 77.8 | 29 | 18 | | |
| 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 | 0.0 | 0 | 50.0 | 29 | 6 | | |
| 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 | 0.0 | 0 | 66.7 | 21 | 6 | | |
| GATWICK | CORENDON AIRLINES EUROPE | 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 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| GATWICK | CORENDON AIRLINES EUROPE | 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 | 11 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S A | 56 | 0 | 0 | 25.0 | 32.1 | 23.2 | 8.9 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 58.3 | 17 | 60 | | |
| GATWICK | EASYJET UK LTD | S D | 56 | 0 | 0 | 0.0 | 17.9 | 57.1 | 12.5 | 10.7 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.0 | 17 | 60 | | |
| GATWICK | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 22 | 8 | | |
| GATWICK | TUI AIRWAYS LTD | C D | 8 | 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 | 11 | 77.8 | 16 | 9 | | |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | 0.0 | 1 | 60.0 | 15 | 5 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|---------------------------------------|--|--------------------------|--|---------|---|------------|----------|----------|-------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------------------|------------------|-----------------|------------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | |
| HERATHROW | | BRITISH AIRWAYS PLC | | 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 | 0.0 | 10 | 80.0 | 7 | 5 | | | | | | | |
| LUTON | | EASYJET 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 | 6 | 60.0 | 25 | 5 | | | | | | | | |
| LUTON | | 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 | 5 | 20.0 | 28 | 5 | | | | | | | | |
| STANSTED | | JET2.COM LTD | | S | A | 9 | 0 | 0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 16 | 9 | | | | | | | | |
| STANSTED | | JET2.COM LTD | | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 90.0 | 6 | 10 | | | | | | | | |
| MANCHESTER | | CORENDON AIRLINES 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 | 0.0 | 0 | 0.0 | 0 | 0 | | | | | | | | |
| MANCHESTER | | CORENDON AIRLINES 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 | 13 | 0.0 | 0 | 0 | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 60.0 | 35 | 5 | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | 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 | 17 | 40.0 | 39 | 5 | | | | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | A | 14 | 0 | 0 | 35.7 | 35.7 | 0.0 | 14.3 | 7.1 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 23 | 85.7 | 5 | 14 | | | | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | D | 14 | 0 | 0 | 0.0 | 0.0 | 57.1 | 21.4 | 7.1 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 35 | 78.6 | 7 | 14 | | | | | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C | A | 8 | 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 | 100.0 | 9 | 7 | | | | | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C | 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 | 5 | 88.9 | 10 | 9 | | | | | | | | |
| NEWCASTLE | | JET2.COM LTD | | 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 | 0.0 | 2 | 71.4 | 14 | 7 | | | | | | | | |
| NEWCASTLE | | JET2.COM LTD | | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 87.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 71.4 | 14 | 7 | | | | | | | | |
| TOTAL HERAKLION | | | | | | 409 | 0 | 0 | 11.7 | 25.7 | 40.3 | 12.5 | 8.6 | 0.7 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 10 | 70.3 | 16 | 428 | | | | | | | | |
| HO CHI MINH CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | 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 | 4 | | | | | | | | |
| GATWICK | | 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 | 100.0 | 0 | 4 | | | | | | | | |
| HEATHROW | | VIETNAM AIRLINES | | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 42 | 5 | | | | | | | | |
| HEATHROW | | VIETNAM AIRLINES | | S | D | 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 | 13 | 60.0 | 15 | 5 | | | | | | | | |
| TOTAL HO CHI MINH CITY | | | | | | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 31.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.1 | 16 | 18 | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 57 | 0 | 0 | 12.3 | 31.6 | 24.6 | 17.5 | 7.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 21 | 65.0 | 40 | 60 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 58 | 0 | 0 | 0.0 | 50.0 | 29.3 | 10.3 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 55.0 | 30 | 60 | | | | | | | | |
| HEATHROW | | CATHAY PACIFIC AIRWAYS | | S | A | 125 | 0 | 0 | 15.2 | 10.4 | 33.6 | 21.6 | 13.6 | 2.4 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 63.2 | 13 | 125 | | | | | | | | |
| HEATHROW | | CATHAY PACIFIC AIRWAYS | | S | D | 123 | 0 | 1 | 0.8 | 26.6 | 41.9 | 16.9 | 11.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 13 | 69.6 | 12 | 125 | | | | | | | | |
| MANCHESTER | | CATHAY PACIFIC AIRWAYS | | S | A | 17 | 0 | 0 | 17.6 | 23.5 | 47.1 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 82.4 | 6 | 17 | | | | | | | | |
| MANCHESTER | | CATHAY PACIFIC AIRWAYS | | S | D | 17 | 0 | 0 | 0.0 | 70.6 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 94.1 | 2 | 17 | | | | | | | | |
| TOTAL HONG KONG (CHEK LAP KOK) | | | | | | 397 | 0 | 1 | 7.5 | 27.4 | 34.4 | 16.6 | 10.6 | 1.8 | 1.0 | 0.5 | 0.0 | 0.0 | 0.3 | 15 | 66.3 | 18 | 404 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: H | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|-------------------------|-------------------|-----------------------------|---------------------|-----|-----|------------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|------------|
| | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| HOUSTON | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 48 | 0 | 2 | 10.0 | 32.0 | 22.0 | 10.0 | 12.0 | 6.0 | 2.0 | 2.0 | 0.0 | 0.0 | 4.0 | 25 | 28.0 | 31 | 44 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 49 | 0 | 2 | 0.0 | 27.5 | 35.3 | 7.8 | 15.7 | 3.9 | 3.9 | 2.0 | 0.0 | 0.0 | 3.9 | 24 | 55.8 | 17 | 45 |
| | | HEATHROW | UNITED AIRLINES | S | A | 60 | 0 | 0 | 3.3 | 21.7 | 50.0 | 13.3 | 5.0 | 3.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 17 | 48.3 | 26 | 60 |
| | | HEATHROW | UNITED AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 63.3 | 30.0 | 1.7 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 12 | 60 |
| | | MANCHESTER | SINGAPORE AIRLINES | S | A | 21 | 0 | 0 | 14.3 | 52.4 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 61.5 | 12 | 13 | |
| | | MANCHESTER | SINGAPORE AIRLINES | S | D | 21 | 0 | 0 | 0.0 | 0.0 | 9.5 | 4.8 | 66.7 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 33.3 | 35 | 12 |
| TOTAL HOUSTON | | | | | | 259 | 0 | 4 | 3.8 | 35.0 | 31.9 | 8.0 | 12.5 | 4.2 | 1.9 | 1.1 | 0.0 | 0.0 | 1.5 | 19 | 54.3 | 21 | 234 |
| HUMBERSIDE | | ABERDEEN | EASTERN AIRWAYS | S | A | 35 | 0 | 12 | 4.3 | 34.0 | 19.1 | 4.3 | 6.4 | 4.3 | 0.0 | 2.1 | 0.0 | 0.0 | 25.5 | 17 | 62.5 | 27 | 28 |
| | | ABERDEEN | EASTERN AIRWAYS | S | D | 35 | 0 | 9 | 0.0 | 40.9 | 20.5 | 6.8 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 10 | 71.9 | 11 | 31 |
| | | CARDIFF WALES | LOGANAIR 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 | 30 | 0.0 | 0 | 0 |
| | | CARDIFF WALES | LOGANAIR 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 | |
| | | 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 | 100.0 | 6 | 3 | |
| TOTAL HUMBERSIDE | | | | | | 72 | 0 | 21 | 2.2 | 37.6 | 19.4 | 6.5 | 6.5 | 4.3 | 0.0 | 1.1 | 0.0 | 0.0 | 22.6 | 14 | 68.7 | 18 | 62 |
| HURGHADA | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 124 | 75.0 | 9 | 12 | |
| | | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 28 | 83.3 | 8 | 12 | |
| | | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 17 | 9 | |
| | | BRISTOL | EASYJET UK 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 | 16 | 66.7 | 27 | 9 | |
| | | BRISTOL | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 22.2 | 33.3 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 28 | 9 | |
| | | BRISTOL | TUI AIRWAYS 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 | 4 | 62.5 | 45 | 8 | |
| | | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 12.5 | 0.0 | 62.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 0 | 1 | |
| | | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| | | GLASGOW | EASYJET UK LTD | S | A | 9 | 0 | 0 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| | | GLASGOW | EASYJET UK 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 | 10 | 0.0 | 0 | 0 | |
| | | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 9 | 0 | 0 | 33.3 | 11.1 | 11.1 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| | | GATWICK | EASYJET UK LTD | S | A | 34 | 0 | 0 | 5.9 | 8.8 | 38.2 | 14.7 | 29.4 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 17 | 25 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | D | 34 | 0 | 0 | 0.0 | 14.7 | 55.9 | 17.6 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.0 | 16 | 25 | |
| | GATWICK | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 16.7 | 38.9 | 33.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 73 | 75.0 | 9 | 12 | |
| | GATWICK | TUI AIRWAYS LTD | S | D | 18 | 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 | 83.3 | 6 | 12 | |
| | LUTON | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 18 | 4 | |
| | LUTON | EASYJET UK 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 | 15 | 75.0 | 15 | 4 | |
| | 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 | 14.3 | 143 | 13 | |
| | 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 | 46.2 | 43 | 13 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 26 | 0 | 0 | 19.2 | 30.8 | 34.6 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 22 | 13 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 15.4 | 57.7 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 9 | 13 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 27.8 | 27.8 | 22.2 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 8 | 11 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 18 | 0 | 0 | 0.0 | 33.3 | 50.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 3 | 12 | |
| | NEWCASTLE | TUI AIRWAYS LTD | 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 | 66.7 | 15 | 9 | |
| | 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 | 1 | 71.4 | 15 | 7 | |
| TOTAL HURGHADA | | | | | 335 | 0 | 0 | 8.1 | 21.5 | 44.8 | 10.7 | 10.7 | 2.1 | 0.9 | 0.6 | 0.6 | 0.0 | 0.0 | 21 | 65.4 | 24 | 233 | |
| HYDERABAD (RAJIV GHANDI) | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 3.3 | 13.3 | 33.3 | 26.7 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 32.1 | 26 | 28 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 50.0 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.4 | 24 | 28 | |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | | | 60 | 0 | 0 | 1.7 | 21.7 | 41.7 | 18.3 | 10.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 39.3 | 25 | 56 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | | | | |
| IASI | 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 | 57.1 | 27 | 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 | 28.6 | 47 | 7 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | A | 13 | 0 | 0 | 46.2 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 16 | 100.0 | 0 | 2 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | D | 13 | 0 | 0 | 7.7 | 0.0 | 69.2 | 7.7 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 33 | 2 | |
| | 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 | 76.7 | 18 | 57 | |
| | 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 | 46.7 | 33 | 57 | |
| | LUTON | WIZZ AIR MALTA | S | A | 60 | 0 | 0 | 78.3 | 10.0 | 3.3 | 1.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| | LUTON | WIZZ AIR MALTA | S | D | 60 | 0 | 0 | 0.0 | 50.0 | 38.3 | 3.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 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 | 85.7 | 8 | 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 | 77.3 | 13 | 22 | |
| TOTAL IASI | | | | | 146 | 0 | 0 | 37.0 | 26.7 | 25.3 | 2.7 | 3.4 | 3.4 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 8 | 65.2 | 22 | 175 | |
| IBIZA | BELFAST INTERNATIONAL | 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 | 100.0 | 0 | 1 | | |
| | BELFAST INTERNATIONAL | 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 | 50.0 | 11 | 2 | | |
| | BIRMINGHAM | 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 | 0 | 10 | | |
| | BIRMINGHAM | JET2.COM 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 | 10 | 100.0 | 4 | 10 | | |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 44.4 | 41 | 9 | |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 12.5 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 33.3 | 54 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | A | 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 | 6 | 46.2 | 32 | 13 | |
| | BRISTOL | EASYJET UK LTD | 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 | 7 | 61.5 | 16 | 13 | |
| | BRISTOL | JET2.COM LTD | S | A | 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 | 100.0 | 4 | 8 | |
| | BRISTOL | JET2.COM LTD | 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 | 4 | 100.0 | 2 | 8 | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 44.4 | 43 | 9 | |
| | BRISTOL | RYANAIR | 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 | 55.6 | 38 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 9 | 0 | 0 | 44.4 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 85.7 | 10 | 7 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | 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 | 1 | 71.4 | 13 | 7 | |
| | EDINBURGH | JET2.COM 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 | 100.0 | 0 | 1 | |
| | 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 | 0.0 | 3 | 100.0 | 3 | 1 | |
| | EDINBURGH | RYANAIR | S | A | 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 | 14 | 88.9 | 17 | 9 | |
| EDINBURGH | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 88.9 | 19 | 9 | | |
| GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 85.7 | 7 | 7 | | |
| GLASGOW | JET2.COM LTD | 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 | 1 | 100.0 | 3 | 8 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------|-------------------------|--------------------------------------|---|---------|----|-----|---|------|------|------|------|-------|-----|-----|-----|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | JET2.COM LTD | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 0 | 8 | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | JET2.COM LTD | S | D | 8 | 0 | 0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 9 | | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | RYANAIR | 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 | 22.2 | 42 | 9 | | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | RYANAIR | 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 | 66.7 | 12 | 9 | | | | | | | |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 5 | 0 | 0 | 40.0 | 0.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 0 | 4 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 0 | 4 | | | | | | | | |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | | | | | | | | |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 32 | 0 | 0 | 34.4 | 21.9 | 28.1 | 6.3 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.9 | 13 | 23 | | | | | | | | |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 32 | 0 | 0 | 0.0 | 40.6 | 37.5 | 12.5 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.6 | 22 | 22 | | | | | | | | |
| GATWICK | 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 | 85.7 | 9 | 7 | | | | | | | | |
| GATWICK | 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 | 42.9 | 26 | 7 | | | | | | | | |
| GATWICK | GATWICK | EASYJET UK LTD | S | A | 36 | 0 | 0 | 2.8 | 50.0 | 22.2 | 11.1 | 5.6 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.8 | 18 | 52 | | | | | | | | |
| GATWICK | GATWICK | EASYJET UK LTD | S | D | 36 | 0 | 0 | 0.0 | 52.8 | 27.8 | 11.1 | 2.8 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 72.5 | 16 | 51 | | | | | | | | |
| HEATHROW | HEATHROW | BRITISH AIRWAYS PLC | S | A | 23 | 0 | 1 | 4.2 | 33.3 | 20.8 | 8.3 | 20.8 | 4.2 | 0.0 | 4.2 | 0.0 | 0.0 | 4.2 | 25 | 71.4 | 13 | 35 | | | | | | | | |
| HEATHROW | HEATHROW | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 0.0 | 29.2 | 41.7 | 16.7 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.9 | 12 | 35 | | | | | | | | |
| LONDON CITY | LONDON CITY | BA CITYFLYER LTD | S | A | 31 | 0 | 0 | 41.9 | 38.7 | 12.9 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.6 | 10 | 41 | | | | | | | | |
| LONDON CITY | LONDON CITY | BA CITYFLYER LTD | S | D | 31 | 0 | 0 | 0.0 | 32.3 | 58.1 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 65.9 | 16 | 41 | | | | | | | | |
| LUTON | LUTON | EASYJET UK LTD | S | A | 18 | 0 | 0 | 5.6 | 44.4 | 22.2 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 53.8 | 26 | 23 | | | | | | | | |
| LUTON | LUTON | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 58.8 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 48.1 | 24 | 24 | | | | | | | | |
| STANSTED | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 1 | 11 | | | | | | | | |
| STANSTED | STANSTED | JET2.COM LTD | 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 | 1 | 100.0 | 3 | 11 | | | | | | | | |
| STANSTED | STANSTED | RYANAIR | S | A | 46 | 0 | 0 | 0.0 | 45.7 | 23.9 | 13.0 | 8.7 | 6.5 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 57.6 | 21 | 56 | | | | | | | | |
| STANSTED | STANSTED | RYANAIR | S | D | 46 | 0 | 0 | 0.0 | 37.0 | 43.5 | 6.5 | 4.3 | 6.5 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 70.9 | 19 | 55 | | | | | | | | |
| STANSTED | STANSTED | RYANAIR UK LTD | S | 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 | 6 | 0.0 | 0 | 0 | | | | | | | | |
| STANSTED | STANSTED | RYANAIR UK 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 | 2 | 0.0 | 0 | 0 | | | | | | | | |
| MANCHESTER | 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 | 75.0 | 11 | 11 | | | | | | | | |
| MANCHESTER | 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 | 83.3 | 4 | 11 | | | | | | | | |
| MANCHESTER | MANCHESTER | JET2.COM LTD | S | A | 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 | 90.0 | 3 | 10 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | JET2.COM LTD | S | D | 8 | 0 | 0 | 12.5 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 10 |
| | MANCHESTER | RYANAIR | S | A | 39 | 0 | 0 | 2.6 | 38.5 | 33.3 | 12.8 | 5.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.1 | 31 | 43 |
| | MANCHESTER | RYANAIR | S | D | 39 | 0 | 0 | 0.0 | 48.7 | 30.8 | 10.3 | 5.1 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.5 | 26 | 43 |
| | MANCHESTER | RYANAIR 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 | 2 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR UK 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 | 0.0 | 6 | 0.0 | 0 | 0 |
| | NEWCASTLE | JET2.COM LTD | S | A | 8 | 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 | 90.0 | 10 | 10 |
| | NEWCASTLE | JET2.COM LTD | S | D | 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 | 70.0 | 16 | 10 |
| | NEWCASTLE | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 23.1 | 7.7 | 0.0 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 32 | 84.6 | 10 | 12 |
| | NEWCASTLE | 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 | 8 | 91.7 | 6 | 12 |
| TOTAL IBIZA | | | | | 734 | 0 | 3 | 8.3 | 42.5 | 31.2 | 8.8 | 4.6 | 2.7 | 1.2 | 0.3 | 0.0 | 0.0 | 0.4 | 10 | 69.7 | 17 | 860 |
| ILHA DO SAL C.VERDE | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 66.7 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 4 | 8 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 77.8 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 87.5 | 6 | 8 |
| | BRISTOL | TUI AIRWAYS LTD | S | A | 5 | 0 | 0 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 0 | 4 |
| | BRISTOL | TUI AIRWAYS LTD | 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 | 100.0 | 4 | 4 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | A | 4 | 0 | 0 | 25.0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS 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 | 5 | 0.0 | 0 | 0 |
| | GLASGOW | TUI AIRWAYS 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 | 2 | 0.0 | 0 | 0 |
| | GLASGOW | TUI AIRWAYS 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 | 0.0 | 0 | 0 |
| | GATWICK | TUI AIRWAYS LTD | S | A | 17 | 0 | 0 | 5.9 | 35.3 | 29.4 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 20 | 12 |
| | GATWICK | TUI AIRWAYS LTD | S | D | 15 | 0 | 0 | 0.0 | 6.7 | 80.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 90.9 | 5 | 11 |
| | 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 | 25 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 21 | 0 | 0 | 9.5 | 19.0 | 57.1 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 21 | 13 |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 20 | 0 | 0 | 0.0 | 35.0 | 55.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 12 | 12 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 5 | 0 | 0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | 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 | 4 | 0.0 | 0 | 0 |
| TOTAL ILHA DO SAL C.VERDE | | | | | 128 | 0 | 0 | 11.7 | 26.6 | 44.5 | 10.2 | 5.5 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 10 | 76.4 | 11 | 72 |
| INNSBRUCK | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM 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 | 100.0 | 1 | 3 |
| | BIRMINGHAM | 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 | 66.7 | 12 | 3 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 52 | 100.0 | 4 | 4 |
| | 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 | 10 | 2 |
| | 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 | 0.0 | 3 | 100.0 | 0 | 3 |
| | BRISTOL | JET2.COM 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 | 2 | 3 |
| | 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 |
| | EDINBURGH | 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 | 8 | 66.7 | 17 | 3 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | JET2.COM 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 | 33.3 | 33 | 3 | | |
| | EDINBURGH | TUI AIRWAYS 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 | 2 | 100.0 | 0 | 3 | | |
| | EDINBURGH | 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 | 62 | 2 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 5 | 0 | 0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 5 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET UK LTD | S | A | 25 | 0 | 0 | 12.0 | 32.0 | 40.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 27 | 16 | | |
| | GATWICK | EASYJET UK LTD | S | D | 25 | 0 | 0 | 0.0 | 52.0 | 28.0 | 12.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 20 | 16 | | |
| | GATWICK | TITAN AIRWAYS LTD | 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 | 28 | 66.7 | 7 | 3 | | |
| | GATWICK | 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 | 47 | 66.7 | 3 | 2 | | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 85 | 80.0 | 8 | 5 | | |
| | 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 | 84 | 50.0 | 19 | 3 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 6 | 0 | 0 | 0.0 | 33.3 | 16.7 | 16.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 57.1 | 21 | 14 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 12 | 64.3 | 21 | 14 | | |
| | LUTON | 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 | 1 | 50.0 | 12 | 2 | | |
| | LUTON | 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 | 24 | 1 | | |
| | STANSTED | JET2.COM LTD | 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 | 66.7 | 9 | 3 | | |
| | STANSTED | JET2.COM 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 | 3 | | |
| | STANSTED | 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 | 9 | 100.0 | 4 | 2 | | |
| | 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 | 18 | 1 | | |
| | MANCHESTER | EASYJET 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 | 12 | 0.0 | 0 | 0 | | |
| | MANCHESTER | EASYJET UK LTD | S | D | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | |
| | MANCHESTER | JET2.COM LTD | S | A | 5 | 0 | 0 | 20.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 87.5 | 4 | 8 | | |
| | MANCHESTER | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 80.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 1 | 8 | | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 3 | 0 | 0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 27 | 4 | | |
| | MANCHESTER | 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 | 50.0 | 28 | 2 | | |
| TOTAL INNSBRUCK | | | | | 126 | 0 | 0 | 6.3 | 44.4 | 27.8 | 7.9 | 7.1 | 5.6 | 0.0 | 0.8 | 0.0 | 0.0 | 13 | 66.7 | 16 | 136 | | |
| INVERNESS | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | A | 21 | 0 | 0 | 4.8 | 71.4 | 14.3 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.3 | 2 | 26 | | |
| | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | D | 21 | 0 | 0 | 0.0 | 47.6 | 42.9 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.3 | 2 | 26 | | |
| | 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 | 93.1 | 4 | 29 | | |
| | 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 | 79.3 | 9 | 29 | | |
| | BRISTOL | EASYJET UK LTD | S | A | 30 | 0 | 0 | 3.3 | 23.3 | 43.3 | 6.7 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.3 | 20 | 30 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 30 | 0 | 0 | 3.3 | 40.0 | 30.0 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.0 | 16 | 30 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | 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 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | 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 | |
| | 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 | 0.0 | 33 | 2 | |
| | 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 | 50.0 | 38 | 2 | |
| | GLASGOW | 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 | 1 | |
| | GATWICK | EASYJET UK LTD | S | A | 73 | 0 | 0 | 20.5 | 49.3 | 19.2 | 5.5 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 81.2 | 8 | 85 | |
| | GATWICK | EASYJET UK LTD | S | D | 73 | 0 | 0 | 0.0 | 58.9 | 27.4 | 8.2 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 10 | 85 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 0.0 | 5.0 | 36.7 | 31.7 | 18.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 78.3 | 12 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 33.3 | 38.3 | 16.7 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.3 | 15 | 60 | |
| | LUTON | EASYJET UK LTD | S | A | 47 | 0 | 0 | 6.4 | 25.5 | 21.3 | 19.1 | 12.8 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 39.3 | 47 | 56 | |
| | LUTON | EASYJET UK LTD | S | D | 47 | 0 | 0 | 0.0 | 27.7 | 31.9 | 17.0 | 14.9 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 33.9 | 32 | 56 | |
| | MANCHESTER | LOGANAIR LTD | S | A | 26 | 0 | 1 | 7.4 | 33.3 | 25.9 | 14.8 | 11.1 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 3.7 | 16 | 96.7 | 2 | 30 | |
| | MANCHESTER | LOGANAIR LTD | S | D | 38 | 0 | 2 | 0.0 | 47.5 | 37.5 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 4 | 90.0 | 5 | 30 | |
| TOTAL INVERNESS | | | | | 528 | 0 | 3 | 4.5 | 37.5 | 30.3 | 13.4 | 9.8 | 3.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.1 | 15 | 637 | |
| IRELAND WEST(KNOCK) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 41 | 58.3 | 34 | 12 | |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 41 | 58.3 | 29 | 12 | |
| | BRISTOL | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 33.3 | 25.0 | 8.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 82.4 | 18 | 17 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.1 | 10 | 17 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 16.7 | 8.3 | 41.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 86.4 | 6 | 22 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 90.9 | 4 | 22 | |
| | EDINBURGH | RYANAIR | S | A | 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 | 27 | 41.2 | 23 | 17 | |
| | EDINBURGH | RYANAIR | S | D | 8 | 0 | 1 | 0.0 | 22.2 | 22.2 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 17 | 58.8 | 21 | 17 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 29 | 0 | 1 | 0.0 | 16.7 | 23.3 | 23.3 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 25 | 82.4 | 11 | 34 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 46.7 | 30.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.2 | 7 | 34 | |
| | HEATHROW | AER LINGUS | S | A | 29 | 0 | 1 | 0.0 | 10.0 | 36.7 | 16.7 | 23.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 30 | 83.3 | 12 | 29 | |
| | HEATHROW | AER LINGUS | S | D | 29 | 0 | 1 | 0.0 | 20.0 | 46.7 | 10.0 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 19 | 93.3 | 8 | 30 | |
| | LUTON | RYANAIR | S | A | 37 | 0 | 0 | 0.0 | 27.0 | 48.6 | 13.5 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.1 | 22 | 43 | |
| | LUTON | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 60.5 | 28.9 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 67.4 | 25 | 43 | |
| | STANSTED | RYANAIR | S | A | 41 | 0 | 1 | 0.0 | 28.6 | 31.0 | 21.4 | 9.5 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 18 | 76.6 | 10 | 47 | |
| | STANSTED | RYANAIR | S | D | 41 | 0 | 1 | 0.0 | 23.8 | 38.1 | 21.4 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 15 | 80.9 | 9 | 47 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | | | | | | | | | | | |
|---------------------------------------|--|-----------------------------|--|---------|--|-----|--|-----|--|-----|--|-------|--|------|--|----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|----------------------|----------------------|----------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------|-----------------|------------------|-----|----|--|
| | | | | | | | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
| | | | | | | | | | | | | | | | | 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 215 m early | 215 m to 230 m early | 230 m to 245 m early | 245 m to 260 m early | 260 m to 275 m early | 275 m to 290 m early | 290 m to 305 m early | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | |
| TOTAL IRELAND WEST (KNOCK) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ISLAMABAD INTERNATIONAL AIRPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 13 | | 0 | | 0 | | 7.7 | | 23.1 | | 23.1 | | 15.4 | | 15.4 | | 15.4 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 22 | | 61.5 | | 59 | | 13 | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 13 | | 0 | | 0 | | 0.0 | | 15.4 | | 15.4 | | 38.5 | | 7.7 | | 23.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 31 | | 38.5 | | 51 | | 13 | |
| 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 | | 92.3 | | 2 | | 13 | | | |
| 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 | | 76.9 | | 10 | | 13 | | | |
| TOTAL ISLAMABAD INTERNATIONAL AIRPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ISLAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | | LOGANAIR LTD | | S A | | 50 | | 0 | | 3 | | 9.4 | | 50.9 | | 18.9 | | 9.4 | | 3.8 | | 1.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 5.7 | | 6 | | 76.0 | | 10 | | 47 | |
| GLASGOW | | LOGANAIR LTD | | S D | | 47 | | 0 | | 3 | | 0.0 | | 26.0 | | 50.0 | | 8.0 | | 8.0 | | 2.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 6.0 | | 10 | | 70.0 | | 13 | | 47 | |
| TOTAL ISLAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ISLE OF MAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES 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 | | 100.0 | | 6 | | 2 | | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES 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 | | 100.0 | | 0 | | 3 | | | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | S A | | 13 | | 0 | | 1 | | 7.1 | | 28.6 | | 21.4 | | 28.6 | | 7.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 7.1 | | 12 | | 50.0 | | 40 | | 8 | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | S D | | 14 | | 0 | | 1 | | 0.0 | | 53.3 | | 0.0 | | 33.3 | | 0.0 | | 6.7 | | 0.0 | | 0.0 | | 0.0 | | 6.7 | | 14 | | 75.0 | | 30 | | 8 | | | |
| BIRMINGHAM | | LOGANAIR LTD | | S A | | 24 | | 0 | | 2 | | 3.8 | | 42.3 | | 23.1 | | 7.7 | | 3.8 | | 7.7 | | 3.8 | | 0.0 | | 0.0 | | 7.7 | | 18 | | 76.0 | | 13 | | 23 | | | |
| BIRMINGHAM | | LOGANAIR LTD | | S D | | 24 | | 0 | | 2 | | 0.0 | | 30.8 | | 15.4 | | 26.9 | | 7.7 | | 3.8 | | 7.7 | | 0.0 | | 0.0 | | 7.7 | | 24 | | 68.0 | | 18 | | 24 | | | |
| BRISTOL | | EASYJET UK LTD | | S A | | 13 | | 0 | | 1 | | 0.0 | | 28.6 | | 14.3 | | 28.6 | | 14.3 | | 7.1 | | 0.0 | | 0.0 | | 0.0 | | 7.1 | | 20 | | 25.0 | | 38 | | 8 | | | |
| BRISTOL | | EASYJET UK LTD | | S D | | 14 | | 0 | | 0 | | 0.0 | | 50.0 | | 42.9 | | 7.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 4 | | 37.5 | | 23 | | 8 | | | | | |
| EDINBURGH | | LOGANAIR LTD | | S A | | 11 | | 0 | | 2 | | 23.1 | | 23.1 | | 0.0 | | 23.1 | | 7.7 | | 7.7 | | 0.0 | | 0.0 | | 0.0 | | 15.4 | | 19 | | 75.0 | | 12 | | 14 | | | |
| EDINBURGH | | LOGANAIR LTD | | S D | | 11 | | 0 | | 2 | | 7.7 | | 23.1 | | 30.8 | | 0.0 | | 15.4 | | 7.7 | | 0.0 | | 0.0 | | 0.0 | | 15.4 | | 20 | | 76.5 | | 29 | | 16 | | | |
| JERSEY | | BLUE ISLANDS LIMITED | | S A | | 2 | | 0 | | 0 | | 50.0 | | 0.0 | | 0.0 | | 0.0 | | 50.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 57 | | 0.0 | | 0 | | 0 | | | | | |
| JERSEY | | BLUE ISLANDS LIMITED | | S D | | 2 | | 0 | | 0 | | 0.0 | | 0.0 | | 50.0 | | 0.0 | | 0.0 | | 50.0 | | 0.0 | | 0.0 | | 0.0 | | 66 | | 0.0 | | 0 | | 0 | | | | | |
| LIVERPOOL (JOHN LENNON) | | EASYJET UK LTD | | S A | | 21 | | 0 | | 0 | | 14.3 | | 38.1 | | 9.5 | | 4.8 | | 28.6 | | 0.0 | | 4.8 | | 0.0 | | 0.0 | | 21 | | 63.6 | | 18 | | 49 | | | | | |
| LIVERPOOL (JOHN LENNON) | | EASYJET UK LTD | | S D | | 21 | | 0 | | 0 | | 4.8 | | 57.1 | | 19.0 | | 14.3 | | 0.0 | | 0.0 | | 4.8 | | 0.0 | | 0.0 | | 13 | | 75.5 | | 12 | | 50 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | | | | |
|---|--|------------------------|--|---------|---|------------|----------|-----------|------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | LOGANAIR LTD | | S | A | 50 | 0 | 1 | 0.0 | 39.2 | 35.3 | 7.8 | 5.9 | 3.9 | 3.9 | 2.0 | 0.0 | 0.0 | 2.0 | 19 | 84.0 | 4 | 44 | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | LOGANAIR LTD | | S | D | 50 | 0 | 1 | 0.0 | 13.7 | 41.2 | 25.5 | 5.9 | 5.9 | 3.9 | 2.0 | 0.0 | 0.0 | 2.0 | 29 | 82.0 | 4 | 45 | | | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | A | 58 | 0 | 2 | 18.3 | 40.0 | 28.3 | 3.3 | 1.7 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 13 | 61.9 | 17 | 57 | | | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | D | 58 | 0 | 2 | 0.0 | 53.3 | 33.3 | 5.0 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 3.3 | 7 | 67.7 | 10 | 57 | | | | | | | | | | | |
| HEATHROW | | LOGANAIR LTD | | S | A | 33 | 0 | 5 | 2.6 | 34.2 | 21.1 | 2.6 | 13.2 | 10.5 | 0.0 | 2.6 | 0.0 | 0.0 | 13.2 | 28 | 73.3 | 12 | 27 | | | | | | | | | | | |
| HEATHROW | | LOGANAIR LTD | | S | D | 33 | 0 | 5 | 0.0 | 5.3 | 36.8 | 15.8 | 10.5 | 7.9 | 7.9 | 2.6 | 0.0 | 0.0 | 13.2 | 40 | 60.0 | 23 | 26 | | | | | | | | | | | |
| LONDON CITY | | LOGANAIR LTD | | S | A | 30 | 0 | 4 | 23.5 | 44.1 | 17.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 2 | 71.9 | 12 | 28 | | | | | | | | | | | |
| LONDON CITY | | LOGANAIR LTD | | S | D | 30 | 0 | 4 | 0.0 | 38.2 | 44.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 5 | 59.4 | 21 | 28 | | | | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 19 | 0 | 2 | 4.8 | 47.6 | 9.5 | 4.8 | 14.3 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 9.5 | 22 | 66.7 | 14 | 27 | | | | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 19 | 0 | 2 | 0.0 | 47.6 | 19.0 | 14.3 | 4.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 9.5 | 17 | 60.0 | 16 | 27 | | | | | | | | | | | |
| MANCHESTER | | LOGANAIR LTD | | S | A | 58 | 0 | 2 | 13.3 | 41.7 | 21.7 | 5.0 | 5.0 | 6.7 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 17 | 68.3 | 13 | 54 | | | | | | | | | | | |
| MANCHESTER | | LOGANAIR LTD | | S | D | 58 | 0 | 2 | 0.0 | 36.7 | 35.0 | 3.3 | 11.7 | 5.0 | 1.7 | 3.3 | 0.0 | 0.0 | 3.3 | 23 | 61.7 | 29 | 57 | | | | | | | | | | | |
| TOTAL ISLE OF MAN | | | | | | 666 | 0 | 43 | 5.6 | 36.8 | 26.9 | 9.7 | 6.9 | 4.1 | 2.4 | 1.4 | 0.0 | 0.0 | 6.1 | 18 | 68.3 | 16 | 690 | | | | | | | | | | | |
| ISLES OF SCILLY (ST.MARYS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EXETER | | 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 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | | | | | | | |
| EXETER | | ISLES OF SCILLY SKYBUS | | S | A | 34 | 2 | 6 | 4.8 | 11.9 | 35.7 | 11.9 | 11.9 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 14.3 | 19 | 73.7 | 10 | 36 | | | | | | | | | | | |
| EXETER | | ISLES OF SCILLY SKYBUS | | S | D | 35 | 0 | 3 | 7.9 | 28.9 | 31.6 | 7.9 | 10.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 15 | 86.5 | 7 | 37 | | | | | | | | | | | |
| TOTAL ISLES OF SCILLY (ST.MARYS) | | | | | | 69 | 2 | 9 | 6.3 | 20.0 | 33.8 | 10.0 | 11.3 | 5.0 | 0.0 | 0.0 | 0.0 | 2.5 | 11.3 | 17 | 80.3 | 8 | 74 | | | | | | | | | | | |
| ISTANBUL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | THY TURKISH AIRLINES | | S | A | 60 | 0 | 0 | 11.7 | 35.0 | 31.7 | 18.3 | 1.7 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 11 | 76.7 | 8 | 60 | | | | | | | | | | | |
| BIRMINGHAM | | THY TURKISH AIRLINES | | S | D | 59 | 0 | 1 | 3.3 | 30.0 | 30.0 | 26.7 | 1.7 | 1.7 | 3.3 | 1.7 | 0.0 | 0.0 | 1.7 | 18 | 65.0 | 16 | 60 | | | | | | | | | | | |
| EDINBURGH | | THY TURKISH AIRLINES | | S | A | 30 | 0 | 0 | 20.0 | 36.7 | 30.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 13 | 30 | | | | | | | | | | | |
| EDINBURGH | | THY TURKISH AIRLINES | | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 36.7 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.7 | 23 | 30 | | | | | | | | | | | |
| GATWICK | | THY TURKISH AIRLINES | | S | A | 94 | 0 | 0 | 18.1 | 43.6 | 24.5 | 10.6 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.9 | 12 | 86 | | | | | | | | | | | |
| GATWICK | | THY TURKISH AIRLINES | | S | D | 93 | 0 | 0 | 0.0 | 58.1 | 30.1 | 8.6 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 55.8 | 19 | 86 | | | | | | | | | | | |
| GATWICK | | WIZZ AIR UK LTD | | S | A | 52 | 0 | 0 | 25.0 | 38.5 | 21.2 | 5.8 | 3.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 73.3 | 25 | 30 | | | | | | | | | | | |
| GATWICK | | WIZZ AIR UK LTD | | S | D | 52 | 0 | 0 | 0.0 | 15.4 | 55.8 | 11.5 | 9.6 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 36.7 | 42 | 30 | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 83 | 0 | 0 | 8.4 | 33.7 | 26.5 | 10.8 | 13.3 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 91.0 | 5 | 89 | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 83 | 0 | 0 | 0.0 | 31.3 | 47.0 | 10.8 | 4.8 | 2.4 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 15 | 62.2 | 15 | 90 | | | | | | | | | | | |
| HEATHROW | | THY TURKISH AIRLINES | | S | A | 193 | 0 | 0 | 9.3 | 26.9 | 32.1 | 17.6 | 10.9 | 2.6 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.9 | 17 | 191 | | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: I | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | | |
|---------------------------------------|--|----------------------|--|---------|---|------------------------|----------|----------------------------|------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|-------------|------------------|-----------------|------------------|
| | | | | | | 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) |
| HEATHROW | | THY TURKISH AIRLINES | | S | D | 191 | 0 | 0 | 0.5 | 32.5 | 42.4 | 10.5 | 10.5 | 3.1 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.5 | 17 | 191 |
| LUTON | | WIZZ AIR UK LTD | | S | A | 45 | 0 | 0 | 20.0 | 44.4 | 22.2 | 8.9 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 3.3 | 59 | 30 | |
| LUTON | | WIZZ AIR UK LTD | | S | D | 44 | 0 | 0 | 0.0 | 54.5 | 34.1 | 4.5 | 4.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 60.0 | 18 | 30 | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 13 | 0 | 0 | 15.4 | 46.2 | 30.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 38.5 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| MANCHESTER | | THY TURKISH AIRLINES | | S | A | 91 | 0 | 0 | 7.7 | 37.4 | 36.3 | 15.4 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.6 | 16 | 90 | | |
| MANCHESTER | | THY TURKISH AIRLINES | | S | D | 90 | 0 | 0 | 0.0 | 25.6 | 43.3 | 18.9 | 11.1 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 38.9 | 31 | 90 | | |
| TOTAL ISTANBUL | | | | | | 1316 | 0 | 1 | 6.8 | 35.6 | 34.8 | 13.0 | 6.7 | 2.4 | 0.5 | 0.2 | 0.0 | 0.0 | 0.1 | 11 | 63.6 | 18 | 1213 | |
| ISTANBUL (SABIHA GOKCEN) | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | PEGASUS AIRLINES | | S | A | 13 | 0 | 0 | 53.8 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | | PEGASUS AIRLINES | | 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 | 13 | 0.0 | 0 | 0 | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 28 | 0 | 0 | 7.1 | 28.6 | 17.9 | 21.4 | 14.3 | 3.6 | 7.1 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 28 | 0 | 0 | 0.0 | 28.6 | 42.9 | 17.9 | 3.6 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | |
| STANSTED | | PEGASUS AIRLINES | | S | A | 128 | 0 | 0 | 9.4 | 35.9 | 31.3 | 14.1 | 7.8 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 10 | 69.0 | 10 | 129 | | |
| STANSTED | | PEGASUS AIRLINES | | S | D | 127 | 0 | 0 | 0.8 | 25.2 | 52.8 | 11.8 | 5.5 | 3.1 | 0.8 | 0.0 | 0.0 | 0.0 | 12 | 79.8 | 8 | 129 | | |
| STANSTED | | THY TURKISH AIRLINES | | S | A | 60 | 0 | 0 | 6.7 | 33.3 | 30.0 | 15.0 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 79.5 | 11 | 78 | | |
| STANSTED | | THY TURKISH AIRLINES | | S | D | 60 | 0 | 0 | 3.3 | 13.3 | 40.0 | 21.7 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 67.9 | 14 | 78 | | |
| MANCHESTER | | PEGASUS AIRLINES | | S | A | 55 | 0 | 0 | 9.1 | 25.5 | 40.0 | 9.1 | 10.9 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 82.4 | 10 | 34 | | |
| MANCHESTER | | PEGASUS AIRLINES | | S | D | 55 | 0 | 0 | 0.0 | 23.6 | 50.9 | 9.1 | 10.9 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 67.6 | 16 | 34 | | |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | | | | 567 | 0 | 0 | 5.8 | 27.3 | 40.0 | 13.6 | 9.3 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 13 | 74.3 | 11 | 482 | | |
| IZMIR (ADNAN MENDERES) | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | JET2.COM LTD | | S | A | 10 | 0 | 0 | 0.0 | 40.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 124 | 100.0 | 8 | 2 | |
| BIRMINGHAM | | JET2.COM 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 | 10 | 100.0 | 7 | 2 | | |
| 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 | | |
| 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 | 4 | 0.0 | 0 | 0 | | |
| GLASGOW | | 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 | 14 | 0.0 | 0 | 0 | | |
| GLASGOW | | JET2.COM 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 | 19 | 0.0 | 0 | 0 | | |
| LEEDS BRADFORD | | JET2.COM LTD | | 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 | 0 | 0 | | |
| 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 | 5 | 0.0 | 0 | 0 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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) | 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 | 4 | |
| LIVERPOOL (JOHN LENNON) | 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 | 5 | 4 | |
| GATWICK | GATWICK | EASYJET UK LTD | S | A | 13 | 0 | 0 | 30.8 | 23.1 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 14.3 | 48 | 13 | |
| GATWICK | GATWICK | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 61.5 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 35.7 | 36 | 13 | |
| LUTON | LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 46.2 | 30.8 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 21 | 4 | |
| LUTON | LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 32 | 4 | |
| LUTON | LUTON | 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 | 100.0 | 1 | 4 | |
| LUTON | LUTON | 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 | 8 | 25.0 | 19 | 3 | |
| STANSTED | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 38 | 4 | |
| STANSTED | STANSTED | JET2.COM LTD | S | 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 | 4 | 75.0 | 45 | 4 | |
| STANSTED | STANSTED | PEGASUS AIRLINES | S | A | 30 | 0 | 0 | 16.7 | 56.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.8 | 10 | 32 | |
| STANSTED | STANSTED | PEGASUS AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 40.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 78.1 | 14 | 32 | |
| STANSTED | STANSTED | SUNEXPRESS | S | A | 13 | 0 | 0 | 46.2 | 38.5 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| STANSTED | STANSTED | SUNEXPRESS | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| MANCHESTER | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 40.0 | 24 | 5 | |
| MANCHESTER | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.0 | 14 | 5 | |
| MANCHESTER | MANCHESTER | SUNEXPRESS | S | A | 10 | 0 | 0 | 50.0 | 20.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| MANCHESTER | MANCHESTER | SUNEXPRESS | S | D | 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 | 0.0 | 0 | 0 | |
| NEWCASTLE | NEWCASTLE | JET2.COM LTD | S | A | 5 | 0 | 0 | 80.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| NEWCASTLE | NEWCASTLE | JET2.COM 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 | 30 | 0.0 | 0 | 0 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | | | 249 | 0 | 0 | 14.5 | 34.1 | 33.3 | 11.2 | 3.6 | 2.8 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 13 | 67.4 | 20 | 135 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|---------------------|--|-----------------------------|------------------------|---------|---|------------|----------|----------|------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------------------|------------------|-----------------|------------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | |
| JEDDAH | | BIRMINGHAM | SAUDI ARABIAN AIRLINES | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 15.4 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | | | | | | | |
| | | BIRMINGHAM | SAUDI ARABIAN AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 15.4 | 15.4 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | | | | | | | |
| | | GATWICK | SAUDI ARABIAN AIRLINES | S | A | 25 | 0 | 1 | 3.8 | 15.4 | 34.6 | 26.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 14 | 0.0 | 0 | 0 | | | | | | | | | |
| | | GATWICK | SAUDI ARABIAN AIRLINES | S | D | 25 | 0 | 1 | 0.0 | 0.0 | 42.3 | 19.2 | 26.9 | 7.7 | 0.0 | 0.0 | 0.0 | 3.8 | 28 | 0.0 | 0 | 0 | | | | | | | | | |
| | | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 48 | 0 | 3 | 2.0 | 19.6 | 31.4 | 21.6 | 17.6 | 0.0 | 0.0 | 0.0 | 2.0 | 5.9 | 23 | 65.7 | 18 | 35 | | | | | | | | | |
| | | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 48 | 0 | 3 | 5.9 | 37.3 | 35.3 | 3.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 8 | 76.5 | 19 | 34 | | | | | | | | | |
| | | MANCHESTER | SAUDI ARABIAN AIRLINES | S | A | 22 | 0 | 0 | 0.0 | 13.6 | 40.9 | 18.2 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.3 | 20 | 22 | | | | | | | | | |
| | | MANCHESTER | SAUDI ARABIAN AIRLINES | S | D | 22 | 0 | 0 | 0.0 | 40.9 | 40.9 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.7 | 25 | 22 | | | | | | | | | |
| TOTAL JEDDAH | | | | | | 216 | 0 | 8 | 2.2 | 22.8 | 37.1 | 15.6 | 16.5 | 0.9 | 0.0 | 0.9 | 0.4 | 0.0 | 3.6 | 18 | 72.6 | 20 | 113 | | | | | | | | |
| JEREZ | | STANSTED | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 13 | 13 | | | | | | | | | |
| | | STANSTED | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 53.8 | 12 | 13 | | | | | | | | | |
| | | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 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 | 1 | 0.0 | 0 | 0 | | | | | | | | | |
| TOTAL JEREZ | | | | | | 24 | 0 | 0 | 0.0 | 29.2 | 29.2 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 57.7 | 12 | 26 | | | | | | | | |
| JERSEY | | BELFAST INTERNATIONAL | EASYJET UK 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 | 11 | 70.0 | 12 | 9 | | | | | | | | | |
| | | BELFAST INTERNATIONAL | EASYJET UK 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 | 10 | 88.9 | 9 | 9 | | | | | | | | | |
| | | BIRMINGHAM | BLUE ISLANDS LIMITED | S | A | 24 | 0 | 2 | 15.4 | 34.6 | 11.5 | 3.8 | 11.5 | 3.8 | 11.5 | 0.0 | 0.0 | 7.7 | 28 | 65.5 | 13 | 29 | | | | | | | | | |
| | | BIRMINGHAM | BLUE ISLANDS LIMITED | S | D | 24 | 0 | 2 | 0.0 | 15.4 | 42.3 | 7.7 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 7.7 | 31 | 34.5 | 28 | 29 | | | | | | | | | |
| | | BIRMINGHAM | EASYJET UK LTD | 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 | 0.0 | 0 | 0 | | | | | | | | | |
| | | BIRMINGHAM | EASYJET UK LTD | S | D | 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 | | | | | | | | | |
| | | BRISTOL | BLUE ISLANDS LIMITED | S | A | 30 | 0 | 0 | 3.3 | 26.7 | 26.7 | 13.3 | 13.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 28 | 53.3 | 20 | 29 | | | | | | | | | |
| | | BRISTOL | BLUE ISLANDS LIMITED | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 30.0 | 20.0 | 10.0 | 6.7 | 6.7 | 0.0 | 3.3 | 0.0 | 75 | 53.3 | 25 | 29 | | | | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | BLUE ISLANDS LIMITED | S | A | 24 | 0 | 2 | 26.9 | 34.6 | 19.2 | 3.8 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 12 | 80.6 | 15 | 31 | | | | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | BLUE ISLANDS LIMITED | S | D | 24 | 0 | 2 | 0.0 | 53.8 | 23.1 | 3.8 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 13 | 71.0 | 20 | 31 | | | | | | | | | |
| | | EDINBURGH | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 0.0 | 22.2 | 22.2 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 53 | 37.5 | 34 | 8 | | | | | | | | | |
| | | EDINBURGH | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 25 | 8 | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | BLUE ISLANDS LIMITED | S | A | 30 | 0 | 0 | 0.0 | 30.0 | 40.0 | 16.7 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 65.5 | 17 | 29 | |
| | EXETER | BLUE ISLANDS LIMITED | S | D | 29 | 0 | 0 | 0.0 | 31.0 | 34.5 | 17.2 | 6.9 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 67.9 | 17 | 28 | |
| | GLASGOW | EASYJET UK LTD | S | A | 18 | 0 | 0 | 11.1 | 38.9 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 38.9 | 21 | 18 | |
| | GLASGOW | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 11 | 18 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 24 | 0 | 1 | 8.0 | 48.0 | 20.0 | 8.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 16 | 68.2 | 18 | 43 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 25 | 0 | 0 | 4.0 | 48.0 | 24.0 | 12.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 84.1 | 12 | 43 | |
| | GATWICK | EASYJET UK LTD | S | A | 121 | 0 | 0 | 19.8 | 58.7 | 14.0 | 5.0 | 0.8 | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 6 | 72.9 | 14 | 126 | |
| | GATWICK | EASYJET UK LTD | S | D | 121 | 0 | 0 | 0.0 | 62.8 | 27.3 | 5.8 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 65.1 | 20 | 126 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 129 | 0 | 2 | 3.8 | 33.6 | 32.1 | 13.7 | 9.9 | 4.6 | 0.8 | 0.0 | 0.0 | 0.0 | 1.5 | 14 | 64.5 | 33 | 121 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 130 | 0 | 1 | 0.0 | 42.0 | 35.1 | 9.9 | 6.9 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 11 | 58.1 | 26 | 121 | |
| | LUTON | EASYJET UK LTD | S | A | 43 | 0 | 0 | 14.0 | 60.5 | 20.9 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 53.3 | 24 | 29 | |
| | LUTON | EASYJET UK LTD | S | D | 43 | 0 | 0 | 2.3 | 60.5 | 27.9 | 7.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.0 | 17 | 29 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 34 | 0 | 1 | 22.9 | 42.9 | 17.1 | 8.6 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 6 | 73.3 | 13 | 29 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 33 | 0 | 1 | 0.0 | 55.9 | 32.4 | 0.0 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 7 | 80.0 | 12 | 29 | |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | A | 90 | 0 | 1 | 5.5 | 51.6 | 28.6 | 1.1 | 2.2 | 7.7 | 2.2 | 0.0 | 0.0 | 0.0 | 1.1 | 13 | 79.8 | 14 | 93 | |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | D | 90 | 0 | 1 | 4.4 | 39.6 | 38.5 | 3.3 | 3.3 | 8.8 | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 14 | 75.5 | 17 | 93 | |
| TOTAL JERSEY | | | | | 1186 | 0 | 16 | 6.2 | 44.8 | 28.5 | 7.8 | 4.8 | 4.7 | 1.6 | 0.1 | 0.2 | 0.0 | 1.3 | 13 | 67.4 | 20 | 1187 | |
| JOHANNESBURG | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 64 | 0 | 0 | 40.6 | 26.6 | 15.6 | 9.4 | 3.1 | 3.1 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 12 | 71.7 | 36 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 30.0 | 40.0 | 16.7 | 6.7 | 3.3 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 33 | 48.3 | 88 | 60 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 56 | 0 | 0 | 16.1 | 17.9 | 10.7 | 8.9 | 0.0 | 10.7 | 14.3 | 21.4 | 0.0 | 0.0 | 0.0 | 84 | 76.7 | 10 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 6.5 | 74.2 | 16.1 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 76.7 | 9 | 30 | |
| TOTAL JOHANNESBURG | | | | | 211 | 0 | 0 | 17.5 | 32.2 | 21.3 | 10.0 | 3.3 | 4.7 | 4.3 | 6.2 | 0.5 | 0.0 | 0.0 | 35 | 65.6 | 45 | 180 | |
| JONKOPING | | | | | | | | | | | | | | | | | | | | | | | |
| | BOURNEMOUTH | 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 | 50.0 | 28 | 2 | |
| | TEESSIDE INTERNATIONAL AIRPORT | JETTME AS | 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 | |
| TOTAL JONKOPING | | | | | 0 | 0 | 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 | 32 | 3 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: K | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|-------------------------|------------------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| KALAMATA | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 0.0 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 11 | 9 |
| | GATWICK | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 11.1 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 88.9 | 8 | 9 |
| | MANCHESTER | 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 | 45 | 1 |
| | MANCHESTER | 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 | 15 | 1 |
| TOTAL KALAMATA | | | | | 18 | 0 | 0 | 5.6 | 44.4 | 16.7 | 0.0 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 75.0 | 12 | 20 |
| KARLSRUHE/BADEN BADEN | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 44 | 0 | 0 | 18.2 | 34.1 | 27.3 | 4.5 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.1 | 17 | 39 |
| | STANSTED | RYANAIR | S | D | 44 | 0 | 0 | 0.0 | 22.7 | 45.5 | 15.9 | 6.8 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.5 | 18 | 39 |
| TOTAL KARLSRUHE/BADEN BADEN | | | | | 88 | 0 | 0 | 9.1 | 28.4 | 36.4 | 10.2 | 9.1 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.8 | 18 | 78 |
| KARUP | | | | | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | 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 | 14 | 1 |
| TOTAL KARUP | | | | | 0 | 0 | 0 | 0.0 | 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 |
| KATOWICE | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | 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 | 3 | 12 |
| | BRISTOL | 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 | 91.7 | 4 | 12 |
| | LEEDS BRADFORD | 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 | 58.3 | 26 | 12 |
| | LEEDS BRADFORD | 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 | 58.3 | 32 | 12 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | 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 | 1 | 77.8 | 3 | 8 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | D | 9 | 0 | 0 | 11.1 | 0.0 | 77.8 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 44.4 | 22 | 8 |
| | LUTON | WIZZ AIR | S | A | 60 | 0 | 0 | 30.0 | 45.0 | 18.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.9 | 30 | 59 |
| | LUTON | WIZZ AIR | S | D | 60 | 0 | 0 | 1.7 | 33.3 | 45.0 | 11.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 51.7 | 43 | 59 |
| | STANSTED | RYANAIR | S | A | 42 | 0 | 0 | 2.4 | 45.2 | 33.3 | 11.9 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 78.9 | 10 | 38 |
| | STANSTED | RYANAIR | S | D | 42 | 0 | 0 | 0.0 | 28.6 | 50.0 | 16.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 57.9 | 16 | 38 |
| | MANCHESTER | RYANAIR | S | A | 11 | 0 | 0 | 27.3 | 45.5 | 18.2 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 0 | 9 |
| | MANCHESTER | RYANAIR | S | D | 11 | 0 | 0 | 0.0 | 54.5 | 36.4 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 12 | 9 |
| TOTAL KATOWICE | | | | | 244 | 0 | 0 | 9.8 | 38.5 | 36.9 | 8.6 | 4.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 67.7 | 23 | 276 |
| KAUNAS | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 87.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 4 | 9 |
| | BRISTOL | RYANAIR | S | D | 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 | 88.9 | 4 | 9 |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 100.0 | 0 | 4 |
| | EDINBURGH | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 100.0 | 5 | 4 |
| | EDINBURGH | 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 | 60.0 | 10 | 5 |
| | EDINBURGH | 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 | 5 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | 55.6 | 27 | 9 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 33.3 | 8.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 55.6 | 22 | 9 | |
| | LUTON | RYANAIR | S | A | 30 | 0 | 0 | 6.7 | 20.0 | 40.0 | 23.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.7 | 8 | 30 | |
| | LUTON | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 26.7 | 6.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 8 | 30 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 6.7 | 36.7 | 30.0 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 23 | 46.2 | 52 | 26 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 56.7 | 33.3 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 46.2 | 61 | 26 | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 11.8 | 41.2 | 23.5 | 5.9 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 85.7 | 5 | 21 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 29.4 | 11.8 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.0 | 8 | 21 | |
| TOTAL KAUNAS | | | | | 210 | 0 | 0 | 2.9 | 42.9 | 28.6 | 13.8 | 7.1 | 3.3 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 14 | 71.6 | 21 | 208 | |
| KAYSERI ERKILET | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | CORENDON AIRLINES | 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 | 0.0 | 0 | 0 | |
| | MANCHESTER | CORENDON 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 | 1 | |
| TOTAL KAYSERI ERKILET | | | | | 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 | 100.0 | 0 | 1 | |
| KEFALLINIA | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | A | 19 | 0 | 0 | 36.8 | 36.8 | 10.5 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 71.4 | 24 | 21 | |
| | GATWICK | EASYJET UK LTD | S | D | 19 | 0 | 0 | 0.0 | 26.3 | 52.6 | 10.5 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 61.9 | 20 | 21 | |
| TOTAL KEFALLINIA | | | | | 38 | 0 | 0 | 18.4 | 31.6 | 31.6 | 13.2 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 60.9 | 22 | 42 | |
| KEFLAVIK | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 7 | 0 | 0 | 14.3 | 71.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 7 | |
| | BIRMINGHAM | JET2.COM 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 | 5 | 100.0 | 0 | 7 | |
| | 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 | 2 | 3 | |
| | 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 | 2 | |
| | 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 | 0.0 | 0 | 100.0 | 0 | 2 | |
| | 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 | 0.0 | 0 | 100.0 | 0 | 2 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 30.8 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 100.0 | 0 | 9 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 30.8 | 0.0 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 0 | 9 | |
| | GLASGOW | ICELANDAIR | S | A | 26 | 0 | 0 | 0.0 | 26.9 | 50.0 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 17 | 21 | |
| | GLASGOW | ICELANDAIR | S | D | 26 | 0 | 0 | 0.0 | 61.5 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 95.5 | 8 | 22 | |
| | 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 | 100.0 | 0 | 1 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 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 | 0 | 4 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 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 | 3 | 100.0 | 0 | 4 | |
| | LIVERPOOL (JOHN LENNON) | FLY PLAY HF | S | A | 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 | 2 | 100.0 | 2 | 8 | |
| | LIVERPOOL (JOHN LENNON) | FLY PLAY HF | 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 | 87.5 | 10 | 8 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
|---------------------------|---------------------|---------|------------|----------|-------------------|-------------|-------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|----------|-------------|------------------|-----------------|------------------|
| | | | | | 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) |
| GATWICK | EASYJET UK LTD | S A | 8 | 0 | 0 | 37.5 | 37.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.8 | 5 | 9 |
| GATWICK | EASYJET UK LTD | S D | 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 | 0.0 | 8 | 77.8 | 11 | 9 |
| GATWICK | ICELANDAIR | S A | 28 | 0 | 0 | 17.9 | 32.1 | 42.9 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.0 | 17 | 30 | |
| GATWICK | ICELANDAIR | S D | 28 | 0 | 0 | 0.0 | 46.4 | 35.7 | 10.7 | 3.6 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 18 | 30 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 28 | 0 | 0 | 3.6 | 39.3 | 35.7 | 7.1 | 10.7 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 93.3 | 4 | 30 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 28 | 0 | 0 | 0.0 | 60.7 | 32.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 96.7 | 2 | 30 | |
| HEATHROW | ICELANDAIR | S A | 58 | 0 | 0 | 34.5 | 29.3 | 24.1 | 6.9 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.7 | 13 | 59 | |
| HEATHROW | ICELANDAIR | S D | 58 | 0 | 0 | 1.7 | 51.7 | 29.3 | 12.1 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 18 | 59 | |
| LUTON | EASYJET UK LTD | S A | 17 | 0 | 0 | 0.0 | 35.3 | 52.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 27 | 84.0 | 9 | 25 | |
| LUTON | EASYJET UK LTD | S D | 18 | 0 | 0 | 0.0 | 44.4 | 33.3 | 11.1 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.0 | 6 | 25 | |
| STANSTED | FLY PLAY HF | S A | 30 | 0 | 0 | 33.3 | 40.0 | 23.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 86.7 | 11 | 30 | |
| STANSTED | FLY PLAY HF | S D | 30 | 0 | 0 | 0.0 | 43.3 | 36.7 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 11 | 30 | |
| MANCHESTER | EASYJET UK LTD | S A | 8 | 0 | 0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 9 | |
| MANCHESTER | EASYJET UK LTD | S D | 8 | 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 | 9 | |
| MANCHESTER | ICELANDAIR | S A | 29 | 0 | 0 | 24.1 | 51.7 | 17.2 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.1 | 13 | 31 | |
| MANCHESTER | ICELANDAIR | S D | 29 | 0 | 0 | 6.9 | 69.0 | 10.3 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.9 | 15 | 31 | |
| MANCHESTER | JET2.COM 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 | 13 | 71.4 | 9 | 7 | |
| MANCHESTER | JET2.COM 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 | 13 | 100.0 | 1 | 7 | |
| NEWCASTLE | JET2.COM LTD | S A | 6 | 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 | 67 | 2 | |
| NEWCASTLE | JET2.COM LTD | S D | 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 | 50.0 | 91 | 2 | |
| TOTAL KEFLAVIK | | | 553 | 0 | 0 | 10.8 | 45.2 | 30.6 | 6.5 | 4.7 | 1.6 | 0.4 | 0.0 | 0.2 | 0.0 | 0.0 | 7 | 85.6 | 11 | 573 | |
| KERRY COUNTY | | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | 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 | 30 | 0.0 | 0 | 0 | |
| LUTON | RYANAIR | S A | 34 | 0 | 0 | 0.0 | 29.4 | 41.2 | 17.6 | 8.8 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 17 | 60.0 | 19 | 30 | |
| LUTON | RYANAIR | S D | 34 | 0 | 0 | 0.0 | 67.6 | 23.5 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.7 | 12 | 30 | |
| STANSTED | RYANAIR | S A | 22 | 0 | 0 | 4.5 | 36.4 | 59.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 59.1 | 25 | 22 | |
| STANSTED | RYANAIR | S D | 22 | 0 | 0 | 0.0 | 54.5 | 40.9 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 68.2 | 17 | 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 | 100.0 | 7 | 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 | 9 | 4 | |
| MANCHESTER | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 18 | 12 | |
| MANCHESTER | 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 | 75.0 | 17 | 12 | |
| TOTAL KERRY COUNTY | | | 131 | 0 | 0 | 0.8 | 45.0 | 38.2 | 9.9 | 5.3 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 8 | 69.1 | 17 | 136 | |
| KHARTOUM | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | BADR 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 | 57.1 | 0 | 4 | |
| GATWICK | BADR 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 | 42.9 | 11 | 4 | |
| TOTAL KHARTOUM | | | 0 | 0 | 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 | 6 | 8 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | | | | | | | | |
|-------------------------|--|-----------------------------|---------------------|---------|---|------------|----------|----------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------------------------|------------------|-----------------|------------------|-----|--|--|--|--|--|----------|--|--|
| | | | | | | | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | |
| | | | | | | | | | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | | | | | | | |
| KIGALI | | HEATHROW | RWANDAIR EXPRESS | S | A | 18 | 0 | 0 | 22.2 | 5.6 | 33.3 | 11.1 | 11.1 | 5.6 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 49 | 17.6 | 54 | 17 | | | | | | | | | | | | | | | |
| | | HEATHROW | RWANDAIR EXPRESS | S | D | 17 | 0 | 1 | 0.0 | 55.6 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 2 | 35.3 | 25 | 17 | | | | | | | | | | | | | | | |
| TOTAL KIGALI | | | | | | 35 | 0 | 1 | 11.1 | 30.6 | 36.1 | 5.6 | 5.6 | 2.8 | 2.8 | 0.0 | 2.8 | 0.0 | 2.8 | 26 | 26.5 | 39 | 34 | | | | | | | | | | | | | | | |
| KINGSTON | | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 15.4 | 15.4 | 7.7 | 15.4 | 23.1 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 48 | 30.8 | 31 | 13 | | | | | | | | | | | | | | | |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 23.1 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 43 | 33.3 | 25 | 12 | | | | | | | | | | | | | | | |
| TOTAL KINGSTON | | | | | | 26 | 0 | 0 | 7.7 | 15.4 | 19.2 | 19.2 | 19.2 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 46 | 32.0 | 28 | 25 | | | | | | | | | | | | | | | |
| KIRKWALL | | 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 | 100.0 | 4 | 1 | | | | | | | | | | | | | | | | |
| | | ABERDEEN | LOGANAIR LTD | S | A | 52 | 0 | 0 | 11.5 | 53.8 | 23.1 | 3.8 | 1.9 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 86.7 | 10 | 72 | | | | | | | | | | | | | | | |
| | | ABERDEEN | LOGANAIR LTD | S | D | 50 | 0 | 1 | 0.0 | 43.1 | 37.3 | 5.9 | 5.9 | 3.9 | 0.0 | 2.0 | 0.0 | 2.0 | 14 | 88.0 | 4 | 70 | | | | | | | | | | | | | | | | |
| | | EDINBURGH | LOGANAIR LTD | S | A | 29 | 0 | 1 | 10.0 | 6.7 | 33.3 | 10.0 | 26.7 | 10.0 | 0.0 | 0.0 | 0.0 | 3.3 | 24 | 85.9 | 9 | 70 | | | | | | | | | | | | | | | | |
| | | EDINBURGH | LOGANAIR LTD | S | D | 25 | 0 | 1 | 0.0 | 11.5 | 61.5 | 19.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 12 | 83.3 | 15 | 71 | | | | | | | | | | | | | | | | |
| | | GLASGOW | LOGANAIR LTD | S | A | 32 | 0 | 2 | 11.8 | 55.9 | 17.6 | 2.9 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 5.9 | 9 | 79.3 | 7 | 26 | | | | | | | | | | | | | | | | |
| | | GLASGOW | LOGANAIR LTD | S | D | 34 | 0 | 0 | 0.0 | 32.4 | 52.9 | 5.9 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.4 | 13 | 26 | | | | | | | | | | | | | | | | |
| | | HEATHROW | LOGANAIR LTD | S | A | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | |
| | | HEATHROW | LOGANAIR LTD | S | D | 8 | 0 | 1 | 0.0 | 22.2 | 0.0 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 30 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | |
| | | LONDON CITY | 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 | 25 | 1 | | | | | | | | | | | | | | | | |
| TOTAL KIRKWALL | | | | | | 238 | 0 | 6 | 5.7 | 36.9 | 34.0 | 8.2 | 6.6 | 4.9 | 0.8 | 0.4 | 0.0 | 0.0 | 2.5 | 13 | 84.1 | 10 | 337 | | | | | | | | | | | | | | | |
| KLAGENFURT | | 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 | 11 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 53 | 8 | | | | | | | | | | | | | | | | |
| | | STANSTED | 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 | 4 | 62.5 | 14 | 8 | | | | | | | | | | | | | | | | |
| TOTAL KLAGENFURT | | | | | | 17 | 0 | 0 | 5.9 | 41.2 | 41.2 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 31.3 | 33 | 16 | | | | | | | | | | | | | | | | |
| 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 | 87.5 | 76 | 8 | | | | | | | | | | | | | | | | |
| | | 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 | 4 | 8 | | | | | | | | | | | | | | | | |
| | | 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 | 22 | 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 | 20 | 1 | | | | | | | | | | | | | | | | |
| | | 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 | 0.0 | 16 | 1 | | | | | | | | | | | | | | | | |
| | | 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 | 100.0 | 15 | 1 | | | | | | | | | | | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | 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 | 66.7 | 25 | 3 | | | | | | | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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) | 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 | 1 | 3 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | 71.4 | 14 | 7 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | 57.1 | 14 | 7 | | |
| | GATWICK | EASYJET UK LTD | S | A | 17 | 0 | 0 | 29.4 | 52.9 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 36.0 | 32 | 25 | | |
| | GATWICK | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 58.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 53.8 | 22 | 26 | | |
| | STANSTED | 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 | | |
| | STANSTED | 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 | 4 | 1 | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 34 | 66.7 | 13 | 9 | | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 28 | 88.9 | 4 | 9 | | |
| | MANCHESTER | EASYJET UK 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 | 76.5 | 12 | 16 | | |
| | 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 | 4 | 81.3 | 6 | 16 | | |
| TOTAL KOS | | | | | 62 | 0 | 0 | 14.5 | 38.7 | 30.6 | 6.5 | 4.8 | 1.6 | 3.2 | 0.0 | 0.0 | 0.0 | 11 | 66.0 | 19 | 143 | | |
| KOSICE | | | | | | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 14 | 9 | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 2 | 77.8 | 8 | 9 | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 11.8 | 41.2 | 17.6 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 80.8 | 20 | 26 | | |
| | LUTON | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 47.1 | 29.4 | 0.0 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 38 | 26 | | |
| | STANSTED | RYANAIR | S | A | 16 | 0 | 0 | 6.3 | 12.5 | 50.0 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 35.3 | 51 | 17 | | |
| | STANSTED | RYANAIR | S | D | 16 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 41.2 | 30 | 17 | | |
| | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 25 | 4 | | |
| | STANSTED | RYANAIR UK 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 | 7 | 75.0 | 11 | 4 | | |
| TOTAL KOSICE | | | | | 92 | 0 | 0 | 3.3 | 29.3 | 41.3 | 18.5 | 5.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 64.3 | 29 | 112 | | |
| KRAKOW | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 44.4 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 55.6 | 25 | 9 | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | 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 | 1 | 55.6 | 16 | 9 | | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 4 | 5 | | |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.0 | 8 | 5 | | |
| | BELFAST INTERNATIONAL | 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 | 6 | 100.0 | 8 | 4 | | |
| | BELFAST INTERNATIONAL | 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 | 2 | 100.0 | 7 | 4 | | |
| | BIRMINGHAM | 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 | 7 | 100.0 | 0 | 8 | | |
| | BIRMINGHAM | JET2.COM 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 | 100.0 | 2 | 8 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 22 | 0 | 0 | 0 | 18.2 | 54.5 | 18.2 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 60.0 | 23 | 10 | | |
| BIRMINGHAM | RYANAIR | S D | 22 | 0 | 0 | 0 | 0.0 | 45.5 | 27.3 | 22.7 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 33.3 | 38 | 9 | | |
| BIRMINGHAM | 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 | 55.6 | 25 | 9 | | |
| BIRMINGHAM | 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 | 44.4 | 36 | 9 | | |
| BOURNEMOUTH | RYANAIR | S A | 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 | 18 | 55.6 | 36 | 9 | | |
| BOURNEMOUTH | RYANAIR | S D | 9 | 0 | 0 | 0 | 0.0 | 44.4 | 11.1 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 44.4 | 47 | 9 | | |
| BRISTOL | EASYJET UK LTD | S A | 11 | 0 | 0 | 0 | 9.1 | 27.3 | 45.5 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 12 | 8 | | |
| BRISTOL | EASYJET UK LTD | S D | 11 | 0 | 0 | 0 | 0.0 | 72.7 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 5 | 8 | | |
| BRISTOL | RYANAIR | S A | 16 | 0 | 0 | 0 | 0.0 | 37.5 | 31.3 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.9 | 3 | 9 | | |
| BRISTOL | RYANAIR | S D | 16 | 0 | 0 | 0 | 0.0 | 6.3 | 50.0 | 18.8 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.6 | 12 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 8 | 0 | 0 | 0 | 62.5 | 0.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 50.0 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 17 | 0 | 0 | 0 | 5.9 | 64.7 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 9 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 17 | 0 | 0 | 0 | 5.9 | 82.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 77.8 | 7 | 9 | | |
| EDINBURGH | EASYJET UK LTD | S A | 13 | 0 | 0 | 0 | 30.8 | 7.7 | 15.4 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 84.6 | 14 | 12 | | |
| EDINBURGH | EASYJET UK LTD | S D | 13 | 0 | 0 | 0 | 0.0 | 30.8 | 30.8 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 84.6 | 14 | 12 | | |
| EDINBURGH | RYANAIR | S A | 23 | 0 | 1 | 8.3 | 20.8 | 33.3 | 12.5 | 16.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 16 | 69.2 | 16 | 13 | | | |
| EDINBURGH | RYANAIR | S D | 22 | 0 | 0 | 0 | 0.0 | 22.7 | 36.4 | 13.6 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 84.6 | 5 | 13 | | |
| EDINBURGH | 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 | 75.0 | 12 | 4 | | |
| EDINBURGH | 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 | 100.0 | 0 | 4 | | |
| GLASGOW | JET2.COM LTD | S A | 9 | 0 | 0 | 0 | 22.2 | 22.2 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 4 | 8 | | |
| GLASGOW | JET2.COM LTD | S D | 9 | 0 | 0 | 0 | 0.0 | 55.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 1 | 8 | | |
| GLASGOW | RYANAIR | S A | 13 | 0 | 0 | 0 | 23.1 | 61.5 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 5 | 9 | | |
| GLASGOW | RYANAIR | S D | 13 | 0 | 0 | 0 | 0.0 | 46.2 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 55.6 | 13 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 9 | 0 | 0 | 0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 87.5 | 11 | 8 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 9 | 0 | 0 | 0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 62.5 | 19 | 8 | | |
| LEEDS BRADFORD | RYANAIR | S A | 16 | 0 | 1 | 5.9 | 0.0 | 41.2 | 11.8 | 29.4 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 26 | 47.1 | 33 | 17 | | |
| LEEDS BRADFORD | RYANAIR | S D | 17 | 0 | 1 | 5.6 | 5.6 | 27.8 | 11.1 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 37 | 52.9 | 27 | 17 | | |
| LEEDS BRADFORD | 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 | 37.5 | 34 | 8 | | |
| LEEDS BRADFORD | 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 | 37.5 | 40 | 8 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 13 | 0 | 0 | 0 | 0.0 | 38.5 | 46.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 13 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 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 | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 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 | 1 | 100.0 | 2 | 13 | |
| | GATWICK | EASYJET UK LTD | S | A | 34 | 0 | 0 | 5.9 | 38.2 | 35.3 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.7 | 22 | 35 | |
| | GATWICK | EASYJET UK LTD | S | D | 34 | 0 | 0 | 0.0 | 47.1 | 47.1 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 65.7 | 20 | 35 | |
| | GATWICK | WIZZ AIR | S | A | 30 | 0 | 0 | 6.7 | 26.7 | 30.0 | 23.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.3 | 24 | 30 | |
| | GATWICK | WIZZ AIR | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 40.0 | 23.3 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 73.3 | 31 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 14.3 | 9.5 | 38.1 | 23.8 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.3 | 13 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 0.0 | 33.3 | 42.9 | 4.8 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 68.2 | 22 | 22 | |
| | 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 | 87.5 | 14 | 8 | |
| | 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 | 87.5 | 21 | 8 | |
| | LUTON | RYANAIR | S | A | 30 | 0 | 0 | 20.0 | 36.7 | 30.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.7 | 15 | 30 | |
| | LUTON | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 36.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 22 | 30 | |
| | LUTON | WIZZ AIR | S | A | 30 | 0 | 0 | 3.3 | 56.7 | 36.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.0 | 11 | 30 | |
| | LUTON | WIZZ AIR | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 56.7 | 20.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 53.3 | 25 | 30 | |
| | STANSTED | RYANAIR | S | A | 82 | 0 | 0 | 6.1 | 32.9 | 29.3 | 15.9 | 8.5 | 4.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 71.4 | 18 | 76 | |
| | STANSTED | RYANAIR | S | D | 82 | 0 | 0 | 0.0 | 20.7 | 26.8 | 28.0 | 18.3 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 74.0 | 17 | 77 | |
| | 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 | 4 | 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 UK LTD | S | A | 9 | 0 | 0 | 0.0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 12 | 9 | |
| | MANCHESTER | EASYJET UK LTD | 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 | 77.8 | 10 | 9 | |
| | 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 | 9 | 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 | 17 | 0 | 0 | 5.9 | 47.1 | 47.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.5 | 34 | 17 | |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 76.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.5 | 10 | 17 | |
| | MANCHESTER | RYANAIR | S | A | 27 | 0 | 0 | 7.4 | 40.7 | 33.3 | 7.4 | 3.7 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 2 | 13 | |
| | MANCHESTER | RYANAIR | S | D | 26 | 0 | 1 | 0.0 | 14.8 | 51.9 | 18.5 | 3.7 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 3.7 | 25 | 92.3 | 2 | 13 | |
| | MANCHESTER | 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 | 4 | 100.0 | 2 | 4 | |
| | MANCHESTER | RYANAIR UK 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 | 6 | 100.0 | 0 | 4 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 62.5 | 18 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 7 | 8 | |
| | NEWCASTLE | RYANAIR | S | A | 8 | 0 | 1 | 0.0 | 22.2 | 44.4 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 13 | 69.2 | 11 | 13 | |
| | NEWCASTLE | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 142 | 76.9 | 11 | 13 | |
| TOTAL KRAKOW | | | | | 1013 | 0 | 5 | 5.9 | 34.4 | 34.4 | 12.9 | 8.1 | 2.8 | 0.8 | 0.2 | 0.1 | 0.0 | 0.5 | 13 | 73.0 | 17 | 944 | |
| KRISTIANSAND (KJEVIK) | GATWICK | 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 | 100.0 | 13 | 1 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|-------------------|-------------------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | 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 | 19 | 1 |
| TOTAL KRISTIANSAND (KJEVIK) | | | | | 0 | 0 | 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 |
| KUALA LUMPUR (SEPANG) | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | A | 60 | 0 | 0 | 0.0 | 5.0 | 11.7 | 38.3 | 26.7 | 11.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 45 | 66.7 | 14 | 60 |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | D | 59 | 0 | 0 | 0.0 | 59.3 | 28.8 | 8.5 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.0 | 4 | 60 |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 119 | 0 | 0 | 0.0 | 31.9 | 20.2 | 23.5 | 13.4 | 6.7 | 2.5 | 1.7 | 0.0 | 0.0 | 0.0 | 26 | 80.8 | 9 | 120 |
| KUWAIT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 7.4 | 51.9 | 11.1 | 22.2 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 52.2 | 25 | 23 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 0.0 | 37.0 | 44.4 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.0 | 6 | 23 |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 55 | 0 | 0 | 27.3 | 38.2 | 18.2 | 3.6 | 7.3 | 3.6 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 22 | 52 |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 55 | 0 | 0 | 10.9 | 38.2 | 36.4 | 1.8 | 7.3 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 57.7 | 23 | 52 |
| | MANCHESTER | KUWAIT AIRWAYS | S | A | 13 | 0 | 0 | 46.2 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.2 | 12 | 13 |
| | MANCHESTER | KUWAIT AIRWAYS | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 46.2 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 23.1 | 57 | 13 |
| TOTAL KUWAIT | | | | | 190 | 0 | 0 | 15.3 | 39.5 | 27.9 | 7.9 | 4.7 | 2.6 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.8 | 22 | 176 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
|-----------------------------|---------------------|---------|-----|-----|-------------------|-------|-------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|
| | | | | | 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) |
| BRISTOL | EASYJET UK LTD | S A | 13 | 0 | 0 | 7.7 | 38.5 | 15.4 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 3 | 9 |
| BRISTOL | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 13 | 9 | |
| BRISTOL | JET2.COM LTD | 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 | 3 | 100.0 | 0 | 3 | |
| BRISTOL | JET2.COM 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 | 2 | 100.0 | 4 | 4 | |
| BRISTOL | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 57.1 | 18 | 7 | |
| BRISTOL | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 33.3 | 25 | 9 | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 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 | 7 | 60.0 | 32 | 5 | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S 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 | 6 | 100.0 | 0 | 5 | |
| EDINBURGH | 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 | 0 | 75.0 | 6 | 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 | 7 | 100.0 | 5 | 4 | |
| GLASGOW | JET2.COM 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 | 75.0 | 8 | 4 | |
| GLASGOW | 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 | 2 | 100.0 | 4 | 4 | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 9 | 0 | 0 | 55.6 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 3 | 8 | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 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 | 66.7 | 10 | 9 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 12 | 0 | 0 | 8.3 | 16.7 | 33.3 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.8 | 20 | 12 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.2 | 10 | 13 | |
| GATWICK | EASYJET UK LTD | S A | 38 | 0 | 3 | 12.2 | 39.0 | 7.3 | 14.6 | 12.2 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | 18 | 36.8 | 36 | 38 | |
| GATWICK | EASYJET UK LTD | S D | 39 | 0 | 0 | 0.0 | 2.6 | 48.7 | 25.6 | 10.3 | 10.3 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 30 | 37.8 | 27 | 37 | |
| GATWICK | TUI AIRWAYS LTD | C 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 | 83.3 | 12 | 6 | |
| GATWICK | TUI AIRWAYS LTD | C 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 | 14 | 88.9 | 6 | 9 | |
| GATWICK | WIZZ AIR | S A | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 52.9 | 17 | 17 | |
| GATWICK | WIZZ AIR | 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 | 2 | 29.4 | 35 | 17 | |
| GATWICK | WIZZ AIR UK LTD | S A | 17 | 0 | 0 | 5.9 | 52.9 | 23.5 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 38.5 | 49 | 13 | |
| GATWICK | WIZZ AIR UK LTD | S D | 17 | 0 | 0 | 0.0 | 0.0 | 58.8 | 23.5 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.5 | 43 | 13 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 127 | 0 | 2 | 7.8 | 32.6 | 32.6 | 13.2 | 7.8 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 12 | 66.4 | 14 | 109 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 127 | 0 | 1 | 0.0 | 25.0 | 54.7 | 11.7 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 9 | 58.2 | 19 | 109 | |
| LUTON | EASYJET UK LTD | S A | 13 | 0 | 0 | 23.1 | 30.8 | 23.1 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 18 | 9 | |
| LUTON | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.6 | 22 | 9 | |
| LUTON | WIZZ AIR | S A | 29 | 0 | 0 | 51.7 | 31.0 | 10.3 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 18 | 70.0 | 14 | 30 | |
| LUTON | WIZZ AIR | S D | 30 | 0 | 0 | 0.0 | 46.7 | 33.3 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 24 | 50.0 | 28 | 30 | |
| 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 | 0 | 0 | |
| LUTON | WIZZ AIR 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 | JET2.COM LTD | S A | 17 | 0 | 0 | 0.0 | 52.9 | 29.4 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.5 | 14 | 13 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 17 | 0 | 0 | 0.0 | 17.6 | 58.8 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 78.6 | 8 | 14 | |
| | 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 | 12 | 0.0 | 0 | 0 | | |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 17.6 | 23.5 | 23.5 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.2 | 9 | 17 | | |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 88.2 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.3 | 8 | 18 | | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 25.0 | 33.3 | 33.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 63.6 | 12 | 11 | | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 8.3 | 50.0 | 25.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 46.2 | 19 | 13 | | |
| | NEWCASTLE | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | NEWCASTLE | JET2.COM LTD | S | A | 8 | 0 | 0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 8 | | |
| | NEWCASTLE | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 87.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 12 | 9 | | |
| | NEWCASTLE | TUI AIRWAYS LTD | 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 | | |
| TOTAL LARNACA | | | | | 785 | 0 | 8 | 7.4 | 29.0 | 39.0 | 12.7 | 6.9 | 3.3 | 0.3 | 0.1 | 0.3 | 0.0 | 1.0 | 13 | 62.9 | 18 | 711 | |
| LAS PALMAS | BELFAST INTERNATIONAL | JET2.COM 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 | 2 | 57.1 | 16 | 7 | | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 24 | 8 | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 22 | 0 | 0 | 0.0 | 22.7 | 27.3 | 18.2 | 18.2 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 33 | 82.6 | 8 | 23 | | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 0.0 | 66.7 | 9.5 | 14.3 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 27 | 86.4 | 10 | 22 | | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 22.2 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 62.5 | 21 | 8 | | |
| | BIRMINGHAM | RYANAIR | 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 | 3 | 100.0 | 4 | 8 | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 0.0 | 61.5 | 7.7 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 29 | 53.8 | 29 | 13 | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 15.4 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 23 | 69.2 | 22 | 13 | | |
| | BOURNEMOUTH | 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 | 57 | 0.0 | 0 | 0 | | |
| | BOURNEMOUTH | RYANAIR | S | D | 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 | | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 5 | 0 | 0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 59 | 4 | | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 66.7 | 6 | 3 | | |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 23.1 | 30.8 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 22 | 13 | | |
| | BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.9 | 25 | 13 | | |
| | BRISTOL | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 41.2 | 23.5 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 26 | 8 | | |
| | BRISTOL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 16 | 8 | | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 0.0 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 26 | 77.8 | 13 | 9 | | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 69.2 | 0.0 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 88.9 | 5 | 9 | | |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 13 | 8 | | |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 6 | 8 | | |
| | CARDIFF WALES | 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 | 55 | 40.0 | 49 | 5 | | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 136 | 80.0 | 27 | 5 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 29.4 | 64.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 82.4 | 6 | 17 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
|-----------------------------|--------------------------------------|---------|-----|-----|-------------------|-------|-------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|
| | | | | | 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) |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 16 | 0 | 0 | 6.3 | 75.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 70.6 | 10 | 17 |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 0.0 | 9 | 60.0 | 37 | 5 |
| EAST MIDLANDS INTERNATIONAL | 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 | 0.0 | 0 | 100.0 | 4 | 4 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 44.4 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C 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 | 0.0 | 2 | 0.0 | 0 | 0 |
| EDINBURGH | JET2.COM LTD | S A | 13 | 0 | 0 | 7.7 | 30.8 | 38.5 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 92 | 76.9 | 9 | 13 | |
| EDINBURGH | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 83.3 | 15 | 12 | |
| EDINBURGH | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 41.7 | 32 | 12 | |
| EDINBURGH | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 20 | 12 | |
| EXETER | 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 | 1 | 100.0 | 4 | 4 | |
| EXETER | 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 | 0 | 100.0 | 0 | 3 | |
| GLASGOW | JET2.COM LTD | S A | 19 | 0 | 0 | 26.3 | 42.1 | 21.1 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.3 | 9 | 16 | |
| GLASGOW | JET2.COM LTD | S D | 16 | 0 | 0 | 0.0 | 43.8 | 50.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.7 | 17 | 17 | |
| GLASGOW | TUI AIRWAYS LTD | C A | 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 | 62.5 | 19 | 8 | |
| GLASGOW | TUI AIRWAYS LTD | C 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 | 75.0 | 9 | 8 | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 18 | 0 | 0 | 33.3 | 50.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 50.0 | 30 | 16 | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 17 | 0 | 0 | 5.9 | 64.7 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.4 | 18 | 17 | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 9 | 0 | 0 | 44.4 | 11.1 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S D | 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 | 0.0 | 0 | 0 | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 29 | 0 | 0 | 27.6 | 27.6 | 31.0 | 6.9 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 6 | 6 | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 29 | 0 | 0 | 0.0 | 24.1 | 51.7 | 20.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 7 | 6 | |
| 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 | 33.3 | 61 | 3 | |
| 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 | 33.3 | 42 | 3 | |
| GATWICK | EASYJET UK LTD | S A | 35 | 0 | 0 | 11.4 | 20.0 | 25.7 | 20.0 | 14.3 | 2.9 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 54.1 | 41 | 35 | |
| GATWICK | EASYJET UK LTD | S D | 35 | 0 | 0 | 0.0 | 20.0 | 42.9 | 20.0 | 14.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 42.9 | 24 | 34 | |
| GATWICK | TUI AIRWAYS LTD | C A | 17 | 0 | 0 | 5.9 | 17.6 | 17.6 | 29.4 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 15.4 | 44 | 13 | |
| GATWICK | TUI AIRWAYS LTD | C D | 17 | 0 | 0 | 0.0 | 17.6 | 17.6 | 35.3 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 26 | 14 | |
| GATWICK | VUELING AIRLINES | S A | 13 | 0 | 0 | 61.5 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 8 | |
| GATWICK | VUELING AIRLINES | S D | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 5 | 8 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
|-------------------------|------------------------|---------|------------|----------|-------------------|------------|-------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-------------|------------------|-----------------|------------------|
| | | | | | 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) |
| LUTON | EASYJET UK LTD | 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 | 19 | 69.2 | 22 | 13 | |
| LUTON | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.9 | 16 | 13 | | |
| LUTON | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 0.0 | 77.8 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 25 | 9 | | |
| LUTON | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 88.9 | 10 | 9 | | |
| STANSTED | JET2.COM LTD | S A | 21 | 0 | 0 | 0.0 | 23.8 | 66.7 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.2 | 21 | 22 | | |
| STANSTED | JET2.COM LTD | S D | 21 | 0 | 0 | 0.0 | 38.1 | 57.1 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.3 | 15 | 22 | | |
| STANSTED | RYANAIR | S A | 16 | 0 | 0 | 6.3 | 18.8 | 43.8 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 56.0 | 20 | 25 | | |
| STANSTED | RYANAIR | S D | 16 | 0 | 0 | 0.0 | 31.3 | 50.0 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.0 | 10 | 25 | | |
| STANSTED | RYANAIR UK LTD | S A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | |
| STANSTED | RYANAIR UK 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 | 6 | 0.0 | 0 | 0 | | |
| STANSTED | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 22.2 | 22.2 | 33.3 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 71.4 | 20 | 7 | | |
| STANSTED | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 19 | 85.7 | 6 | 7 | | |
| MANCHESTER | EASYJET UK LTD | S A | 9 | 0 | 0 | 11.1 | 0.0 | 22.2 | 44.4 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 28 | 60.0 | 40 | 5 | | |
| MANCHESTER | EASYJET UK 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 | 9 | 100.0 | 2 | 4 | | |
| MANCHESTER | JET2.COM LTD | S A | 21 | 0 | 0 | 9.5 | 33.3 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.1 | 32 | 25 | | |
| MANCHESTER | JET2.COM LTD | S D | 21 | 0 | 0 | 0.0 | 0.0 | 76.2 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.5 | 6 | 26 | | |
| MANCHESTER | RYANAIR | S A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 0.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 23.5 | 44 | 17 | | |
| MANCHESTER | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 52.9 | 29 | 17 | | |
| MANCHESTER | RYANAIR UK LTD | S A | 10 | 0 | 0 | 10.0 | 0.0 | 40.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | |
| MANCHESTER | RYANAIR UK LTD | S D | 10 | 0 | 0 | 0.0 | 30.0 | 60.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 17 | 0 | 0 | 11.8 | 17.6 | 23.5 | 23.5 | 0.0 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 28 | 61.5 | 16 | 13 | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 17 | 0 | 0 | 0.0 | 35.3 | 35.3 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 4 | 14 | | |
| NEWCASTLE | JET2.COM LTD | S A | 13 | 0 | 0 | 30.8 | 23.1 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 11 | 12 | | |
| NEWCASTLE | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 15.4 | 76.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.2 | 15 | 13 | | |
| NEWCASTLE | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 11 | 9 | | |
| NEWCASTLE | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 3 | 9 | | |
| NEWCASTLE | TUI AIRWAYS LTD | 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 | 8 | 62.5 | 13 | 8 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 9 | 0 | 0 | 0.0 | 11.1 | 77.8 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 5 | 8 | | |
| TOTAL LAS PALMAS | | | 984 | 0 | 0 | 7.2 | 28.6 | 39.1 | 11.8 | 8.3 | 3.3 | 1.4 | 0.2 | 0.1 | 0.0 | 0.0 | 15 | 68.9 | 19 | 838 | |
| LAS VEGAS | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | EUROWINGS LUFTVERKEHRS | 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 | 9 | 0.0 | 0 | 0 | | |
| GATWICK | BRITISH AIRWAYS PLC | S A | 19 | 0 | 3 | 0.0 | 18.2 | 4.5 | 27.3 | 4.5 | 18.2 | 0.0 | 13.6 | 0.0 | 0.0 | 13.6 | 64 | 30.8 | 38 | 11 | |
| GATWICK | BRITISH AIRWAYS PLC | S D | 20 | 0 | 2 | 0.0 | 13.6 | 27.3 | 22.7 | 4.5 | 9.1 | 0.0 | 13.6 | 0.0 | 0.0 | 9.1 | 49 | 69.2 | 17 | 11 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 30 | 0 | 0 | 13.3 | 33.3 | 20.0 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 33.3 | 29 | 29 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 30 | 0 | 0 | 0.0 | 16.7 | 36.7 | 16.7 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 40.0 | 33 | 29 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: L | | | | | | | | | | APR 2023 | | | | | | | | | |
|-----------------------------|--|-----------------------------|-----------------------------|---------|---|------------|----------|-----------|-------------|------------------------|-------------|-------------|----------------------|--------------------|-------------------|----------------------------|---------------------|---------------------|----------------------|-------------|-------------|------------------|-----------------|------------------|-----|--|--|--|--|
| | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | |
| | | | | | | | | | | 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 | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 20.0 | 23.3 | 40.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 76.7 | 21 | 30 | | | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 36.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 17 | 30 | | | | | | | |
| TOTAL LAS VEGAS | | | | | | 160 | 0 | 5 | 6.1 | 27.3 | 29.1 | 17.0 | 9.7 | 4.2 | 0.0 | 3.6 | 0.0 | 0.0 | 21 | 54.1 | 25 | 140 | | | | | | | |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 5 | 0 | 5 | 0.0 | 20.0 | 20.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 16 | 50.0 | 8 | 6 | | | | | | | |
| | | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | D | 7 | 0 | 4 | 0.0 | 0.0 | 36.4 | 0.0 | 9.1 | 9.1 | 0.0 | 9.1 | 0.0 | 36.4 | 49 | 37.5 | 45 | 6 | | | | | | | |
| | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 100 | 0 | 3 | 31.1 | 49.5 | 8.7 | 3.9 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 2.9 | 4 | 82.7 | 10 | 75 | | | | | | | |
| | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 101 | 0 | 4 | 2.9 | 53.3 | 29.5 | 2.9 | 4.8 | 2.9 | 0.0 | 0.0 | 0.0 | 3.8 | 6 | 78.2 | 11 | 78 | | | | | | | |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 18 | 0 | 0 | 33.3 | 50.0 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 64.7 | 20 | 17 | | | | | | | |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 83.3 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 58.8 | 19 | 17 | | | | | | | |
| | | BELFAST INTERNATIONAL | EMERALD AIRLINES UK LTD | C | A | 2 | 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 | | | | | | | |
| | | 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 | 100.0 | 5 | 1 | | | | | | | |
| | | BOURNEMOUTH | 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 | | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | 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 | 42 | 0.0 | 0 | 0 | | | | | | | |
| | | EDINBURGH | BRITISH AIRWAYS PLC | 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 | 220 | 0.0 | 0 | 0 | | | | | | | |
| | | MANCHESTER | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | | | | | | |
| | | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL LEEDS BRADFORD | | | | | | 253 | 0 | 18 | 15.1 | 49.1 | 18.5 | 3.7 | 4.1 | 2.2 | 0.0 | 0.7 | 0.0 | 0.0 | 6.6 | 7 | 74.4 | 13 | 201 | | | | | | |
| LEIPZIG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 14.3 | 38.1 | 23.8 | 14.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 15.4 | 28 | 13 | | | | | | | |
| | | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 14.3 | 33.3 | 33.3 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 61.5 | 13 | 13 | | | | | | | |
| TOTAL LEIPZIG | | | | | | 42 | 0 | 0 | 0.0 | 14.3 | 35.7 | 28.6 | 11.9 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 38.5 | 21 | 26 | | | | | | | |
| LIBERIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | | | | |
| | | GATWICK | TUI AIRWAYS LTD | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL LIBERIA | | | | | | 7 | 0 | 0 | 0.0 | 14.3 | 42.9 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | | | | | |
| LILLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | AIR NOSTRUM | 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 | 43 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL LILLE | | | | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | | | | | | | |
| LIMOGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 50.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 37 | 23.1 | 91 | 13 | | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 53.8 | 23 | 13 | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 61.5 | 7 | 12 |
| | 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 | 38.5 | 31 | 13 |
| | STANSTED | RYANAIR | S | A | 28 | 0 | 1 | 3.4 | 37.9 | 34.5 | 10.3 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 10 | 23.1 | 38 | 25 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 1 | 0.0 | 33.3 | 40.0 | 10.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 57.7 | 19 | 25 |
| | 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 | 50.0 | 19 | 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 | 13 | 4 |
| | MANCHESTER | RYANAIR | S | A | 12 | 0 | 1 | 0.0 | 15.4 | 53.8 | 0.0 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 14 | 23.1 | 40 | 13 |
| | MANCHESTER | RYANAIR | S | D | 12 | 0 | 1 | 0.0 | 53.8 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 6 | 69.2 | 14 | 13 |
| TOTAL LIMOGES | | | | | 105 | 0 | 4 | 0.9 | 38.5 | 39.4 | 6.4 | 10.1 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 3.7 | 12 | 44.2 | 31 | 135 |
| LISBON | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EASYJET EUROPE | S | A | 13 | 0 | 0 | 38.5 | 38.5 | 15.4 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.9 | 11 | 12 |
| | BIRMINGHAM | EASYJET EUROPE | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 53.8 | 19 | 12 |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 40.0 | 29 | 10 |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 77.8 | 17 | 9 |
| | BRISTOL | EASYJET EUROPE | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 30.8 | 23.1 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 55.6 | 16 | 7 |
| | BRISTOL | EASYJET EUROPE | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 30.8 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 22.2 | 26 | 7 |
| | BRISTOL | EASYJET UK LTD | S | A | 25 | 0 | 0 | 0.0 | 20.0 | 24.0 | 4.0 | 36.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 14.3 | 34 | 21 |
| | BRISTOL | EASYJET UK LTD | S | D | 25 | 0 | 0 | 0.0 | 24.0 | 20.0 | 24.0 | 32.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 90.5 | 8 | 21 |
| | EDINBURGH | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 23.1 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 30.8 | 23 | 13 |
| | EDINBURGH | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 38.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.3 | 4 | 13 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 7.7 | 7.7 | 30.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 15.4 | 52 | 13 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 15.4 | 0.0 | 0.0 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 59 | 23.1 | 45 | 13 |
| | GLASGOW | EASYJET UK LTD | S | A | 9 | 0 | 0 | 22.2 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| | GLASGOW | EASYJET UK 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 | 0.0 | 0 | 0 |
| | GATWICK | AIR PORTUGAL | S | A | 51 | 0 | 0 | 3.9 | 27.5 | 43.1 | 17.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.6 | 15 | 48 |
| | GATWICK | AIR PORTUGAL | S | D | 51 | 0 | 0 | 0.0 | 2.0 | 43.1 | 29.4 | 17.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 60.4 | 21 | 48 |
| | 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 | 52.5 | 32 | 60 |
| | 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 | 44.3 | 39 | 60 |
| | GATWICK | EASYJET UK LTD | S | A | 90 | 0 | 0 | 11.1 | 26.7 | 34.4 | 11.1 | 11.1 | 3.3 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 22 | 14.8 | 62 | 27 |
| | GATWICK | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 11.1 | 53.3 | 20.0 | 10.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 29.6 | 29 | 27 |
| | HEATHROW | AIR PORTUGAL | S | A | 187 | 0 | 1 | 0.5 | 12.8 | 32.4 | 23.9 | 23.9 | 5.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | 23 | 52.6 | 18 | 189 |
| | HEATHROW | AIR PORTUGAL | S | D | 187 | 0 | 1 | 0.0 | 6.9 | 42.0 | 20.2 | 23.4 | 5.9 | 1.1 | 0.0 | 0.0 | 0.0 | 0.5 | 24 | 61.9 | 19 | 189 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 130 | 0 | 3 | 1.5 | 21.8 | 21.1 | 24.8 | 15.0 | 11.3 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 26 | 60.0 | 19 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 130 | 0 | 3 | 0.0 | 15.0 | 44.4 | 21.1 | 12.0 | 4.5 | 0.8 | 0.0 | 0.0 | 0.0 | 2.3 | 17 | 63.5 | 16 | 115 |
| | LUTON | EASYJET UK LTD | S | A | 90 | 0 | 1 | 1.1 | 13.2 | 33.0 | 31.9 | 14.3 | 4.4 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 | 22 | 29.7 | 40 | 90 |
| | LUTON | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 35.6 | 47.8 | 11.1 | 3.3 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 55.6 | 23 | 90 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S A/D | | MAT UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | | | | |
|--------------------------------------|----------------------|-------------------|---|-------------|----------|-----------|------------|-------------|-------------|-------------|-------------|----------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | | | | | | | | | | | 6.7 | 20.0 | 30.0 | 26.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 30 | 0 | 0 | 6.7 | 20.0 | 30.0 | 26.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 51.6 | 40 | 31 | | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 23.3 | 23.3 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.3 | 35 | 30 | | | | | | | | |
| STANSTED | RYANAIR | S | A | 98 | 0 | 0 | 2.0 | 16.3 | 35.7 | 20.4 | 15.3 | 7.1 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 40.2 | 31 | 106 | | | | | | | | |
| STANSTED | RYANAIR | S | D | 98 | 0 | 0 | 0.0 | 18.4 | 46.9 | 24.5 | 7.1 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.3 | 17 | 107 | | | | | | | | |
| MANCHESTER | AIR PORTUGAL | S | A | 45 | 0 | 0 | 2.2 | 17.8 | 28.9 | 31.1 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 47.2 | 23 | 53 | | | | | | | | |
| MANCHESTER | AIR PORTUGAL | S | D | 45 | 0 | 0 | 0.0 | 11.1 | 33.3 | 17.8 | 28.9 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.6 | 21 | 53 | | | | | | | | |
| MANCHESTER | EASYJET EUROPE | S | A | 13 | 0 | 0 | 7.7 | 46.2 | 30.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.9 | 24 | 13 | | | | | | | | |
| MANCHESTER | EASYJET EUROPE | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 26 | 13 | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 21 | 0 | 0 | 0.0 | 19.0 | 28.6 | 23.8 | 14.3 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 81.0 | 16 | 21 | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 38.1 | 23.8 | 19.0 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 85.7 | 11 | 21 | | | | | | | | |
| MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 5.9 | 35.3 | 35.3 | 5.9 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 8.3 | 74 | 12 | | | | | | | | |
| MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 35.3 | 5.9 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 41.7 | 29 | 12 | | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | A | 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 | 0.0 | 58 | 40.0 | 24 | 5 | | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 80.0 | 5 | 5 | | | | | | | | |
| TOTAL LISBON | | | | 1751 | 0 | 13 | 1.8 | 17.5 | 36.3 | 20.8 | 15.6 | 5.7 | 1.3 | 0.1 | 0.2 | 0.0 | 0.7 | 21 | 53.7 | 24 | 1691 | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 34 | 0 | 1 | 17.1 | 62.9 | 5.7 | 2.9 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 10 | 80.4 | 7 | 48 | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 34 | 0 | 1 | 2.9 | 60.0 | 20.0 | 2.9 | 2.9 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 14 | 84.3 | 5 | 47 | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 139 | 0 | 1 | 5.7 | 45.7 | 27.1 | 7.9 | 5.0 | 5.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.7 | 13 | 79.5 | 12 | 160 | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 139 | 0 | 1 | 0.7 | 59.3 | 20.7 | 4.3 | 7.1 | 4.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.7 | 13 | 72.0 | 16 | 160 | | | | | | | | | |
| 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 | | | | | | | | | |
| ISLE OF MAN | EASYJET UK LTD | S | A | 21 | 0 | 0 | 9.5 | 42.9 | 14.3 | 9.5 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 69.8 | 16 | 47 | | | | | | | | | |
| ISLE OF MAN | EASYJET UK LTD | S | D | 21 | 0 | 0 | 4.8 | 38.1 | 19.0 | 0.0 | 33.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 62.3 | 19 | 47 | | | | | | | | | |
| ISLE OF MAN | LOGANAIR LTD | S | A | 50 | 0 | 2 | 3.8 | 7.7 | 26.9 | 38.5 | 7.7 | 5.8 | 3.8 | 1.9 | 0.0 | 0.0 | 3.8 | 32 | 82.0 | 4 | 45 | | | | | | | | | |
| ISLE OF MAN | LOGANAIR LTD | S | D | 50 | 0 | 2 | 0.0 | 36.5 | 42.3 | 3.8 | 3.8 | 3.8 | 3.8 | 1.9 | 0.0 | 0.0 | 3.8 | 17 | 82.0 | 4 | 44 | | | | | | | | | |
| JERSEY | EASYJET UK LTD | S | A | 25 | 0 | 0 | 20.0 | 44.0 | 24.0 | 0.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 86.4 | 11 | 43 | | | | | | | | | |
| JERSEY | EASYJET UK LTD | S | D | 25 | 0 | 0 | 8.0 | 52.0 | 20.0 | 8.0 | 0.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.3 | 16 | 43 | | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | 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 | | | | | | | | | |
| MANCHESTER | 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 | 10 | 0.0 | 0 | 0 | | | | | | | | | |
| SOUTHAMPTON | BLUE ISLANDS 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 | 37 | 0.0 | 0 | 0 | | | | | | | | | |
| SOUTHAMPTON | BLUE ISLANDS LIMITED | 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 | | | | | | | | | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | | 542 | 0 | 10 | 5.1 | 46.0 | 23.7 | 8.2 | 6.9 | 4.7 | 3.3 | 0.4 | 0.0 | 0.0 | 1.8 | 16 | 76.9 | 12 | 684 | | | | | | | | | |
| LJUBLJANA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 26 | 0 | 0 | 30.8 | 38.5 | 15.4 | 7.7 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.3 | 16 | 16 | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | D | 26 | 0 | 0 | 0.0 | 34.6 | 42.3 | 15.4 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.8 | 19 | 16 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 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 | 55.6 | 22 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 16 | 0 | 0 | 0.0 | 31.3 | 43.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 19 | 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 | 61.5 | 32 | 13 | |
| | 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 | 53.8 | 42 | 13 | |
| TOTAL LJUBLJANA | | | | | 84 | 0 | 0 | 9.5 | 38.1 | 32.1 | 13.1 | 4.8 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.4 | 25 | 76 | |
| LODZ LUBLINEK | | | | | | | | | | | | | | | | | | | | | | | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 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 | 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 | 75.0 | 27 | 8 | |
| | 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 | 75.0 | 23 | 8 | |
| | STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 52.4 | 28.6 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 25 | 61.9 | 20 | 21 | |
| | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 52.4 | 28.6 | 9.5 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.9 | 21 | 21 | |
| TOTAL LODZ LUBLINEK | | | | | 58 | 0 | 0 | 5.2 | 53.4 | 27.6 | 6.9 | 3.4 | 0.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 14 | 65.5 | 22 | 58 | |
| LONDON CITY | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | S | A | 67 | 0 | 1 | 10.3 | 60.3 | 19.1 | 5.9 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 4 | 92.8 | 2 | 82 | |
| | BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | S | D | 67 | 0 | 1 | 0.0 | 64.7 | 19.1 | 8.8 | 4.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 6 | 89.2 | 3 | 81 | |
| | EDINBURGH | BA CITYFLYER LTD | S | A | 214 | 0 | 4 | 18.8 | 49.5 | 22.5 | 4.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 3 | 87.2 | 6 | 196 | | |
| | EDINBURGH | BA CITYFLYER LTD | S | D | 214 | 0 | 4 | 2.8 | 60.6 | 24.8 | 6.4 | 3.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 4 | 88.8 | 6 | 195 | |
| | GLASGOW | BA CITYFLYER LTD | S | A | 123 | 0 | 0 | 14.6 | 56.9 | 20.3 | 4.1 | 3.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 86.2 | 5 | 116 | |
| | GLASGOW | BA CITYFLYER LTD | S | D | 123 | 0 | 0 | 0.8 | 72.4 | 20.3 | 3.3 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.5 | 4 | 116 | |
| | GLASGOW | BRITISH AIRWAYS PLC | 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 | |
| | GLASGOW | BRITISH AIRWAYS PLC | 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 | |
| | ISLE OF MAN | LOGANAIR LTD | S | A | 34 | 0 | 8 | 21.4 | 35.7 | 19.0 | 0.0 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19.0 | 5 | 64.5 | 17 | 28 | |
| | ISLE OF MAN | LOGANAIR LTD | S | D | 30 | 0 | 3 | 3.0 | 48.5 | 33.3 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 3 | 71.9 | 11 | 28 | |
| | 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 | 0.0 | 0 | 0 | |
| | 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 | 100.0 | 13 | 1 | | |
| TOTAL LONDON CITY | | | | | 873 | 0 | 25 | 9.2 | 57.5 | 22.0 | 4.8 | 2.9 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 4 | 87.1 | 6 | 843 | |
| LOS ANGELES INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORSE ATLANTIC UK LTD | S | A | 13 | 0 | 0 | 23.1 | 15.4 | 23.1 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: L | | | | | | | | | | APR 2023 | | | | | | | | |
|--|-----------------------------|-------------------|---|------------|----------|-----------|-------------|-------------|-------------|------------------------|------------|------------|----------------------|--------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|--|
| | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat | |
| GATWICK | NORSE ATLANTIC UK LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 15.4 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | | | | | |
| HEATHROW | AMERICAN AIRLINES | S | A | 89 | 0 | 1 | 24.4 | 24.4 | 28.9 | 6.7 | 5.6 | 3.3 | 1.1 | 3.3 | 1.1 | 0.0 | 1.1 | 31 | 82.8 | 18 | 87 | | | | | | | |
| HEATHROW | AMERICAN AIRLINES | S | D | 88 | 0 | 1 | 0.0 | 59.6 | 28.1 | 9.0 | 0.0 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 6 | 89.7 | 17 | 87 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 3 | 8.9 | 17.8 | 31.1 | 14.4 | 14.4 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 61.1 | 24 | 85 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 4 | 0.0 | 34.1 | 35.2 | 12.1 | 5.5 | 5.5 | 2.2 | 1.1 | 0.0 | 0.0 | 4.4 | 18 | 53.3 | 27 | 86 | | | | | | | |
| HEATHROW | DELTA AIRLINES | S | A | 30 | 0 | 0 | 30.0 | 30.0 | 30.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 39 | 30 | | | | | | | |
| HEATHROW | DELTA AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 60.0 | 33.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.4 | 21 | 29 | | | | | | | |
| HEATHROW | QATAR AIRWAYS | 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 | | | | | | | |
| HEATHROW | UNITED AIRLINES | S | A | 59 | 0 | 1 | 18.3 | 50.0 | 18.3 | 3.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 8 | 91.7 | 4 | 60 | | | | | | | |
| HEATHROW | UNITED AIRLINES | S | D | 59 | 0 | 1 | 0.0 | 58.3 | 30.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 5 | 83.3 | 12 | 60 | | | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 60 | 0 | 0 | 10.0 | 21.7 | 28.3 | 20.0 | 18.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 73.3 | 13 | 60 | | | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 60 | 0 | 0 | 0.0 | 13.3 | 50.0 | 21.7 | 10.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 86.7 | 8 | 60 | | | | | | | |
| TOTAL LOS ANGELES INTERNATIONAL | | | | 676 | 0 | 11 | 8.7 | 34.6 | 31.1 | 10.8 | 8.0 | 3.2 | 1.2 | 0.6 | 0.1 | 0.0 | 1.6 | 15 | 75.0 | 18 | 644 | | | | | | | |
| LUBLIN (PORT LOTNICZY) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | RYANAIR | S | A | 26 | 0 | 0 | 7.7 | 30.8 | 42.3 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.0 | 18 | 21 | | | | | | | |
| LUTON | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 38.5 | 34.6 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 85.7 | 8 | 21 | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 40.0 | 33.3 | 16.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 96.7 | 1 | 30 | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | D | 29 | 0 | 0 | 0.0 | 82.8 | 10.3 | 0.0 | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.0 | 4 | 30 | | | | | | | |
| TOTAL LUBLIN (PORT LOTNICZY) | | | | 111 | 0 | 0 | 12.6 | 46.8 | 25.2 | 7.2 | 6.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 89.2 | 7 | 102 | | | | | | | |
| LUTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET UK LTD | S | A | 35 | 0 | 0 | 2.9 | 45.7 | 37.1 | 2.9 | 5.7 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 12 | 57.7 | 32 | 26 | | | | | | | |
| ABERDEEN | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 57.1 | 25.7 | 11.4 | 0.0 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 36 | 26 | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 26 | 0 | 0 | 42.3 | 38.5 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 57.7 | 30.8 | 3.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 115 | 0 | 2 | 11.1 | 41.0 | 25.6 | 7.7 | 10.3 | 1.7 | 0.9 | 0.0 | 0.0 | 0.0 | 1.7 | 10 | 58.5 | 22 | 105 | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 115 | 0 | 2 | 0.0 | 54.7 | 25.6 | 8.5 | 6.0 | 1.7 | 0.9 | 0.9 | 0.0 | 0.0 | 1.7 | 10 | 60.7 | 20 | 106 | | | | | | | |
| EDINBURGH | EASYJET UK LTD | S | A | 99 | 0 | 0 | 7.1 | 43.4 | 26.3 | 14.1 | 7.1 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.3 | 15 | 88 | | | | | | | |
| EDINBURGH | EASYJET UK LTD | S | D | 99 | 0 | 0 | 2.0 | 40.4 | 25.3 | 15.2 | 14.1 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 71.6 | 17 | 88 | | | | | | | |
| GLASGOW | EASYJET UK LTD | S | A | 81 | 0 | 0 | 4.9 | 44.4 | 30.9 | 12.3 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.6 | 17 | 81 | | | | | | | |
| GLASGOW | EASYJET UK LTD | S | D | 81 | 0 | 0 | 0.0 | 49.4 | 29.6 | 9.9 | 9.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.4 | 16 | 81 | | | | | | | |
| JERSEY | EASYJET UK LTD | S | A | 43 | 0 | 0 | 16.3 | 53.5 | 20.9 | 7.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.0 | 16 | 29 | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 43 | 0 | 0 | 11.6 | 58.1 | 18.6 | 9.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 50.0 | 25 | 29 | |
| | 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 | 27 | 2 | |
| | 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 | 50.0 | 15 | 2 | |
| | LIVERPOOL (JOHN LENNON) | BRITISH AIRWAYS PLC | 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 | 59 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | EASTERN AIRWAYS | C | 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 | 51 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | 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 | 12 | 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 | 5 | 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 | 0.0 | 21 | 1 | |
| | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | MANCHESTER | 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 | |
| | MANCHESTER | 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 | |
| | TEESSIDE INTERNATIONAL AIRPORT | 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 | |
| TOTAL LUTON | | | | | 802 | 0 | 5 | 6.2 | 47.1 | 26.1 | 9.8 | 7.6 | 1.7 | 0.5 | 0.4 | 0.0 | 0.0 | 0.6 | 10 | 65.7 | 19 | 669 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 47 | 0 | 1 | 2.1 | 29.2 | 33.3 | 12.5 | 16.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 15 | 76.0 | 9 | 50 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 47 | 0 | 1 | 0.0 | 50.0 | 27.1 | 6.3 | 10.4 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 11 | 62.0 | 16 | 50 | |
| | LONDON CITY | LUXAIR | S | A | 137 | 0 | 0 | 0.7 | 50.4 | 36.5 | 8.0 | 3.6 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.3 | 6 | 138 | |
| | LONDON CITY | LUXAIR | S | D | 137 | 0 | 0 | 0.0 | 17.5 | 64.2 | 10.9 | 4.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.7 | 11 | 137 | |
| | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 26.7 | 26.7 | 26.7 | 10.0 | 6.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 40 | 76.0 | 11 | 25 | |
| | STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 33.3 | 20.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.0 | 12 | 25 | |
| | 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 | 80.0 | 12 | 5 | |
| | 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 | 60.0 | 17 | 5 | |
| | MANCHESTER | LUXAIR | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| | MANCHESTER | LUXAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL LUXEMBOURG | | | | | 454 | 0 | 2 | 0.4 | 34.9 | 42.5 | 11.4 | 7.2 | 2.9 | 0.0 | 0.0 | 0.2 | 0.0 | 0.4 | 12 | 76.3 | 10 | 435 | |
| LUXOR | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | EGYPT AIR | S | A | 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 | 24 | 0.0 | 33 | 4 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|--------------------|-------------------|--------------------------------------|-----|-----|-------------------|----------|----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|------------|
| | | | | | 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 | | |
| | HEATHROW | EGYPT AIR | S | D | 5 | 0 | 0 | 20.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 16 | 4 |
| TOTAL LUXOR | | | | | 10 | 0 | 0 | 10.0 | 20.0 | 40.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 25.0 | 24 | 8 |
| LYON | EDINBURGH | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 26 | 33.3 | 28 | 9 |
| | EDINBURGH | EASYJET UK LTD | S | D | 8 | 0 | 0 | 12.5 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 88.9 | 9 | 9 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 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 | 4 | 50.0 | 36 | 4 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 1 | 100.0 | 3 | 2 |
| | GATWICK | 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 | 0.0 | 52 | 1 |
| | GATWICK | 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 | 0.0 | 19 | 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 | 60.0 | 23 | 55 |
| | 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 | 38.2 | 40 | 55 |
| | GATWICK | EASYJET UK LTD | S | A | 55 | 0 | 0 | 7.3 | 60.0 | 16.4 | 7.3 | 3.6 | 1.8 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET UK LTD | S | D | 55 | 0 | 0 | 0.0 | 41.8 | 25.5 | 18.2 | 12.7 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| | GATWICK | 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 | 3 | 0.0 | 85 | 3 |
| | GATWICK | 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 | 22 | 0.0 | 48 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 61 | 0.0 | 65 | 3 |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 100.0 | 7 | 3 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 81 | 0 | 2 | 8.4 | 31.3 | 27.7 | 13.3 | 15.7 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 13 | 57.7 | 23 | 95 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 81 | 0 | 2 | 0.0 | 33.7 | 42.2 | 10.8 | 6.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 12 | 62.9 | 19 | 96 |
| | LUTON | EASYJET UK LTD | S | A | 29 | 0 | 0 | 3.4 | 37.9 | 24.1 | 17.2 | 10.3 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 32.3 | 43 | 31 |
| | LUTON | EASYJET UK LTD | S | D | 29 | 0 | 0 | 0.0 | 44.8 | 44.8 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 56.7 | 22 | 30 |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 22.2 | 55.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 22.2 | 77.8 | 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 | 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 | 33.3 | 20 | 3 |
| | 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 | 100.0 | 1 | 3 |
| TOTAL LYON | | | | | 378 | 0 | 7 | 4.7 | 41.8 | 28.6 | 11.7 | 7.8 | 2.3 | 0.8 | 0.5 | 0.0 | 0.0 | 1.8 | 12 | 53.9 | 26 | 405 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: M | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|----------------------------|------------------------|-----|-----|----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | | 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 | BELFAST CITY (GEORGE BEST) | 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 | 15 | 1 |
| | BIRMINGHAM | 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 | 33 | 1 |
| | GLASGOW | 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 | 13 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR SUN | 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 |
| | 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 | 55.6 | 24 | 9 |
| | 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 | 55.6 | 22 | 9 |
| TOTAL MAASTRICHT | | | | | 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 | 55.0 | 23 | 20 |
| MADRID | BIRMINGHAM | RYANAIR | S | A | 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 | 4 | 66.7 | 15 | 12 |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 83.3 | 14 | 12 |
| | BRISTOL | EASYJET UK LTD | S | A | 22 | 0 | 0 | 13.6 | 54.5 | 13.6 | 4.5 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 47.1 | 27 | 17 |
| | BRISTOL | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 59.1 | 22.7 | 9.1 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 47.1 | 27 | 17 |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 0.0 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 20 | 9 |
| | BRISTOL | RYANAIR | 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 | 31 | 55.6 | 20 | 9 |
| | EDINBURGH | 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 | 62 | 1 |
| | EDINBURGH | EASYJET UK LTD | S | A | 30 | 0 | 0 | 10.0 | 33.3 | 13.3 | 16.7 | 10.0 | 13.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 35 | 56.0 | 16 | 25 |
| | EDINBURGH | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 36.7 | 20.0 | 16.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 80.0 | 10 | 25 |
| | EDINBURGH | IBERIA EXPRESS | S | A | 13 | 0 | 0 | 23.1 | 46.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| | EDINBURGH | IBERIA EXPRESS | 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 | 9 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 21 | 0 | 0 | 9.5 | 23.8 | 28.6 | 9.5 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 7 | 13 |
| | EDINBURGH | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 42.9 | 0.0 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 46.2 | 18 | 13 |
| | EDINBURGH | 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 | 24 | 4 |
| | EDINBURGH | 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 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 53.8 | 18 | 13 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 53.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 71.4 | 11 | 13 |
| | GATWICK | AIR EUROPA | S | A | 60 | 0 | 0 | 11.7 | 51.7 | 31.7 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 63.3 | 22 | 60 |
| | GATWICK | AIR EUROPA | S | D | 60 | 0 | 0 | 0.0 | 43.3 | 53.3 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 63.3 | 23 | 60 |
| | 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 | 50.0 | 18 | 2 |
| | GATWICK | EASYJET UK LTD | S | A | 47 | 0 | 0 | 12.8 | 44.7 | 29.8 | 8.5 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.9 | 17 | 64 |
| | GATWICK | EASYJET UK LTD | S | D | 47 | 0 | 0 | 0.0 | 63.8 | 27.7 | 4.3 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 67.2 | 30 | 64 |
| | GATWICK | IBERIA EXPRESS | S | A | 60 | 0 | 0 | 30.0 | 43.3 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 92.3 | 5 | 52 |
| | GATWICK | IBERIA EXPRESS | S | D | 60 | 0 | 0 | 0.0 | 35.0 | 50.0 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.2 | 14 | 52 |
| | 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 | 9 | 1 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: M | | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|---------------------|--|-----------------------|--|---------------------|--|------------------------|-----|-------------------|----------|----------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|----------------------------|------------------|-----------------|------------------|-------------|----------|--|--|
| | | | | | | 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 | | 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 | 100.0 | 0 | 1 | | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 89 | 0 | 1 | 4.4 | 32.2 | 36.7 | 10.0 | 12.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 12 | 69.3 | 13 | 136 | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 89 | 0 | 1 | 0.0 | 15.6 | 53.3 | 12.2 | 11.1 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 16 | 65.0 | 17 | 138 | | | |
| | | HEATHROW | | IBERIA | | S | A | 299 | 0 | 1 | 7.0 | 26.7 | 42.3 | 13.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 11 | 82.2 | 8 | 240 | | | |
| | | HEATHROW | | IBERIA | | S | D | 298 | 0 | 2 | 0.0 | 26.0 | 46.0 | 16.7 | 7.7 | 2.3 | 0.3 | 0.3 | 0.0 | 0.0 | 0.7 | 13 | 78.3 | 11 | 240 | | | |
| | | STANSTED | | 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 | 29 | 1 | | | | |
| | | STANSTED | | 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 | 89 | 1 | | | | |
| | | STANSTED | | RYANAIR | | S | A | 81 | 0 | 0 | 8.6 | 22.2 | 34.6 | 13.6 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.2 | 25 | 83 | | | | |
| | | STANSTED | | RYANAIR | | S | D | 81 | 0 | 0 | 0.0 | 14.8 | 43.2 | 25.9 | 12.3 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 45.1 | 27 | 82 | | | | |
| | | STANSTED | | RYANAIR UK LTD | | S | A | 4 | 0 | 1 | 0.0 | 0.0 | 20.0 | 0.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 57 | 62.5 | 21 | 8 | | | | |
| | | STANSTED | | RYANAIR UK LTD | | 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 | 39 | 37.5 | 21 | 8 | | | | |
| | | MANCHESTER | | AIR ONE | | 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 | 12 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | AIR ONE | | 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 | 60 | 0.0 | 0 | 0 | | | | |
| | | 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 | 27 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | 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 | 44 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | IBERIA | | 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 | | IBERIA | | 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 | 19 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | IBERIA EXPRESS | | S | A | 21 | 0 | 0 | 4.8 | 52.4 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 9 | 12 | | | | |
| | | MANCHESTER | | IBERIA EXPRESS | | S | D | 21 | 0 | 0 | 0.0 | 4.8 | 71.4 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 11 | 12 | | | | |
| | | 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 | 28 | 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 | 10 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | RYANAIR | | S | A | 26 | 0 | 0 | 0.0 | 34.6 | 30.8 | 15.4 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 71.0 | 18 | 31 | | | | |
| | | MANCHESTER | | RYANAIR | | S | D | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 23.1 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 61.3 | 22 | 31 | | | | |
| | | MANCHESTER | | 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 | | | | |
| | | MANCHESTER | | SUNDAIR 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 | 12 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | 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 | 17 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | | 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 | | | | |
| TOTAL MADRID | | | | | | | | 1617 | 0 | 6 | 4.7 | 30.4 | 40.2 | 12.6 | 8.6 | 2.8 | 0.3 | 0.1 | 0.1 | 0.0 | 0.4 | 12 | 69.9 | 16 | 1566 | | | |
| MAHON | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 100.0 | 3 | 4 | | | | | |
| | | 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 | 100.0 | 10 | 4 | | | | | |
| | | BIRMINGHAM | | JET2.COM LTD | | S | A | 4 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 4 | 5 | | | | | |
| | | BIRMINGHAM | | JET2.COM LTD | | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 36 | 100.0 | 2 | 5 | | | | | |
| | | 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 | 40.0 | 30 | 9 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.0 | 11 | 9 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 1 | 0.0 | 0 | 0 | | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 100.0 | 3 | 1 | | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 27 | 9 | | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 9 | 0 | 0 | 11.1 | 88.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 88.9 | 9 | 9 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 3 | 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 | 13 | 3 | | |
| | 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 | 1 | 100.0 | 3 | 4 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | 100.0 | 2 | 5 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | 40.0 | 15 | 5 | | |
| | 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 | 40.0 | 24 | 5 | | |
| | 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 | 100.0 | 11 | 5 | | |
| | GATWICK | EASYJET UK LTD | S | A | 42 | 0 | 0 | 14.3 | 38.1 | 21.4 | 16.7 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 40.0 | 42 | 35 | | |
| | GATWICK | EASYJET UK LTD | S | D | 42 | 0 | 0 | 0.0 | 33.3 | 54.8 | 7.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 57.1 | 18 | 35 | | |
| | GATWICK | 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 | 33.3 | 38 | 12 | | |
| | GATWICK | 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 | 58.3 | 19 | 12 | | |
| | LUTON | EASYJET UK LTD | S | A | 12 | 0 | 0 | 8.3 | 50.0 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 18 | 8 | | |
| | LUTON | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 58.3 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 50.0 | 15 | 8 | | |
| | 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 | 1 | 100.0 | 3 | 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 | 7 | 100.0 | 3 | 5 | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 30.8 | 7.7 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 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 | 44.4 | 27 | 9 | | |
| | 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 | 3 | 9 | | |
| | MANCHESTER | 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 | 60.0 | 10 | 5 | | |
| | MANCHESTER | 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 | 4 | 100.0 | 3 | 5 | | |
| | MANCHESTER | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |
| | MANCHESTER | RYANAIR | 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 | 13 | 0.0 | 0 | 0 | | |
| | MANCHESTER | RYANAIR UK 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 | 0.0 | 0 | 0 | | |
| | MANCHESTER | RYANAIR UK 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 | 8 | 0.0 | 0 | 0 | | |
| | NEWCASTLE | JET2.COM 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 | 100.0 | 3 | 3 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | | | | |
| | NEWCASTLE | JET2.COM 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 | 7 | 100.0 | 3 | 3 | |
| TOTAL MAHON | | | | | 212 | 0 | 0 | 5.2 | 42.0 | 38.2 | 8.0 | 3.8 | 2.4 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 9 | 64.6 | 19 | 235 | |
| MALAGA | ABERDEEN | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 33.3 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 23 | 9 | |
| | ABERDEEN | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 48 | 22.2 | 37 | 9 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 39 | 0 | 0 | 5.1 | 28.2 | 38.5 | 12.8 | 7.7 | 2.6 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.8 | 18 | 34 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 39 | 0 | 0 | 0.0 | 33.3 | 41.0 | 12.8 | 2.6 | 7.7 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 58.8 | 22 | 34 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 13 | 0 | 0 | 23.1 | 38.5 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 7 | 13 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 69.2 | 11 | 13 | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 12 | 0 | 0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 4 | 4 | |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 50.0 | 16.7 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 22 | 4 | |
| | BELFAST INTERNATIONAL | RYANAIR UK 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 | 8 | 55.6 | 25 | 9 | |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | 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 | 88.9 | 14 | 9 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 15 | 0 | 0 | 0.0 | 26.7 | 33.3 | 13.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 15 | 0 | 0 | 0.0 | 0.0 | 60.0 | 13.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 30 | 0 | 0 | 6.7 | 46.7 | 26.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.7 | 6 | 30 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 70.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 13 | 30 | |
| | BIRMINGHAM | RYANAIR | S | A | 34 | 0 | 0 | 0.0 | 8.8 | 23.5 | 17.6 | 29.4 | 17.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 55.3 | 26 | 38 | |
| | BIRMINGHAM | RYANAIR | S | D | 34 | 0 | 1 | 0.0 | 11.4 | 40.0 | 17.1 | 17.1 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 24 | 60.5 | 19 | 38 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 76.9 | 16 | 13 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 11 | 13 | |
| | BOURNEMOUTH | RYANAIR | S | A | 22 | 0 | 0 | 4.5 | 13.6 | 31.8 | 31.8 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 45.5 | 19 | 22 | |
| | BOURNEMOUTH | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 36.4 | 31.8 | 4.5 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 68.2 | 16 | 22 | |
| | BRISTOL | EASYJET EUROPE | S | A | 30 | 0 | 0 | 13.3 | 20.0 | 33.3 | 13.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.0 | 18 | 30 | |
| | BRISTOL | EASYJET EUROPE | S | D | 29 | 0 | 1 | 0.0 | 30.0 | 23.3 | 10.0 | 23.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 24 | 56.7 | 19 | 30 | |
| | BRISTOL | EASYJET UK LTD | S | A | 39 | 0 | 0 | 5.1 | 33.3 | 41.0 | 7.7 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 31 | 35 | |
| | BRISTOL | EASYJET UK LTD | S | D | 39 | 0 | 0 | 0.0 | 56.4 | 33.3 | 5.1 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 82.9 | 11 | 35 | |
| | BRISTOL | JET2.COM LTD | S | A | 12 | 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 | 0.0 | 0 | 0 | |
| | BRISTOL | JET2.COM LTD | S | D | 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 | 7 | 0.0 | 0 | 0 | |
| | BRISTOL | RYANAIR | S | A | 22 | 0 | 0 | 4.5 | 4.5 | 50.0 | 13.6 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 70.0 | 14 | 30 | |
| | BRISTOL | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 36.4 | 31.8 | 18.2 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.0 | 18 | 30 | |
| | BRISTOL | TUI AIRWAYS LTD | C | 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 | 21 | 100.0 | 5 | 4 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | 2 | 80.0 | 9 | 5 | |
| | CARDIFF WALES | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 61.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 33.3 | 20 | 9 | | |
| | CARDIFF WALES | RYANAIR | 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 | 35 | 22.2 | 32 | 9 | | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 13 | 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 | 6 | 100.0 | 0 | 5 | | |
| | CARDIFF WALES | VUELING AIRLINES | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 19 | 9 | | |
| | CARDIFF WALES | VUELING AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 38 | 9 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 26 | 0 | 0 | 15.4 | 34.6 | 38.5 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.1 | 9 | 26 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 50.0 | 42.3 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.5 | 9 | 26 | | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 39 | 0 | 0 | 7.7 | 38.5 | 38.5 | 7.7 | 0.0 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 12 | 70.9 | 17 | 55 | | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 40 | 0 | 0 | 0.0 | 60.0 | 27.5 | 5.0 | 2.5 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 10 | 81.8 | 10 | 55 | | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.8 | 15 | 9 | | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 6 | 9 | | |
| | EDINBURGH | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 70.6 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.5 | 13 | 17 | | |
| | EDINBURGH | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 82.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 4 | 17 | | |
| | EDINBURGH | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 16.7 | 33.3 | 10.0 | 33.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 24 | 26 | | |
| | EDINBURGH | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 40.0 | 16.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 96.2 | 3 | 26 | | |
| | EXETER | 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 | 12 | 50.0 | 33 | 8 | | |
| | EXETER | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 37.5 | 51 | 8 | | |
| | GLASGOW | EASYJET UK LTD | S | A | 25 | 0 | 0 | 0.0 | 4.0 | 36.0 | 16.0 | 24.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 36 | 13.6 | 37 | 22 | | |
| | GLASGOW | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 19.2 | 38.5 | 30.8 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 40.9 | 26 | 22 | | |
| | GLASGOW | JET2.COM LTD | S | A | 20 | 0 | 0 | 5.0 | 15.0 | 55.0 | 10.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.7 | 19 | 22 | | |
| | GLASGOW | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 27.3 | 68.2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 81.8 | 11 | 22 | | |
| | GLASGOW | RYANAIR | S | A | 18 | 0 | 0 | 11.1 | 27.8 | 22.2 | 22.2 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 24 | 58.8 | 15 | 17 | | |
| | GLASGOW | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 11.1 | 27.8 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 42 | 29.4 | 30 | 17 | | |
| | GLASGOW | 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 | 8 | 100.0 | 5 | 4 | | |
| | GLASGOW | 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 | 5 | 100.0 | 2 | 5 | | |
| | ISLE OF MAN | BA CITYFLYER 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 | 50.0 | 10 | 2 | | |
| | ISLE OF MAN | BA CITYFLYER 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 | 57 | 100.0 | 3 | 3 | | |
| | JERSEY | BA CITYFLYER 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 | 100.0 | 0 | 1 | | |
| | JERSEY | BA CITYFLYER 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 | 100.0 | 7 | 1 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | SMARTWINGS | 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 | 27 | 1 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 47 | 0 | 0 | 6.4 | 25.5 | 38.3 | 10.6 | 12.8 | 0.0 | 4.3 | 2.1 | 0.0 | 0.0 | 0.0 | 23 | 72.9 | 10 | 48 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 48 | 0 | 0 | 2.1 | 50.0 | 43.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.4 | 6 | 48 | | | |
| LEEDS BRADFORD | RYANAIR | S A | 17 | 0 | 0 | 0.0 | 5.9 | 41.2 | 23.5 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 63.6 | 23 | 22 | | | |
| LEEDS BRADFORD | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 47.1 | 23.5 | 5.9 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 42.9 | 28 | 21 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 40 | 0 | 0 | 0.0 | 22.5 | 42.5 | 15.0 | 7.5 | 10.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 26 | 72.4 | 30 | 29 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 40 | 0 | 0 | 0.0 | 47.5 | 35.0 | 7.5 | 7.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 13 | 90.0 | 7 | 30 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 43 | 0 | 0 | 0.0 | 18.6 | 27.9 | 32.6 | 18.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.3 | 17 | 30 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 42 | 0 | 0 | 0.0 | 26.2 | 47.6 | 14.3 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.3 | 15 | 30 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 76 | 0 | 0 | 15.8 | 35.5 | 27.6 | 9.2 | 10.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.0 | 31 | 41 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 76 | 0 | 0 | 0.0 | 23.7 | 60.5 | 9.2 | 5.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 54.8 | 32 | 42 | | | |
| 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 | 70.0 | 17 | 20 | | | |
| 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 | 75.0 | 19 | 20 | | | |
| GATWICK | 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 | 81.6 | 12 | 38 | | | |
| GATWICK | 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 | 76.3 | 11 | 38 | | | |
| GATWICK | EASYJET UK LTD | S A | 128 | 0 | 0 | 7.8 | 28.1 | 35.2 | 13.3 | 10.9 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.2 | 20 | 84 | | | |
| GATWICK | EASYJET UK LTD | S D | 128 | 0 | 0 | 0.0 | 35.9 | 40.6 | 12.5 | 8.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.1 | 16 | 85 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 11 | 0 | 0 | 0.0 | 0.0 | 18.2 | 9.1 | 63.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 45.5 | 14 | 11 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0.0 | 41.7 | 50.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 7 | 13 | | | |
| GATWICK | VUELING AIRLINES | S A | 60 | 0 | 0 | 21.7 | 41.7 | 26.7 | 6.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 79.3 | 13 | 58 | | | |
| GATWICK | VUELING AIRLINES | S D | 60 | 0 | 0 | 0.0 | 30.0 | 55.0 | 11.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.0 | 17 | 58 | | | |
| GATWICK | WIZZ AIR UK LTD | S A | 43 | 0 | 0 | 9.3 | 32.6 | 32.6 | 16.3 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 47.6 | 32 | 40 | | | |
| GATWICK | WIZZ AIR UK LTD | S D | 43 | 0 | 0 | 0.0 | 23.3 | 62.8 | 11.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 60.0 | 22 | 40 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 68 | 0 | 1 | 2.9 | 15.9 | 34.8 | 13.0 | 26.1 | 4.3 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 58.8 | 19 | 80 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 68 | 0 | 1 | 0.0 | 20.3 | 58.0 | 8.7 | 10.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.5 | 16 | 80 | | | |
| LONDON CITY | BA CITYFLYER LTD | S A | 27 | 0 | 0 | 11.1 | 63.0 | 14.8 | 3.7 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.4 | 20 | 26 | | | |
| LONDON CITY | BA CITYFLYER LTD | S D | 27 | 0 | 0 | 0.0 | 14.8 | 66.7 | 11.1 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 53.8 | 27 | 26 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | |
| LUTON | EASYJET UK LTD | S A | 91 | 0 | 0 | 0.0 | 19.8 | 28.6 | 20.9 | 23.1 | 6.6 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 59.3 | 23 | 81 | |
| LUTON | EASYJET UK LTD | S D | 90 | 0 | 0 | 0.0 | 28.9 | 40.0 | 18.9 | 8.9 | 1.1 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.0 | 17 | 81 | |
| LUTON | RYANAIR | S A | 34 | 0 | 0 | 0.0 | 14.7 | 44.1 | 14.7 | 17.6 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 18 | 26 | |
| LUTON | RYANAIR | S D | 34 | 0 | 0 | 0.0 | 41.2 | 32.4 | 11.8 | 8.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 14 | 26 | |
| 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 | 29 | 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 | 52.4 | 40 | 21 | |
| STANSTED | JET2.COM LTD | S A | 25 | 0 | 0 | 0.0 | 36.0 | 44.0 | 12.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.8 | 9 | 26 | |
| STANSTED | JET2.COM LTD | S D | 25 | 0 | 0 | 0.0 | 8.0 | 84.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 96.2 | 4 | 26 | |
| STANSTED | RYANAIR | S A | 82 | 0 | 0 | 6.1 | 15.9 | 25.6 | 28.0 | 18.3 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 47.7 | 30 | 88 | |
| STANSTED | RYANAIR | S D | 82 | 0 | 0 | 0.0 | 8.5 | 42.7 | 22.0 | 20.7 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 53.4 | 22 | 88 | |
| 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 | 59 | 0.0 | 0 | 0 | |
| STANSTED | RYANAIR UK LTD | 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 | 0.0 | 47 | 0.0 | 0 | 0 | |
| MANCHESTER | EASYJET EUROPE | S A | 26 | 0 | 0 | 26.9 | 46.2 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 85.7 | 9 | 21 | |
| MANCHESTER | EASYJET EUROPE | S D | 26 | 0 | 0 | 0.0 | 53.8 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.2 | 11 | 21 | |
| MANCHESTER | EASYJET UK LTD | S A | 22 | 0 | 0 | 4.5 | 22.7 | 31.8 | 27.3 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.7 | 21 | 22 | |
| MANCHESTER | EASYJET UK LTD | S D | 22 | 0 | 0 | 0.0 | 27.3 | 45.5 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.7 | 16 | 22 | |
| MANCHESTER | JET2.COM LTD | S A | 39 | 0 | 0 | 12.8 | 35.9 | 43.6 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 78.9 | 18 | 38 | |
| MANCHESTER | JET2.COM LTD | S D | 39 | 0 | 0 | 0.0 | 12.8 | 71.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.2 | 17 | 38 | |
| MANCHESTER | RYANAIR | S A | 41 | 0 | 0 | 2.4 | 14.6 | 36.6 | 24.4 | 14.6 | 4.9 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 24 | 53.8 | 23 | 52 | |
| MANCHESTER | RYANAIR | S D | 41 | 0 | 0 | 0.0 | 12.2 | 31.7 | 19.5 | 24.4 | 9.8 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 29 | 51.9 | 27 | 52 | |
| MANCHESTER | RYANAIR UK LTD | S A | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 87.5 | 6 | 8 | |
| MANCHESTER | RYANAIR UK LTD | S D | 9 | 0 | 0 | 0.0 | 44.4 | 22.2 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 100.0 | 1 | 8 | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 30.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 46.2 | 22 | 13 | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 92.3 | 6 | 13 | |
| NEWCASTLE | JET2.COM LTD | S A | 30 | 0 | 0 | 30.0 | 36.7 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 12 | 86.7 | 6 | 30 | |
| NEWCASTLE | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 23.3 | 76.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 76.7 | 10 | 30 | |
| NEWCASTLE | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 38.5 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 17 | 9 | |
| NEWCASTLE | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 46.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 44.4 | 28 | 9 | |
| NEWCASTLE | TUI AIRWAYS 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 | 34 | 50.0 | 22 | 4 | |
| NEWCASTLE | TUI AIRWAYS LTD | 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 | 10 | 100.0 | 1 | 4 | |
| SOUTHAMPTON | 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 | 5 | 1 | |
| SOUTHAMPTON | 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 | 100.0 | 0 | 1 | |
| SOUTHEND | EASYJET EUROPE | S A | 13 | 0 | 0 | 7.7 | 53.8 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 4 | 9 | |
| SOUTHEND | EASYJET EUROPE | S D | 13 | 0 | 0 | 7.7 | 30.8 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 7 | 9 | |
| TOTAL MALAGA | | | 3043 | 0 | 6 | 3.5 | 26.6 | 40.3 | 13.3 | 11.2 | 3.7 | 0.9 | 0.3 | 0.0 | 0.0 | 0.2 | 15 | 66.5 | 18 | 2965 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: M | | | | | | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|--------------------------------|------------------------|-----|-----|-----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 15 | 0 | 1 | 6.3 | 12.5 | 12.5 | 31.3 | 0.0 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 6.3 | 60 | 94.4 | 3 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 5.9 | 29.4 | 41.2 | 0.0 | 11.8 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 40 | 72.2 | 16 | 18 |
| TOTAL MALE INTERNATIONAL | | | | | 32 | 0 | 1 | 6.1 | 21.2 | 27.3 | 15.2 | 6.1 | 9.1 | 0.0 | 12.1 | 0.0 | 0.0 | 3.0 | 49 | 83.3 | 9 | 36 |
| MALMO | | | | | | | | | | | | | | | | | | | | | | |
| | TEESSIDE INTERNATIONAL AIRPORT | JETTIME AS | 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 | 1 |
| TOTAL MALMO | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 55 | 1 |
| MALTA | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | JET2.COM 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 | 0.0 | 10 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | JET2.COM 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 | 6 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 19 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 55.6 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 13 | 8 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 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 | 62.5 | 17 | 8 |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 23.1 | 46.2 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 26 | 9 |
| | BIRMINGHAM | RYANAIR | 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 | 0.0 | 11 | 66.7 | 9 | 9 |
| | BIRMINGHAM | 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 | 59 | 25.0 | 33 | 4 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 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 | 27 | 100.0 | 6 | 4 |
| | BOURNEMOUTH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 61.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 44.4 | 45 | 9 |
| | BOURNEMOUTH | RYANAIR | S | D | 13 | 0 | 0 | 7.7 | 23.1 | 61.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 33.3 | 30 | 9 |
| | BRISTOL | EASYJET UK LTD | S | A | 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 | 8 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET UK LTD | S | D | 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 | 3 | 0.0 | 0 | 0 |
| | BRISTOL | JET2.COM LTD | 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 | 18 | 0.0 | 86 | 4 |
| | BRISTOL | JET2.COM LTD | 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 | 25.0 | 34 | 4 |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 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 | 30 | 0.0 | 51 | 4 |
| | BRISTOL | TUI 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 | 50.0 | 9 | 4 |
| | 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 | 21 | 0.0 | 77 | 4 |
| | EAST MIDLANDS INTERNATIONAL | 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 | 13 | 50.0 | 31 | 4 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | 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 | 25 | 80.0 | 11 | 5 |
| | EAST MIDLANDS INTERNATIONAL | 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 | 6 | 80.0 | 13 | 5 |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 44.4 | 20 | 9 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------|--------------------------------------|-------------------|---|---------|---|--------|-------|------|-------|-------|-------|-------|-----|-----|-----|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | RYANAIR | 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 | 0.0 | 10 | 33.3 | 28 | 9 | | | | | | | | |
| EDINBURGH | 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 | 25.0 | 75 | 4 | | | | | | | | |
| EDINBURGH | 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 | 25.0 | 52 | 4 | | | | | | | | |
| GLASGOW | JET2.COM LTD | S | 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 | 0.0 | 10 | 25.0 | 17 | 4 | | | | | | | | |
| GLASGOW | 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 | 0.0 | 2 | 100.0 | 3 | 4 | | | | | | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 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 | 0.0 | 2 | 100.0 | 7 | 4 | | | | | | | | |
| LEEDS BRADFORD | 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 | 0.0 | 7 | 75.0 | 9 | 4 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 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 | 13 | 25.0 | 37 | 8 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | 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 | 0.0 | 10 | 25.0 | 36 | 8 | | | | | | | | |
| GATWICK | AIR MALTA | S | A | 30 | 0 | 0 | 50.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 32.3 | 40 | 31 | | | | | | | | |
| GATWICK | AIR MALTA | S | D | 30 | 0 | 0 | 3.3 | 53.3 | 36.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 16.1 | 51 | 31 | | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 0.0 | 6 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 38 | 0 | 0 | 31.6 | 26.3 | 18.4 | 10.5 | 5.3 | 5.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 47.6 | 30 | 21 | | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 38 | 0 | 0 | 0.0 | 28.9 | 47.4 | 5.3 | 10.5 | 5.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 40.0 | 28 | 20 | | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | 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 | 37.5 | 32 | 8 | | | | | | | | |
| 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 | 0.0 | 11 | 62.5 | 12 | 8 | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 52 | 0 | 0 | 3.8 | 40.4 | 28.8 | 15.4 | 9.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 41.7 | 30 | 60 | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 52 | 0 | 0 | 0.0 | 38.5 | 36.5 | 19.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.3 | 17 | 60 | | | | | | | | |
| GATWICK | ENTER AIR | 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 | 48 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | ENTER 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 | 0.0 | 23 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | JET2.COM LTD | 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 | 0.0 | 22 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | JET2.COM 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 | 0.0 | 23 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 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 | 0.0 | 46 | 12.5 | 42 | 8 | | | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 9 | 8 | | | | | | | | |
| HEATHROW | AIR MALTA | S | A | 64 | 0 | 0 | 17.2 | 40.6 | 18.8 | 10.9 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 34.4 | 36 | 64 | | | | | | | | |
| HEATHROW | AIR MALTA | S | D | 64 | 0 | 0 | 1.6 | 21.9 | 42.2 | 21.9 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 28.1 | 38 | 64 | | | | | | | | |
| LUTON | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 18.2 | 40.9 | 22.7 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 23.5 | 28 | 17 | | | | | | | | |
| LUTON | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 31.8 | 45.5 | 13.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.7 | 13 | 17 | | | | | | | | |
| STANSTED | JET2.COM LTD | S | A | 13 | 0 | 0 | 23.1 | 53.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 25.0 | 30 | 8 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: M | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------|----------------------------|-------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 | | | | | | |
| | STANSTED | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 19 | 8 |
| | STANSTED | RYANAIR | S | A | 52 | 1 | 0 | 5.7 | 34.0 | 28.3 | 18.9 | 9.4 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 12 | 36.7 | 38 | 30 |
| | STANSTED | RYANAIR | S | D | 52 | 0 | 0 | 0.0 | 21.2 | 50.0 | 13.5 | 13.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 16.7 | 52 | 30 |
| | MANCHESTER | EASYJET UK LTD | S | A | 30 | 0 | 0 | 6.7 | 26.7 | 46.7 | 13.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 23 | 30 |
| | MANCHESTER | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 56.7 | 36.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 30 |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 15.4 | 38.5 | 15.4 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 53.8 | 31 | 13 |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 69.2 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.9 | 13 | 13 |
| | MANCHESTER | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 30.0 | 20.0 | 16.7 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 41.2 | 28 | 17 |
| | MANCHESTER | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 23.3 | 16.7 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 35.3 | 37 | 17 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 34 | 12 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 8.3 | 83.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 58.3 | 10 | 12 |
| | NEWCASTLE | 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 | 0.0 | 9 | 25.0 | 39 | 4 |
| | NEWCASTLE | 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 | 2 | 100.0 | 11 | 4 |
| TOTAL MALTA | | | | | 969 | 1 | 0 | 6.6 | 29.4 | 37.1 | 13.4 | 10.4 | 2.8 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 12 | 43.4 | 30 | 797 |
| MANCHESTER | ABERDEEN | LOGANAIR LTD | S | A | 78 | 0 | 3 | 29.6 | 35.8 | 14.8 | 3.7 | 7.4 | 3.7 | 0.0 | 1.2 | 0.0 | 0.0 | 3.7 | 11 | 75.0 | 15 | 80 |
| | ABERDEEN | LOGANAIR LTD | S | D | 70 | 0 | 3 | 2.7 | 46.6 | 26.0 | 12.3 | 1.4 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 11 | 76.3 | 16 | 80 |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 6 | 0 | 4 | 10.0 | 30.0 | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 40.0 | 41 | 41.7 | 6 | 7 |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | D | 7 | 0 | 2 | 0.0 | 22.2 | 22.2 | 11.1 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 22.2 | 44 | 46.2 | 8 | 7 |
| | BELFAST CITY (GEORGE BEST) | 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 | 23 | 1 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 41 | 0 | 0 | 70.7 | 17.1 | 7.3 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 41 | 0 | 0 | 4.9 | 70.7 | 14.6 | 4.9 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 77 | 0 | 3 | 23.8 | 46.3 | 15.0 | 5.0 | 3.8 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 3.8 | 9 | 92.4 | 4 | 131 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 78 | 0 | 3 | 1.2 | 56.8 | 25.9 | 7.4 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 6 | 88.5 | 6 | 131 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 111 | 0 | 2 | 20.4 | 43.4 | 18.6 | 6.2 | 6.2 | 2.7 | 0.0 | 0.9 | 0.0 | 0.0 | 1.8 | 10 | 77.2 | 10 | 124 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 111 | 0 | 2 | 0.0 | 56.6 | 23.0 | 9.7 | 6.2 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 9 | 68.5 | 13 | 123 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 11.7 | 51.7 | 23.3 | 0.0 | 5.0 | 3.3 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 19 | 81.7 | 14 | 60 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 55.0 | 31.7 | 3.3 | 3.3 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 16 | 73.3 | 20 | 60 |
| | BIRMINGHAM | STOBART AIR | 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 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: M | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|--|-------------------|---|---------|---|------------------------|------|----------------------------|-------|-------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|
| | | | | | | 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) |
| BOURNEMOUTH | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | 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 | 30 | 0.0 | 0 | 0 | | |
| BRISTOL | 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 | 23 | 1 | | | |
| CARDIFF WALES | 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 | 55 | 1 | | | |
| GLASGOW | BRITISH AIRWAYS PLC | 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 | 342 | 0.0 | 0 | 0 | | | |
| GLASGOW | 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 | | | |
| ISLE OF MAN | EASYJET UK LTD | S | A | 19 | 0 | 2 | 9.5 | 42.9 | 9.5 | 9.5 | 14.3 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 9.5 | 21 | 0.0 | 0 | 0 | | | |
| ISLE OF MAN | EASYJET UK LTD | S | D | 19 | 0 | 2 | 0.0 | 19.0 | 38.1 | 9.5 | 14.3 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 9.5 | 27 | 0.0 | 0 | 0 | | | |
| ISLE OF MAN | LOGANAIR LTD | S | A | 58 | 0 | 2 | 8.3 | 53.3 | 11.7 | 6.7 | 6.7 | 5.0 | 1.7 | 3.3 | 0.0 | 0.0 | 3.3 | 21 | 66.7 | 24 | 56 | | | |
| ISLE OF MAN | LOGANAIR LTD | S | D | 58 | 0 | 1 | 1.7 | 35.6 | 40.7 | 3.4 | 6.8 | 6.8 | 1.7 | 1.7 | 0.0 | 0.0 | 1.7 | 18 | 70.0 | 13 | 54 | | | |
| JERSEY | EASYJET UK LTD | S | A | 33 | 0 | 1 | 14.7 | 44.1 | 29.4 | 0.0 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 6 | 83.3 | 10 | 29 | | | |
| JERSEY | EASYJET UK LTD | S | D | 33 | 0 | 1 | 5.9 | 47.1 | 26.5 | 8.8 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 9 | 70.0 | 17 | 29 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 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 | 20 | 0.0 | 0 | 0 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 199 | 0 | 4 | 6.4 | 33.5 | 24.6 | 15.8 | 12.3 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 77.0 | 11 | 149 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 199 | 0 | 4 | 0.0 | 24.6 | 40.4 | 17.2 | 10.8 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 15 | 49.7 | 22 | 148 | | | |
| LONDON CITY | BA CITYFLYER 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 | | | |
| STANSTED | 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 | 19 | 0.0 | 0 | 0 | | | |
| SOUTHAMPTON | 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 | 31 | 1 | | | |
| 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 | 100.0 | 0 | 1 | | | |
| SOUTHAMPTON | EASTERN AIRWAYS | 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 | 26 | 0.0 | 0 | 0 | | | |
| SOUTHAMPTON | EASTERN AIRWAYS | 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 | | | |
| 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 | 0.0 | 0 | 75.0 | 7 | 21 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | Origin/Destinations: M | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|-------------|--------------------------------------|-----|-----|-------------|----------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|-------------|
| | | 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 | |
| | 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 | 62.5 | 9 | 21 | |
| | 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 | 31 | 1 | |
| TOTAL MANCHESTER | | | | | 1367 | 0 | 40 | 9.7 | 41.4 | 24.7 | 9.2 | 7.0 | 3.7 | 0.6 | 0.9 | 0.1 | 0.0 | 2.8 | 13 | 73.7 | 13 | 1317 |
| MARRAKESH | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR UK LTD | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 29.4 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 47.1 | 41.2 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 1 | 4 |
| | BIRMINGHAM | TUI AIRWAYS LTD | 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 | 9 | 100.0 | 4 | 4 |
| | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET UK LTD | 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 | 3 | 0.0 | 0 | 0 |
| | BRISTOL | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 33.3 | 0.0 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| | BRISTOL | RYANAIR UK 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 | 0.0 | 9 | 0.0 | 0 | 0 |
| | BRISTOL | TUI AIRWAYS LTD | S | A | 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 | 24 | 75.0 | 6 | 4 |
| | BRISTOL | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 66.7 | 11.1 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 0 | 4 |
| | EDINBURGH | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 44.4 | 22 | 9 |
| | EDINBURGH | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 88.9 | 9 | 9 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 34 | 0 | 0 | 41.2 | 29.4 | 14.7 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 31 | 24 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 34 | 0 | 0 | 0.0 | 32.4 | 50.0 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 38 | 24 |
| | 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 | 83.3 | 12 | 6 |
| | 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 | 27 | 66.7 | 17 | 6 |
| | GATWICK | EASYJET UK LTD | S | A | 73 | 0 | 0 | 13.7 | 34.2 | 32.9 | 11.0 | 4.1 | 2.7 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 12 | 74.3 | 16 | 73 |
| | GATWICK | EASYJET UK LTD | S | D | 73 | 0 | 0 | 0.0 | 26.0 | 45.2 | 16.4 | 8.2 | 2.7 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 16 | 66.2 | 19 | 74 |
| | GATWICK | TUI AIRWAYS LTD | S | A | 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 | 6 | 100.0 | 4 | 8 |
| | GATWICK | TUI AIRWAYS LTD | S | D | 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 | 8 | 100.0 | 5 | 8 |
| | GATWICK | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 4 | 9 |
| | GATWICK | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 46.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 18 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 34 | 0 | 0 | 20.6 | 44.1 | 14.7 | 8.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.1 | 13 | 35 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 0.0 | 23.5 | 52.9 | 17.6 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.7 | 16 | 35 |
| | LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 15.4 | 38.5 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 55.6 | 18 | 9 |
| | LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 4 | 8 |
| | STANSTED | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 0.0 | 11.7 | 36.7 | 23.3 | 18.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 40.8 | 35 | 47 |
| | STANSTED | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 21.7 | 61.7 | 10.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.7 | 23 | 47 |
| | MANCHESTER | EASYJET UK LTD | S | A | 26 | 0 | 0 | 11.5 | 19.2 | 30.8 | 19.2 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 12 | 12 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: M | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|-------------------|------------------------|-----|-----|------------|----------|-----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 69.2 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 91.7 | 3 | 12 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 29 | 0 | 1 | 6.7 | 16.7 | 36.7 | 6.7 | 10.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 31 | 47.1 | 30 | 17 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 33.3 | 16.7 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 88.2 | 11 | 17 |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 55.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 62.5 | 21 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | 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 | 4 | 62.5 | 18 | 8 |
| TOTAL MARRAKESH | | | | | 727 | 0 | 1 | 5.8 | 31.0 | 36.8 | 13.6 | 7.3 | 3.8 | 1.2 | 0.3 | 0.0 | 0.0 | 0.1 | 14 | 67.5 | 19 | 530 |
| MARSA ALAM | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | TUI AIRWAYS 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 | 6 | 0.0 | 0 | 0 |
| | GATWICK | TUI AIRWAYS 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 |
| TOTAL MARSA ALAM | | | | | 7 | 0 | 0 | 28.6 | 28.6 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| MARSEILLE | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 11.1 | 48 | 9 |
| | 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 | 66.7 | 26 | 9 |
| | BRISTOL | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 25.0 | 12.5 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| | BRISTOL | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 19 | 0 | 0 | 15.8 | 10.5 | 47.4 | 15.8 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 35.3 | 32 | 17 |
| | EDINBURGH | RYANAIR | S | D | 19 | 0 | 0 | 0.0 | 52.6 | 31.6 | 5.3 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 70.6 | 13 | 17 |
| | GATWICK | EASYJET UK LTD | S | A | 42 | 0 | 1 | 4.7 | 25.6 | 34.9 | 18.6 | 9.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 15 | 16.1 | 48 | 31 |
| | GATWICK | EASYJET UK LTD | S | D | 42 | 0 | 1 | 0.0 | 51.2 | 37.2 | 4.7 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 6 | 73.3 | 13 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 115 | 0 | 7 | 4.1 | 21.3 | 31.1 | 21.3 | 12.3 | 3.3 | 0.8 | 0.0 | 0.0 | 0.0 | 5.7 | 17 | 53.1 | 27 | 110 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 116 | 0 | 6 | 0.0 | 31.1 | 37.7 | 13.9 | 9.0 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | 4.9 | 13 | 57.5 | 19 | 110 |
| | STANSTED | RYANAIR | S | A | 57 | 0 | 3 | 1.7 | 16.7 | 23.3 | 16.7 | 25.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 5.0 | 27 | 32.2 | 36 | 59 |
| | STANSTED | RYANAIR | S | D | 57 | 0 | 3 | 0.0 | 15.0 | 35.0 | 15.0 | 21.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 5.0 | 24 | 42.4 | 37 | 59 |
| | STANSTED | 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 | 17 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR 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 | 11 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 33.3 | 46 | 9 |
| | MANCHESTER | RYANAIR | S | D | 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 | 9 | 44.4 | 34 | 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 | 0.0 | 0 | 44.4 | 45 | 8 |
| | 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 | 44.4 | 44 | 8 |
| TOTAL MARSEILLE | | | | | 507 | 0 | 21 | 2.3 | 25.9 | 33.1 | 16.9 | 12.3 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 4.0 | 17 | 47.9 | 29 | 485 |
| MAURITIUS | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR MAURITIUS LTD | S | A | 30 | 0 | 3 | 0.0 | 15.2 | 30.3 | 9.1 | 9.1 | 15.2 | 6.1 | 6.1 | 0.0 | 0.0 | 9.1 | 53 | 0.0 | 0 | 0 |
| | GATWICK | AIR MAURITIUS LTD | S | D | 31 | 0 | 1 | 0.0 | 15.6 | 34.4 | 28.1 | 12.5 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 3.1 | 33 | 0.0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 0.0 | 76.9 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 20 | 30.8 | 75 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.2 | 207 | 13 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: M | | | | | | | | | | APR 2023 | | | | | | | | | |
|-------------------------------|--|---------------------|-----------------------|---------|---|------------|----------|----------|-------------|------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|----------------------------|----------------------|-----------|------------|------------------|-----------------|------------------|-----|--|--|
| | | | | | | | | | | 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 | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 22.7 | 52 | 22 | | | | | | | |
| | | HEATHROW | AIR MAURITIUS 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 | 86.4 | 9 | 22 | | | | | | | |
| TOTAL MAURITIUS | | | | | | 87 | 0 | 4 | 0.0 | 24.2 | 31.9 | 16.5 | 8.8 | 7.7 | 2.2 | 3.3 | 1.1 | 0.0 | 4.4 | 35 | 52.9 | 72 | 70 | | | | | | |
| | | MELBOURNE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | QANTAS | S | A | 23 | 0 | 3 | 19.2 | 7.7 | 19.2 | 11.5 | 19.2 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 11.5 | 30 | 10.0 | 54 | 30 | | | | | | |
| | | HEATHROW | QANTAS | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 40.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 90.0 | 6 | 30 | | | | | | | |
| TOTAL MELBOURNE | | | | | | 53 | 0 | 3 | 8.9 | 28.6 | 30.4 | 10.7 | 10.7 | 1.8 | 3.6 | 0.0 | 0.0 | 0.0 | 5.4 | 17 | 50.0 | 30 | 60 | | | | | | |
| | | MELBOURNE FLATS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 87.5 | 6 | 8 | | | | | | |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 33.3 | 55.6 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 62.5 | 14 | 8 | | | | | | | |
| | | GATWICK | TUI AIRWAYS LTD | C | A | 8 | 0 | 1 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 9 | 66.7 | 12 | 9 | | | | | | | |
| | | GATWICK | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 44.4 | 28 | 9 | | | | | | | |
| | | MANCHESTER | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 12.5 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 25 | 12 | | | | | | | |
| | | MANCHESTER | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.5 | 17 | 13 | | | | | | | |
| TOTAL MELBOURNE FLATS | | | | | | 51 | 0 | 1 | 7.7 | 26.9 | 44.2 | 11.5 | 3.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 10 | 61.0 | 17 | 59 | | | | | | |
| | | MEMMINGEN ALLGAU | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | JERSEY | 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 | 58 | 1 | | | | | | | |
| | | JERSEY | 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 | 29 | 1 | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 38 | 0 | 0 | 0.0 | 10.5 | 31.6 | 26.3 | 18.4 | 10.5 | 2.6 | 0.0 | 0.0 | 0.0 | 27 | 61.9 | 16 | 21 | | | | | | | |
| | | STANSTED | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 13.2 | 34.2 | 21.1 | 26.3 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 23 | 61.9 | 18 | 21 | | | | | | | |
| | | 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 | 50.0 | 18 | 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 | 50.0 | 11 | 4 | | | | | | | |
| TOTAL MEMMINGEN ALLGAU | | | | | | 76 | 0 | 0 | 0.0 | 11.8 | 32.9 | 23.7 | 22.4 | 6.6 | 2.6 | 0.0 | 0.0 | 0.0 | 25 | 57.7 | 18 | 52 | | | | | | | |
| | | MEXICO CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | AEROMEXICO | S | A | 30 | 0 | 0 | 36.7 | 23.3 | 26.7 | 3.3 | 3.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 17 | 76.7 | 10 | 30 | | | | | | |
| | | HEATHROW | AEROMEXICO | S | D | 30 | 0 | 0 | 3.3 | 66.7 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.3 | 5 | 30 | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 40.0 | 30.0 | 10.0 | 6.7 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 11 | 63.3 | 19 | 29 | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 33.3 | 3.3 | 26.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 21 | 30.0 | 33 | 29 | | | | | | | |
| TOTAL MEXICO CITY | | | | | | 120 | 0 | 0 | 20.0 | 38.3 | 24.2 | 4.2 | 10.0 | 0.8 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 13 | 65.8 | 16 | 118 | | | | | | |
| | | MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | NORSE ATLANTIC UK LTD | S | A | 21 | 0 | 0 | 52.4 | 23.8 | 0.0 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | | | | | |
| | | GATWICK | NORSE ATLANTIC UK LTD | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 47.6 | 14.3 | 0.0 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | | | | |
| | | HEATHROW | AMERICAN AIRLINES | S | A | 60 | 0 | 0 | 35.0 | 25.0 | 10.0 | 15.0 | 5.0 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 35 | 60.0 | 22 | 30 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | Origin/Destinations: M | | | | | | | | | | APR 2023 | | | | | | | | |
|----------------------------------|-------------------------------|-------------------|---|------------|----------|----------|-------------|-------------|-------------|------------------------|-------------|------------|----------------------|--------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|--|
| | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat | |
| HEATHROW | AMERICAN AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 58.3 | 28.3 | 6.7 | 0.0 | 0.0 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 18 | 93.3 | 5 | 30 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 16.7 | 26.7 | 23.3 | 3.3 | 6.7 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 33.3 | 58 | 58 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 40.0 | 13.3 | 13.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 28 | 45.0 | 37 | 59 | | | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 58 | 0 | 2 | 70.0 | 8.3 | 13.3 | 1.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 4 | 81.0 | 13 | 42 | | | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 58 | 0 | 2 | 0.0 | 30.0 | 36.7 | 11.7 | 10.0 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 18 | 81.4 | 12 | 43 | | | | | | | |
| 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 | 1 | | | | | | | |
| TOTAL MIAMI INTERNATIONAL | | | | 338 | 0 | 4 | 23.1 | 28.7 | 24.0 | 9.1 | 5.0 | 4.7 | 2.0 | 1.8 | 0.6 | 0.0 | 1.2 | 21 | 61.3 | 28 | 263 | | | | | | | |
| MIKONOS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 2 | 4 | | | | | | | |
| 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 | 16 | 4 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 21 | 0 | 0 | 57.1 | 38.1 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 54.2 | 22 | 22 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 47.6 | 38.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 54.2 | 20 | 22 | | | | | | | |
| 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 | 75.0 | 6 | 4 | | | | | | | |
| 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 | 75.0 | 11 | 4 | | | | | | | |
| TOTAL MIKONOS | | | | 42 | 0 | 0 | 28.6 | 42.9 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 60.9 | 18 | 60 | | | | | | | |
| MILAN (LINATE) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 24 | 1 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 30 | 0 | 0 | 6.7 | 46.7 | 16.7 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.3 | 27 | 30 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 26.7 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 20 | 30 | | | | | | | |
| HEATHROW | (ITA) ITALIA TRASPOTO AEREO | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.3 | 22 | 32 | | | | | | | |
| HEATHROW | (ITA) ITALIA TRASPOTO AEREO | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 56.4 | 22 | 32 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 125 | 0 | 4 | 3.1 | 17.1 | 36.4 | 23.3 | 13.2 | 2.3 | 0.8 | 0.8 | 0.0 | 0.0 | 3.1 | 18 | 55.5 | 21 | 116 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 126 | 0 | 3 | 0.0 | 24.8 | 47.3 | 12.4 | 9.3 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 13 | 52.9 | 20 | 117 | | | | | | | |
| LONDON CITY | (ITA) ITALIA TRASPOTO AEREO | S | A | 116 | 0 | 0 | 10.3 | 49.1 | 26.7 | 10.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 57.9 | 14 | 70 | | | | | | | |
| LONDON CITY | (ITA) ITALIA TRASPOTO AEREO | S | D | 115 | 0 | 0 | 0.0 | 13.0 | 43.5 | 26.1 | 16.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 34.7 | 27 | 70 | | | | | | | |
| LONDON CITY | BA CITYFLYER 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 | 6 | 0.0 | 0 | 0 | | | | | | | |
| 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 | 3 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL MILAN (LINATE) | | | | 550 | 0 | 7 | 3.2 | 28.2 | 37.3 | 18.0 | 10.1 | 1.6 | 0.2 | 0.2 | 0.0 | 0.0 | 1.3 | 13 | 53.5 | 21 | 498 | | | | | | | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | EASYJET EUROPE | S | A | 9 | 0 | 0 | 55.6 | 22.2 | 22.2 | 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 APRIL 2024

| | | Origin/Destinations: M | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------------|---------------------|------------------------|-----|-------------|----------|----------|------------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-----------|------------------|-----------------|------------------|------|
| | | 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 |
| BIRMINGHAM | EASYJET EUROPE | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| BRISTOL | EASYJET UK LTD | S | A | 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 | 0.0 | 13 | 66.7 | 10 | 9 |
| BRISTOL | EASYJET UK LTD | S | D | 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 | 0.0 | 2 | 100.0 | 2 | 9 |
| EDINBURGH | EASYJET EUROPE | S | A | 30 | 0 | 0 | 6.7 | 30.0 | 26.7 | 16.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 12 | 12 |
| EDINBURGH | EASYJET EUROPE | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 23.3 | 20.0 | 26.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 41.7 | 21 | 12 |
| 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 | 0.0 | 19 | 1 |
| GATWICK | ALBA STAR | 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 | 23 | 0.0 | 0 | 0 |
| GATWICK | 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 | 61.5 | 22 | 65 |
| GATWICK | 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 | 43.8 | 28 | 64 |
| GATWICK | EASYJET UK LTD | S | A | 133 | 0 | 0 | 12.8 | 42.1 | 30.8 | 4.5 | 9.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 40.0 | 39 | 43 |
| GATWICK | EASYJET UK LTD | S | D | 133 | 0 | 0 | 0.0 | 46.6 | 39.8 | 7.5 | 5.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 60.5 | 19 | 42 |
| 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 | 28.3 | 53 | 46 |
| 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 | 20.4 | 62 | 47 |
| GATWICK | WIZZ AIR MALTA | S | A | 51 | 0 | 0 | 13.7 | 25.5 | 17.6 | 7.8 | 15.7 | 17.6 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| GATWICK | WIZZ AIR MALTA | S | D | 51 | 0 | 0 | 0.0 | 15.7 | 35.3 | 11.8 | 15.7 | 17.6 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 123 | 0 | 3 | 1.6 | 19.8 | 31.0 | 15.9 | 19.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 22 | 44.7 | 23 | 90 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 122 | 0 | 3 | 0.0 | 24.0 | 44.8 | 16.8 | 10.4 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 13 | 51.6 | 18 | 91 | |
| LUTON | EASYJET EUROPE | S | 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 | 0.0 | 23 | 53.8 | 25 | 26 |
| LUTON | EASYJET EUROPE | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 34.6 | 43 | 26 |
| LUTON | EASYJET UK LTD | 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 | 0.0 | 0.0 | 16 | 33.3 | 42 | 6 |
| LUTON | EASYJET UK 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 | 0.0 | 12 | 100.0 | 3 | 4 |
| STANSTED | RYANAIR | S | A | 69 | 0 | 0 | 10.1 | 42.0 | 21.7 | 7.2 | 8.7 | 8.7 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 19 | 47.1 | 30 | 84 | |
| STANSTED | RYANAIR | S | D | 69 | 0 | 0 | 0.0 | 23.2 | 44.9 | 5.8 | 14.5 | 8.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.6 | 28 | 84 |
| STANSTED | RYANAIR UK 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 | 0.0 | 18 | 75.0 | 8 | 4 |
| STANSTED | RYANAIR UK 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 | 0.0 | 21 | 75.0 | 8 | 4 |
| MANCHESTER | AIR ONE | 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 |
| MANCHESTER | EASYJET EUROPE | S | A | 47 | 0 | 0 | 19.1 | 36.2 | 27.7 | 10.6 | 4.3 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.0 | 15 | 25 |
| MANCHESTER | EASYJET EUROPE | S | D | 47 | 0 | 0 | 0.0 | 40.4 | 42.6 | 8.5 | 6.4 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.0 | 16 | 25 |
| MANCHESTER | EASYJET 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 | 0.0 | 14 | 46.2 | 22 | 13 |
| MANCHESTER | EASYJET UK LTD | 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 | 0.0 | 15 | 92.3 | 10 | 13 |
| MANCHESTER | RYANAIR | S | A | 40 | 0 | 0 | 12.5 | 25.0 | 22.5 | 12.5 | 10.0 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 75.0 | 11 | 20 |
| MANCHESTER | RYANAIR | S | D | 40 | 0 | 0 | 0.0 | 32.5 | 27.5 | 2.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 13 | 20 |
| MANCHESTER | RYANAIR UK LTD | S | A | 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 | 0.0 | 44 | 30.0 | 28 | 9 |
| MANCHESTER | RYANAIR UK LTD | 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 | 0.0 | 49 | 50.0 | 16 | 9 |
| TOTAL MILAN (MALPENSA) | | | | 1089 | 0 | 6 | 5.0 | 30.5 | 33.7 | 10.7 | 12.5 | 6.3 | 0.4 | 0.3 | 0.1 | 0.0 | 0.5 | 17 | 49.7 | 27 | 903 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: M | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|----------------------------------|-------------------------|--------------------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|--|
| | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 54.8 | 29.0 | 12.9 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.7 | 9 | 30 | |
| | HEATHROW | DELTA AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 83.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 90.0 | 5 | 30 | |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 61 | 0 | 0 | 27.9 | 55.7 | 14.8 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 7 | 60 | |
| MONTEGO BAY | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 14 | 5 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 33.3 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 20.0 | 32 | 5 | |
| | GATWICK | NORSE ATLANTIC UK LTD | S | A | 6 | 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 | NORSE ATLANTIC 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 | 14 | 0.0 | 0 | 0 | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 7.7 | 23.1 | 23.1 | 15.4 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 62.5 | 16 | 8 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 25.0 | 26 | 8 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 63.3 | 20.0 | 6.7 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.5 | 12 | 21 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 43.3 | 3.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.0 | 10 | 20 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 32 | 8 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 11.1 | 58 | 9 | |
| TOTAL MONTEGO BAY | | | | | 130 | 0 | 0 | 20.8 | 19.2 | 28.5 | 17.7 | 8.5 | 3.8 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.9 | 21 | 84 | |
| MONTPELLIER | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | GLOBAL REACH AVIATION | 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 | 70 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | GLOBAL REACH AVIATION | 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 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | EUROAIR | 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 | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 19 | 0 | 0 | 15.8 | 31.6 | 21.1 | 10.5 | 5.3 | 10.5 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 75 | 0.0 | 0 | 0 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 19 | 0 | 0 | 0.0 | 26.3 | 47.4 | 15.8 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 47 | 0 | 1 | 14.6 | 39.6 | 25.0 | 8.3 | 6.3 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 10 | 46.7 | 32 | 30 | |
| | GATWICK | EASYJET UK LTD | S | D | 47 | 0 | 1 | 0.0 | 45.8 | 39.6 | 2.1 | 6.3 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 10 | 63.3 | 20 | 30 | |
| TOTAL MONTPELLIER | | | | | 135 | 0 | 2 | 7.3 | 38.7 | 32.8 | 7.3 | 5.1 | 5.1 | 1.5 | 0.0 | 0.7 | 0.0 | 1.5 | 20 | 54.1 | 26 | 60 | |
| MONTREAL (DORVAL) | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR TRANSAT | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 23.1 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 37 | 12 | |
| | GATWICK | AIR TRANSAT | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 58.3 | 27 | 12 | |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 0.0 | 13.3 | 30.0 | 23.3 | 20.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 56.7 | 22 | 30 | |
| | HEATHROW | AIR CANADA | S | D | 29 | 0 | 1 | 0.0 | 33.3 | 43.3 | 3.3 | 6.7 | 0.0 | 6.7 | 3.3 | 0.0 | 0.0 | 3.3 | 23 | 90.0 | 6 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 10.0 | 33.3 | 23.3 | 13.3 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 40.0 | 27 | 30 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: M | | | | | | | | | | APR 2023 | | | | | | | | | |
|--------------------------------|--|-------------------|--|--------------------------------------|--|-----|---|------------|----------|------------------------|------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|----------------------------|----------------------|-----------|-------------|------------------|-----------------|------------------|-----|--|--|
| | | | | | | | | | | 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 | | BRITISH AIRWAYS PLC | | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 33.3 | 6.7 | 10.0 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 24 | 43.3 | 29 | 30 | | | | |
| TOTAL MONTREAL (DORVAL) | | | | | | | | 145 | 0 | 1 | 2.1 | 30.8 | 33.6 | 11.6 | 13.0 | 3.4 | 3.4 | 1.4 | 0.0 | 0.0 | 0.7 | 21 | 56.9 | 23 | 144 | | | | |
| | | MUMBAI | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | | AIR INDIA | | S | A | 60 | 0 | 0 | 5.0 | 3.3 | 16.7 | 11.7 | 43.3 | 13.3 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 46 | 73.3 | 14 | 60 | | | | |
| | | HEATHROW | | AIR INDIA | | S | D | 60 | 0 | 1 | 1.6 | 14.8 | 36.1 | 23.0 | 9.8 | 8.2 | 0.0 | 0.0 | 4.9 | 0.0 | 1.6 | 54 | 93.3 | 8 | 60 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 60 | 0 | 0 | 3.3 | 18.3 | 30.0 | 26.7 | 11.7 | 6.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 39 | 37.8 | 69 | 80 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 60 | 0 | 0 | 0.0 | 46.7 | 40.0 | 6.7 | 0.0 | 5.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 26 | 56.1 | 31 | 79 | | | | |
| | | HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 30 | 0 | 0 | 3.3 | 6.7 | 13.3 | 30.0 | 26.7 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 48 | 53.3 | 23 | 30 | | | | |
| | | HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 46.7 | 6.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.0 | 14 | 30 | | | | |
| | | 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 | 0 | 1 | | | | |
| TOTAL MUMBAI | | | | | | | | 300 | 0 | 1 | 2.3 | 20.3 | 30.6 | 17.3 | 16.6 | 9.0 | 1.3 | 0.7 | 1.7 | 0.0 | 0.3 | 39 | 63.2 | 30 | 340 | | | | |
| | | MUNICH | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | | LUFTHANSA | | S | A | 53 | 0 | 1 | 0.0 | 20.4 | 35.2 | 14.8 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 21 | 86.0 | 7 | 50 | | | | |
| | | BIRMINGHAM | | LUFTHANSA | | S | D | 52 | 0 | 2 | 0.0 | 13.0 | 35.2 | 16.7 | 20.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 24 | 76.0 | 11 | 50 | | | | |
| | | EDINBURGH | | EASYJET UK LTD | | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.2 | 13 | 13 | | | | | |
| | | EDINBURGH | | EASYJET UK LTD | | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 7.7 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 84.6 | 8 | 13 | | | | | |
| | | EDINBURGH | | LUFTHANSA | | S | A | 19 | 0 | 0 | 0.0 | 10.5 | 42.1 | 21.1 | 21.1 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 87.5 | 5 | 8 | | | | |
| | | EDINBURGH | | LUFTHANSA | | S | D | 19 | 0 | 0 | 0.0 | 5.3 | 26.3 | 21.1 | 31.6 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 87.5 | 9 | 8 | | | | |
| | | JERSEY | | AIR DOLOMITI | | 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 | 20 | 0.0 | 0 | 0 | | | | | |
| | | JERSEY | | AIR DOLOMITI | | 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 | 18 | 0.0 | 0 | 0 | | | | | |
| | | JERSEY | | 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 | 100.0 | 1 | 1 | | | | | |
| | | GATWICK | | BA EUROFLYER LTD DBA BRITISH 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 | 0.0 | 0 | 0 | | | | | |
| | | GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | 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 | | | | | |
| | | GATWICK | | EASYJET UK LTD | | S | A | 56 | 0 | 0 | 1.8 | 25.0 | 35.7 | 17.9 | 12.5 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.1 | 14 | 54 | | | | |
| | | GATWICK | | EASYJET UK LTD | | S | D | 56 | 0 | 0 | 0.0 | 51.8 | 26.8 | 7.1 | 8.9 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.8 | 12 | 54 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 146 | 0 | 4 | 4.0 | 32.0 | 28.0 | 16.7 | 13.3 | 2.7 | 0.7 | 0.0 | 0.0 | 0.0 | 2.7 | 15 | 73.9 | 13 | 131 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 146 | 0 | 4 | 0.0 | 42.7 | 32.0 | 12.7 | 8.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 9 | 67.9 | 13 | 132 | | | | |
| | | HEATHROW | | LUFTHANSA | | S | A | 260 | 0 | 3 | 0.8 | 22.8 | 38.0 | 16.7 | 16.3 | 3.4 | 0.8 | 0.0 | 0.0 | 0.0 | 1.1 | 17 | 80.6 | 8 | 205 | | | | |
| | | HEATHROW | | LUFTHANSA | | S | D | 260 | 0 | 3 | 0.0 | 18.6 | 40.3 | 16.3 | 18.3 | 3.8 | 1.1 | 0.4 | 0.0 | 0.0 | 1.1 | 19 | 68.9 | 14 | 205 | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | |
| | MANCHESTER | CONDOR | 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 | 1 | |
| | MANCHESTER | CONDOR | 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 | EASYJET UK LTD | S | A | 17 | 0 | 0 | 5.9 | 35.3 | 47.1 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.2 | 6 | 17 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 41.2 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.4 | 7 | 17 | |
| | 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 | 0.0 | 0 | 0.0 | 18 | 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 | 100.0 | 8 | 1 | |
| | MANCHESTER | INTERSKY LUFTFAHRT GMBH | 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 | |
| | MANCHESTER | INTERSKY LUFTFAHRT 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 | 0.0 | 71 | 1 | |
| | 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 | 0 | 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 | LUFTHANSA | S | A | 83 | 0 | 1 | 0.0 | 11.9 | 47.6 | 19.0 | 14.3 | 6.0 | 0.0 | 0.0 | 0.0 | 1.2 | 18 | 76.7 | 11 | 60 | | |
| | MANCHESTER | LUFTHANSA | S | D | 82 | 0 | 1 | 0.0 | 28.9 | 27.7 | 19.3 | 16.9 | 6.0 | 0.0 | 0.0 | 0.0 | 1.2 | 19 | 68.3 | 14 | 60 | | |
| | MANCHESTER | 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 | 100.0 | 0 | 1 | | |
| TOTAL MUNICH | | | | | 1296 | 0 | 19 | 0.8 | 26.1 | 35.6 | 16.0 | 15.1 | 4.6 | 0.5 | 0.1 | 0.0 | 0.0 | 1.4 | 17 | 74.5 | 11 | 1088 | |
| MURCIA INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 18 | 13 | |
| | BIRMINGHAM | 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 | 0.0 | 11 | 76.9 | 14 | 13 | |
| | BOURNEMOUTH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 23.1 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| | BOURNEMOUTH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET UK LTD | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 46 | 76.9 | 10 | 13 | |
| | BRISTOL | EASYJET UK LTD | 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 | 6 | 92.3 | 5 | 13 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 18 | 0 | 0 | 11.1 | 22.2 | 50.0 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.9 | 18 | 21 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 66.7 | 27.8 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.0 | 10 | 21 | |
| | GATWICK | EASYJET UK LTD | S | A | 30 | 0 | 0 | 20.0 | 43.3 | 26.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.6 | 26 | 56 | |
| | GATWICK | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 53.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 52.6 | 22 | 57 | |
| | LUTON | EASYJET UK LTD | S | A | 9 | 0 | 0 | 66.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 66.7 | 52 | 9 | |
| | LUTON | EASYJET UK LTD | 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 | 33.3 | 28 | 9 | |
| | LUTON | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 45.5 | 22.7 | 18.2 | 4.5 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.2 | 9 | 21 | |
| | LUTON | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 40.9 | 40.9 | 9.1 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 63.6 | 16 | 22 | |
| | STANSTED | RYANAIR | S | A | 43 | 0 | 0 | 14.0 | 41.9 | 32.6 | 4.7 | 2.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 43.2 | 21 | 43 | |
| | STANSTED | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 30.2 | 55.8 | 7.0 | 2.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.5 | 16 | 43 | |
| | MANCHESTER | EASYJET UK 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 | 66.7 | 16 | 9 | |
| | MANCHESTER | 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 | 1 | 44.4 | 27 | 9 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/ S | A/ D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-----------------------------------|-------------------|----------------|------|------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | 22 | 0 | 0 | 13.6 | 54.5 | 31.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 71.4 | 10 | 20 |
| | MANCHESTER | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 59.1 | 40.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 85.7 | 4 | 21 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 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 | 23 | 75.0 | 6 | 4 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 100.0 | 4 | 4 |
| TOTAL MURCIA INTERNATIONAL | | | | | 386 | 0 | 0 | 6.7 | 39.9 | 38.6 | 8.5 | 2.8 | 2.1 | 0.8 | 0.3 | 0.3 | 0.0 | 0.0 | 10 | 60.8 | 18 | 421 |
| MUSCAT | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | OMAN AIR | S | A | 30 | 0 | 0 | 6.7 | 33.3 | 30.0 | 20.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 8 | 30 |
| | HEATHROW | OMAN AIR | S | D | 30 | 0 | 0 | 3.3 | 60.0 | 30.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 86.7 | 6 | 30 |
| TOTAL MUSCAT | | | | | 60 | 0 | 0 | 5.0 | 46.7 | 30.0 | 11.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 7 | 60 |
| MYTILINI | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | JET2.COM 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 | 50.0 | 18 | 2 |
| | STANSTED | JET2.COM 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 | 2 |
| | MANCHESTER | JET2.COM 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 | 14 | 0.0 | 0 | 0 |
| | MANCHESTER | JET2.COM 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 | 19 | 0.0 | 0 | 0 |
| TOTAL MYTILINI | | | | | 8 | 0 | 0 | 12.5 | 50.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 11 | 4 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: N | | | | | | | | | | | | | | | | | APR 2023 | | | |
|----------------------|-------------------|------------------------|---------------------|-----|-----|------------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| NAGOYA | | BIRMINGHAM | KOREAN 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 | 12 | 0.0 | 0 | 0 |
| TOTAL NAGOYA | | | | | | 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 |
| NAIROBI | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 30.0 | 23.3 | 30.0 | 3.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 46.7 | 94 | 30 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 53.3 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 21 | 30 |
| | | HEATHROW | KENYA AIRWAYS | S | A | 30 | 0 | 0 | 0.0 | 6.7 | 46.7 | 16.7 | 16.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 31 | 31.8 | 36 | 43 |
| | | HEATHROW | KENYA AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 33.3 | 13.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 19 | 47.7 | 31 | 43 |
| TOTAL NAIROBI | | | | | | 120 | 0 | 0 | 7.5 | 21.7 | 40.8 | 12.5 | 12.5 | 2.5 | 1.7 | 0.8 | 0.0 | 0.0 | 18 | 43.2 | 43 | 146 |
| NANTES | | EDINBURGH | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 66.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 5 | 2 |
| | | EDINBURGH | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 66.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 10 | 2 |
| | | EDINBURGH | 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 | 50.0 | 19 | 8 |
| | | EDINBURGH | 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 | 62.5 | 16 | 8 |
| | | GATWICK | EASYJET UK LTD | S | A | 41 | 0 | 1 | 11.9 | 35.7 | 28.6 | 16.7 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 2.4 | 9 | 61.9 | 35 | 40 |
| | | GATWICK | EASYJET UK LTD | S | D | 41 | 0 | 1 | 0.0 | 35.7 | 47.6 | 11.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 6 | 61.0 | 23 | 40 |
| | | STANSTED | RYANAIR | S | A | 47 | 0 | 1 | 8.3 | 37.5 | 27.1 | 10.4 | 14.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 11 | 64.7 | 13 | 32 |
| | | STANSTED | RYANAIR | S | D | 47 | 0 | 1 | 0.0 | 29.2 | 35.4 | 20.8 | 10.4 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 13 | 58.8 | 18 | 32 |
| | | 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 | 27 | 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 | 75.0 | 29 | 4 |
| | | MANCHESTER | RYANAIR | S | A | 7 | 0 | 1 | 0.0 | 37.5 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 10 | 41.2 | 25 | 16 |
| | | MANCHESTER | RYANAIR | S | D | 7 | 0 | 1 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 10 | 23.5 | 35 | 17 |
| | | MANCHESTER | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 25.0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| | | MANCHESTER | RYANAIR UK 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 | 20 | 0.0 | 0 | 0 |
| TOTAL NANTES | | | | | | 222 | 0 | 6 | 4.4 | 33.8 | 34.6 | 16.7 | 7.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 56.7 | 24 | 205 |
| NAPLES | | 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 | 100.0 | 0 | 9 |
| | | 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 | 88.9 | 7 | 9 |
| | | BIRMINGHAM | JET2.COM LTD | 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 | 66.7 | 21 | 9 |
| | | BIRMINGHAM | JET2.COM LTD | 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 | 6 | 88.9 | 14 | 9 |
| | | BIRMINGHAM | 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 | 10 | 71.4 | 11 | 7 |
| | | BIRMINGHAM | 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 | 3 | 75.0 | 7 | 8 |
| | | BRISTOL | EASYJET UK LTD | S | A | 18 | 0 | 0 | 5.6 | 38.9 | 33.3 | 5.6 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 30.8 | 50 | 13 |
| | | BRISTOL | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 55.6 | 16.7 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.5 | 32 | 13 |
| | | 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 | 75.0 | 8 | 4 |
| | | 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 | 100.0 | 0 | 4 |
| | | EDINBURGH | EASYJET UK LTD | S | A | 13 | 0 | 0 | 15.4 | 38.5 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 38.5 | 43 | 13 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 UK LTD | S D | 13 | 0 | 0 | 0.0 | 46.2 | 23.1 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 53.8 | 37 | 13 | | |
| EDINBURGH | JET2.COM LTD | 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 | 2 | 0.0 | 0 | 0 | | |
| EDINBURGH | 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 | 0.0 | 0 | 0 | | |
| EDINBURGH | RYANAIR | S A | 4 | 0 | 0 | 25.0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 29 | 9 | | |
| EDINBURGH | 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 | 3 | 44.4 | 30 | 9 | | |
| EDINBURGH | RYANAIR UK LTD | S A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 67 | 0.0 | 0 | 0 | | |
| EDINBURGH | RYANAIR UK LTD | S D | 4 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 54 | 0.0 | 0 | 0 | | |
| GLASGOW | TUI AIRWAYS LTD | C 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 | 0.0 | 23 | 0.0 | 0 | 0 | | |
| GLASGOW | 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 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 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 | 0.0 | 5 | 55.6 | 19 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 8 | 0 | 0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 88.9 | 8 | 9 | | |
| 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 | 0.0 | 100.0 | 0 | 64.7 | 21 | 17 | | |
| 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 | 100.0 | 0 | 47.1 | 30 | 17 | | |
| GATWICK | EASYJET UK LTD | S A | 85 | 0 | 0 | 31.8 | 31.8 | 17.6 | 5.9 | 4.7 | 5.9 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 19 | 40.0 | 31 | 35 | | |
| GATWICK | EASYJET UK LTD | S D | 85 | 0 | 0 | 0.0 | 55.3 | 36.5 | 1.2 | 3.5 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 68.6 | 10 | 35 | | |
| GATWICK | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 37.5 | 30 | 8 | | |
| GATWICK | 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 | 0.0 | 2 | 87.5 | 6 | 8 | | |
| 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 | 44.4 | 38 | 18 | | |
| 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 | 11.1 | 52 | 18 | | |
| GATWICK | WIZZ AIR MALTA | S A | 30 | 0 | 0 | 30.0 | 23.3 | 20.0 | 3.3 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| GATWICK | WIZZ AIR MALTA | S D | 30 | 0 | 1 | 0.0 | 45.2 | 25.8 | 9.7 | 6.5 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 15 | 0.0 | 0 | 0 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 84 | 0 | 3 | 4.6 | 29.9 | 29.9 | 11.5 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 15 | 37.8 | 27 | 90 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 84 | 0 | 3 | 0.0 | 40.2 | 40.2 | 9.2 | 4.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 8 | 60.0 | 18 | 90 | | |
| LUTON | 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 | 0.0 | 25 | 1 | | |
| LUTON | EASYJET UK LTD | S A | 26 | 0 | 0 | 3.8 | 30.8 | 34.6 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 28 | 19 | | |
| LUTON | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 38.5 | 42.3 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.4 | 35 | 21 | | |
| LUTON | RYANAIR | S A | 17 | 0 | 0 | 17.6 | 47.1 | 5.9 | 17.6 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 23.5 | 46 | 17 | | |
| LUTON | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 35.3 | 29.4 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 47.1 | 30 | 17 | | |
| STANSTED | JET2.COM LTD | S A | 9 | 0 | 0 | 33.3 | 0.0 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 5 | 8 | | |
| STANSTED | 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 | 0.0 | 4 | 100.0 | 2 | 8 | | |
| STANSTED | RYANAIR | S A | 43 | 0 | 0 | 4.7 | 23.3 | 30.2 | 27.9 | 4.7 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.9 | 13 | 46 | | |
| STANSTED | RYANAIR | S D | 43 | 0 | 0 | 0.0 | 16.3 | 53.5 | 18.6 | 9.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.1 | 11 | 46 | | |
| MANCHESTER | 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 | 0.0 | 108 | 1 | | |
| MANCHESTER | EASYJET UK LTD | S A | 13 | 0 | 0 | 7.7 | 46.2 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.9 | 11 | 12 | | |
| MANCHESTER | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 69.2 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.9 | 51 | 13 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|-------------------------------------|--|-----------------------------|--|---------|--|------------|----------|-----------|-------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-----|------------------|------------------|------------------|-----|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | | JET2.COM LTD | | S A | | 8 0 | | 0 0 | | 37.5 12.5 | | 25.0 12.5 | | 12.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 10 55.6 | | 13 | 9 | | | | | | | | |
| MANCHESTER | | JET2.COM LTD | | S D | | 8 0 | | 0 0 | | 0.0 37.5 | | 37.5 12.5 | | 12.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 9 33.3 | | 20 | 9 | | | | | | | | |
| MANCHESTER | | RYANAIR | | S A | | 17 0 | | 0 0 | | 11.8 11.8 | | 29.4 29.4 | | 11.8 5.9 | | 0.0 0.0 | | 0.0 0.0 | | 19 44.4 | | 41 | 9 | | | | | | | | |
| MANCHESTER | | RYANAIR | | S D | | 17 0 | | 0 0 | | 0.0 11.8 | | 52.9 17.6 | | 5.9 11.8 | | 0.0 0.0 | | 0.0 0.0 | | 19 11.1 | | 60 | 9 | | | | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | S A | | 4 0 | | 0 0 | | 0.0 0.0 | | 50.0 0.0 | | 25.0 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 40 80.0 | | 5 | 4 | | | | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | S D | | 4 0 | | 0 0 | | 0.0 0.0 | | 50.0 25.0 | | 0.0 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 35 80.0 | | 11 | 5 | | | | | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C A | | 9 0 | | 0 0 | | 11.1 0.0 | | 66.7 0.0 | | 22.2 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 11 62.5 | | 17 | 8 | | | | | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C D | | 9 0 | | 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 | | 2 | 8 | | | | | | | | |
| TOTAL NAPLES | | | | | | 842 | 0 | 11 | 7.5 | 33.9 | 34.3 | 11.4 | 6.7 | 4.3 | 0.1 | 0.2 | 0.2 | 0.0 | 1.3 | 12 | 57.3 | 24 | 753 | | | | | | | | |
| NASHVILLE METROPOLITAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 30 0 | | 0 0 | | 10.0 30.0 | | 26.7 13.3 | | 20.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 14 73.3 | | 17 | 30 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 30 0 | | 0 0 | | 0.0 20.0 | | 30.0 20.0 | | 30.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 20 53.3 | | 26 | 30 | | | | | | | | |
| TOTAL NASHVILLE METROPOLITAN | | | | | | 60 | 0 | 0 | 5.0 | 25.0 | 28.3 | 16.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.3 | 21 | 60 | | | | | | | | |
| NEOM BAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | SAUDI ARABIAN AIRLINES | | S A | | 4 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 | | 60 | 4 | | | | | | | | |
| HEATHROW | | SAUDI ARABIAN AIRLINES | | S D | | 4 0 | | 0 0 | | 0.0 25.0 | | 25.0 25.0 | | 0.0 0.0 | | 0.0 25.0 | | 0.0 0.0 | | 274 100.0 | | 3 | 5 | | | | | | | | |
| TOTAL NEOM BAY | | | | | | 8 | 0 | 0 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 137 | 55.6 | 28 | 9 | | | | | | | | |
| NEVSEHIR KAPADOKYA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | 0 100.0 | | 5 | 1 | | | | | | | | |
| TOTAL NEVSEHIR KAPADOKYA | | | | | | 0 | 0 | 0 | 0.0 | 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 | | | | | | | | |
| NEW ORLEANS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 20 0 | | 1 0 | | 9.5 28.6 | | 47.6 0.0 | | 9.5 0.0 | | 0.0 0.0 | | 0.0 4.8 | | 8 68.2 | | 35 | 22 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 19 0 | | 1 0 | | 0.0 30.0 | | 45.0 10.0 | | 10.0 10.0 | | 0.0 0.0 | | 0.0 5.0 | | 10 71.4 | | 30 | 21 | | | | | | | | |
| TOTAL NEW ORLEANS | | | | | | 39 | 0 | 2 | 4.9 | 29.3 | 46.3 | 4.9 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 9 | 69.8 | 33 | 43 | | | | | | | | | |
| NEW YORK (JF KENNEDY) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | DELTA AIRLINES | | S A | | 30 0 | | 0 0 | | 46.7 33.3 | | 10.0 10.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 3 60.0 | | 29 | 25 | | | | | | | | |
| EDINBURGH | | DELTA AIRLINES | | S D | | 30 0 | | 0 0 | | 0.0 83.3 | | 13.3 0.0 | | 0.0 0.0 | | 3.3 0.0 | | 0.0 0.0 | | 5 88.0 | | 17 | 25 | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S A | | 25 0 | | 4 0 | | 20.7 13.8 | | 17.2 6.9 | | 3.4 13.8 | | 6.9 0.0 | | 3.4 0.0 | | 44 26.7 | | 30 | 24 | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S D | | 25 0 | | 4 0 | | 0.0 24.1 | | 24.1 13.8 | | 6.9 10.3 | | 6.9 0.0 | | 0.0 13.8 | | 33 43.3 | | 23 | 23 | | | | | | | | |
| GATWICK | | DELTA AIRLINES | | S A | | 21 0 | | 0 0 | | 42.9 23.8 | | 9.5 0.0 | | 14.3 9.5 | | 0.0 0.0 | | 0.0 0.0 | | 16 70.0 | | 11 | 20 | | | | | | | | |
| GATWICK | | DELTA AIRLINES | | S D | | 20 0 | | 1 0 | | 0.0 23.8 | | 38.1 4.8 | | 9.5 4.8 | | 9.5 4.8 | | 0.0 4.8 | | 43 80.0 | | 8 | 20 | | | | | | | | |
| GATWICK | | JETBLUE AIRWAYS CORPORATION | | S A | | 30 0 | | 0 0 | | 36.7 30.0 | | 16.7 13.3 | | 3.3 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 5 87.1 | | 5 | 31 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|------------------------------------|-------------------|-------------------------------|-----|-----|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | | | | | 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 | JETBLUE AIRWAYS CORPORATION | S | D | 30 | 0 | 0 | 0.0 | 76.7 | 20.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.3 | 5 | 31 |
| | GATWICK | NORSE ATLANTIC UK LTD | S | A | 30 | 0 | 0 | 3.3 | 53.3 | 23.3 | 6.7 | 6.7 | 0.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 22 | 66.7 | 14 | 30 |
| | GATWICK | NORSE ATLANTIC UK LTD | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 53.3 | 10.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.0 | 16 | 30 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 120 | 0 | 1 | 24.0 | 34.7 | 26.4 | 5.8 | 3.3 | 4.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 9 | 83.3 | 13 | 120 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 120 | 0 | 0 | 3.3 | 62.5 | 22.5 | 3.3 | 4.2 | 2.5 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 9 | 87.4 | 27 | 119 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 238 | 0 | 2 | 22.9 | 27.9 | 26.7 | 10.4 | 8.3 | 2.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 10 | 67.3 | 15 | 203 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 238 | 0 | 2 | 0.0 | 37.9 | 42.5 | 9.6 | 6.3 | 2.1 | 0.4 | 0.4 | 0.0 | 0.0 | 0.8 | 10 | 69.2 | 15 | 204 |
| | HEATHROW | DELTA AIRLINES | S | A | 59 | 0 | 1 | 28.3 | 30.0 | 13.3 | 11.7 | 6.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 61.7 | 27 | 60 |
| | HEATHROW | DELTA AIRLINES | S | D | 60 | 0 | 1 | 0.0 | 67.2 | 21.3 | 4.9 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 6 | 80.6 | 18 | 61 |
| | HEATHROW | JETBLUE AIRWAYS CORPORATION | S | A | 60 | 0 | 0 | 15.0 | 33.3 | 26.7 | 16.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.0 | 10 | 60 |
| | HEATHROW | JETBLUE AIRWAYS CORPORATION | S | D | 60 | 0 | 0 | 3.3 | 60.0 | 28.3 | 1.7 | 1.7 | 1.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 15 | 78.3 | 14 | 60 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 174 | 0 | 5 | 29.1 | 26.3 | 24.0 | 9.5 | 4.5 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 9 | 75.0 | 12 | 163 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 173 | 0 | 5 | 0.0 | 29.8 | 47.8 | 10.7 | 6.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 10 | 82.3 | 9 | 164 |
| | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 |
| | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 | 6 | 0.0 | 0 | 0 |
| | MANCHESTER | AER LINGUS | S | A | 26 | 0 | 0 | 53.8 | 34.6 | 3.8 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 |
| | MANCHESTER | AER LINGUS | S | D | 26 | 0 | 0 | 0.0 | 42.3 | 50.0 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| | MANCHESTER | AER LINGUS (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 | 46.7 | 26 | 28 |
| | MANCHESTER | AER LINGUS (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 | 63.3 | 19 | 28 |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 50.0 | 26.7 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 81.8 | 9 | 22 |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 40.0 | 43.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 0 | 21 |
| TOTAL NEW YORK (JF KENNEDY) | | | | | 1688 | 0 | 26 | 13.9 | 37.4 | 29.3 | 8.3 | 5.2 | 2.9 | 1.1 | 0.2 | 0.2 | 0.0 | 1.5 | 11 | 73.8 | 15 | 1572 |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | UNITED AIRLINES | S | A | 30 | 0 | 0 | 23.3 | 23.3 | 20.0 | 10.0 | 6.7 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 46.7 | 30 | 30 |
| | EDINBURGH | UNITED AIRLINES | S | D | 30 | 0 | 0 | 3.3 | 50.0 | 23.3 | 6.7 | 3.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.0 | 20 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 4 | 31.7 | 25.0 | 20.0 | 8.3 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 6.7 | 11 | 68.3 | 11 | 74 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: N | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | |
|--------------------------------|--|-------------------------|--|---------|--|--------------|--|---------------|--|---|-------|----------------------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|-----------------------|----------------------|----------|-----|------------------|
| | | | | | | | | | | 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) |
| TOTAL NEW YORK (NEWARK) | | NEWCASTLE | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 56 0 | | 4 0.0 | | 28.3 38.3 10.0 6.7 6.7 0.0 3.3 0.0 0.0 6.7 | | | | | | | | | | 23 58.5 17 74 | | | | |
| HEATHROW | | UNITED AIRLINES | | S A | | 179 0 | | 2 11.0 | | 27.6 24.3 14.9 8.8 6.6 3.9 1.7 0.0 0.0 1.1 | | | | | | | | | | 25 48.6 44 203 | | | | |
| HEATHROW | | UNITED AIRLINES | | S D | | 177 0 | | 3 1.1 | | 61.1 29.4 3.3 1.1 2.2 0.0 0.0 0.0 0.0 1.7 | | | | | | | | | | 5 81.5 19 204 | | | | |
| TOTAL NEW YORK (NEWARK) | | | | | | 528 0 | | 13 9.1 | | 39.6 26.8 9.1 5.2 5.4 1.7 0.9 0.0 0.0 2.4 | | | | | | | | | | 16 64.0 27 615 | | | | |
| 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 0.0 0.0 0.0 0.0 | | | | | | | | | | 0 65.2 26 21 | | | | |
| 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 0.0 0.0 0.0 0.0 | | | | | | | | | | 0 69.6 8 18 | | | | |
| ABERDEEN | | LOGANAIR LTD | | S A | | 17 0 | | 1 27.8 | | 44.4 11.1 0.0 5.6 5.6 0.0 0.0 0.0 0.0 5.6 | | | | | | | | | | 9 81.4 7 40 | | | | |
| ABERDEEN | | LOGANAIR LTD | | S D | | 13 0 | | 0 7.7 | | 46.2 30.8 7.7 7.7 0.0 0.0 0.0 0.0 0.0 0.0 | | | | | | | | | | 5 72.5 14 38 | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES UK LTD | | S A | | 25 0 | | 1 50.0 | | 34.6 0.0 3.8 3.8 0.0 0.0 3.8 0.0 0.0 3.8 | | | | | | | | | | 10 100.0 1 3 | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES UK LTD | | S D | | 25 0 | | 1 3.8 | | 50.0 26.9 7.7 3.8 0.0 0.0 3.8 0.0 0.0 3.8 | | | | | | | | | | 13 100.0 2 3 | | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | S A | | 73 0 | | 0 6.8 | | 47.9 26.0 6.8 6.8 5.5 0.0 0.0 0.0 0.0 0.0 | | | | | | | | | | 11 43.8 44 64 | | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | S D | | 73 0 | | 0 0.0 | | 63.0 20.5 4.1 6.8 5.5 0.0 0.0 0.0 0.0 0.0 | | | | | | | | | | 9 48.4 30 64 | | | | |
| BRISTOL | | EASYJET UK LTD | | S A | | 38 0 | | 1 5.1 | | 35.9 25.6 2.6 20.5 5.1 2.6 0.0 0.0 0.0 2.6 | | | | | | | | | | 21 58.0 29 50 | | | | |
| BRISTOL | | EASYJET UK LTD | | S D | | 38 0 | | 1 0.0 | | 35.9 20.5 15.4 15.4 7.7 2.6 0.0 0.0 0.0 2.6 | | | | | | | | | | 24 58.0 27 50 | | | | |
| EDINBURGH | | 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 0.0 0 0 | | | | |
| EXETER | | LOGANAIR LTD | | S A | | 21 0 | | 0 14.3 | | 47.6 38.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | | | | | | | | | | 2 90.0 3 20 | | | | |
| EXETER | | LOGANAIR LTD | | S D | | 20 0 | | 0 10.0 | | 55.0 30.0 5.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | | | | | | | | | | 2 85.0 4 20 | | | | |
| 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 0.0 24 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 | | | | | | | | | | 0 100.0 0 1 | | | | |
| LIVERPOOL (JOHN LENNON) | | JET2.COM 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 | | | | |
| LIVERPOOL (JOHN LENNON) | | 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 | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 148 0 | | 1 4.7 | | 34.9 32.9 14.8 10.7 0.7 0.7 0.0 0.0 0.0 0.7 | | | | | | | | | | 12 85.4 7 127 | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 149 0 | | 1 0.0 | | 31.3 38.0 14.7 11.3 4.0 0.0 0.0 0.0 0.0 0.7 | | | | | | | | | | 14 53.1 19 127 | | | | |
| MANCHESTER | | 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 | | | | | | | | | | 27 0.0 0 0 | | | | |
| SOUTHAMPTON | | 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 | | | | | | | | | | 0 100.0 10 1 | | | | |
| SOUTHAMPTON | | LOGANAIR LTD | | S A | | 55 0 | | 1 8.9 | | 66.1 14.3 3.6 0.0 3.6 1.8 0.0 0.0 0.0 1.8 | | | | | | | | | | 7 84.0 6 49 | | | | |
| SOUTHAMPTON | | LOGANAIR LTD | | S D | | 54 0 | | 1 1.8 | | 29.1 45.5 10.9 1.8 7.3 1.8 0.0 0.0 0.0 1.8 | | | | | | | | | | 14 74.5 9 50 | | | | |
| TOTAL NEWCASTLE | | | | | | 752 0 | | 10 6.0 | | 41.7 28.6 9.6 8.3 3.5 0.7 0.3 0.0 0.0 1.3 | | | | | | | | | | 12 67.1 18 747 | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | | | | |
| NEWQUAY | ABERDEEN | 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 | 9 | 0.0 | 0 | 0 | |
| | ABERDEEN | 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 | 43 | 0.0 | 0 | 0 | |
| | ABERDEEN | LOGANAIR LTD | S | A | 19 | 0 | 1 | 25.0 | 45.0 | 10.0 | 10.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 8 | 90.9 | 6 | 11 | |
| | ABERDEEN | LOGANAIR LTD | S | D | 21 | 0 | 0 | 0.0 | 33.3 | 52.4 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.7 | 13 | 11 | |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 2 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 33.3 | 181 | 77.8 | 12 | 9 | |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | 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 | 75 | 77.8 | 15 | 9 | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK 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 | 1 | 85.7 | 10 | 7 | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 6 | 0 | 0 | 0.0 | 83.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 85.7 | 7 | 7 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 29.4 | 53 | 15 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 35.3 | 42 | 15 | |
| | EDINBURGH | LOGANAIR LTD | S | A | 12 | 0 | 1 | 30.8 | 38.5 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 5 | 95.5 | 3 | 22 | |
| | EDINBURGH | LOGANAIR LTD | S | D | 12 | 0 | 1 | 0.0 | 30.8 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 10 | 81.8 | 9 | 22 | |
| | EXETER | ISLES OF SCILLY SKYBUS | S | A | 0 | 0 | 0 | 0.0 | 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 | EASTERN AIRWAYS | S | A | 76 | 0 | 6 | 4.9 | 40.2 | 25.6 | 4.9 | 8.5 | 3.7 | 3.7 | 1.2 | 0.0 | 0.0 | 7.3 | 19 | 71.4 | 18 | 61 | |
| | GATWICK | EASTERN AIRWAYS | S | D | 76 | 0 | 6 | 0.0 | 42.7 | 30.5 | 4.9 | 3.7 | 4.9 | 4.9 | 1.2 | 0.0 | 0.0 | 7.3 | 21 | 65.7 | 22 | 61 | |
| | STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 7.7 | 61.5 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 76.9 | 16 | 13 | |
| | STANSTED | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 53.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 69.2 | 16 | 13 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 90.5 | 4 | 21 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 11.1 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 90.5 | 6 | 21 | |
| | MANCHESTER | LOGANAIR LTD | S | A | 28 | 0 | 2 | 33.3 | 43.3 | 10.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 5 | 80.0 | 17 | 30 | |
| | MANCHESTER | LOGANAIR LTD | S | D | 28 | 0 | 2 | 0.0 | 40.0 | 33.3 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 9 | 65.5 | 23 | 29 | |
| | NEWCASTLE | 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 | 77.8 | 6 | 9 | |
| | NEWCASTLE | 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 | 77.8 | 11 | 9 | |
| TOTAL NEWQUAY | | | | | 332 | 0 | 21 | 7.6 | 41.9 | 26.3 | 6.5 | 5.1 | 3.7 | 2.0 | 0.8 | 0.0 | 0.0 | 5.9 | 14 | 72.4 | 17 | 396 | |
| NICE | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | 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 | 9 | 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 | 9 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET UK LTD | S | A | 32 | 0 | 2 | 0.0 | 14.7 | 35.3 | 20.6 | 14.7 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 5.9 | 28 | 37.1 | 38 | 34 | |
| | BRISTOL | EASYJET UK LTD | S | D | 33 | 0 | 1 | 0.0 | 26.5 | 35.3 | 26.5 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 15 | 57.1 | 19 | 34 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 30 | 0 | 0 | 0.0 | 16.7 | 30.0 | 16.7 | 20.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 26.9 | 35 | 25 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: N | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|--------------------------------------|-------------------|---|-------------|----------|------------------------|------------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|------------------|-----------------|------------------|-----|
| | | | | | | C/S | A/D | NUMBER OF FLIGHTS | | | | | | | | | | | | | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | 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 | | | | |
| EDINBURGH | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 26.7 | 20.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.5 | 16 | 25 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 28 | 0 | 1 | 17.2 | 27.6 | 31.0 | 3.4 | 3.4 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 3.4 | 21 | 59.1 | 35 | 22 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 28 | 0 | 0 | 0.0 | 53.6 | 21.4 | 10.7 | 7.1 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 86.4 | 13 | 22 | | | |
| 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 | 19 | 100.0 | 1 | 2 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 42 | 0 | 0 | 19.0 | 38.1 | 16.7 | 14.3 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 41.9 | 51 | 31 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 42 | 0 | 0 | 0.0 | 31.0 | 45.2 | 11.9 | 4.8 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 54.8 | 40 | 31 | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | A | 3 | 0 | 1 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 12 | 57.1 | 21 | 14 | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | D | 3 | 0 | 1 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 42.9 | 20 | 14 | | | |
| GATWICK | 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 | 60.0 | 28 | 5 | | | |
| GATWICK | 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 | 40.0 | 37 | 5 | | | |
| GATWICK | EASYJET UK LTD | S | A | 126 | 0 | 1 | 10.2 | 40.2 | 26.0 | 11.8 | 6.3 | 3.9 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 | 13 | 45.5 | 39 | 110 | | | |
| GATWICK | EASYJET UK LTD | S | D | 126 | 0 | 1 | 0.0 | 44.1 | 43.3 | 6.3 | 3.9 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 6 | 60.0 | 27 | 109 | | | |
| GATWICK | WIZZ AIR UK LTD | S | A | 15 | 0 | 1 | 12.5 | 37.5 | 18.8 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 14 | 10.7 | 64 | 27 | | | |
| GATWICK | WIZZ AIR UK LTD | S | D | 15 | 0 | 1 | 0.0 | 31.3 | 31.3 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 16 | 17.9 | 48 | 27 | | | |
| HEATHROW | AIR FRANCE | S | A | 30 | 0 | 0 | 3.3 | 26.7 | 40.0 | 23.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.2 | 13 | 23 | | | |
| HEATHROW | AIR FRANCE | S | D | 30 | 0 | 0 | 0.0 | 63.3 | 23.3 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 56.5 | 19 | 23 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 179 | 0 | 8 | 3.7 | 29.4 | 26.2 | 15.0 | 15.0 | 5.9 | 0.0 | 0.5 | 0.0 | 0.0 | 4.3 | 19 | 38.8 | 28 | 193 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 180 | 0 | 8 | 0.0 | 25.0 | 43.6 | 13.3 | 9.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 14 | 60.7 | 17 | 195 | | | |
| LONDON CITY | BA CITYFLYER LTD | S | A | 35 | 0 | 2 | 2.7 | 43.2 | 40.5 | 2.7 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 5 | 47.2 | 31 | 36 | | | |
| LONDON CITY | BA CITYFLYER LTD | S | D | 37 | 0 | 2 | 0.0 | 25.6 | 59.0 | 7.7 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 8 | 60.5 | 22 | 38 | | | |
| LUTON | EASYJET UK LTD | S | A | 59 | 0 | 0 | 6.8 | 32.2 | 27.1 | 18.6 | 11.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 36.1 | 37 | 61 | | | |
| LUTON | EASYJET UK LTD | S | D | 60 | 0 | 0 | 0.0 | 26.7 | 50.0 | 11.7 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 54.1 | 24 | 60 | | | |
| STANSTED | RYANAIR | S | A | 24 | 0 | 1 | 0.0 | 12.0 | 32.0 | 32.0 | 12.0 | 4.0 | 0.0 | 4.0 | 0.0 | 0.0 | 4.0 | 28 | 40.9 | 27 | 22 | | | |
| STANSTED | RYANAIR | S | D | 24 | 0 | 1 | 0.0 | 28.0 | 40.0 | 24.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 9 | 59.1 | 19 | 22 | | | |
| STANSTED | RYANAIR UK LTD | S | A | 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 | 25.0 | 39 | 4 | | | |
| STANSTED | RYANAIR UK LTD | S | 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 | 15 | 100.0 | 3 | 4 | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 16 | 0 | 1 | 0.0 | 29.4 | 41.2 | 0.0 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 16 | 38.1 | 37 | 21 | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 16 | 0 | 1 | 0.0 | 23.5 | 35.3 | 17.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 18 | 81.0 | 19 | 21 | | | |
| MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 0.0 | 44.4 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 59 | 50.0 | 24 | 8 | | | |
| MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 62.5 | 22 | 8 | | | |
| TOTAL NICE | | | | 1291 | 0 | 34 | 3.1 | 31.5 | 34.7 | 14.0 | 8.8 | 4.5 | 0.5 | 0.3 | 0.1 | 0.0 | 2.6 | 15 | 49.8 | 28 | 1276 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: N | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------|--------------------------------|----------------------------|-----|-----|-----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | | 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 |
| | | | | | | | | 9.6 | 36.5 | 46.2 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| NIEDERRHEIN | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 19.2 | 34.6 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 90.9 | 13 | 22 |
| | EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 38.5 | 46.2 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.3 | 9 | 22 |
| TOTAL NIEDERRHEIN | | | | | 52 | 0 | 0 | 9.6 | 36.5 | 46.2 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.1 | 11 | 44 |
| NIMES | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 44.4 | 56 | 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 | 0.0 | 0.0 | 0 | 88.9 | 10 | 9 |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 33.3 | 40 | 9 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 55.6 | 31 | 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 | 50.0 | 19 | 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 | 3 | 4 |
| TOTAL NIMES | | | | | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 38.9 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 59.1 | 30 | 44 |
| NORTHOLT | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | NETJETS TRANSPORTES AEREOS | 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 CITY (GEORGE BEST) | NETJETS TRANSPORTES AEREOS | 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 |
| TOTAL NORTHOLT | | | | | 0 | 0 | 0 | 0.0 | 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 |
| NORWICH | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 45 | 0 | 2 | 44.7 | 34.0 | 4.3 | 2.1 | 2.1 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 4.3 | 12 | 86.0 | 7 | 43 |
| | ABERDEEN | LOGANAIR LTD | S | D | 45 | 0 | 2 | 2.1 | 51.1 | 25.5 | 4.3 | 4.3 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 4.3 | 13 | 83.7 | 9 | 43 |
| | LIVERPOOL (JOHN LENNON) | 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 | 100.0 | 0 | 1 |
| | LIVERPOOL (JOHN LENNON) | LOGANAIR 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 | 38 | 1 |
| | LUTON | 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 | 26 | 0.0 | 0 | 0 |
| | 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 | 0 | 1 |
| | TEESSIDE INTERNATIONAL AIRPORT | 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 |
| TOTAL NORWICH | | | | | 93 | 0 | 4 | 23.7 | 42.3 | 14.4 | 4.1 | 3.1 | 6.2 | 2.1 | 0.0 | 0.0 | 0.0 | 4.1 | 13 | 84.4 | 8 | 90 |
| NUREMBERG | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 2 | 1 |
| | 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 | 75.0 | 15 | 8 |
| | 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 | 62.5 | 22 | 8 |
| | 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 | 82.4 | 22 | 17 |
| | 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 | 94.1 | 7 | 17 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/ S | A/ D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|------------------------|-------------------|-----------|------|------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | 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 | 0 | 1 |
| | STANSTED | RYANAIR | S | A | 42 | 0 | 0 | 9.5 | 33.3 | 31.0 | 11.9 | 11.9 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.3 | 20 | 29 |
| | STANSTED | RYANAIR | S | D | 42 | 0 | 0 | 0.0 | 19.0 | 45.2 | 14.3 | 14.3 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.0 | 20 | 30 |
| TOTAL NUREMBERG | | | | | 84 | 0 | 0 | 4.8 | 26.2 | 38.1 | 13.1 | 13.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 68.8 | 18 | 111 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: O | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------|-------------------------|------------------------|-----|-----|-----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | | 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 |
| | | | | | | | | 7.4 | 48.1 | 33.3 | 3.7 | 3.7 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OLBIA | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 11.1 | 34 | 9 |
| | 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 | 44.4 | 14 | 9 |
| | GATWICK | EASYJET UK LTD | S | A | 17 | 0 | 0 | 11.8 | 47.1 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 22.2 | 41 | 9 |
| | GATWICK | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 58.8 | 35.3 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 55.6 | 24 | 9 |
| | LUTON | EASYJET UK LTD | S | A | 9 | 0 | 0 | 22.2 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| | LUTON | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 33.3 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| TOTAL OLBIA | | | | | 54 | 0 | 0 | 7.4 | 48.1 | 33.3 | 3.7 | 3.7 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 33.3 | 28 | 36 |
| Oporto (Portugal) | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 1 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | 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 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR UK 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 | 2 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | 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 |
| | BIRMINGHAM | RYANAIR | 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 | 0.0 | 6 | 66.7 | 13 | 9 |
| | BIRMINGHAM | RYANAIR | 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 | 1 | 77.8 | 20 | 9 |
| | BRISTOL | EASYJET EUROPE | 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 | 50.0 | 16 | 4 |
| | BRISTOL | EASYJET EUROPE | 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 | 17 | 25.0 | 23 | 4 |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 7.7 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 15.4 | 54 | 13 |
| | BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 46.2 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 38.5 | 40 | 13 |
| | BRISTOL | RYANAIR | S | A | 12 | 0 | 0 | 25.0 | 25.0 | 8.3 | 16.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 30.8 | 41 | 13 |
| | BRISTOL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 25.0 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 30.8 | 45 | 13 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 30.8 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 26 | 13 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 15.4 | 23.1 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.5 | 41 | 13 |
| | EDINBURGH | 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 | 35 | 4 |
| | EDINBURGH | 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 | 59 | 4 |
| | GLASGOW | EASYJET UK LTD | S | A | 9 | 0 | 0 | 77.8 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 87.5 | 2 | 7 |
| | GLASGOW | EASYJET UK LTD | 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 | 1 | 75.0 | 6 | 7 |
| | LEEDS BRADFORD | RYANAIR | S | A | 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 | 0 | 66.7 | 20 | 9 |
| | LEEDS BRADFORD | 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 | 0 | 55.6 | 19 | 9 |
| | LIVERPOOL (JOHN LENNON) | 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 | 8 | 62.5 | 26 | 8 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 13 | 8 |
| | GATWICK | AIR PORTUGAL | S | A | 59 | 0 | 0 | 13.6 | 30.5 | 37.3 | 11.9 | 1.7 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.5 | 18 | 55 |
| | GATWICK | AIR PORTUGAL | S | D | 59 | 0 | 0 | 0.0 | 15.3 | 44.1 | 23.7 | 11.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.9 | 27 | 55 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: O | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|--|--------------------------------------|--|---------|---|------------------------|----------|----------------------------|------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|-------------|------------------|-----------------|
| | | | | | | 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 | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S | A | 34 | 0 | 0 | 26.5 | 35.3 | 20.6 | 2.9 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S | D | 34 | 0 | 0 | 0.0 | 14.7 | 61.8 | 11.8 | 0.0 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| GATWICK | | 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 | 82.8 | 7 | 29 | |
| GATWICK | | 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 | 62.1 | 14 | 29 | |
| GATWICK | | EASYJET UK LTD | | S | A | 51 | 0 | 0 | 37.3 | 39.2 | 13.7 | 3.9 | 3.9 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 6 | 72.7 | 16 | 22 | |
| GATWICK | | EASYJET UK LTD | | S | D | 51 | 0 | 0 | 0.0 | 60.8 | 31.4 | 3.9 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 7 | 72.7 | 17 | 22 | |
| 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 | 80.0 | 8 | 35 | |
| 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 | 74.3 | 12 | 35 | |
| LUTON | | EASYJET UK LTD | | S | A | 12 | 0 | 0 | 8.3 | 25.0 | 50.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 52.0 | 24 | 25 | |
| LUTON | | EASYJET UK LTD | | S | D | 12 | 0 | 0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 61.5 | 25 | 26 | |
| STANSTED | | RYANAIR | | S | A | 73 | 0 | 0 | 0.0 | 9.6 | 41.1 | 26.0 | 19.2 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.3 | 22 | 86 | |
| STANSTED | | RYANAIR | | S | D | 73 | 0 | 0 | 0.0 | 23.3 | 30.1 | 21.9 | 17.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 57.0 | 24 | 86 | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.7 | 20 | 17 | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.5 | 16 | 17 | |
| MANCHESTER | | RYANAIR | | S | A | 18 | 0 | 0 | 5.6 | 38.9 | 27.8 | 5.6 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 85.7 | 9 | 21 | |
| MANCHESTER | | RYANAIR | | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.9 | 16 | 21 | |
| TOTAL OPORTO (PORTUGAL) | | | | | | 698 | 0 | 0 | 7.6 | 32.5 | 34.2 | 12.5 | 8.6 | 4.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 63.0 | 21 | 741 |
| OREBRO | | | | | | | | | | | | | | | | | | | | | | | |
| STANSTED | | RYANAIR | | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 12 | 8 | |
| STANSTED | | RYANAIR | | 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 | 1 | 62.5 | 12 | 8 | |
| TOTAL OREBRO | | | | | | 18 | 0 | 0 | 5.6 | 38.9 | 50.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 62.5 | 12 | 16 | |
| ORLANDO | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 8 | 0 | 0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| EDINBURGH | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | A | 59 | 0 | 1 | 26.7 | 23.3 | 20.0 | 8.3 | 8.3 | 6.7 | 3.3 | 1.7 | 0.0 | 0.0 | 1.7 | 21 | 33.9 | 63 | 54 |
| GATWICK | | BRITISH AIRWAYS PLC | | S | D | 59 | 0 | 1 | 0.0 | 23.3 | 38.3 | 10.0 | 13.3 | 5.0 | 3.3 | 5.0 | 0.0 | 0.0 | 1.7 | 32 | 62.5 | 21 | 54 |
| GATWICK | | NORSE ATLANTIC UK LTD | | S | A | 26 | 0 | 0 | 50.0 | 19.2 | 15.4 | 11.5 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| GATWICK | | NORSE ATLANTIC UK LTD | | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 57.7 | 3.8 | 3.8 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| 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 | 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 | 100.0 | 0 | 1 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: O | | | | | | | | | | | | | | | | | APR 2023 | | | |
|----------------------|-------------------------|-----------------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | 31.7 | 21.7 | 10.0 | 15.0 | 18.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 60 | 0 | 0 | 31.7 | 21.7 | 10.0 | 15.0 | 18.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 73.3 | 40 | 60 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 60 | 0 | 0 | 0.0 | 15.0 | 43.3 | 20.0 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.7 | 11 | 60 |
| | MANCHESTER | AER LINGUS | S | A | 17 | 0 | 0 | 64.7 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| | MANCHESTER | AER LINGUS | 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 | 7 | 0.0 | 0 | 0 |
| | MANCHESTER | AER LINGUS (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 | 58.8 | 12 | 16 |
| | MANCHESTER | AER LINGUS (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 | 64.7 | 16 | 16 |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 51 | 0 | 1 | 48.1 | 19.2 | 17.3 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 5 | 67.4 | 12 | 46 |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 52 | 0 | 0 | 0.0 | 28.8 | 50.0 | 9.6 | 9.6 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 14 | 78.3 | 9 | 46 |
| TOTAL ORLANDO | | | | | 444 | 0 | 3 | 19.2 | 22.1 | 30.2 | 11.6 | 10.3 | 2.9 | 1.6 | 1.3 | 0.0 | 0.0 | 0.7 | 16 | 65.0 | 25 | 354 |
| OSIJEK | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | 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 | 9 | 0.0 | 0 | 0 |
| | STANSTED | 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 | 1 | 0.0 | 0 | 0 |
| TOTAL OSIJEK | | | | | 18 | 0 | 0 | 0.0 | 38.9 | 44.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 86.4 | 11 | 21 |
| | 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 | 77.3 | 9 | 21 |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | A | 38 | 0 | 0 | 0.0 | 60.5 | 28.9 | 2.6 | 5.3 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 93.5 | 8 | 31 |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | D | 38 | 0 | 0 | 0.0 | 39.5 | 42.1 | 7.9 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 83.9 | 12 | 31 |
| | 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 | 100.0 | 6 | 2 |
| | 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 | 45 | 2 |
| | LIVERPOOL (JOHN LENNON) | 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 | 100.0 | 0 | 1 |
| | GATWICK | BRITISH AIRWAYS PLC | 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 | NORWEGIAN AIR SHUTTLE | S | A | 108 | 0 | 1 | 21.1 | 37.6 | 23.9 | 8.3 | 5.5 | 1.8 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 9 | 90.3 | 4 | 102 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 108 | 0 | 1 | 0.9 | 53.2 | 21.1 | 9.2 | 11.0 | 2.8 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 13 | 80.6 | 8 | 102 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 83 | 0 | 2 | 17.6 | 31.8 | 20.0 | 14.1 | 7.1 | 5.9 | 1.2 | 0.0 | 0.0 | 0.0 | 2.4 | 14 | 85.6 | 8 | 104 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 84 | 0 | 1 | 0.0 | 43.5 | 32.9 | 10.6 | 5.9 | 4.7 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 12 | 69.2 | 15 | 104 |
| | HEATHROW | SAS | S | A | 121 | 0 | 1 | 9.0 | 36.1 | 27.0 | 9.8 | 13.9 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 12 | 81.0 | 11 | 104 |
| | HEATHROW | SAS | S | D | 121 | 0 | 1 | 0.0 | 56.6 | 23.0 | 9.8 | 6.6 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.8 | 10 | 81.9 | 8 | 104 |
| | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | A | 11 | 0 | 0 | 18.2 | 45.5 | 27.3 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.2 | 12 | 21 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | SCANDINAVIAN AIRLINES IRELAND LTD | 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 | 0.0 | 11 | 80.0 | 11 | 20 | |
| | STANSTED | RYANAIR UK LTD | S | A | 43 | 0 | 0 | 4.7 | 39.5 | 27.9 | 16.3 | 2.3 | 7.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 58.5 | 18 | 41 | |
| | STANSTED | RYANAIR UK LTD | S | D | 43 | 0 | 0 | 0.0 | 23.3 | 53.5 | 11.6 | 9.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 78.6 | 12 | 42 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 17 | 0 | 0 | 0.0 | 41.2 | 52.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 2 | 14 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | D | 17 | 0 | 0 | 0.0 | 64.7 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 92.9 | 4 | 14 | |
| | MANCHESTER | SAS | S | A | 47 | 0 | 1 | 2.1 | 43.8 | 35.4 | 6.3 | 8.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 9 | 90.6 | 6 | 32 | |
| | MANCHESTER | SAS | S | D | 47 | 0 | 1 | 0.0 | 31.3 | 45.8 | 8.3 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 12 | 78.1 | 8 | 32 | |
| | TEESSIDE INTERNATIONAL AIRPORT | 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 | 100.0 | 14 | 1 | |
| TOTAL OSLO (GARDERMOEN) | | | | | 937 | 0 | 9 | 5.8 | 42.5 | 29.6 | 9.4 | 7.6 | 3.3 | 0.6 | 0.2 | 0.0 | 0.0 | 1.0 | 11 | 81.2 | 10 | 946 | |
| OSTRAVA | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 50.0 | 0 | 1 | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 38.5 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 11 | 7 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.5 | 19 | 8 | |
| TOTAL OSTRAVA | | | | | 26 | 0 | 0 | 3.8 | 30.8 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 14 | 16 | |
| OTTAWA INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | SUNWING AIRLINES INC | 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 | 61 | 1 | |
| | MANCHESTER | SUNWING AIRLINES INC | 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 | 97 | 1 | |
| TOTAL OTTAWA INTERNATIONAL | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 79 | 2 | |
| OUARZAZATE | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | 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 | |
| | GATWICK | 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 | 0.0 | 7 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK LTD | 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 | 7 | 44.4 | 34 | 9 | |
| | STANSTED | RYANAIR UK LTD | 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 | 100.0 | 4 | 9 | |
| TOTAL OUARZAZATE | | | | | 20 | 0 | 0 | 5.0 | 55.0 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 72.2 | 19 | 18 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: P | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|----------------------|-----------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| | | 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 | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 13 | 1 | |
| | STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 4.8 | 38.1 | 28.6 | 14.3 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 58.8 | 21 | 16 | |
| | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 52.4 | 23.8 | 4.8 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.7 | 22 | 17 | |
| TOTAL PALANGA | | | | | 42 | 0 | 0 | 2.4 | 45.2 | 26.2 | 9.5 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.9 | 21 | 34 | |
| PALERMO | | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 62.5 | 13 | 8 | |
| | EDINBURGH | 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 | 0 | 87.5 | 6 | 8 | |
| | GATWICK | EASYJET UK LTD | S | A | 17 | 0 | 0 | 11.8 | 11.8 | 47.1 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 7.7 | 41 | 13 | |
| | GATWICK | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 70.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 69.2 | 18 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 9.5 | 28.6 | 33.3 | 4.8 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.0 | 12 | 10 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 0.0 | 38.1 | 33.3 | 14.3 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 14 | 10 | |
| | LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 22.2 | 82 | 9 | |
| | LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 44.4 | 23 | 9 | |
| | STANSTED | RYANAIR | S | A | 43 | 0 | 0 | 0.0 | 11.6 | 32.6 | 18.6 | 32.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 40.0 | 38 | 30 | |
| | STANSTED | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 23.3 | 37.2 | 20.9 | 14.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.0 | 27 | 30 | |
| TOTAL PALERMO | | | | | 204 | 0 | 0 | 3.4 | 27.0 | 39.2 | 13.2 | 14.2 | 2.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 53.6 | 29 | 140 | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | A | 22 | 0 | 0 | 4.5 | 13.6 | 27.3 | 31.8 | 13.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 36.4 | 32 | 22 | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 22.7 | 22.7 | 18.2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 22.7 | 47 | 22 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 21 | 0 | 1 | 0.0 | 22.7 | 31.8 | 4.5 | 13.6 | 9.1 | 13.6 | 0.0 | 0.0 | 0.0 | 4.5 | 37 | 34.6 | 27 | 25 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 28.6 | 19.0 | 14.3 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 35 | 61.5 | 17 | 25 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 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 | 3 | 92.9 | 4 | 14 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 58.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.7 | 7 | 14 | |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 1 | 100.0 | 0 | 1 | |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 13 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | RYANAIR 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 | 7 | 55.6 | 38 | 9 | |
| | BELFAST INTERNATIONAL | 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 | 4 | 55.6 | 31 | 9 | |
| | BIRMINGHAM | EASYJET EUROPE | 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 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | 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 | 7 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 4 | 0 | 1 | 0.0 | 40.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 17 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK 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 | 0.0 | 17 | 0.0 | 0 | 0 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 40 | 0 | 0 | 0 | 5.0 | 27.5 | 42.5 | 10.0 | 5.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 87.2 | 5 | 39 | | |
| BIRMINGHAM | JET2.COM LTD | S D | 40 | 0 | 0 | 0 | 0.0 | 7.5 | 55.0 | 12.5 | 15.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 74.4 | 11 | 39 | | |
| BIRMINGHAM | RYANAIR | S A | 39 | 0 | 0 | 0 | 5.1 | 30.8 | 28.2 | 15.4 | 7.7 | 7.7 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 60.5 | 21 | 38 | | |
| BIRMINGHAM | RYANAIR | S D | 38 | 0 | 1 | 0 | 0.0 | 5.1 | 43.6 | 23.1 | 17.9 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 24 | 68.4 | 17 | 38 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 14 | 0 | 0 | 0 | 7.1 | 28.6 | 28.6 | 7.1 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 81.8 | 9 | 11 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 14 | 0 | 0 | 0 | 0.0 | 28.6 | 57.1 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 8 | 13 | | |
| BOURNEMOUTH | RYANAIR | S A | 39 | 0 | 0 | 0 | 12.8 | 33.3 | 33.3 | 15.4 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 48.0 | 24 | 25 | | |
| BOURNEMOUTH | RYANAIR | S D | 39 | 0 | 0 | 0 | 2.6 | 48.7 | 38.5 | 2.6 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.0 | 26 | 25 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.1 | 33 | 7 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C D | 9 | 0 | 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 | 66.7 | 22 | 9 | | |
| BRISTOL | EASYJET EUROPE | S A | 30 | 0 | 0 | 0 | 3.3 | 30.0 | 50.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.7 | 14 | 30 | | |
| BRISTOL | EASYJET EUROPE | S D | 30 | 0 | 0 | 0 | 0.0 | 23.3 | 36.7 | 23.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 33.3 | 26 | 30 | | |
| BRISTOL | EASYJET UK LTD | S A | 51 | 0 | 0 | 0 | 0.0 | 23.5 | 37.3 | 23.5 | 7.8 | 5.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.7 | 15 | 47 | | |
| BRISTOL | EASYJET UK LTD | S D | 51 | 0 | 0 | 0 | 0.0 | 39.2 | 39.2 | 7.8 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.9 | 10 | 47 | | |
| BRISTOL | JET2.COM LTD | S A | 22 | 0 | 0 | 0 | 4.5 | 18.2 | 40.9 | 27.3 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 38.9 | 18 | 18 | | |
| BRISTOL | JET2.COM LTD | S D | 22 | 0 | 0 | 0 | 0.0 | 31.8 | 40.9 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.3 | 7 | 18 | | |
| BRISTOL | RYANAIR | S A | 43 | 0 | 0 | 0 | 7.0 | 27.9 | 41.9 | 7.0 | 11.6 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 26.7 | 44 | 30 | | |
| BRISTOL | RYANAIR | S D | 43 | 0 | 0 | 0 | 0.0 | 62.8 | 30.2 | 4.7 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 53.3 | 34 | 30 | | |
| BRISTOL | TUI AIRWAYS LTD | C A | 4 | 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 | 16 | 100.0 | 7 | 3 | | |
| BRISTOL | TUI AIRWAYS LTD | C D | 5 | 0 | 0 | 0 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 2 | 4 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 4 | 0 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 33.3 | 24 | 3 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C D | 5 | 0 | 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 | 0 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 24 | 0 | 0 | 0 | 20.8 | 45.8 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 95.7 | 3 | 23 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 24 | 0 | 0 | 0 | 0.0 | 41.7 | 50.0 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 91.3 | 4 | 23 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 52 | 0 | 0 | 0 | 13.5 | 42.3 | 30.8 | 5.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 67.4 | 17 | 43 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 52 | 0 | 0 | 0 | 3.8 | 59.6 | 19.2 | 7.7 | 5.8 | 1.9 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 12 | 72.1 | 13 | 43 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 0 | 0.0 | 30.8 | 61.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 71.4 | 7 | 7 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C D | 12 | 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 | 2 | 66.7 | 11 | 9 | | |
| EDINBURGH | EASYJET EUROPE | S A | 9 | 0 | 0 | 0 | 55.6 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 33.3 | 39 | 9 | | |
| EDINBURGH | EASYJET EUROPE | S D | 9 | 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 | 4 | 33.3 | 44 | 9 | | |
| EDINBURGH | JET2.COM LTD | S A | 26 | 0 | 1 | 0 | 14.8 | 37.0 | 33.3 | 7.4 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 3.7 | 10 | 84.6 | 8 | 26 | | |
| EDINBURGH | JET2.COM LTD | S D | 27 | 0 | 0 | 0 | 0.0 | 33.3 | 59.3 | 3.7 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.9 | 12 | 26 | | |
| EDINBURGH | RYANAIR | S A | 30 | 0 | 0 | 0 | 6.7 | 10.0 | 40.0 | 26.7 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 80.8 | 11 | 26 | | |
| EDINBURGH | RYANAIR | S D | 30 | 0 | 0 | 0 | 3.3 | 26.7 | 36.7 | 26.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 11 | 26 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | |
| EDINBURGH | RYANAIR UK LTD | S A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 25.0 | 33 | 8 |
| EDINBURGH | RYANAIR UK LTD | S 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 | 0.0 | 48 | 12.5 | 30 | 8 |
| EXETER | TUI AIRWAYS LTD | C A | 7 | 0 | 0 | 14.3 | 42.9 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 85.7 | 7 | 7 |
| EXETER | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0.0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 7 | 8 |
| GLASGOW | EASYJET UK LTD | S A | 9 | 0 | 0 | 44.4 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 53.8 | 24 | 13 |
| GLASGOW | EASYJET UK LTD | S D | 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 | 0.0 | 7 | 35.7 | 32 | 13 |
| GLASGOW | JET2.COM LTD | S A | 20 | 0 | 0 | 35.0 | 35.0 | 25.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 4 | 27 |
| GLASGOW | JET2.COM LTD | S D | 24 | 0 | 0 | 0.0 | 37.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 7 | 27 |
| GLASGOW | TUI AIRWAYS LTD | C A | 10 | 0 | 0 | 0.0 | 20.0 | 20.0 | 30.0 | 10.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66 | 85.7 | 6 | 7 |
| GLASGOW | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 12.5 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 74 | 66.7 | 15 | 9 |
| LEEDS BRADFORD | JET2.COM LTD | S A | 39 | 0 | 0 | 17.9 | 28.2 | 35.9 | 10.3 | 2.6 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 6 | 40 |
| LEEDS BRADFORD | JET2.COM LTD | S D | 39 | 0 | 0 | 0.0 | 41.0 | 51.3 | 2.6 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 6 | 40 |
| LEEDS BRADFORD | RYANAIR | S A | 30 | 0 | 0 | 16.7 | 46.7 | 23.3 | 3.3 | 6.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.8 | 24 | 43 |
| LEEDS BRADFORD | RYANAIR | S D | 30 | 0 | 0 | 0.0 | 16.7 | 53.3 | 10.0 | 13.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 72.1 | 11 | 43 |
| LIVERPOOL (JOHN LENNON) | 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 | 0 | 1 |
| LIVERPOOL (JOHN LENNON) | 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 | 100.0 | 9 | 1 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 30 | 0 | 0 | 10.0 | 43.3 | 30.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 58.6 | 16 | 29 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 30 | 0 | 0 | 0.0 | 63.3 | 30.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 80.0 | 24 | 30 |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 12 | 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 | 1 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S D | 13 | 0 | 0 | 23.1 | 30.8 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 26 | 0 | 0 | 7.7 | 34.6 | 38.5 | 7.7 | 0.0 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 40.9 | 22 | 22 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 26 | 0 | 0 | 0.0 | 23.1 | 50.0 | 15.4 | 0.0 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.8 | 9 | 22 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 37 | 0 | 0 | 24.3 | 16.2 | 35.1 | 16.2 | 5.4 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.7 | 28 | 28 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 38 | 0 | 0 | 0.0 | 36.8 | 44.7 | 13.2 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 55.2 | 28 | 29 |
| 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 | 0.0 | 0 | 58.3 | 10 | 10 |
| 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 | 0.0 | 0 | 100.0 | 6 | 9 |
| GATWICK | 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 | 75.3 | 13 | 72 |
| GATWICK | 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 | 40.0 | 27 | 72 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
|--------------------|---------------------|---------|-----|-----|-------------------|-------|------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|
| | | | | | 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) |
| GATWICK | EASYJET UK LTD | S A | 137 | 0 | 0 | 13.9 | 28.5 | 27.7 | 14.6 | 10.9 | 3.6 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 51.7 | 28 | 60 |
| GATWICK | EASYJET UK LTD | S D | 139 | 0 | 0 | 0.0 | 27.3 | 38.8 | 15.8 | 10.8 | 6.5 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 56.7 | 23 | 60 |
| GATWICK | TUI AIRWAYS LTD | C A | 15 | 0 | 0 | 0.0 | 26.7 | 46.7 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.4 | 16 | 14 |
| GATWICK | TUI AIRWAYS LTD | C D | 14 | 0 | 0 | 0.0 | 35.7 | 57.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 38.5 | 22 | 13 |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 61 | 0 | 0 | 3.3 | 27.9 | 29.5 | 21.3 | 14.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.4 | 19 | 77 |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 61 | 0 | 0 | 0.0 | 26.2 | 45.9 | 16.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 20 | 78 |
| LONDON CITY | BA CITYFLYER LTD | S A | 18 | 0 | 0 | 0.0 | 33.3 | 33.3 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 42.1 | 22 | 18 |
| LONDON CITY | BA CITYFLYER LTD | S D | 18 | 0 | 0 | 0.0 | 16.7 | 77.8 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 63.2 | 20 | 19 |
| LUTON | EASYJET EUROPE | S A | 11 | 0 | 0 | 9.1 | 45.5 | 36.4 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.9 | 16 | 13 |
| LUTON | EASYJET EUROPE | S D | 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 | 0.0 | 11 | 46.2 | 28 | 13 |
| LUTON | EASYJET UK LTD | S A | 73 | 0 | 0 | 8.2 | 26.0 | 30.1 | 12.3 | 16.4 | 4.1 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 64.3 | 20 | 69 |
| LUTON | EASYJET UK LTD | S D | 73 | 0 | 0 | 0.0 | 27.4 | 47.9 | 12.3 | 9.6 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.9 | 16 | 68 |
| LUTON | RYANAIR | S A | 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 | 0.0 | 10 | 0.0 | 0 | 0 |
| LUTON | RYANAIR | S D | 12 | 0 | 0 | 0.0 | 50.0 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| LUTON | TUI AIRWAYS LTD | C A | 8 | 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 | 28.6 | 24 | 7 |
| LUTON | TUI AIRWAYS LTD | C 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 | 0.0 | 11 | 22.2 | 26 | 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 | 0.0 | 0 | 46.7 | 55 | 29 |
| 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 | 33.3 | 62 | 29 |
| STANSTED | JET2.COM LTD | S A | 32 | 0 | 0 | 9.4 | 31.3 | 37.5 | 12.5 | 3.1 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.3 | 12 | 30 |
| STANSTED | JET2.COM LTD | S D | 32 | 0 | 0 | 0.0 | 15.6 | 71.9 | 3.1 | 3.1 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 86.7 | 12 | 30 |
| STANSTED | RYANAIR | S A | 72 | 0 | 0 | 5.6 | 20.8 | 23.6 | 26.4 | 20.8 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 36.0 | 44 | 97 |
| STANSTED | RYANAIR | S D | 72 | 0 | 0 | 0.0 | 15.3 | 33.3 | 29.2 | 19.4 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 49.5 | 36 | 97 |
| STANSTED | RYANAIR UK LTD | S A | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 15.4 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| STANSTED | RYANAIR UK LTD | 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 | 0.0 | 21 | 0.0 | 0 | 0 |
| STANSTED | 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 | 0.0 | 24 | 50.0 | 15 | 2 |
| STANSTED | TUI AIRWAYS LTD | C D | 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 | 0.0 | 24 | 75.0 | 6 | 4 |
| MANCHESTER | EASYJET EUROPE | S A | 22 | 0 | 0 | 9.1 | 4.5 | 59.1 | 13.6 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 53.8 | 24 | 13 |
| MANCHESTER | EASYJET EUROPE | S D | 22 | 0 | 0 | 0.0 | 18.2 | 54.5 | 9.1 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.5 | 57 | 13 |
| MANCHESTER | EASYJET UK LTD | S A | 25 | 0 | 0 | 20.0 | 24.0 | 28.0 | 12.0 | 8.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 65.9 | 21 | 42 |
| MANCHESTER | EASYJET UK LTD | S D | 25 | 0 | 0 | 0.0 | 60.0 | 16.0 | 8.0 | 12.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.4 | 26 | 41 |
| MANCHESTER | JET2.COM LTD | S A | 42 | 0 | 1 | 18.6 | 39.5 | 27.9 | 4.7 | 2.3 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 11 | 88.6 | 8 | 35 |
| MANCHESTER | JET2.COM LTD | S D | 41 | 0 | 0 | 0.0 | 9.8 | 78.0 | 9.8 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.7 | 8 | 35 |
| MANCHESTER | RYANAIR | S A | 74 | 0 | 0 | 5.4 | 20.3 | 31.1 | 16.2 | 18.9 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 57.1 | 20 | 56 |
| MANCHESTER | RYANAIR | S D | 74 | 0 | 0 | 0.0 | 35.1 | 21.6 | 16.2 | 18.9 | 6.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 14 | 56 |
| MANCHESTER | RYANAIR UK LTD | S A | 8 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 68.8 | 12 | 16 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | RYANAIR UK LTD | S D | 8 | 0 | 0 | 0.0 | 62.5 | 0.0 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 81.3 | 8 | 16 | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 20 | 0 | 0 | 0.0 | 10.0 | 35.0 | 25.0 | 15.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 52.6 | 25 | 19 | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 18 | 0 | 0 | 0.0 | 27.8 | 55.6 | 5.6 | 0.0 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 76.5 | 19 | 17 | | |
| NEWCASTLE | EASYJET UK LTD | S A | 12 | 0 | 0 | 16.7 | 41.7 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| NEWCASTLE | EASYJET UK LTD | S D | 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 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| NEWCASTLE | JET2.COM LTD | S A | 32 | 0 | 0 | 18.8 | 53.1 | 12.5 | 9.4 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 12 | 32 | | |
| NEWCASTLE | JET2.COM LTD | S D | 32 | 0 | 0 | 0.0 | 31.3 | 62.5 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 15 | 32 | | |
| NEWCASTLE | RYANAIR | S A | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 51.7 | 27 | 29 | | |
| NEWCASTLE | RYANAIR | S D | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 27.8 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 41.4 | 38 | 29 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 14 | 0 | 0 | 0.0 | 28.6 | 35.7 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 11.1 | 33 | 9 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S 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 | 0.0 | 6 | 66.7 | 19 | 9 | | |
| SOUTHAMPTON | 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 | 0 | 0 | | |
| SOUTHAMPTON | 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 | 0.0 | 0 | 0.0 | 0 | 0 | | |
| SOUTHEND | EASYJET EUROPE | S A | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 0.0 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | |
| SOUTHEND | EASYJET EUROPE | S D | 13 | 0 | 0 | 0.0 | 30.8 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | |
| TEESSIDE INTERNATIONAL AIRPORT | RYANAIR | S A | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 88.9 | 6 | 9 | | |
| TEESSIDE INTERNATIONAL AIRPORT | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 50.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 66.7 | 10 | 9 | | |
| TOTAL PALMA DE MALLORCA | | | | | 2992 | 0 | 5 | 5.2 | 29.8 | 37.8 | 13.0 | 9.1 | 3.2 | 1.1 | 0.5 | 0.0 | 0.0 | 0.2 | 15 | 62.9 | 20 | 2890 | |
| PAPHOS | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | JET2.COM LTD | S A | 4 | 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 | 75.0 | 8 | 4 | | |
| BELFAST INTERNATIONAL | 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 | 0.0 | 1 | 100.0 | 0 | 4 | | |
| BIRMINGHAM | JET2.COM LTD | S A | 18 | 0 | 0 | 44.4 | 38.9 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 69 | 88.2 | 3 | 17 | | |
| BIRMINGHAM | JET2.COM LTD | S D | 17 | 0 | 0 | 0.0 | 23.5 | 52.9 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 64.7 | 8 | 17 | | |
| BIRMINGHAM | RYANAIR | 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 | 0 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | RYANAIR | 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 | 0.0 | 17 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 12 | 0 | 0 | 8.3 | 58.3 | 8.3 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 7 | 12 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 12 | 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 | 20 | 57.1 | 16 | 14 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C 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 | 0.0 | 0 | 50.0 | 45 | 4 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C 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 | 1 | 100.0 | 4 | 4 | | |
| BRISTOL | EASYJET UK LTD | S A | 13 | 0 | 0 | 15.4 | 38.5 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 41.7 | 17 | 12 | | |
| BRISTOL | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 38.5 | 46.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 61.5 | 19 | 13 | | |
| BRISTOL | JET2.COM LTD | S A | 8 | 0 | 0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 77.8 | 9 | 9 | | |
| BRISTOL | JET2.COM 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 | 0.0 | 4 | 100.0 | 7 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C 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 | 62.5 | 13 | 8 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | TUI AIRWAYS LTD | C | 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 | 77.8 | 22 | 9 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | 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 | 25.0 | 20 | 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 | 3 | 75.0 | 5 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 8 | 0 | 0 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 8 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | 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 | 0 | 88.9 | 5 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 75.0 | 8 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | TUI 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 | 8 | 100.0 | 4 | 4 | | |
| EDINBURGH | EASYJET UK LTD | S | A | 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 | 4 | 90.9 | 4 | 11 | | |
| EDINBURGH | 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 | 14 | 81.8 | 7 | 11 | | |
| EDINBURGH | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 5 | 8 | | |
| EDINBURGH | JET2.COM LTD | S | D | 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 | 77.8 | 10 | 9 | | |
| EXETER | 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 | 58 | 100.0 | 0 | 5 | | |
| EXETER | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 109 | 100.0 | 0 | 5 | | |
| GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 66.7 | 12 | 9 | | |
| GLASGOW | JET2.COM 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 | 5 | 77.8 | 8 | 9 | | |
| GLASGOW | 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 | 7 | 75.0 | 7 | 4 | | |
| GLASGOW | 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 | 100.0 | 3 | 4 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 12 | 0 | 0 | 16.7 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 88.9 | 4 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 12 | 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 | 77.8 | 8 | 9 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | 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 | 4 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | 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 | 11 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 5 | 0.0 | 0 | 0 | | |
| 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 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 29 | 0 | 0 | 24.1 | 27.6 | 24.1 | 10.3 | 10.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 69.2 | 16 | 26 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 29 | 0 | 0 | 0.0 | 24.1 | 51.7 | 10.3 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 34 | 26 | | |
| 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 | 0.0 | 47 | 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 | 24 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S | A | 73 | 0 | 1 | 32.4 | 31.1 | 23.0 | 2.7 | 8.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 7 | 48.3 | 23 | 87 | | |
| GATWICK | EASYJET UK LTD | S | D | 72 | 0 | 0 | 0.0 | 16.7 | 56.9 | 12.5 | 8.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 59.3 | 24 | 86 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | TUI AIRWAYS LTD | C A | 16 | 0 | 0 | 12.5 | 25.0 | 25.0 | 18.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.5 | 21 | 13 | | |
| GATWICK | TUI AIRWAYS LTD | C D | 16 | 0 | 0 | 0.0 | 6.3 | 68.8 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 71.4 | 17 | 14 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S 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 | 0.0 | 9 | 80.0 | 5 | 5 | | |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | 0.0 | 13 | 80.0 | 12 | 5 | | |
| LUTON | EASYJET UK LTD | S A | 26 | 0 | 0 | 19.2 | 61.5 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 52.9 | 21 | 17 | | |
| LUTON | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 26.9 | 53.8 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 58.8 | 27 | 17 | | |
| STANSTED | JET2.COM LTD | S A | 17 | 0 | 0 | 17.6 | 58.8 | 5.9 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.5 | 8 | 17 | | |
| STANSTED | JET2.COM LTD | S D | 17 | 0 | 0 | 0.0 | 23.5 | 52.9 | 5.9 | 0.0 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 94.1 | 4 | 17 | | |
| STANSTED | RYANAIR | S A | 18 | 0 | 0 | 27.8 | 22.2 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.0 | 19 | 25 | | |
| STANSTED | RYANAIR | S D | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 33 | 25 | | |
| STANSTED | TUI AIRWAYS LTD | C A | 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 | 0.0 | 5 | 57.1 | 23 | 7 | | |
| STANSTED | 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 | 0.0 | 10 | 62.5 | 25 | 8 | | |
| MANCHESTER | EASYJET UK LTD | S A | 17 | 0 | 0 | 58.8 | 23.5 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 26 | 26 | | |
| MANCHESTER | EASYJET UK LTD | S D | 17 | 0 | 0 | 0.0 | 29.4 | 47.1 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.0 | 20 | 25 | | |
| MANCHESTER | JET2.COM LTD | S A | 30 | 0 | 0 | 33.3 | 50.0 | 3.3 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.8 | 11 | 26 | | |
| MANCHESTER | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 20.0 | 50.0 | 20.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.1 | 12 | 26 | | |
| MANCHESTER | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 17 | 12 | | |
| MANCHESTER | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 17 | 12 | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 18 | 0 | 0 | 0.0 | 33.3 | 55.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 41.2 | 20 | 17 | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 16 | 0 | 0 | 0.0 | 12.5 | 56.3 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.2 | 20 | 18 | | |
| NEWCASTLE | JET2.COM LTD | S A | 8 | 0 | 0 | 75.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 77.8 | 11 | 9 | | |
| NEWCASTLE | JET2.COM LTD | S D | 8 | 0 | 0 | 0.0 | 0.0 | 87.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 8 | 9 | | |
| NEWCASTLE | RYANAIR | S A | 9 | 0 | 0 | 11.1 | 44.4 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.6 | 29 | 9 | | |
| NEWCASTLE | 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 | 0.0 | 11 | 66.7 | 20 | 9 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 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 | 6 | 66.7 | 10 | 9 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 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 | 0.0 | 18 | 88.9 | 12 | 9 | | |
| TOTAL PAPHOS | | | 864 | 0 | 2 | 12.8 | 31.5 | 36.4 | 9.9 | 6.8 | 1.7 | 0.2 | 0.1 | 0.2 | 0.0 | 0.2 | 11 | 66.3 | 17 | 873 | | | |
| PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET EUROPE | S A | 12 | 0 | 1 | 7.7 | 15.4 | 30.8 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 17 | 16.7 | 43 | 12 | | | |
| BELFAST INTERNATIONAL | EASYJET EUROPE | S D | 12 | 0 | 1 | 0.0 | 7.7 | 38.5 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 26 | 16.7 | 70 | 12 | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S A | 17 | 0 | 0 | 5.9 | 23.5 | 47.1 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 14.3 | 30 | 14 | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S D | 17 | 0 | 0 | 0.0 | 52.9 | 41.2 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.4 | 14 | 14 | | | |
| BIRMINGHAM | AIR FRANCE | S A | 96 | 0 | 3 | 18.2 | 40.4 | 18.2 | 7.1 | 10.1 | 1.0 | 2.0 | 0.0 | 0.0 | 0.0 | 3.0 | 12 | 55.6 | 17 | 114 | | | |
| BIRMINGHAM | AIR FRANCE | S D | 96 | 0 | 4 | 0.0 | 43.0 | 38.0 | 4.0 | 8.0 | 1.0 | 2.0 | 0.0 | 0.0 | 0.0 | 4.0 | 11 | 45.7 | 26 | 113 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | EASYJET UK LTD | S A | 26 | 0 | 0 | 0 | 19.2 | 46.2 | 15.4 | 7.7 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S D | 26 | 0 | 0 | 0 | 0.0 | 30.8 | 53.8 | 7.7 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| BRISTOL | EASYJET EUROPE | S A | 5 | 0 | 0 | 0 | 0.0 | 0.0 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 16 | 4 | | |
| BRISTOL | EASYJET EUROPE | S D | 5 | 0 | 1 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 18 | 0.0 | 49 | 3 | | |
| BRISTOL | EASYJET UK LTD | S A | 61 | 0 | 1 | 3 | 3.2 | 30.6 | 29.0 | 19.4 | 9.7 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 15 | 46.2 | 24 | 49 | | |
| BRISTOL | EASYJET UK LTD | S D | 61 | 0 | 1 | 1 | 1.6 | 38.7 | 37.1 | 6.5 | 9.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 12 | 74.5 | 13 | 49 | | |
| EAST MIDLANDS INTERNATIONAL | EASTERN AIRWAYS | S A | 23 | 0 | 1 | 83.3 | 8.3 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 1 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | EASTERN AIRWAYS | S D | 24 | 0 | 0 | 0.0 | 20.8 | 45.8 | 8.3 | 12.5 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | |
| EDINBURGH | AIR FRANCE | S A | 72 | 0 | 2 | 16.2 | 32.4 | 31.1 | 6.8 | 6.8 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 9 | 72.6 | 11 | 73 | | |
| EDINBURGH | AIR FRANCE | S D | 72 | 0 | 2 | 1.4 | 29.7 | 41.9 | 10.8 | 10.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 12 | 52.1 | 18 | 73 | | |
| EDINBURGH | EASYJET EUROPE | S A | 22 | 0 | 0 | 4.5 | 31.8 | 22.7 | 18.2 | 18.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| EDINBURGH | EASYJET EUROPE | S D | 22 | 0 | 0 | 4.5 | 18.2 | 9.1 | 31.8 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | |
| EDINBURGH | EASYJET UK LTD | S A | 54 | 0 | 1 | 0.0 | 20.0 | 40.0 | 16.4 | 12.7 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 20 | 30.2 | 35 | 52 | | |
| EDINBURGH | EASYJET UK LTD | S D | 54 | 0 | 2 | 0.0 | 30.4 | 37.5 | 16.1 | 10.7 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 13 | 64.2 | 20 | 52 | | |
| GLASGOW | 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 | | |
| GLASGOW | EASYJET UK LTD | S A | 57 | 0 | 1 | 1.7 | 17.2 | 22.4 | 31.0 | 12.1 | 12.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 25 | 34.3 | 31 | 35 | | |
| GLASGOW | EASYJET UK LTD | S D | 59 | 0 | 1 | 0.0 | 26.7 | 50.0 | 11.7 | 5.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 13 | 68.6 | 16 | 35 | | |
| GLASGOW | ICELANDAIR | S A | 0 | 0 | 0 | 0.0 | 0.0 | 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 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 17 | 0 | 0 | 5.9 | 41.2 | 41.2 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 94.1 | 5 | 17 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 16 | 0 | 0 | 0.0 | 56.3 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.4 | 6 | 17 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 18.8 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 64.7 | 19 | 17 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK 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 | 0.0 | 0.0 | 10 | 64.7 | 15 | 17 | | |
| 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 | 100.0 | 0 | 72.3 | 14 | 83 | | |
| 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 | 0.0 | 0.0 | 100.0 | 0 | 57.8 | 25 | 82 | | |
| GATWICK | EASYJET UK LTD | S A | 125 | 0 | 0 | 8.0 | 28.8 | 26.4 | 20.0 | 8.0 | 7.2 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 40.5 | 32 | 40 | | |
| GATWICK | EASYJET UK LTD | S D | 125 | 0 | 1 | 0.0 | 27.8 | 38.1 | 18.3 | 10.3 | 4.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 | 0.0 | 18 | 56.1 | 25 | 40 | | |
| HEATHROW | AIR FRANCE | S A | 173 | 0 | 7 | 7.2 | 28.3 | 31.7 | 15.6 | 8.9 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 13 | 58.7 | 23 | 172 | | |
| HEATHROW | AIR FRANCE | S D | 170 | 0 | 10 | 0.6 | 34.4 | 42.2 | 7.8 | 7.2 | 1.7 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 5.6 | 11 | 53.5 | 26 | 170 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 197 | 0 | 9 | 4.4 | 26.2 | 32.5 | 15.5 | 13.1 | 3.4 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 4.4 | 16 | 50.0 | 24 | 162 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 197 | 0 | 9 | 0.0 | 26.7 | 45.1 | 14.6 | 6.3 | 2.4 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 12 | 53.6 | 20 | 162 | | |
| LUTON | 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 | 40.0 | 33 | 5 | | |
| LUTON | 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 | 43 | 5 | | |
| LUTON | EASYJET UK LTD | S A | 91 | 0 | 0 | 1.1 | 22.0 | 31.9 | 14.3 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 28 | 85 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | D | 91 | 0 | 0 | 0.0 | 36.3 | 36.3 | 11.0 | 9.9 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.9 | 17 | 85 | |
| | MANCHESTER | AIR FRANCE | S | A | 93 | 0 | 1 | 1.1 | 42.6 | 36.2 | 8.5 | 8.5 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 10 | 55.1 | 21 | 107 | |
| | MANCHESTER | AIR FRANCE | S | D | 91 | 0 | 3 | 0.0 | 35.1 | 44.7 | 7.4 | 6.4 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 10 | 61.7 | 19 | 107 | |
| | MANCHESTER | EASYJET EUROPE | S | A | 31 | 0 | 0 | 3.2 | 32.3 | 22.6 | 12.9 | 19.4 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 46.2 | 33 | 13 | |
| | MANCHESTER | EASYJET EUROPE | S | D | 35 | 0 | 0 | 0.0 | 37.1 | 28.6 | 11.4 | 11.4 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.5 | 39 | 13 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 73 | 0 | 4 | 1.3 | 10.4 | 39.0 | 24.7 | 15.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 19 | 37.8 | 31 | 81 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 73 | 0 | 3 | 0.0 | 36.8 | 38.2 | 15.8 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 10 | 71.6 | 14 | 81 | |
| | NEWCASTLE | AIR FRANCE | S | A | 69 | 0 | 3 | 2.8 | 33.3 | 40.3 | 12.5 | 4.2 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 4.2 | 10 | 45.3 | 27 | 64 | |
| | NEWCASTLE | AIR FRANCE | S | D | 68 | 0 | 4 | 0.0 | 26.4 | 51.4 | 11.1 | 4.2 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 5.6 | 9 | 35.4 | 35 | 65 | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | A | 24 | 0 | 2 | 3.8 | 30.8 | 30.8 | 7.7 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 7.7 | 19 | 0.0 | 0 | 0 | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | D | 24 | 0 | 2 | 0.0 | 53.8 | 26.9 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 7.7 | 11 | 0.0 | 0 | 0 | |
| | SOUTHEND | EASYJET EUROPE | S | A | 17 | 0 | 0 | 5.9 | 41.2 | 17.6 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | SOUTHEND | EASYJET EUROPE | S | D | 17 | 0 | 0 | 5.9 | 47.1 | 11.8 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 2742 | 0 | 87 | 3.8 | 30.6 | 35.4 | 13.4 | 9.2 | 3.9 | 0.6 | 0.1 | 0.0 | 0.0 | 3.1 | 14 | 54.0 | 23 | 2395 | |
| PARIS (LE BOURGET) | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | 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 | 6 | 1 | |
| | CARDIFF WALES | AVIES AIR COMPANY | 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 | 1 | 0.0 | 0 | 0 | |
| | CARDIFF WALES | AVIES AIR COMPANY | 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 | |
| TOTAL PARIS (LE BOURGET) | | | | | 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 | 100.0 | 6 | 1 | |
| PARIS (ORLY) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | 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 | 61.5 | 7 | 10 | |
| | BIRMINGHAM | 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 | 38.5 | 17 | 10 | |
| | BRISTOL | EASYJET EUROPE | S | A | 30 | 0 | 0 | 6.7 | 13.3 | 33.3 | 30.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.8 | 18 | 48 | |
| | BRISTOL | EASYJET EUROPE | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 53.3 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 39.2 | 26 | 48 | |
| | BRISTOL | EASYJET UK LTD | S | A | 16 | 0 | 1 | 0.0 | 17.6 | 35.3 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 14 | 50.0 | 34 | 13 | |
| | BRISTOL | EASYJET UK LTD | S | D | 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 | 12 | 57.1 | 34 | 13 | |
| | CARDIFF WALES | 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 | 60.0 | 27 | 10 | |
| | CARDIFF WALES | 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 | 70.0 | 20 | 10 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 70.6 | 12 | 17 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 70.6 | 25 | 17 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|--------------------------------|------------------|-------------------|---|------------|----------|-----------|------------|--------------|-------------|-------------|-------------|------------|------------|-------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|------------------|------------------|-----------------|------------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | TRANSAVIA FRANCE | S | A | 16 | 0 | 0 | 18.8 | 25.0 | 31.3 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 86.7 | 13 | 15 | | | | | | | | | | |
| EDINBURGH | TRANSAVIA FRANCE | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 62.5 | 0.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 24 | 15 | | | | | | | | | | |
| GATWICK | VUELING AIRLINES | S | A | 59 | 0 | 1 | 8.3 | 51.7 | 21.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 8 | 58.3 | 16 | 44 | | | | | | | | | | |
| GATWICK | VUELING AIRLINES | S | D | 59 | 0 | 1 | 0.0 | 20.0 | 46.7 | 15.0 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 16 | 43.8 | 25 | 44 | | | | | | | | | | |
| HEATHROW | VUELING AIRLINES | S | A | 21 | 0 | 3 | 0.0 | 0.0 | 25.0 | 29.2 | 29.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 27 | 0.0 | 0 | 0 | | | | | | | | | | |
| HEATHROW | VUELING AIRLINES | S | D | 21 | 0 | 3 | 0.0 | 0.0 | 33.3 | 20.8 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 24 | 0.0 | 0 | 0 | | | | | | | | | | |
| MANCHESTER | EASYJET EUROPE | S | A | 21 | 0 | 1 | 13.6 | 22.7 | 45.5 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 8 | 65.0 | 16 | 20 | | | | | | | | | | |
| MANCHESTER | EASYJET EUROPE | S | D | 21 | 0 | 1 | 0.0 | 36.4 | 36.4 | 9.1 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 12 | 50.0 | 24 | 20 | | | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 70.0 | 13 | 10 | | | | | | | | | | |
| MANCHESTER | EASYJET 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 | 70.0 | 13 | 10 | | | | | | | | | | |
| 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 | 0.0 | 0 | 60.0 | 17 | 17 | | | | | | | | | | |
| 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 | 0.0 | 0 | 61.1 | 19 | 17 | | | | | | | | | | |
| TOTAL PARIS (ORLY) | | | | 342 | 0 | 12 | 3.7 | 25.1 | 36.4 | 16.4 | 12.4 | 2.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 57.1 | 21 | 408 | | | | | | | | | | |
| PARMA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | BA CITYFLYER 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 | BA CITYFLYER 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 | | | | | | | | | | |
| TOTAL PARMA | | | | 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 | | | | | | | | | | |
| PERPIGNAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 55.6 | 21 | 9 | | | | | | | | | | |
| 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 | 55.6 | 22 | 9 | | | | | | | | | | |
| 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 | 0.0 | 35 | 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 | 29 | 1 | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | EUROAIR | 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 | | | | | | | | | | |
| STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 57 | 80.0 | 21 | 20 | | | | | | | | | | |
| STANSTED | 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 | 81.0 | 10 | 21 | | | | | | | | | | |
| TOTAL PERPIGNAN | | | | 19 | 0 | 0 | 5.3 | 52.6 | 31.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 28 | 70.5 | 18 | 61 | | | | | | | | | | |
| PERTH (AUSTRALIA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | QANTAS | 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 | 14 | 0.0 | 0 | 0 | | | | | | | | | | |
| TOTAL PERTH (AUSTRALIA) | | | | 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 | 14 | 0.0 | 0 | 0 | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: P | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|---|-------------------|------------------------|---------------------|-----|-----|------------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|------------|
| | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| PERUGIA | | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 20.0 | 36.7 | 13.3 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 23.3 | 40 | 29 |
| | | STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 43.3 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 36.7 | 30 | 30 |
| TOTAL PERUGIA | | | | | | 60 | 0 | 0 | 0.0 | 21.7 | 40.0 | 16.7 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 30.0 | 35 | 59 | |
| PESCARA | | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 16.7 | 20.0 | 36.7 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 38 | 86.7 | 5 | 30 |
| | | STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 33.3 | 26.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 63.3 | 14 | 30 |
| TOTAL PESCARA | | | | | | 60 | 0 | 0 | 0.0 | 16.7 | 25.0 | 23.3 | 26.7 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 26 | 75.0 | 9 | 60 | |
| PHILADELPHIA INTERNATIONAL | | HEATHROW | AMERICAN AIRLINES | S | A | 60 | 0 | 0 | 30.0 | 28.3 | 25.0 | 11.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 12 | 60 |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 70.0 | 20.0 | 1.7 | 1.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.0 | 5 | 60 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 33.3 | 26.7 | 16.7 | 10.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 9 | 73.3 | 15 | 28 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 33.3 | 50.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 7 | 63.3 | 15 | 28 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | | 178 | 0 | 2 | 15.6 | 42.8 | 26.1 | 7.2 | 2.8 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 8 | 81.1 | 11 | 176 |
| PHOENIX | | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 13.3 | 20.0 | 30.0 | 20.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.3 | 11 | 30 |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 33.3 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 89.7 | 6 | 29 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 3.3 | 13.3 | 30.0 | 26.7 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 6.7 | 68 | 29 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 40.0 | 23.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 26.7 | 48 | 29 |
| TOTAL PHOENIX | | | | | | 120 | 0 | 0 | 4.2 | 24.2 | 33.3 | 19.2 | 12.5 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 48.7 | 33 | 117 | |
| PHUKET | | GATWICK | TUI AIRWAYS LTD | C | 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 | 66.7 | 37 | 3 | |
| | | 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 | 3 | 100.0 | 1 | 1 | |
| | | MANCHESTER | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| | | MANCHESTER | 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 | 14 | 0.0 | 0 | 0 | |
| TOTAL PHUKET | | | | | | 15 | 0 | 0 | 26.7 | 26.7 | 33.3 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 28 | 4 | |
| PISA | | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| | | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| | | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 46.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.0 | 12 | 21 | |
| | | BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 35 | 81.0 | 6 | 21 | |
| | | EDINBURGH | RYANAIR | S | A | 19 | 0 | 0 | 10.5 | 63.2 | 21.1 | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 9 | 55.6 | 21 | 9 | |
| | | EDINBURGH | RYANAIR | S | D | 19 | 0 | 0 | 0.0 | 42.1 | 42.1 | 5.3 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 8 | 9 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: P | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|-------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | 9.8 | 33.3 | 35.3 | 7.8 | 9.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 90.0 | 5 | 20 |
| | 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 | 85.0 | 8 | 20 |
| | GATWICK | EASYJET UK LTD | S | A | 51 | 0 | 0 | 9.8 | 33.3 | 35.3 | 7.8 | 9.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.3 | 23 | 60 |
| | GATWICK | EASYJET UK LTD | S | D | 51 | 0 | 0 | 0.0 | 43.1 | 45.1 | 7.8 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 78.3 | 14 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 53 | 0 | 0 | 11.3 | 26.4 | 30.2 | 17.0 | 9.4 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 40.5 | 35 | 42 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 0.0 | 45.3 | 30.2 | 17.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 57.5 | 20 | 40 |
| | LUTON | EASYJET UK LTD | S | A | 17 | 0 | 0 | 5.9 | 23.5 | 52.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 57.1 | 26 | 21 |
| | LUTON | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 47.1 | 47.1 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 19 | 21 |
| | STANSTED | RYANAIR | S | A | 77 | 0 | 0 | 1.3 | 31.2 | 40.3 | 5.2 | 16.9 | 3.9 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 17 | 67.8 | 19 | 90 |
| | STANSTED | RYANAIR | S | D | 77 | 0 | 0 | 0.0 | 15.6 | 37.7 | 27.3 | 15.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 65.6 | 20 | 90 |
| | MANCHESTER | EASYJET UK LTD | S | A | 22 | 0 | 0 | 9.1 | 31.8 | 36.4 | 0.0 | 18.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.1 | 20 | 21 |
| | MANCHESTER | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 45.5 | 22.7 | 18.2 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.0 | 8 | 21 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 34 | 62.5 | 27 | 8 |
| | MANCHESTER | JET2.COM LTD | S | 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 | 3 | 87.5 | 15 | 8 |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 15.4 | 23.1 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 76.9 | 14 | 13 |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 7.7 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 53.8 | 36 | 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 | 75.0 | 15 | 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 | 0.0 | 0 | 100.0 | 0 | 4 |
| TOTAL PISA | | | | | 566 | 0 | 0 | 3.0 | 32.2 | 36.7 | 13.1 | 11.1 | 3.0 | 0.4 | 0.5 | 0.0 | 0.0 | 0.0 | 14 | 67.4 | 19 | 616 |
| PITTSBURGH | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 16.0 | 44.0 | 20.0 | 8.0 | 8.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.2 | 8 | 16 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 3.8 | 30.8 | 30.8 | 11.5 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.4 | 17 | 16 |
| TOTAL PITTSBURGH | | | | | 51 | 0 | 0 | 9.8 | 37.3 | 25.5 | 9.8 | 13.7 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.3 | 13 | 32 |
| PLOVDIV | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 23.1 | 30.8 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 2 | 9 |
| | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 77.8 | 9 | 9 |
| | STANSTED | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 0.0 | 41.7 | 16.7 | 8.3 | 8.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 65 | 38.5 | 71 | 13 |
| | STANSTED | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 25.0 | 8.3 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 69.2 | 14 | 13 |
| TOTAL PLOVDIV | | | | | 50 | 0 | 0 | 6.0 | 28.0 | 40.0 | 8.0 | 6.0 | 4.0 | 6.0 | 2.0 | 0.0 | 0.0 | 0.0 | 24 | 68.2 | 28 | 44 |
| PODGORICA | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 41.2 | 29.4 | 5.9 | 17.6 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 54.5 | 26 | 11 |
| | GATWICK | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 47.1 | 35.3 | 11.8 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.6 | 16 | 11 |
| | STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 15.4 | 23.1 | 46.2 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 53.8 | 20 | 13 |
| | STANSTED | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 38.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.6 | 11 | 13 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 9 | 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 | 88.9 | 6 | 9 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: P | | | | | | | | | | APR 2023 | | | | | | | | |
|--------------------------------|--|-------------------------|---------------------|---------|---|-----------|----------|----------|-------------|------------------------|-------------|-------------|----------------------|--------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-----|------------------|-----------------|------------------|-----|--|
| | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat | |
| | | MANCHESTER | RYANAIR 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 | 6 | 77.8 | 9 | 9 | | | | | | |
| TOTAL PODGORICA | | | | | | 78 | 0 | 0 | 14.1 | 35.9 | 30.8 | 12.8 | 2.6 | 1.3 | 2.6 | 0.0 | 0.0 | 0.0 | 10 | 69.7 | 15 | 66 | | | | | | |
| POITIERS | | 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 | 75.0 | 19 | 4 | | | | | | | |
| | | 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 | 50.0 | 10 | 4 | | | | | | | |
| | | EDINBURGH | 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 | 66 | 4 | | | | | | | |
| | | EDINBURGH | 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 | 25.0 | 42 | 4 | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 16 | 0 | 1 | 0.0 | 23.5 | 17.6 | 17.6 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 25 | 11.8 | 44 | 17 | | | | | | |
| | | STANSTED | RYANAIR | S | D | 16 | 0 | 1 | 0.0 | 17.6 | 35.3 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 19 | 17.6 | 41 | 17 | | | | | | |
| TOTAL POITIERS | | | | | | 32 | 0 | 2 | 0.0 | 20.6 | 26.5 | 20.6 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 22 | 22.0 | 40 | 50 | | | | | | |
| PORT OF SPAIN | | GATWICK | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 16.7 | 25.0 | 16.7 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 83.3 | 30 | 12 | | | | | | | |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 17 | 76.9 | 30 | 13 | | | | | | | |
| TOTAL PORT OF SPAIN | | | | | | 25 | 0 | 0 | 8.0 | 20.0 | 36.0 | 16.0 | 12.0 | 8.0 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 30 | 25 | | | | | | | |
| PORTLAND (OREGON) | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 10.0 | 50.0 | 13.3 | 13.3 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 17 | 13.6 | 53 | 22 | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 50.0 | 6.7 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 13 | 50.0 | 24 | 22 | | | | | | | |
| TOTAL PORTLAND (OREGON) | | | | | | 60 | 0 | 0 | 5.0 | 43.3 | 31.7 | 10.0 | 1.7 | 5.0 | 3.3 | 0.0 | 0.0 | 15 | 31.8 | 38 | 44 | | | | | | | |
| POZNAN | | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 8 | 9 | | | | | | | |
| | | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 11 | 9 | | | | | | | |
| | | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 22.2 | 11.1 | 0.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 24 | 100.0 | 1 | 13 | | | | | | | |
| | | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.6 | 41 | 13 | | | | | | | |
| | | EDINBURGH | RYANAIR | S | A | 17 | 0 | 0 | 11.8 | 52.9 | 29.4 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 18 | 8 | | | | | | | |
| | | EDINBURGH | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 35.3 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 17 | 8 | | | | | | | |
| | | LEEDS BRADFORD | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 50.0 | 33.3 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 23 | 8 | | | | | | | |
| | | LEEDS BRADFORD | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 66.7 | 16.7 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 21 | 8 | | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 25.0 | 33.3 | 8.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 21 | 92.3 | 6 | 13 | | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 33.3 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 13 | 92.3 | 6 | 13 | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 6.7 | 56.7 | 20.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.5 | 14 | 27 | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 80.0 | 3.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 6 | 70.4 | 20 | 27 | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 48 | 0 | 0 | 2.1 | 58.3 | 29.2 | 6.3 | 2.1 | 0.0 | 0.0 | 2.1 | 0.0 | 10 | 82.1 | 9 | 39 | | | | | | | |
| | | STANSTED | RYANAIR | S | D | 48 | 0 | 0 | 0.0 | 37.5 | 33.3 | 16.7 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 14 | 71.8 | 14 | 39 | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: P | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | |
|---------------------|-----------------------------|------------------------|---|---------|------------|------------------------|----------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|-----------|------------------|-----------------|
| | | | | | | 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 |
| | MANCHESTER | RYANAIR | S | A | 8 | 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 | 1 | 8 | |
| | MANCHESTER | RYANAIR | S | D | 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 | 25 | 100.0 | 3 | 8 | |
| TOTAL POZNAN | | | | | 288 | 0 | 0 | 2.8 | 47.2 | 25.3 | 12.2 | 9.4 | 2.8 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 12 | 78.8 | 13 | 250 | |
| PRAGUE | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 6 | 8 | | |
| | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.5 | 10 | 8 | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 21 | 100.0 | 0 | 8 | | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 33.3 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 30 | 87.5 | 4 | 8 | | |
| | BIRMINGHAM | SMARTWINGS | C | A | 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 | | |
| | BIRMINGHAM | SMARTWINGS | 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 | 17 | 0.0 | 0 | 0 | | |
| | BRISTOL | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 0.0 | 27.8 | 27.8 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 41.7 | 35 | 12 | | |
| | BRISTOL | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 38.9 | 27.8 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 22 | 12 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 9 | 0 | 0 | 44.4 | 44.4 | 11.1 | 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 | 9 | 0 | 0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| | EDINBURGH | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | |
| | EDINBURGH | EASYJET UK LTD | 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 | 0.0 | 0 | 0 | | |
| | EDINBURGH | RYANAIR | S | A | 22 | 0 | 0 | 4.5 | 27.3 | 40.9 | 4.5 | 18.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 85.7 | 6 | 21 | | |
| | EDINBURGH | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 36.4 | 40.9 | 4.5 | 9.1 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 28 | 90.5 | 5 | 21 | | |
| | EDINBURGH | 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 | 17 | 4 | | |
| | EDINBURGH | 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 | 12 | 4 | | |
| | GLASGOW | JET2.COM LTD | S | A | 8 | 0 | 0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 0 | 9 | | |
| | GLASGOW | JET2.COM 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 | 1 | 100.0 | 0 | 9 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 8 | 0 | 0 | 25.0 | 50.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 5 | 8 | | |
| | LEEDS BRADFORD | JET2.COM 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 | 13 | 100.0 | 1 | 8 | | |
| | 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 | EASYJET UK LTD | S | A | 30 | 0 | 0 | 3.3 | 23.3 | 43.3 | 0.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 29 | 30 | | |
| | GATWICK | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 26.7 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 27 | 30 | | |
| | GATWICK | WIZZ AIR UK LTD | S | A | 14 | 0 | 0 | 0.0 | 14.3 | 64.3 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| | GATWICK | WIZZ AIR UK LTD | 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 | 7 | 0.0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 154 | 0 | 3 | 15.9 | 36.3 | 27.4 | 10.2 | 7.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 8 | 82.2 | 6 | 142 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 154 | 0 | 3 | 0.6 | 35.7 | 43.3 | 8.9 | 8.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 9 | 69.4 | 14 | 144 | |
| | LUTON | EASYJET UK LTD | S | A | 21 | 0 | 0 | 0.0 | 28.6 | 47.6 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.6 | 15 | 17 | | |
| | LUTON | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 33.3 | 57.1 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.6 | 17 | 17 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 59 | 0 | 0 | 16.9 | 42.4 | 20.3 | 6.8 | 6.8 | 5.1 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 25 | 53.5 | 37 | 43 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 59 | 0 | 0 | 3.4 | 66.1 | 13.6 | 5.1 | 8.5 | 1.7 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 23 | 55.8 | 34 | 43 | |
| | STANSTED | RYANAIR | S | A | 77 | 0 | 0 | 0.0 | 27.3 | 41.6 | 20.8 | 7.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.7 | 16 | 90 | |
| | STANSTED | RYANAIR | S | D | 77 | 0 | 0 | 0.0 | 18.2 | 40.3 | 28.6 | 11.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 68.9 | 20 | 90 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 24 | 0 | 0 | 8.3 | 29.2 | 29.2 | 12.5 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 56.3 | 19 | 16 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 24 | 0 | 0 | 4.2 | 50.0 | 20.8 | 4.2 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 68.8 | 15 | 16 | |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.2 | 5 | 17 | |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 64.7 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 94.1 | 4 | 17 | |
| | MANCHESTER | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 40.0 | 43.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 74.3 | 14 | 35 | |
| | MANCHESTER | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 50.0 | 6.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.6 | 16 | 35 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 7 | 0 | 0 | 28.6 | 71.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 7 | |
| | NEWCASTLE | JET2.COM LTD | 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 | 4 | 71.4 | 11 | 7 | |
| TOTAL PRAGUE | | | | | 1056 | 0 | 6 | 4.9 | 35.3 | 35.7 | 11.7 | 8.4 | 2.8 | 0.4 | 0.1 | 0.2 | 0.0 | 0.6 | 13 | 72.1 | 15 | 937 | |
| PRAIA | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | TACV - CABO VERDE AIRLINES | 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 | |
| | STANSTED | TACV - CABO VERDE AIRLINES | 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 | |
| TOTAL PRAIA | | | | | 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 | |
| PRESTWICK | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 100.0 | 0 | 1 | |
| TOTAL PRESTWICK | | | | | 0 | 0 | 0 | 0.0 | 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 | |
| PREVEZA | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | A | 21 | 0 | 0 | 42.9 | 23.8 | 19.0 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.8 | 9 | 18 | |
| | GATWICK | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 33.3 | 14.3 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 22 | 18 | |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 5 | 1 | |
| | HEATHROW | 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 | 8 | 100.0 | 7 | 1 | |
| TOTAL PREVEZA | | | | | 44 | 0 | 0 | 22.7 | 25.0 | 27.3 | 9.1 | 13.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.7 | 15 | 38 | |
| PRISTINA | | | | | | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | 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 | |
| | LIVERPOOL (JOHN LENNON) | 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 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 18 | 0 | 0 | 22.2 | 50.0 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 59.4 | 38 | 31 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 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 | 14 | 36.7 | 44 | 30 | |
| TOTAL PRISTINA | | | | | 37 | 0 | 0 | 10.8 | 40.5 | 29.7 | 8.1 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 48.4 | 41 | 61 | |
| PROVIDENCIALES | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 2 | 36.4 | 27.3 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 3 | 50.0 | 121 | 8 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: P | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|------------------------------|-------------------|------------------------|-----|-----|-----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|-----------|-----|
| | | 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 | 75.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL PROVIDENCIALES | | | | | 17 | 0 | 2 | 21.1 | 15.8 | 42.1 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 7 | 47.1 | 76 | 17 | |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 5 | 0 | 0 | 0.0 | 20.0 | 20.0 | 0.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 67 | 4 | |
| | MANCHESTER | 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 | 21 | 75.0 | 19 | 4 | |
| TOTAL PUERTO VALLARTA | | | | | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 0.0 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 37.5 | 43 | 8 | |
| PULA | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 75.0 | 7 | 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 | 5 | 4 | |
| | LUTON | EASYJET UK LTD | S | A | 11 | 0 | 0 | 9.1 | 63.6 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| | LUTON | EASYJET UK LTD | S | D | 11 | 0 | 0 | 0.0 | 63.6 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | 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 | 0.0 | 5 | 66.7 | 17 | 9 | |
| | STANSTED | 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 | 77.8 | 9 | 9 | |
| | STANSTED | RYANAIR UK 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 | 23 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK 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 | 13 | 0.0 | 0 | 0 | |
| TOTAL PULA | | | | | 48 | 0 | 0 | 4.2 | 56.3 | 27.1 | 6.3 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 76.9 | 11 | 26 | |
| PUNTA CANA | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 7.7 | 38.5 | 23.1 | 15.4 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 53.8 | 17 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 46.2 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 19 | 13 | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 92.3 | 7 | 13 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 42.9 | 21 | 14 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 38.5 | 30.8 | 0.0 | 23.1 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 42 | 33.3 | 44 | 9 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 16 | 0 | 0 | 0.0 | 0.0 | 62.5 | 18.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.0 | 33 | 8 | |
| TOTAL PUNTA CANA | | | | | 72 | 0 | 0 | 5.6 | 19.4 | 43.1 | 15.3 | 9.7 | 4.2 | 1.4 | 0.0 | 1.4 | 0.0 | 0.0 | 22 | 55.7 | 22 | 70 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|----------------------|-------------------|--------------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | | | | | 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 | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 83.3 | 5 | 12 |
| | HEATHROW | BEIJING CAPITAL AIRLINES | S | D | 9 | 0 | 0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 91.7 | 6 | 12 |
| TOTAL QINGDAO | | | | | 18 | 0 | 0 | 16.7 | 27.8 | 16.7 | 5.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 6 | 24 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: R | | | | | | | | | | | | | | | | | APR 2023 | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-----|-----|-----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|-----------|
| | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| RABAT | | STANSTED | RYANAIR UK LTD | S | A | 11 | 0 | 1 | 0.0 | 0.0 | 25.0 | 16.7 | 33.3 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 8.3 | 109 | 30.8 | 56 | 13 |
| | | STANSTED | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 30.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 46.2 | 34 | 13 |
| | | 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 | 30 | 0.0 | 0 | 0 | |
| TOTAL RABAT | | | | | | 25 | 0 | 1 | 0.0 | 0.0 | 26.9 | 26.9 | 26.9 | 11.5 | 0.0 | 0.0 | 3.8 | 0.0 | 3.8 | 66 | 38.5 | 45 | 26 |
| RALEIGH | | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 36.7 | 36.7 | 13.3 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 14 | 30 | |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 6.7 | 83.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 86.7 | 13 | 30 | |
| TOTAL RALEIGH | | | | | | 60 | 0 | 0 | 21.7 | 60.0 | 11.7 | 1.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 13 | 60 | |
| REGGIO | | MANCHESTER | 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 | |
| | | MANCHESTER | 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 | 0.0 | 0 | 0 | |
| TOTAL REGGIO | | | | | | 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 | |
| RENNES | | GATWICK | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 17 | 7 | |
| | | GATWICK | EASYJET UK LTD | 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 | 24 | 62.5 | 10 | 7 | |
| TOTAL RENNES | | | | | | 18 | 0 | 0 | 0.0 | 44.4 | 27.8 | 11.1 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 20 | 62.5 | 13 | 14 | |
| REUS | | BELFAST INTERNATIONAL | JET2.COM LTD | 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 | 100.0 | 0 | 4 | |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | 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 | 75.0 | 10 | 4 | |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 5 | 5 | |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 9 | 5 | |
| | | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 55.6 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 1 | |
| | | BIRMINGHAM | 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 | 6 | 0.0 | 0 | 0 | |
| | | 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 | 0 | 0.0 | 0 | 0 | |
| | | BRISTOL | 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 | 1 | 0.0 | 0 | 0 | |
| | | 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 | 19 | 0.0 | 0 | 0 | |
| | | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | 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 | 10 | 0.0 | 0 | 0 | |
| | | EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 4 | 0.0 | 0 | 0 | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 12 | 0 | 0 | 66.7 | 16.7 | 8.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 88.9 | 2 | 9 | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 83.3 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 0 | 9 | |
| | | EDINBURGH | 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 | 2 | 0.0 | 0 | 0 | |
| | | EDINBURGH | 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 | 3 | 0.0 | 0 | 0 | |
| | | GLASGOW | JET2.COM LTD | S | A | 7 | 0 | 0 | 14.3 | 42.9 | 28.6 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 9 | 5 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|--------------------|-------------------------|----------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | JET2.COM 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 | 11 | 100.0 | 0 | 5 |
| | LEEDS BRADFORD | 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 | 3 | 100.0 | 0 | 2 |
| | LEEDS BRADFORD | 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 | 0 | 100.0 | 0 | 2 |
| | LEEDS BRADFORD | RYANAIR | S | A | 8 | 0 | 0 | 37.5 | 50.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| | LEEDS BRADFORD | RYANAIR | S | D | 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 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 23.5 | 35.3 | 23.5 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 84.6 | 7 | 13 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 41.2 | 17.6 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 92.3 | 4 | 13 |
| | GATWICK | 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 | 5 | 0.0 | 0 | 0 |
| | LUTON | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| | LUTON | 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 | 0.0 | 6 | 0.0 | 0 | 0 |
| | STANSTED | 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 | 0 | 1 |
| | STANSTED | 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 | 4 | 1 |
| | STANSTED | RYANAIR | S | A | 34 | 0 | 0 | 2.9 | 26.5 | 41.2 | 17.6 | 5.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.6 | 29 | 21 |
| | STANSTED | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 20.6 | 55.9 | 17.6 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.7 | 19 | 22 |
| | STANSTED | RYANAIR 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 | 0.0 | 11 | 100.0 | 0 | 4 |
| | STANSTED | 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 | 100.0 | 0 | 4 |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 55.6 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET 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 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 5 |
| | MANCHESTER | JET2.COM LTD | 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 | 3 | 100.0 | 2 | 5 |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 23.1 | 46.2 | 7.7 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 5 | 8 |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 69.2 | 15.4 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 87.5 | 3 | 8 |
| | NEWCASTLE | JET2.COM LTD | S | A | 8 | 0 | 0 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 100.0 | 0 | 3 |
| | NEWCASTLE | JET2.COM LTD | 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 | 100.0 | 3 | 3 |
| TOTAL REUS | | | | | 342 | 0 | 0 | 11.4 | 38.3 | 33.0 | 10.8 | 3.5 | 1.2 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 85.3 | 9 | 162 |
| RHODES | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST 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 |
| | BELFAST INTERNATIONAL | JET2.COM 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 | 1 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET 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 |
| | BIRMINGHAM | 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 | 12 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 11 | 0 | 0 | 0.0 | 90.9 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 81.8 | 9 | 11 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 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 | 12 | 58.3 | 18 | 12 |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 77.8 | 21 | 9 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 77.8 | 19 | 9 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 3 | 28.6 | 25 | 7 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 12 | 66.7 | 9 | 9 | | |
| BRISTOL | EASYJET UK LTD | S | A | 26 | 0 | 0 | 7.7 | 50.0 | 30.8 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 31 | 22 | | |
| BRISTOL | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 38.5 | 50.0 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.7 | 16 | 22 | | |
| 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 | 0.0 | 2 | 66.7 | 41 | 3 | | |
| BRISTOL | 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 | 8 | 50.0 | 28 | 2 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 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 | 0 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 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 | 7 | 0.0 | 62 | 1 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 15.4 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 30.8 | 27 | 13 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.2 | 18 | 13 | | |
| EDINBURGH | EASYJET UK LTD | S | A | 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 | 23 | 70.0 | 12 | 10 | | |
| EDINBURGH | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 22.2 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 30.0 | 29 | 10 | | |
| EDINBURGH | JET2.COM LTD | S | A | 5 | 0 | 0 | 20.0 | 20.0 | 40.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 30 | 3 | | |
| EDINBURGH | JET2.COM LTD | 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 | 21 | 33.3 | 35 | 3 | | |
| 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 | 12 | 80.0 | 9 | 5 | | |
| EDINBURGH | RYANAIR | S | D | 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 | 5 | 60.0 | 11 | 5 | | |
| GLASGOW | JET2.COM LTD | S | A | 6 | 0 | 0 | 16.7 | 83.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 3 | | |
| GLASGOW | 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 | 6 | 100.0 | 7 | 3 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 6 | 0 | 0 | 16.7 | 16.7 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 17 | 2 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 7 | 0 | 0 | 0.0 | 57.1 | 14.3 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 6 | 2 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 42.9 | 22 | 14 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 57.1 | 24 | 14 | | |
| 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 | 0.0 | 205 | 1 | | |
| 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 | 0.0 | 186 | 1 | | |
| GATWICK | EASYJET UK LTD | S | A | 64 | 0 | 0 | 23.4 | 34.4 | 20.3 | 9.4 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 44.7 | 32 | 47 | | |
| GATWICK | EASYJET UK LTD | S | D | 63 | 0 | 0 | 0.0 | 30.2 | 49.2 | 12.7 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 59.6 | 21 | 47 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 50.0 | 25.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 122 | 50.0 | 18 | 10 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 15.4 | 61.5 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 53.8 | 21 | 13 | | |
| 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 | 0.0 | 17 | 1 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|---------------------|-----------------------------|---------------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | 100.0 | 4 | 1 |
| | LUTON | EASYJET UK LTD | S | A | 22 | 0 | 0 | 27.3 | 50.0 | 18.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 55.6 | 48 | 9 |
| | LUTON | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 22.7 | 50.0 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.6 | 30 | 9 |
| | STANSTED | JET2.COM LTD | 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 | 66.7 | 54 | 9 |
| | STANSTED | JET2.COM LTD | S | D | 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 | 88.9 | 5 | 9 |
| | STANSTED | RYANAIR | S | A | 26 | 1 | 0 | 0.0 | 22.2 | 25.9 | 22.2 | 18.5 | 3.7 | 3.7 | 0.0 | 0.0 | 3.7 | 0.0 | 24 | 53.3 | 16 | 30 |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 19.2 | 53.8 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 86.7 | 8 | 30 |
| | STANSTED | RYANAIR UK LTD | 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 | 36 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | A | 11 | 0 | 0 | 9.1 | 45.5 | 36.4 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 12 | 9 |
| | MANCHESTER | EASYJET UK LTD | S | D | 11 | 0 | 0 | 0.0 | 0.0 | 81.8 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 44.4 | 54 | 9 |
| | MANCHESTER | JET2.COM LTD | S | A | 15 | 0 | 0 | 0.0 | 33.3 | 46.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.8 | 14 | 11 |
| | MANCHESTER | JET2.COM LTD | S | D | 15 | 0 | 0 | 0.0 | 6.7 | 60.0 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 71.4 | 11 | 14 |
| | MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 35.3 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 41.7 | 52 | 12 |
| | MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 47.1 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 46.2 | 26 | 13 |
| | MANCHESTER | 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 | 2 | 25.0 | 37 | 4 |
| | 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 | 75.0 | 7 | 4 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 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 | 2 | 42.9 | 42 | 7 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 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 | 5 | 55.6 | 28 | 9 |
| | NEWCASTLE | 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 | 66.7 | 17 | 3 |
| | NEWCASTLE | JET2.COM 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 | 0.0 | 18 | 33.3 | 14 | 3 |
| TOTAL RHODES | | | | | 616 | 1 | 0 | 6.3 | 32.6 | 37.8 | 12.2 | 7.6 | 2.8 | 0.5 | 0.0 | 0.2 | 0.2 | 0.0 | 13 | 58.5 | 23 | 522 |
| RIGA | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 77.8 | 14 | 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 | 0.0 | 0 | 77.8 | 12 | 9 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 53.8 | 23 | 13 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 6 | 69.2 | 15 | 13 |
| | EDINBURGH | RYANAIR | S | A | 10 | 0 | 0 | 10.0 | 40.0 | 10.0 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 20 | 9 |
| | EDINBURGH | RYANAIR | S | D | 10 | 0 | 0 | 0.0 | 20.0 | 60.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 17 | 9 |
| | EDINBURGH | RYANAIR UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| | LEEDS BRADFORD | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| | LEEDS BRADFORD | RYANAIR | S | D | 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 | 7 | 0.0 | 0 | 0 |
| | GATWICK | AIR BALTIC | S | A | 52 | 0 | 0 | 5.8 | 21.2 | 48.1 | 19.2 | 1.9 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.0 | 31 | 50 |
| | GATWICK | AIR BALTIC | S | D | 52 | 0 | 0 | 0.0 | 34.6 | 48.1 | 9.6 | 5.8 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 60.0 | 37 | 50 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|--------------------------------------|--|------------------------|--|---------|---|------------|----------|----------|------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-----|------------------|------------------|------------------|-----|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | 13 | 0 | 0 | 0 | 7.7 | 23.1 | 15.4 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 94 | 0.0 | 0 | 0 | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 13 | 0 | 0 | 0 | 0.0 | 46.2 | 15.4 | 15.4 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 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 | 71.8 | 16 | 39 | | | | | | | | |
| 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 | 74.4 | 18 | 39 | | | | | | | | |
| STANSTED | | RYANAIR | | S | A | 46 | 0 | 0 | 0 | 8.7 | 37.0 | 32.6 | 4.3 | 8.7 | 4.3 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 19 | 78.3 | 15 | 46 | | | | | | | |
| STANSTED | | RYANAIR | | S | D | 47 | 0 | 0 | 0 | 0.0 | 27.7 | 44.7 | 8.5 | 12.8 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 71.7 | 18 | 46 | | | | | | | |
| MANCHESTER | | RYANAIR | | S | A | 13 | 0 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 0 | 9 | | | | | | | |
| MANCHESTER | | RYANAIR | | S | D | 13 | 0 | 0 | 0 | 0.0 | 30.8 | 38.5 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 1 | 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 | 0 | 100.0 | 4 | 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 | 0 | 75.0 | 18 | 4 | | | | | | | | |
| 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 | 44.4 | 30 | 9 | | | | | | | | |
| 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 | 44.4 | 28 | 9 | | | | | | | | |
| TOTAL RIGA | | | | | | 319 | 0 | 0 | 3.8 | 31.0 | 40.1 | 12.5 | 7.2 | 3.1 | 1.6 | 0.3 | 0.3 | 0.0 | 0.0 | 17 | 71.3 | 21 | 376 | | | | | | | | |
| RIJEKA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 63.6 | 13 | 9 | | | | | | | | |
| 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 | 45.5 | 12 | 9 | | | | | | | | |
| TOTAL RIJEKA | | | | | | 0 | 0 | 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 | 13 | 18 | | | | | | | | |
| RIMINI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 40.0 | 29 | 5 | | | | | | | | |
| 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 | 60.0 | 19 | 5 | | | | | | | | |
| TOTAL RIMINI | | | | | | 0 | 0 | 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 | 10 | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 85.7 | 20 | 21 | | | | | | | | |
| 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 | 77.3 | 30 | 22 | | | | | | | | |
| TOTAL RIO DE JANEIRO (GALEAO) | | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 81.4 | 25 | 43 | | | | | | | | |
| RIYADH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 29 | 0 | 0 | 6.9 | 24.1 | 48.3 | 10.3 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.5 | 76 | 27 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 29 | 0 | 0 | 0.0 | 27.6 | 44.8 | 13.8 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 30 | 28 | | | | | | | | |
| HEATHROW | | SAUDI ARABIAN AIRLINES | | S | A | 90 | 0 | 0 | 2.2 | 16.7 | 31.1 | 33.3 | 12.2 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 68.3 | 14 | 58 | | | | | | | | |
| HEATHROW | | SAUDI ARABIAN AIRLINES | | S | D | 90 | 0 | 0 | 2.2 | 54.4 | 28.9 | 1.1 | 10.0 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 60.0 | 19 | 57 | | | | | | | | |
| TOTAL RIYADH | | | | | | 238 | 0 | 0 | 2.5 | 33.2 | 34.0 | 16.0 | 10.5 | 2.9 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.6 | 28 | 170 | | | | | | | | |
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 33.3 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 14 | 9 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | Origin/Destinations: R | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------------|------------------|------------------------|-----|------------|----------|----------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| | | 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 | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 0.0 | 10 | 88.9 | 5 | 9 | |
| EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 11.5 | 34.6 | 30.8 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.0 | 18 | 25 | |
| EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 30.8 | 50.0 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 52.0 | 21 | 25 | |
| EDINBURGH | 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 | 60.0 | 17 | 5 | |
| EDINBURGH | 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 | 80.0 | 12 | 5 | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 22.2 | 32 | 9 | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.6 | 24 | 9 | |
| STANSTED | RYANAIR | S | A | 129 | 0 | 0 | 4.7 | 34.1 | 38.0 | 12.4 | 9.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.2 | 19 | 125 | |
| STANSTED | RYANAIR | S | D | 129 | 0 | 0 | 0.0 | 24.0 | 51.9 | 14.0 | 9.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.4 | 18 | 125 | |
| 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 | 50.0 | 67 | 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 | 3 | 4 | |
| MANCHESTER | RYANAIR | S | A | 47 | 0 | 0 | 4.3 | 21.3 | 31.9 | 19.1 | 17.0 | 4.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 80.0 | 20 | 30 | |
| MANCHESTER | RYANAIR | S | D | 47 | 0 | 0 | 0.0 | 23.4 | 42.6 | 21.3 | 4.3 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 10 | 30 | |
| 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 | 72.2 | 17 | 18 | |
| 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 | 88.9 | 9 | 18 | |
| TOTAL ROME (CIAMPINO) | | | | 440 | 0 | 0 | 2.7 | 28.4 | 41.1 | 14.8 | 9.8 | 2.5 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.8 | 18 | 450 | |
| ROME (FIUMICINO) | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 23.5 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 70.6 | 13 | 17 | |
| BIRMINGHAM | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 58.8 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 82.4 | 9 | 17 | |
| BRISTOL | EASYJET UK LTD | S | A | 35 | 0 | 0 | 2.9 | 31.4 | 42.9 | 11.4 | 5.7 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 53.3 | 34 | 30 | |
| BRISTOL | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 54.3 | 34.3 | 0.0 | 8.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 11 | 30 | |
| EDINBURGH | 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 | 33 | 0.0 | 0 | 0 | |
| EDINBURGH | JET2.COM 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 | 4 | 0.0 | 0 | 0 | |
| GLASGOW | JET2.COM LTD | S | A | 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 | 22 | 75.0 | 7 | 8 | |
| GLASGOW | JET2.COM 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 | 2 | 75.0 | 11 | 8 | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 55.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 10 | 8 | |
| LEEDS BRADFORD | JET2.COM LTD | 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 | 87.5 | 3 | 8 | |
| GATWICK | EASYJET UK LTD | S | A | 90 | 0 | 0 | 11.1 | 27.8 | 33.3 | 13.3 | 11.1 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 59.8 | 25 | 97 | |
| GATWICK | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 32.2 | 53.3 | 5.6 | 7.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.1 | 19 | 97 | |
| GATWICK | VUELING AIRLINES | S | A | 84 | 0 | 0 | 34.5 | 40.5 | 16.7 | 4.8 | 1.2 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 8 | 81.2 | 13 | 85 | |
| GATWICK | VUELING AIRLINES | S | D | 84 | 0 | 0 | 0.0 | 41.7 | 44.0 | 6.0 | 4.8 | 2.4 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 12 | 64.7 | 25 | 85 | |
| 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 | 60.5 | 23 | 38 | |
| 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 | 46.2 | 28 | 38 | |
| GATWICK | WIZZ AIR MALTA | S | A | 60 | 0 | 0 | 13.3 | 21.7 | 36.7 | 18.3 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|--|-----------------------------|--|---------|---|-------------|----------|-----------|------------|-------------|-------------|-------------|------------|------------|------------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | WIZZ AIR MALTA | | S | D | 60 | 0 | 0 | 0.0 | 21.7 | 38.3 | 20.0 | 6.7 | 10.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | | | | | | |
| HEATHROW | | (ITA) ITALIA TRASPOTO AEREO | | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.9 | 18 | 29 | | | | | | | | |
| HEATHROW | | (ITA) ITALIA TRASPOTO AEREO | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 65.5 | 25 | 29 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 218 | 0 | 12 | 3.0 | 25.2 | 31.3 | 16.5 | 11.3 | 5.2 | 2.2 | 0.0 | 0.0 | 5.2 | 18 | 61.0 | 19 | 184 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 218 | 0 | 11 | 0.0 | 25.3 | 40.2 | 14.4 | 10.5 | 4.4 | 0.0 | 0.4 | 0.0 | 4.8 | 15 | 55.1 | 20 | 184 | | | | | | | | |
| LONDON CITY | | (ITA) ITALIA TRASPOTO AEREO | | S | A | 52 | 0 | 0 | 3.8 | 38.5 | 34.6 | 17.3 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | | | | | | | |
| LONDON CITY | | (ITA) ITALIA TRASPOTO AEREO | | S | D | 52 | 0 | 0 | 0.0 | 7.7 | 50.0 | 28.8 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | | | | | |
| STANSTED | | JET2.COM LTD | | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 35.3 | 11.8 | 29.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 5.9 | 37 | 17 | | | | | | | | |
| STANSTED | | JET2.COM LTD | | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 70.6 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.1 | 4 | 17 | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 8 | 0 | 0 | 0.0 | 50.0 | 0.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 7 | 13 | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 8 | 13 | | | | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | A | 17 | 0 | 0 | 0.0 | 64.7 | 23.5 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 1 | 17 | | | | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 58.8 | 5.9 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 14 | 88.2 | 6 | 17 | | | | | | | | |
| MANCHESTER | | 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 | 14 | 0.0 | 0 | 0 | | | | | | | | |
| NEWCASTLE | | JET2.COM LTD | | S | A | 9 | 0 | 0 | 55.6 | 0.0 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 13 | 8 | | | | | | | | |
| NEWCASTLE | | 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 | 3 | 62.5 | 12 | 8 | | | | | | | | |
| TOTAL ROME (FIUMICINO) | | | | | | 1269 | 0 | 23 | 4.8 | 28.6 | 38.0 | 13.4 | 8.5 | 3.9 | 0.8 | 0.2 | 0.1 | 0.0 | 1.8 | 14 | 64.9 | 19 | 1102 | | | | | | | |
| ROTTERDAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | TRANSAVIA | | S | A | 15 | 0 | 0 | 6.7 | 26.7 | 20.0 | 13.3 | 20.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 42 | 62.5 | 17 | 16 | | | | | | | |
| EDINBURGH | | TRANSAVIA | | S | D | 14 | 0 | 0 | 7.1 | 35.7 | 14.3 | 28.6 | 7.1 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 18 | 16 | | | | | | | |
| JERSEY | | BLUE ISLANDS LIMITED | | 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 | | | | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | A | 88 | 0 | 3 | 6.6 | 50.5 | 25.3 | 8.8 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 6 | 84.4 | 7 | 95 | | | | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | D | 89 | 0 | 2 | 0.0 | 37.4 | 45.1 | 5.5 | 7.7 | 2.2 | 0.0 | 0.0 | 0.0 | 2.2 | 8 | 80.2 | 9 | 96 | | | | | | | | |
| TOTAL ROTTERDAM | | | | | | 207 | 0 | 5 | 3.8 | 42.5 | 32.5 | 9.0 | 7.5 | 1.4 | 0.0 | 0.9 | 0.0 | 0.0 | 2.4 | 11 | 79.5 | 9 | 223 | | | | | | | |
| RZESZOW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRISTOL | | RYANAIR | | S | A | 8 | 0 | 0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.6 | 31 | 8 | | | | | | | | |
| BRISTOL | | RYANAIR | | S | D | 8 | 0 | 0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.6 | 46 | 9 | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | RYANAIR | | 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 | 4 | 77.8 | 13 | 9 | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | D | 8 | 0 | 0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 77.8 | 14 | 9 | | | | | | | | |
| LUTON | | RYANAIR | | S | A | 12 | 0 | 0 | 8.3 | 41.7 | 41.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 76.9 | 9 | 13 | | | | | | | | |
| LUTON | | RYANAIR | | S | D | 12 | 0 | 0 | 0.0 | 58.3 | 33.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 69.2 | 12 | 13 | | | | | | | | |
| STANSTED | | RYANAIR | | S | A | 26 | 0 | 0 | 0.0 | 19.2 | 61.5 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.8 | 6 | 26 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|----------------------|-------------------|----------------|-----|-----|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | 26 | 0 | 0 | 0.0 | 50.0 | 42.3 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 80.8 | 8 | 26 |
| | STANSTED | RYANAIR SUN | C | 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 |
| | 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 | 6 | 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 | RYANAIR | 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 | 0.0 | 5 | 66.7 | 27 | 9 |
| | MANCHESTER | 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 | 66.7 | 19 | 9 |
| TOTAL RZESZOW | | | | | 126 | 1 | 0 | 3.1 | 48.0 | 39.4 | 5.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 4 | 75.0 | 14 | 139 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------|-------------------|--------------------------------------|----------------|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| SALAMANCA | | BELFAST 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 | 20 | 1 |
| TOTAL SALAMANCA | | | | | 0 | 0 | 0 | 0.0 | 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 |
| SALONIKA | | 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 | 75.0 | 8 | 4 | |
| | 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 | 75.0 | 6 | 4 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 29 | 0 | 0 | 41.4 | 41.4 | 10.3 | 0.0 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 55.6 | 35 | 18 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 29 | 0 | 0 | 0.0 | 34.5 | 37.9 | 20.7 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.1 | 23 | 18 |
| | 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 | 75.0 | 45 | 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 | 75.0 | 49 | 4 | |
| | GATWICK | EASYJET UK LTD | S | A | 30 | 0 | 0 | 23.3 | 36.7 | 26.7 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.7 | 11 | 30 |
| | GATWICK | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 46.7 | 36.7 | 3.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 18 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | 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 | 23 | 80.0 | 15 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 20 | 60.0 | 17 | 5 |
| | LUTON | SMARTWINGS | 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 | 17 | 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 | 92.3 | 6 | 13 |
| | 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 | 46.2 | 22 | 13 |
| | STANSTED | 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 | 1 | 66.7 | 22 | 9 |
| | STANSTED | JET2.COM 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 | 16 | 55.6 | 24 | 9 |
| | STANSTED | RYANAIR | S | A | 25 | 0 | 0 | 0.0 | 8.0 | 40.0 | 28.0 | 12.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 63.3 | 19 | 30 |
| | STANSTED | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 4.0 | 52.0 | 16.0 | 16.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 76.7 | 17 | 30 |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 28 | 8 |
| | MANCHESTER | EASYJET UK LTD | S | D | 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 | 11 | 87.5 | 18 | 8 |
| | MANCHESTER | 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 | 66.7 | 14 | 9 |
| | MANCHESTER | JET2.COM LTD | 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 | 55.6 | 22 | 9 |
| TOTAL SALONIKA | | | | | 207 | 0 | 0 | 9.7 | 28.5 | 35.7 | 14.0 | 6.8 | 3.4 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.7 | 19 | 260 |
| SALT LAKE CITY | | HEATHROW | DELTA AIRLINES | S | A | 20 | 0 | 0 | 45.0 | 25.0 | 5.0 | 5.0 | 10.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 22 | 78.3 | 9 | 21 |
| | HEATHROW | DELTA AIRLINES | S | D | 21 | 0 | 0 | 0.0 | 47.6 | 19.0 | 9.5 | 9.5 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 31 | 78.3 | 12 | 21 |
| TOTAL SALT LAKE CITY | | | | | 41 | 0 | 0 | 22.0 | 36.6 | 12.2 | 7.3 | 9.8 | 4.9 | 2.4 | 4.9 | 0.0 | 0.0 | 0.0 | 27 | 78.3 | 11 | 42 |
| SALZBURG | | BIRMINGHAM | JET2.COM 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 | 66.7 | 45 | 3 |
| | BIRMINGHAM | 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 | 33.3 | 57 | 3 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | 100.0 | 5 | 3 | |
| | 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 | 100.0 | 0 | 3 | |
| | 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 | 50.0 | 12 | 2 | |
| | 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 | 100.0 | 4 | 2 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 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 | 8 | 100.0 | 1 | 3 | |
| | LEEDS BRADFORD | JET2.COM 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 | 0 | 3 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 25 | 0 | 0 | 28.0 | 40.0 | 24.0 | 0.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 60.0 | 12 | 5 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 25 | 0 | 0 | 0.0 | 44.0 | 52.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 60.0 | 20 | 5 | |
| | 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 | 50.0 | 13 | 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 | 50.0 | 50 | 2 | |
| | GATWICK | EASYJET UK LTD | S | A | 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 | 3 | 58.3 | 17 | 12 | |
| | GATWICK | EASYJET 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 | 3 | 83.3 | 13 | 12 | |
| | 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 | 0.0 | 34 | 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 | 0.0 | 2 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 21 | 90.9 | 4 | 11 | |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 4 | 11 | |
| | LONDON CITY | 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 | 12 | 100.0 | 0 | 3 | |
| | LONDON CITY | BA CITYFLYER 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 | 5 | 3 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 15.4 | 53.8 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 76.9 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| | STANSTED | JET2.COM 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 | 100.0 | 0 | 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 | 3 | 100.0 | 0 | 3 | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 35.3 | 35.3 | 5.9 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 35.3 | 29 | 17 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 47.1 | 5.9 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 58.8 | 15 | 17 | |
| | MANCHESTER | JET2.COM 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 | 100.0 | 0 | 3 | |
| | MANCHESTER | 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 | 100.0 | 0 | 3 | |
| | 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 | 5 | 2 | |
| | NEWCASTLE | 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 | 5 | 2 | |
| | SOUTHAMPTON | 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 | 66.7 | 14 | 3 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: S | | | | | | | | | | APR 2023 | | | | | | | |
|---------------------------------|--|-----------------------------|--|---------|---|------------|----------|-----------|-------------|------------------------|-------------|-------------|----------------------|--------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat |
| SOUTHAMPTON | | 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 | 33.3 | 28 | 3 | | | | | |
| TOTAL SALZBURG | | | | | | 159 | 0 | 0 | 8.2 | 48.4 | 34.0 | 2.5 | 3.1 | 2.5 | 1.3 | 0.0 | 0.0 | 0.0 | 7 | 72.4 | 14 | 145 | | | | | |
| SAN DIEGO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 40 | 0 | 0 | 5.0 | 25.0 | 27.5 | 20.0 | 7.5 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 26 | 82.8 | 11 | 29 | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 41 | 0 | 0 | 0.0 | 48.8 | 31.7 | 9.8 | 2.4 | 4.9 | 2.4 | 0.0 | 0.0 | 0.0 | 12 | 73.3 | 18 | 30 | | | | | |
| STANSTED | | 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 | 6 | 1 | | | | | |
| TOTAL SAN DIEGO | | | | | | 81 | 0 | 0 | 2.5 | 37.0 | 29.6 | 14.8 | 4.9 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 19 | 78.3 | 15 | 60 | | | | | |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 58 | 0 | 2 | 11.7 | 35.0 | 21.7 | 13.3 | 10.0 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 3.3 | 15 | 56.7 | 29 | 55 | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 58 | 0 | 2 | 0.0 | 25.0 | 45.0 | 11.7 | 8.3 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 3.3 | 17 | 46.7 | 35 | 55 | | | | |
| HEATHROW | | UNITED AIRLINES | | S | A | 90 | 0 | 0 | 13.3 | 26.7 | 27.8 | 11.1 | 6.7 | 12.2 | 1.1 | 1.1 | 0.0 | 0.0 | 22 | 73.9 | 18 | 87 | | | | | |
| HEATHROW | | UNITED AIRLINES | | S | D | 90 | 0 | 0 | 0.0 | 43.3 | 33.3 | 7.8 | 5.6 | 7.8 | 1.1 | 1.1 | 0.0 | 0.0 | 16 | 76.4 | 17 | 87 | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 56 | 0 | 4 | 30.0 | 15.0 | 30.0 | 5.0 | 5.0 | 8.3 | 0.0 | 0.0 | 0.0 | 6.7 | 14 | 71.7 | 14 | 59 | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 56 | 0 | 4 | 0.0 | 36.7 | 25.0 | 13.3 | 6.7 | 10.0 | 1.7 | 0.0 | 0.0 | 6.7 | 20 | 75.0 | 10 | 60 | | | | | |
| TOTAL SAN FRANCISCO | | | | | | 408 | 0 | 12 | 8.8 | 31.0 | 30.5 | 10.2 | 6.9 | 8.1 | 0.7 | 1.0 | 0.0 | 0.0 | 2.9 | 18 | 67.9 | 20 | 403 | | | | |
| SAN JOSE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 54.5 | 18 | 20 | | | | | |
| 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 | 50.0 | 21 | 20 | | | | | |
| TOTAL SAN JOSE | | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 52.3 | 19 | 40 | | | | | |
| SAN JOSE COST RICA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | A | 7 | 0 | 0 | 42.9 | 14.3 | 14.3 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 60.0 | 11 | 5 | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | D | 6 | 0 | 0 | 0.0 | 0.0 | 50.0 | 16.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 60.0 | 9 | 5 | | | | | |
| TOTAL SAN JOSE COST RICA | | | | | | 13 | 0 | 0 | 23.1 | 7.7 | 30.8 | 7.7 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 60.0 | 10 | 10 | | | | | |
| SAN SEBASTIAN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | A | 8 | 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 | 0 | | | | | |
| LONDON CITY | | BA CITYFLYER 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 | 8 | 0.0 | 0 | 0 | | | | | |
| TOTAL SAN SEBASTIAN | | | | | | 16 | 0 | 0 | 12.5 | 37.5 | 43.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | | | |
| SANDEFJORD(TORP) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | A | 21 | 0 | 0 | 4.8 | 28.6 | 28.6 | 28.6 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.9 | 27 | 21 | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 47.6 | 14.3 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 14 | 21 | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | | | | |
|---|-------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | NUMBER OF FLIGHTS | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | |
| 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 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 26 | 0 | 0 | 11.5 | 26.9 | 34.6 | 3.8 | 3.8 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 81.8 | 9 | 22 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 26 | 0 | 0 | 0.0 | 34.6 | 38.5 | 3.8 | 3.8 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 86.4 | 7 | 22 |
| TOTAL SANDEFJORD (TORP) | | | | | 94 | 0 | 0 | 4.3 | 29.8 | 37.2 | 11.7 | 3.2 | 12.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 74.4 | 14 | 86 |
| SANTA CRUZ DE LA PALMA | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | TUI AIRWAYS LTD | C | 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 | 13 | 75.0 | 18 | 4 |
| | GATWICK | TUI AIRWAYS LTD | C | 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 | 50.0 | 28 | 4 |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 75.0 | 10 | 4 |
| | MANCHESTER | TUI AIRWAYS 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 | 4 | 66.7 | 29 | 3 |
| TOTAL SANTA CRUZ DE LA PALMA | | | | | 15 | 0 | 0 | 13.3 | 40.0 | 13.3 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 21 | 15 |
| SANTANDER | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 23.1 | 61.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 8 | 8 |
| | 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 | 0.0 | 1 | 75.0 | 9 | 8 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 15.4 | 30.8 | 30.8 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 36 | 12 |
| | EDINBURGH | RYANAIR | 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 | 0.0 | 11 | 91.7 | 7 | 12 |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 27.3 | 36.4 | 27.3 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.0 | 28 | 25 |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 45.5 | 40.9 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.0 | 23 | 25 |
| | MANCHESTER | RYANAIR | 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 | 8 | 66.7 | 14 | 9 |
| | MANCHESTER | 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 | 4 | 66.7 | 15 | 9 |
| TOTAL SANTANDER | | | | | 114 | 0 | 0 | 10.5 | 45.6 | 32.5 | 6.1 | 4.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.2 | 20 | 108 |
| SANTIAGO DE CHILE | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 15 | 0 | 0 | 0.0 | 33.3 | 53.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 73.7 | 244 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 15 | 0 | 0 | 0.0 | 46.7 | 40.0 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.5 | 15 | 17 |
| TOTAL SANTIAGO DE CHILE | | | | | 30 | 0 | 0 | 0.0 | 40.0 | 46.7 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 129 | 34 |
| SANTIAGO DE COMPOSTELA (SPAIN) | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 22.2 | 51 | 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 | 0.0 | 0.0 | 0 | 22.2 | 53 | 9 |
| | GATWICK | VUELING AIRLINES | S | A | 30 | 0 | 0 | 26.7 | 63.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 73.1 | 14 | 26 |
| | GATWICK | VUELING AIRLINES | S | D | 30 | 0 | 0 | 3.3 | 73.3 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 69.2 | 16 | 26 |
| | STANSTED | RYANAIR | S | A | 39 | 0 | 0 | 7.7 | 48.7 | 33.3 | 7.7 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.2 | 9 | 34 |
| | STANSTED | RYANAIR | S | D | 39 | 0 | 0 | 0.0 | 35.9 | 46.2 | 12.8 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 79.4 | 12 | 34 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | | | 138 | 0 | 0 | 8.7 | 53.6 | 27.5 | 7.2 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 71.0 | 18 | 138 |
| SAO PAULO (GUARULHOS) | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 46.7 | 30.0 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 8 | 30 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: S | | | | | | | | | | APR 2023 | | | | | | | | | |
|---|--|-------------------|-----------------------------|---------|---|------------|----------|----------|-------------|------------------------|-------------|------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|----------------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----|--|--|
| | | | | | | | | | | 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 | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 56.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.0 | 14 | 30 | | | | | | | |
| | | HEATHROW | TAM LINHAS AEREAS | S | A | 30 | 0 | 0 | 16.7 | 10.0 | 26.7 | 26.7 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 22 | 76.7 | 11 | 30 | | | | | | | |
| | | HEATHROW | TAM LINHAS AEREAS | S | D | 30 | 0 | 0 | 6.7 | 70.0 | 13.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.7 | 10 | 30 | | | | | | | |
| TOTAL SAO PAULO (GUARULHOS) | | | | | | 120 | 0 | 0 | 17.5 | 38.3 | 28.3 | 8.3 | 5.0 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 8 | 76.7 | 11 | 120 | | | | | | | |
| SARAJEVO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 100.0 | 0 | 2 | | | | | | | |
| | | 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 | 100.0 | 12 | 1 | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | A | 9 | 0 | 0 | 66.7 | 22.2 | 11.1 | 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 | D | 9 | 0 | 0 | 0.0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | | | | | |
| | | STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 30.8 | 0.0 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | | | | | | |
| | | STANSTED | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL SARAJEVO | | | | | | 44 | 0 | 0 | 13.6 | 34.1 | 34.1 | 4.5 | 11.4 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 4 | 3 | | | | | | | |
| SATU MARE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 30.8 | 38.5 | 7.7 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.6 | 13 | 9 | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 76.9 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 55.6 | 22 | 9 | | | | | | | |
| TOTAL SATU MARE | | | | | | 26 | 0 | 0 | 15.4 | 57.7 | 11.5 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 55.6 | 18 | 18 | | | | | | | |
| SCANDINAVIAN MOUNTAINS AIRPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 100.0 | 4 | 2 | | | | | | | |
| | | 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 | 50.0 | 21 | 2 | | | | | | | |
| | | GATWICK | SMARTWINGS | C | A | 2 | 0 | 0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | | | | | | | |
| | | GATWICK | SMARTWINGS | 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 | 54 | 0.0 | 0 | 0 | | | | | | | |
| TOTAL SCANDINAVIAN MOUNTAINS AIRPORT | | | | | | 3 | 0 | 0 | 33.3 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 75.0 | 12 | 4 | | | | | | | |
| SEATTLE (TACOMA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | AMERICAN 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 | 86.7 | 41 | 30 | | | | | | | |
| | | HEATHROW | AMERICAN 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 | 86.7 | 41 | 30 | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 50 | 0 | 0 | 18.0 | 28.0 | 34.0 | 6.0 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 42.1 | 24 | 53 | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 49 | 0 | 0 | 0.0 | 44.9 | 36.7 | 8.2 | 8.2 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 57.9 | 20 | 54 | | | | | | | |
| | | HEATHROW | DELTA AIRLINES | S | A | 30 | 0 | 0 | 30.0 | 26.7 | 26.7 | 6.7 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 60.0 | 23 | 30 | | | | | | | |
| | | HEATHROW | DELTA AIRLINES | S | D | 29 | 0 | 0 | 0.0 | 51.7 | 37.9 | 3.4 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 73.3 | 16 | 30 | | | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 27 | 0 | 3 | 20.0 | 10.0 | 20.0 | 20.0 | 3.3 | 16.7 | 0.0 | 0.0 | 0.0 | 10.0 | 22 | 83.3 | 7 | 29 | | | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 27 | 0 | 3 | 0.0 | 16.7 | 16.7 | 10.0 | 26.7 | 20.0 | 0.0 | 0.0 | 0.0 | 10.0 | 38 | 100.0 | 4 | 30 | | | | | | | |
| TOTAL SEATTLE (TACOMA) | | | | | | 212 | 0 | 6 | 11.0 | 30.7 | 29.8 | 8.7 | 9.2 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 15 | 69.4 | 22 | 286 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------------|-------------------|--------------------------------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| SEOUL (INCHEON) | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ASIANA AIRLINES | S | A | 30 | 0 | 0 | 13.3 | 23.3 | 23.3 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 63.3 | 14 | 30 | |
| | HEATHROW | ASIANA AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 56.7 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 43.3 | 22 | 30 | |
| | HEATHROW | KOREAN AIR | S | A | 30 | 0 | 0 | 30.0 | 33.3 | 26.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.0 | 8 | 30 | |
| | HEATHROW | KOREAN AIR | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 53.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 7 | 30 | |
| TOTAL SEOUL (INCHEON) | | | | | 120 | 0 | 0 | 10.8 | 31.7 | 40.0 | 12.5 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 13 | 120 | |
| SEVILLE | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | 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 | 11 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 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 | 15 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 46.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 55.6 | 27 | 9 | |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 15.4 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 75.0 | 13 | 8 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 30 | 0 | 0 | 16.7 | 26.7 | 33.3 | 10.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 52.9 | 25 | 17 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 56.7 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 29 | 16 | |
| | 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 | 66.7 | 23 | 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 | 55.6 | 35 | 9 | |
| | GATWICK | EASYJET UK LTD | S | A | 65 | 0 | 0 | 9.2 | 40.0 | 26.2 | 15.4 | 6.2 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.0 | 20 | 50 | |
| | GATWICK | EASYJET UK LTD | S | D | 65 | 0 | 0 | 0.0 | 38.5 | 40.0 | 6.2 | 12.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.0 | 14 | 50 | |
| | GATWICK | VUELING AIRLINES | S | A | 30 | 0 | 0 | 33.3 | 43.3 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 92.3 | 3 | 25 | |
| | GATWICK | VUELING AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 63.3 | 26.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.0 | 15 | 25 | |
| | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 55.6 | 30 | 9 | |
| | LUTON | RYANAIR | 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 | 1 | 44.4 | 41 | 9 | |
| | STANSTED | RYANAIR | S | A | 33 | 0 | 0 | 6.1 | 30.3 | 33.3 | 18.2 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 47.4 | 27 | 38 | |
| | STANSTED | RYANAIR | S | D | 33 | 0 | 0 | 0.0 | 12.1 | 27.3 | 24.2 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 59.5 | 18 | 37 | |
| | MANCHESTER | 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 | |
| | MANCHESTER | RYANAIR | S | A | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.2 | 20 | 13 | |
| | MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.2 | 22 | 13 | |
| TOTAL SEVILLE | | | | | 412 | 0 | 1 | 5.8 | 33.4 | 33.4 | 13.6 | 10.9 | 2.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 13 | 67.0 | 20 | 338 | |
| SHANGHAI (PU DONG) | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR CHINA | S | A | 30 | 0 | 0 | 33.3 | 46.7 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| | GATWICK | AIR CHINA | S | D | 30 | 0 | 0 | 0.0 | 40.0 | 56.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| | GATWICK | CHINA EASTERN AIRLINES | S | A | 30 | 0 | 0 | 3.3 | 33.3 | 50.0 | 6.7 | 0.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| | GATWICK | CHINA EASTERN AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 56.7 | 33.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| | HEATHROW | AIR CHINA | S | A | 0 | 0 | 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 | 5 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-----------------------------|-----------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | 9.3 | 38.0 | 29.3 | 9.3 | 8.0 | 2.7 | 1.0 | 1.0 | 0.7 | 0.0 | 0.7 | 17 | 57.1 | 13 | 33 |
| | HEATHROW | AIR CHINA | S | D | 0 | 0 | 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 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 46.7 | 23.3 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 35 | 28.6 | 16 | 7 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 40.0 | 10.0 | 10.0 | 0.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 36 | 75.0 | 10 | 8 |
| | HEATHROW | CHINA EASTERN AIRLINES | S | A | 30 | 0 | 0 | 6.7 | 26.7 | 33.3 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 15 | 4 |
| | HEATHROW | CHINA EASTERN AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 93.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 20 | 4 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 1 | 3.3 | 3.3 | 13.3 | 20.0 | 40.0 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 3.3 | 43 | 0.0 | 0 | 0 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 1 | 0.0 | 23.3 | 26.7 | 16.7 | 13.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 25 | 0.0 | 0 | 0 |
| TOTAL SHANGHAI (PU DONG) | | | | | 298 | 0 | 2 | 9.3 | 38.0 | 29.3 | 9.3 | 8.0 | 2.7 | 1.0 | 1.0 | 0.7 | 0.0 | 0.7 | 17 | 57.1 | 13 | 33 |
| SHANNON | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 70.6 | 13 | 17 |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 11.1 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 52.9 | 17 | 17 |
| | EAST MIDLANDS INTERNATIONAL | 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 | 14 | 0.0 | 0 | 0 |
| | EAST MIDLANDS INTERNATIONAL | 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 |
| | EDINBURGH | RYANAIR | S | A | 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 | 52.4 | 29 | 21 |
| | EDINBURGH | 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 | 25 | 40.9 | 42 | 22 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 15 | 88.9 | 177 | 9 |
| | LIVERPOOL (JOHN LENNON) | 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 | 15 | 88.9 | 20 | 9 |
| | GATWICK | RYANAIR | S | A | 30 | 0 | 0 | 36.7 | 56.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 76.7 | 23 | 30 |
| | GATWICK | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 46.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.7 | 44 | 30 |
| | HEATHROW | AER LINGUS | S | A | 84 | 0 | 2 | 11.6 | 30.2 | 20.9 | 15.1 | 15.1 | 3.5 | 0.0 | 1.2 | 0.0 | 0.0 | 2.3 | 18 | 90.6 | 5 | 84 |
| | HEATHROW | AER LINGUS | S | D | 85 | 0 | 1 | 0.0 | 25.6 | 29.1 | 18.6 | 19.8 | 4.7 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 | 22 | 78.8 | 10 | 85 |
| | STANSTED | RYANAIR | S | A | 69 | 0 | 0 | 13.0 | 43.5 | 20.3 | 4.3 | 10.1 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.6 | 19 | 77 |
| | STANSTED | RYANAIR | S | D | 69 | 0 | 0 | 0.0 | 34.8 | 36.2 | 15.9 | 2.9 | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 62.8 | 18 | 78 |
| | STANSTED | RYANAIR UK LTD | S | A | 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 | 13 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR 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 | 17 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 29.4 | 47.1 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.5 | 27 | 26 |
| | MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.5 | 31 | 26 |
| | MANCHESTER | RYANAIR UK 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 | 9 | 100.0 | 5 | 4 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 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 | 50.0 | 14 | 4 |
| | 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 | 100.0 | 0 | 13 |
| | 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 | 92.3 | 3 | 13 |
| TOTAL SHANNON | | | | | 473 | 0 | 3 | 6.9 | 34.0 | 26.9 | 13.0 | 13.2 | 4.8 | 0.0 | 0.2 | 0.2 | 0.0 | 0.6 | 15 | 71.0 | 20 | 565 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 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 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 66.7 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 75.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 53.8 | 15 | 13 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | 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 | 11 | 84.6 | 6 | 13 | |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 1 | 11.1 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 8 | 66.7 | 13 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 77.8 | 14 | 9 | |
| | BRISTOL | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 44.4 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 7 | 8 | |
| | BRISTOL | TUI AIRWAYS LTD | S | D | 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 | 5 | 88.9 | 11 | 9 | |
| | GLASGOW | TUI AIRWAYS LTD | S | A | 5 | 0 | 0 | 20.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 202 | 0.0 | 0 | 0 | |
| | GLASGOW | TUI AIRWAYS 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 | 20 | 0.0 | 0 | 0 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 1 | 0.0 | 0 | 0 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 10 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 34 | 0 | 0 | 2.9 | 29.4 | 20.6 | 20.6 | 17.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 37.8 | 22 | 35 | |
| | GATWICK | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 17.1 | 45.7 | 17.1 | 14.3 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 45.7 | 25 | 35 | |
| | GATWICK | TUI AIRWAYS LTD | S | A | 16 | 0 | 0 | 37.5 | 25.0 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 10 | 13 | |
| | GATWICK | TUI AIRWAYS LTD | S | D | 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 | 7 | 76.9 | 8 | 13 | |
| | LUTON | EASYJET UK LTD | 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 | 4 | 55.6 | 18 | 9 | |
| | LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 61.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 44.4 | 35 | 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 | 33.3 | 35 | 9 | |
| | 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 | 37.5 | 36 | 8 | |
| | STANSTED | TUI AIRWAYS LTD | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 18 | 4 | |
| | STANSTED | TUI AIRWAYS LTD | 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 | 16 | 60.0 | 23 | 5 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 23.5 | 29.4 | 23.5 | 11.8 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.9 | 6 | 12 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 35.3 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 26 | 13 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 17 | 0 | 0 | 35.3 | 23.5 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 92.3 | 3 | 13 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 56.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 5 | 13 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 37.5 | 12.5 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | 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 | 14 | 0.0 | 0 | 0 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 302 | 0 | 1 | 11.6 | 22.8 | 38.6 | 16.2 | 7.6 | 2.3 | 0.3 | 0.0 | 0.3 | 0.0 | 0.3 | 15 | 62.5 | 17 | 252 | |
| SHENZHEN (HUANGTIAN) | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SHENZHEN AIRLINES | S | A | 21 | 0 | 0 | 4.8 | 19.0 | 19.0 | 14.3 | 19.0 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 76.2 | 12 | 20 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-----------------------------------|-----------------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | 14.3 | 23.8 | 23.8 | 14.3 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL SHENZHEN (HUANGTIAN) | | | | | 42 | 0 | 0 | 9.5 | 21.4 | 21.4 | 14.3 | 19.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.0 | 10 | 40 |
| SIBIU | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 86.7 | 7 | 30 |
| | 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 | 80.0 | 9 | 30 |
| | LUTON | WIZZ AIR MALTA | S | A | 30 | 0 | 0 | 60.0 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| | LUTON | WIZZ AIR MALTA | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 36.7 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| TOTAL SIBIU | | | | | 60 | 0 | 0 | 30.0 | 41.7 | 23.3 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 83.3 | 8 | 60 |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | 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 |
| | 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 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 10.0 | 33.3 | 26.7 | 13.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 16 | 16.7 | 78 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 16.7 | 63.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 11 | 66.7 | 59 | 30 |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 120 | 0 | 0 | 0.0 | 0.8 | 17.5 | 19.2 | 41.7 | 20.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 42 | 25.0 | 29 | 120 |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 118 | 0 | 1 | 1.7 | 27.7 | 47.9 | 10.1 | 6.7 | 3.4 | 0.8 | 0.8 | 0.0 | 0.0 | 0.8 | 14 | 75.8 | 11 | 120 |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 21 | 0 | 0 | 0.0 | 0.0 | 9.5 | 28.6 | 42.9 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 19.0 | 28 | 21 |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 57.1 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.8 | 9 | 22 |
| | MANCHESTER | 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 |
| TOTAL SINGAPORE | | | | | 341 | 0 | 3 | 2.3 | 15.7 | 34.6 | 14.8 | 20.6 | 9.9 | 0.6 | 0.6 | 0.0 | 0.0 | 0.9 | 25 | 49.0 | 28 | 343 |
| SKOPJE | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 7.7 | 38.5 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 34 | 12 |
| | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 38.5 | 50 | 13 |
| TOTAL SKOPJE | | | | | 26 | 0 | 0 | 3.8 | 38.5 | 50.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.0 | 42 | 25 |
| SOFIA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 22.2 | 44.4 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.6 | 30 | 9 |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 77.8 | 6 | 9 |
| | BRISTOL | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 62.5 | 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 | D | 8 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| | 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 | 0.0 | 24 | 1 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 15.4 | 7.7 | 30.8 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 14 | 13 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 23.1 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 46.2 | 18 | 13 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: S | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | APR 2023 | | | |
|----------------------------|-------------------------|-------------------|---|------------|----------|------------------------|------------|----------------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|------------|------------------|-----------------|
| | | | | | | 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 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 8 | 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 | 87.5 | 9 | 8 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 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 | 75.0 | 11 | 8 | | |
| GATWICK | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 38.5 | 38.5 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.0 | 18 | 25 | | |
| GATWICK | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 84.6 | 0.0 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.0 | 11 | 25 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 16.0 | 36.0 | 28.0 | 8.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 57.7 | 18 | 26 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 0.0 | 12.0 | 52.0 | 24.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 46.2 | 23 | 26 | | |
| HEATHROW | BULGARIA AIR | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 35.3 | 29.4 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 13 | 18 | | |
| HEATHROW | BULGARIA AIR | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 47.1 | 23.5 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 16 | 18 | | |
| LUTON | WIZZ AIR | S | A | 73 | 0 | 0 | 39.7 | 37.0 | 15.1 | 2.7 | 2.7 | 1.4 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 9 | 71 | | |
| LUTON | WIZZ AIR | S | D | 73 | 0 | 0 | 0.0 | 34.2 | 39.7 | 16.4 | 5.5 | 2.7 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 13 | 56.9 | 24 | 71 | | |
| STANSTED | RYANAIR | S | A | 74 | 0 | 0 | 6.8 | 33.8 | 29.7 | 16.2 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.6 | 23 | 67 | | |
| STANSTED | RYANAIR | S | D | 74 | 0 | 0 | 0.0 | 10.8 | 55.4 | 13.5 | 17.6 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.8 | 20 | 68 | | |
| 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 | 80.0 | 5 | 5 | | |
| 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 | 2 | 5 | | |
| MANCHESTER | EASYJET UK LTD | S | A | 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 | 6 | 77.8 | 20 | 9 | | |
| MANCHESTER | 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 | 88.9 | 8 | 9 | | |
| MANCHESTER | JET2.COM 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 | | |
| TOTAL SOFIA | | | | 499 | 0 | 0 | 9.0 | 28.9 | 37.1 | 12.2 | 10.0 | 2.4 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 12 | 65.3 | 17 | 504 | | |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | A | 8 | 0 | 0 | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | |
| ABERDEEN | LOGANAIR LTD | S | D | 13 | 0 | 0 | 7.7 | 7.7 | 7.7 | 0.0 | 7.7 | 61.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 66 | 0.0 | 0 | 0 | | |
| 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 | 83.3 | 15 | 23 | | |
| 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 | 87.5 | 11 | 23 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 55 | 0 | 1 | 12.5 | 53.6 | 17.9 | 7.1 | 1.8 | 3.6 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 8 | 90.3 | 5 | 31 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 55 | 0 | 1 | 3.6 | 41.1 | 41.1 | 3.6 | 3.6 | 3.6 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 8 | 96.8 | 2 | 31 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 21 | 0 | 1 | 27.3 | 40.9 | 22.7 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 3 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 76.2 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| EDINBURGH | BA CITYFLYER 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 | 6 | 100.0 | 1 | 3 | | |
| EDINBURGH | BA CITYFLYER 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 | 0 | 2 | | |
| EDINBURGH | LOGANAIR LTD | S | A | 92 | 0 | 2 | 11.7 | 29.8 | 40.4 | 7.4 | 7.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 8 | 85.3 | 11 | 99 | | |
| EDINBURGH | LOGANAIR LTD | S | D | 93 | 0 | 1 | 2.1 | 45.7 | 31.9 | 9.6 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 7 | 79.4 | 13 | 99 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 8 | 0 | 0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| | GLASGOW | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | |
| | GLASGOW | LOGANAIR LTD | S | A | 79 | 0 | 1 | 3.8 | 55.0 | 25.0 | 3.8 | 10.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 7 | 95.1 | 2 | 101 | |
| | GLASGOW | LOGANAIR LTD | S | D | 82 | 0 | 0 | 1.2 | 61.0 | 29.3 | 1.2 | 6.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 92.2 | 4 | 102 | | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 90 | 0 | 1 | 16.5 | 45.1 | 22.0 | 2.2 | 3.3 | 7.7 | 2.2 | 0.0 | 0.0 | 0.0 | 1.1 | 12 | 76.6 | 18 | 93 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 90 | 0 | 1 | 1.1 | 34.1 | 48.4 | 2.2 | 3.3 | 6.6 | 3.3 | 0.0 | 0.0 | 0.0 | 1.1 | 14 | 76.6 | 17 | 93 | |
| | LIVERPOOL (JOHN LENNON) | BLUE ISLANDS 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 | 51 | 0.0 | 0 | 0 | | |
| | LIVERPOOL (JOHN LENNON) | BLUE ISLANDS LIMITED | 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 | 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 | 0 | | |
| | MANCHESTER | 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 | 66.7 | 6 | 21 | | |
| | MANCHESTER | 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 | 62.5 | 10 | 21 | | |
| | MANCHESTER | 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 | 32 | 1 | | |
| | NEWCASTLE | LOGANAIR LTD | S | A | 58 | 0 | 2 | 16.7 | 46.7 | 18.3 | 5.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 84.9 | 7 | 52 | |
| | NEWCASTLE | LOGANAIR LTD | S | D | 59 | 0 | 1 | 0.0 | 43.3 | 41.7 | 5.0 | 1.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 10 | 81.1 | 11 | 52 | |
| | TEESSIDE INTERNATIONAL AIRPORT | 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 | 6 | 0.0 | 0 | 0 | | |
| TOTAL SOUTHAMPTON | | | | | 839 | 0 | 13 | 7.2 | 45.9 | 30.8 | 4.2 | 5.3 | 4.0 | 1.2 | 0.0 | 0.0 | 0.0 | 1.5 | 10 | 83.5 | 10 | 847 | |
| SPHINX INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| | LUTON | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 53.8 | 38.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 15.4 | 7.7 | 38.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | |
| | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 61.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | |
| TOTAL SPHINX INTERNATIONAL | | | | | 52 | 0 | 0 | 3.8 | 13.5 | 46.2 | 28.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| SPLIT | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | | |
| | 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 | 100.0 | 0 | 1 | | |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.3 | 13 | 21 | | |
| | BRISTOL | EASYJET UK LTD | 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 | 5 | 77.3 | 12 | 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 | 100.0 | 0 | 1 | | |
| | 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 | 100.0 | 0 | 1 | | |
| | GATWICK | CROATIA AIRLINES | S | A | 2 | 0 | 1 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0 | 0.0 | 30 | 2 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | | | | | |
|-----------------------------------|--|-----------------------|--|---------|---|------------|----------|----------|-------------|-------------|-------------|--------------|------------|------------|------------|----------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|------------------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | | | | | | | | | | | | | | | 0 | 15 | 15 | 16 | 31 | 61 | 121 | 181 | More than 360 m | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | | | |
| GATWICK | | CROATIA AIRLINES | | S | D | 2 | 0 | 1 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 5 | 0.0 | 32 | 2 | | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | A | 42 | 0 | 0 | 21.4 | 45.2 | 23.8 | 4.8 | 0.0 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 73.3 | 14 | 30 | | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | D | 42 | 0 | 0 | 0.0 | 38.1 | 47.6 | 7.1 | 4.8 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 73.3 | 17 | 30 | | | | | | | | | | |
| HEATHROW | | CROATIA AIRLINES | | 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 | 0.0 | 8 | 100.0 | 2 | 5 | | | | | | | | | | |
| HEATHROW | | CROATIA 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 | 0.0 | 11 | 80.0 | 12 | 5 | | | | | | | | | | |
| LUTON | | EASYJET UK LTD | | S | A | 34 | 0 | 0 | 14.7 | 47.1 | 23.5 | 11.8 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 71.4 | 17 | 14 | | | | | | | | | | |
| LUTON | | EASYJET UK LTD | | S | D | 34 | 0 | 0 | 0.0 | 38.2 | 47.1 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.3 | 19 | 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 | 0.0 | 0 | 83.3 | 3 | 6 | | | | | | | | | | |
| 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 | 83.3 | 5 | 6 | | | | | | | | | | |
| STANSTED | | 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 | 0 | 1 | | | | | | | | | | |
| STANSTED | | 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 | 3 | 1 | | | | | | | | | | |
| TOTAL SPLIT | | | | | | 180 | 0 | 2 | 8.2 | 39.6 | 37.9 | 8.8 | 2.2 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 8 | 74.4 | 14 | 162 | | | | | | | | | | | |
| ST JOHNS | | BELFAST INTERNATIONAL | | 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 | | | | | | | | | | |
| ST JOHNS | | BELFAST INTERNATIONAL | | 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 | 25 | 0.0 | 0 | 0 | | | | | | | | | | |
| TOTAL ST JOHNS | | | | | | 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 | 22 | 0.0 | 0 | 0 | | | | | | | | | | |
| ST KITTS | | GATWICK | | S | A | 8 | 0 | 0 | 50.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 5 | 9 | | | | | | | | | | |
| ST KITTS | | GATWICK | | S | D | 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 | 0.0 | 8 | 77.8 | 18 | 9 | | | | | | | | | | |
| TOTAL ST KITTS | | | | | | 16 | 0 | 0 | 25.0 | 31.3 | 31.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 11 | 18 | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | GATWICK | | 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 | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | GATWICK | | C | A | 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 | 0.0 | 40 | 50.0 | 17 | 4 | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | GATWICK | | 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 | 0.0 | 34 | 25.0 | 28 | 4 | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | HEATHROW | | S | A | 15 | 0 | 0 | 73.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | HEATHROW | | S | D | 14 | 0 | 0 | 0.0 | 50.0 | 28.6 | 7.1 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | HEATHROW | | S | A | 3 | 0 | 0 | 66.7 | 0.0 | 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 | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | HEATHROW | | 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 | 3 | 0.0 | 0 | 0 | | | | | | | | | | |
| TOTAL ST LUCIA (HEWANORRA) | | | | | | 44 | 0 | 1 | 28.9 | 26.7 | 22.2 | 8.9 | 4.4 | 2.2 | 4.4 | 0.0 | 0.0 | 0.0 | 2.2 | 14 | 37.5 | 22 | 8 | | | | | | | | | | | |
| STANSTED | | BELFAST INTERNATIONAL | | S | A | 110 | 0 | 0 | 10.9 | 39.1 | 28.2 | 7.3 | 7.3 | 5.5 | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 17 | 61.9 | 19 | 97 | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------|-----------------------------|--|-----|-----|-----|-------|-----|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-------|------------------|-----------------|------------------|-----|
| | | 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 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 110 | 0 | 0 | 0.0 | 54.5 | 29.1 | 4.5 | 3.6 | 6.4 | 0.0 | 0.9 | 0.9 | 0.0 | 0.0 | 15 | 74.2 | 13 | 97 |
| | BELFAST INTERNATIONAL | 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 | 34 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 11.7 | 46.7 | 21.7 | 10.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.0 | 20 | 60 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 60.0 | 25.0 | 5.0 | 3.3 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 76.7 | 20 | 60 |
| | BELFAST INTERNATIONAL | 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 |
| | 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 | 0.0 | 189 | 1 |
| | EAST MIDLANDS INTERNATIONAL | EUROPEAN AIR TRANSPORT LEIPZIG (EAT) | 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 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 21 | 0.0 | 0 | 0 |
| | EDINBURGH | EASYJET UK LTD | S | A | 87 | 0 | 0 | 13.8 | 29.9 | 32.2 | 6.9 | 10.3 | 5.7 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 17 | 84 |
| | EDINBURGH | EASYJET UK LTD | S | D | 87 | 0 | 0 | 1.1 | 43.7 | 27.6 | 12.6 | 8.0 | 5.7 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 15 | 69.0 | 18 | 84 |
| | 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 | 16 | 1 |
| | EDINBURGH | RYANAIR UK LTD | S | A | 86 | 1 | 0 | 3.4 | 28.7 | 21.8 | 13.8 | 14.9 | 13.8 | 1.1 | 1.1 | 0.0 | 1.1 | 0.0 | 27 | 29.2 | 36 | 72 |
| | EDINBURGH | RYANAIR UK LTD | S | D | 86 | 0 | 0 | 0.0 | 26.7 | 20.9 | 16.3 | 16.3 | 17.4 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 32 | 55.6 | 29 | 72 |
| | GLASGOW | EASYJET UK LTD | S | A | 65 | 0 | 0 | 4.6 | 44.6 | 26.2 | 12.3 | 10.8 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 63.8 | 20 | 80 |
| | GLASGOW | EASYJET UK LTD | S | D | 63 | 0 | 0 | 0.0 | 50.8 | 33.3 | 11.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 68.8 | 22 | 80 |
| | 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 | 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 | 66.7 | 20 | 3 |
| | 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 | 33.3 | 28 | 3 |
| | LIVERPOOL (JOHN LENNON) | 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 |
| | LIVERPOOL (JOHN LENNON) | 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 | 6 | 0.0 | 0 | 0 |
| | GATWICK | 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 | 14 | 0.0 | 0 | 0 |
| | LUTON | 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 | 24 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 24 | 0.0 | 0 | 0 |
| | 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 | 35 | 0.0 | 0 | 0 |
| | MANCHESTER | 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 | 27 | 1 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------|--------------------------------|-----------------------------|-----|-----|------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|--|
| | | 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 | |
| | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | 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 | 77 | 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 | 15 | 0.0 | 0 | 0 | |
| TOTAL STANSTED | | | | | 827 | 1 | 2 | 4.6 | 41.1 | 26.7 | 10.2 | 8.7 | 7.0 | 0.1 | 1.0 | 0.2 | 0.1 | 0.2 | 17 | 64.4 | 21 | 797 | |
| STAVANGER | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | SAS | S | A | 42 | 0 | 1 | 18.6 | 46.5 | 20.9 | 7.0 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 6 | 85.4 | 7 | 40 | |
| | ABERDEEN | SAS | S | D | 42 | 0 | 1 | 2.3 | 69.8 | 18.6 | 2.3 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 5 | 90.2 | 4 | 40 | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | A | 37 | 0 | 6 | 2.3 | 60.5 | 20.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 2 | 91.9 | 4 | 36 | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | D | 37 | 0 | 6 | 11.6 | 44.2 | 27.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 2 | 89.2 | 4 | 36 | |
| | 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 | 84.6 | 10 | 13 | |
| | 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 | 76.9 | 17 | 13 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 39 | 0 | 0 | 41.0 | 46.2 | 7.7 | 2.6 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 92.1 | 2 | 38 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 39 | 0 | 0 | 0.0 | 71.8 | 15.4 | 7.7 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 92.1 | 2 | 38 | |
| | HEATHROW | SAS | S | A | 25 | 0 | 0 | 8.0 | 36.0 | 48.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 90.9 | 5 | 22 | |
| | HEATHROW | SAS | S | D | 25 | 0 | 0 | 0.0 | 64.0 | 28.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 90.9 | 3 | 22 | |
| | MANCHESTER | 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 | 19 | 1 | |
| | MANCHESTER | 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 | 100.0 | 6 | 1 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 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 | 2 | 87.5 | 5 | 8 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | 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 | 1 | 100.0 | 2 | 8 | |
| | NEWCASTLE | LOGANAIR LTD | S | A | 12 | 0 | 1 | 38.5 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 1 | 90.5 | 8 | 21 | |
| | NEWCASTLE | LOGANAIR LTD | S | D | 12 | 0 | 1 | 0.0 | 61.5 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 3 | 81.0 | 13 | 21 | |
| TOTAL STAVANGER | | | | | 328 | 0 | 16 | 11.0 | 54.9 | 23.0 | 3.8 | 1.7 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 4 | 89.0 | 5 | 358 | |
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 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 | 9 | 70.0 | 26 | 10 | |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 88.9 | 12 | 9 | |
| | EDINBURGH | NORWEGIAN AIR INTERNATIONAL | S | A | 8 | 0 | 0 | 12.5 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 1 | 9 | |
| | EDINBURGH | NORWEGIAN AIR INTERNATIONAL | 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 | 2 | 88.9 | 3 | 9 | |
| | EDINBURGH | SAS | S | A | 25 | 0 | 0 | 0.0 | 24.0 | 44.0 | 24.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.4 | 15 | 21 | |
| | EDINBURGH | SAS | S | D | 25 | 0 | 0 | 8.0 | 28.0 | 48.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.2 | 14 | 21 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | Origin/Destinations: S | | | | | | | | | | | | | | | | | | | |
|----------------------------------|-----------------------------------|------------------------|-----|------------|----------|-----------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | NUMBER OF FLIGHTS | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | |
| | | 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 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 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 | 8 |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 5 | 100.0 | 3 | 8 |
| GATWICK | NORWEGIAN AIR INTERNATIONAL | S | A | 91 | 0 | 0 | 37.4 | 38.5 | 16.5 | 2.2 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 94.8 | 3 | 97 |
| GATWICK | NORWEGIAN AIR INTERNATIONAL | S | D | 91 | 0 | 0 | 0.0 | 51.6 | 34.1 | 6.6 | 5.5 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 91.8 | 5 | 97 |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 102 | 0 | 1 | 8.7 | 31.1 | 26.2 | 16.5 | 11.7 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 14 | 83.3 | 9 | 114 |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 102 | 0 | 1 | 0.0 | 35.0 | 37.9 | 15.5 | 8.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 11 | 60.5 | 19 | 114 |
| HEATHROW | SAS | S | A | 116 | 0 | 0 | 8.6 | 19.0 | 37.1 | 17.2 | 15.5 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.2 | 5 | 110 |
| HEATHROW | SAS | S | D | 115 | 0 | 0 | 0.0 | 47.8 | 31.3 | 12.2 | 6.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 87.4 | 6 | 111 |
| HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | A | 12 | 0 | 0 | 16.7 | 41.7 | 25.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.1 | 3 | 29 |
| HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 58.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 92.9 | 3 | 28 |
| STANSTED | RYANAIR | S | A | 44 | 0 | 0 | 6.8 | 45.5 | 29.5 | 11.4 | 4.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 15 | 39 |
| STANSTED | RYANAIR | S | D | 44 | 0 | 0 | 0.0 | 13.6 | 43.2 | 29.5 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 69.2 | 15 | 39 |
| STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 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 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| MANCHESTER | NORWEGIAN AIR INTERNATIONAL | S | A | 9 | 0 | 0 | 0.0 | 55.6 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 8 | 8 |
| MANCHESTER | NORWEGIAN AIR INTERNATIONAL | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 8 | 8 |
| MANCHESTER | SAS | S | A | 37 | 0 | 0 | 8.1 | 37.8 | 29.7 | 16.2 | 5.4 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 89.3 | 12 | 28 |
| MANCHESTER | SAS | S | D | 37 | 0 | 0 | 0.0 | 32.4 | 37.8 | 13.5 | 13.5 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.7 | 14 | 28 |
| TOTAL STOCKHOLM (ARLANDA) | | | | 929 | 0 | 2 | 7.0 | 35.6 | 32.8 | 13.4 | 8.3 | 2.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.1 | 9 | 945 |
| STORNOWAY | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | LOGANAIR LTD | S | A | 27 | 0 | 3 | 46.7 | 23.3 | 10.0 | 0.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 6 | 83.3 | 9 | 29 |
| EDINBURGH | LOGANAIR LTD | S | D | 28 | 0 | 2 | 0.0 | 20.0 | 46.7 | 13.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 14 | 70.0 | 16 | 29 |
| GLASGOW | LOGANAIR LTD | S | A | 80 | 0 | 3 | 19.3 | 43.4 | 24.1 | 3.6 | 4.8 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 6 | 80.0 | 11 | 78 |
| GLASGOW | LOGANAIR LTD | S | D | 75 | 0 | 5 | 0.0 | 45.0 | 37.5 | 5.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 6 | 76.3 | 14 | 78 |
| MANCHESTER | 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 | 0.0 | 1 | 0.0 | 0 | 0 |
| 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 | 1 | 6 |
| SOUTHAMPTON | 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 | 80.0 | 2 | 9 |
| TOTAL STORNOWAY | | | | 228 | 0 | 13 | 14.9 | 39.0 | 29.0 | 4.6 | 5.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 6 | 78.4 | 12 | 229 |
| STRASBOURG | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | VOLOTEA | S | A | 8 | 0 | 1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 5 | 0.0 | 0 | 0 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | | APR 2023 | | |
|-------------------------|-------------------|---------------------------|-----|-----|------------|----------|-----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | GATWICK | VOLOTEA | S | D | 8 | 0 | 1 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 9 | 0.0 | 0 | 0 |
| TOTAL STRASBOURG | | | | | 16 | 0 | 2 | 11.1 | 27.8 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 7 | 0.0 | 0 | 0 |
| STUTTGART | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AVANTI AIR BEDARFSFLUGGES | C | 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 | 3 | 0.0 | 0 | 0 |
| | BIRMINGHAM | AVANTI AIR BEDARFSFLUGGES | C | 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 | 57 | 0.0 | 0 | 0 |
| | JERSEY | BLUE ISLANDS 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 | 3 | 0.0 | 62 | 1 |
| | JERSEY | BLUE ISLANDS LIMITED | 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 | 100.0 | 0 | 1 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 1 | 8.8 | 35.1 | 26.3 | 15.8 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 11 | 84.0 | 6 | 73 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 57 | 0 | 0 | 0.0 | 43.9 | 36.8 | 8.8 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.7 | 14 | 75 |
| | HEATHROW | EUROWINGS LUFTVERKEHRS | S | A | 78 | 0 | 0 | 3.8 | 29.5 | 35.9 | 20.5 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 81.3 | 12 | 72 |
| | HEATHROW | EUROWINGS LUFTVERKEHRS | S | D | 78 | 0 | 0 | 0.0 | 30.8 | 41.0 | 15.4 | 11.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.7 | 18 | 72 |
| TOTAL STUTTGART | | | | | 277 | 0 | 1 | 2.9 | 33.8 | 36.0 | 15.1 | 10.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 11 | 76.5 | 13 | 294 |
| SUCEAVA | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 76.2 | 23 | 40 |
| | 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 | 32 | 40 |
| | LUTON | WIZZ AIR UK LTD | S | A | 45 | 0 | 0 | 42.2 | 35.6 | 13.3 | 2.2 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| | LUTON | WIZZ AIR UK LTD | S | D | 45 | 0 | 0 | 0.0 | 53.3 | 31.1 | 6.7 | 6.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL SUCEAVA | | | | | 90 | 0 | 0 | 21.1 | 44.4 | 22.2 | 4.4 | 6.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.2 | 28 | 80 |
| SUMBURGH | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 81 | 0 | 6 | 18.4 | 34.5 | 12.6 | 3.4 | 6.9 | 10.3 | 5.7 | 1.1 | 0.0 | 0.0 | 6.9 | 28 | 69.7 | 17 | 89 |
| | ABERDEEN | LOGANAIR LTD | S | D | 78 | 0 | 7 | 0.0 | 30.6 | 30.6 | 3.5 | 4.7 | 11.8 | 8.2 | 2.4 | 0.0 | 0.0 | 8.2 | 33 | 64.8 | 18 | 87 |
| | EDINBURGH | LOGANAIR LTD | S | A | 26 | 0 | 0 | 3.8 | 19.2 | 11.5 | 30.8 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 79.6 | 16 | 48 |
| | EDINBURGH | LOGANAIR LTD | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 40.0 | 30.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 79.6 | 17 | 48 |
| | GLASGOW | LOGANAIR LTD | S | A | 27 | 0 | 2 | 3.4 | 13.8 | 34.5 | 24.1 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 17 | 75.9 | 14 | 29 |
| | GLASGOW | LOGANAIR LTD | S | D | 29 | 0 | 2 | 0.0 | 22.6 | 48.4 | 16.1 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 10 | 73.3 | 19 | 30 |
| | HEATHROW | LOGANAIR LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| | HEATHROW | 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 | 0 | 0 |
| | LONDON CITY | 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 |
| | MANCHESTER | 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 | 77.8 | 18 | 18 |
| | MANCHESTER | 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 | 17 | 21 |
| TOTAL SUMBURGH | | | | | 289 | 0 | 17 | 6.2 | 25.5 | 27.5 | 12.4 | 10.8 | 7.2 | 3.9 | 1.0 | 0.0 | 0.0 | 5.6 | 24 | 72.5 | 17 | 371 |
| SYDNEY | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | QANTAS | 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 | 41 | 0.0 | 0 | 0 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: S | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | |
|---------------------------------|-----------------------------|---------------------------|---|---------|------------|----------|----------|------------|-------------|------------------------|-------------|----------------------------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-----|------------------|
| | | | | | | | | | | 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 | QANTAS | C | D | 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 | 111 | 0.0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0.0 | 23.3 | 43.3 | 26.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 26.7 | 37 | 30 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 36.7 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 60.0 | 21 | 30 | | | |
| | HEATHROW | QANTAS | S | A | 30 | 0 | 0 | 0.0 | 3.3 | 20.0 | 20.0 | 20.0 | 26.7 | 6.7 | 3.3 | 0.0 | 0.0 | 55 | 6.7 | 105 | 30 | | | |
| | HEATHROW | QANTAS | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 53.3 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 39 | 66.7 | 36 | 30 | | | |
| TOTAL SYDNEY | | | | | 124 | 0 | 0 | 0.0 | 19.4 | 37.1 | 21.0 | 10.5 | 8.1 | 2.4 | 0.8 | 0.8 | 0.0 | 0.0 | 31 | 40.0 | 50 | 120 | | |
| SYLHET | | | | | | | | | | | | | | | | | | | | | | | | |
| | EAST MIDLANDS INTERNATIONAL | BIMAN BANGLADESH 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 | 22 | 1 | | | |
| TOTAL SYLHET | | | | | 0 | 0 | 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 | | | |
| SZCZECIN (GOLENOW) | | | | | | | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 47 | 75.0 | 15 | 8 | | | |
| | LIVERPOOL (JOHN LENNON) | 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 | 17 | 75.0 | 10 | 8 | | | |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 15.4 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 54.2 | 25 | 21 | | | |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 42.3 | 34.6 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.9 | 17 | 21 | | | |
| | 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 | 144 | 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 | 1 | 4 | | | |
| TOTAL SZCZECIN (GOLENOW) | | | | | 70 | 0 | 0 | 0.0 | 30.0 | 35.7 | 12.9 | 11.4 | 8.6 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 65.2 | 25 | 66 | | |
| SZYMANY (MAZURY) | | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 88.9 | 3 | 9 | | | |
| | 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 | 88.9 | 5 | 9 | | | |
| | STANSTED | RYANAIR | 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 | 1 | 100.0 | 0 | 4 | | | |
| | STANSTED | 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 | 100.0 | 1 | 4 | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 20.0 | 0.0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 52 | 4 | | | |
| | STANSTED | RYANAIR 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 | 13 | 50.0 | 54 | 4 | | | |
| TOTAL SZYMANY (MAZURY) | | | | | 18 | 0 | 0 | 5.6 | 38.9 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 82.4 | 15 | 34 | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 2023 | | | | | | | | | | | | | | | | | | | |
|------------------------------------|------------|-----------------------------|---|---------|------------|----------|----------|-------------|-------------|-------------------|-------------|-------------|----------------------|-------------------|------------------|-------------------|----------------------------|--------------------|---------------------|---------------------|----------------------|------------|-----|------------------|-----------------|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | MAT | UNMAT | CAN | 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 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TAIPEI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CHINA AIRLINES | S | A | 17 | 0 | 0 | 5.9 | 11.8 | 5.9 | 17.6 | 29.4 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 82.4 | 8 | 17 | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CHINA AIRLINES | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 35.3 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.9 | 18 | 17 | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | EVA AIR | S | A | 30 | 0 | 0 | 0.0 | 3.3 | 0.0 | 26.7 | 36.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 46.7 | 20 | 30 | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | EVA AIR | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 10.0 | 23.3 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 43.3 | 20 | 30 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL TAIPEI | | | | | 94 | 0 | 0 | 1.1 | 12.8 | 10.6 | 20.2 | 35.1 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 53.2 | 18 | 94 | | | | | | | | | | | | | | | | | | | | | |
| TALLIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR BALTIC | S | A | 13 | 0 | 0 | 7.7 | 53.8 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 84.6 | 15 | 13 | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR BALTIC | S | D | 13 | 0 | 0 | 0.0 | 84.6 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 76.9 | 19 | 13 | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 11.8 | 58.8 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 37.5 | 44 | 8 | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 41.2 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 12.5 | 66 | 8 | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 22.7 | 45.5 | 9.1 | 9.1 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 77.8 | 8 | 18 | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 27.3 | 63.6 | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.2 | 10 | 18 | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR 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 | 5 | 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 | 0.0 | 2 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL TALLIN | | | | | 112 | 0 | 0 | 2.7 | 44.6 | 38.4 | 6.3 | 4.5 | 2.7 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 21 | 78 | | | | | | | | | | | | | | | | | | | | | |
| TAMPA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 4 | 18.8 | 9.4 | 21.9 | 15.6 | 12.5 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 20 | 48.4 | 47 | 30 | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 2 | 0.0 | 26.7 | 33.3 | 3.3 | 13.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 27 | 48.4 | 48 | 30 | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 40.0 | 23.3 | 16.7 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 11 | 30 | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 53.3 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.3 | 5 | 30 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL TAMPA | | | | | 116 | 0 | 6 | 14.8 | 23.0 | 31.1 | 9.8 | 9.0 | 6.6 | 0.8 | 0.0 | 0.0 | 0.0 | 4.9 | 16 | 64.8 | 28 | 120 | | | | | | | | | | | | | | | | | | | | | |
| TAMPERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 44.4 | 24 | 9 | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 66.7 | 14 | 9 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL TAMPERE | | | | | 0 | 0 | 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 | 19 | 18 | | | | | | | | | | | | | | | | | | | | | |
| TANGIERS (IBN BATUTA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ARABIA MAROC | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 0.0 | 0.0 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 29 | 84.6 | 5 | 13 | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ARABIA MAROC | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 53.8 | 7.7 | 0.0 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 33 | 69.2 | 9 | 13 | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 23.1 | 30.8 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 93 | 9 | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 44.4 | 53 | 9 | | | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR UK LTD | 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 | 17 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL TANGIERS (IBN BATUTA) | | | | | 70 | 0 | 0 | 0.0 | 18.6 | 41.4 | 14.3 | 11.4 | 2.9 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 31 | 54.5 | 34 | 44 | | | | | | | | | | | | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | AIRLINE | Origin/Destinations: T | | | | | | | | | | | | | | APR 2023 | | | | | | |
|---|--|-------------------------|---------------------|------------------------|-----|-----------|----------|----------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-----------|-------------|------------------|-----------------|------------------|-----|
| | | | | NUMBER OF FLIGHTS | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | | | 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 | | | | | |
| TARBES-LOURDES INTERNATIONAL | | BELFAST INTERNATIONAL | 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 | 18 | 1 | | |
| | | BELFAST INTERNATIONAL | 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 | 22 | 1 | | |
| | | BELFAST INTERNATIONAL | TRAVEL SERVICE KFT | 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 | | |
| | | BIRMINGHAM | 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 | 52 | 0.0 | 80 | 1 | | |
| | | BIRMINGHAM | 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 | 83 | 1 | | |
| | | BRISTOL | 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 | 35 | 0.0 | 81 | 1 | | |
| | | BRISTOL | 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 | 56 | 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 | 61 | 2 | | |
| | | 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 | 52 | 1 | | |
| | | GLASGOW | ENTER AIR | 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 | 33 | 0.0 | 0 | 0 | | |
| | | LEEDS BRADFORD | 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 | 59 | 1 | | |
| | | LEEDS BRADFORD | 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 | 19 | 1 | | |
| | | LIVERPOOL (JOHN LENNON) | 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 | 42 | 0.0 | 148 | 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 | 100.0 | 0 | 1 | | |
| | | GATWICK | 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 | 15 | 0.0 | 0 | 0 | | |
| | | STANSTED | ENTER AIR | 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 | 71 | 100.0 | 0 | 1 | | |
| | | STANSTED | 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 | 41 | 2 | | |
| | | STANSTED | RYANAIR | S | A | 29 | 0 | 1 | 6.7 | 33.3 | 33.3 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 8 | 44.0 | 29 | 23 | | |
| | | STANSTED | RYANAIR | S | D | 29 | 0 | 1 | 0.0 | 26.7 | 43.3 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 11 | 68.0 | 15 | 23 | | |
| | | 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 | 86 | 2 | | |
| | | 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 | 24 | 2 | | |
| | | STANSTED | 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 | 35 | 1 | | |
| | | NEWCASTLE | 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 | 19 | 1 | | |
| | | NEWCASTLE | 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 | 42 | 1 | | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | | 66 | 0 | 2 | 4.4 | 26.5 | 36.8 | 13.2 | 13.2 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 41.1 | 31 | 69 | | |
| TASHKENT | | GATWICK | UZBEKISTAN AIRLINES | 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 | 22 | 0.0 | 0 | 0 | | |
| | | GATWICK | UZBEKISTAN AIRLINES | 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 | 19 | 0.0 | 0 | 0 | | |
| | | HEATHROW | UZBEKISTAN AIRLINES | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 84.6 | 8 | 13 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| Origin/Destinations: T | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-----------------------------|-----|-----|-----------|----------|----------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | |
| 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 | 44.4 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL TASHKENT | | | | | 26 | 0 | 0 | 0.0 | 7.7 | 19.2 | 30.8 | 38.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 73.1 | 10 | 26 |
| TATRY-POPRAD | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | 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 | 0.0 | 5 | 88.9 | 2 | 9 |
| | LUTON | WIZZ AIR UK LTD | 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 | 6 | 100.0 | 4 | 9 |
| | STANSTED | 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 | 12 | 0.0 | 0 | 0 |
| | 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 | 10 | 0.0 | 0 | 0 |
| TOTAL TATRY-POPRAD | | | | | 34 | 0 | 0 | 2.9 | 52.9 | 29.4 | 8.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.4 | 3 | 18 |
| TEESSIDE INTERNATIONAL AIRPORT | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 24 | 0 | 1 | 40.0 | 32.0 | 12.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 13 | 79.2 | 9 | 24 |
| | ABERDEEN | LOGANAIR LTD | S | D | 24 | 0 | 1 | 8.0 | 56.0 | 16.0 | 0.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 17 | 84.0 | 7 | 24 |
| | BRISTOL | 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 |
| | CARDIFF WALES | LOGANAIR 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 |
| | CARDIFF WALES | LOGANAIR LTD | 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 |
| TOTAL TEESSIDE INTERNATIONAL AIRPORT | | | | | 50 | 0 | 2 | 25.0 | 44.2 | 13.5 | 0.0 | 3.8 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 14 | 60.3 | 8 | 49 |
| TEHRAN IMAM KHOMEINI | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | IRAN AIR | S | A | 12 | 0 | 1 | 0.0 | 7.7 | 30.8 | 53.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 16 | 63.6 | 24 | 11 |
| | HEATHROW | IRAN AIR | S | D | 12 | 0 | 1 | 0.0 | 69.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 2 | 72.7 | 23 | 11 |
| TOTAL TEHRAN IMAM KHOMEINI | | | | | 24 | 0 | 2 | 0.0 | 38.5 | 26.9 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 9 | 68.2 | 24 | 22 |
| TEL AVIV | | | | | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | EL AL | 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 | 22 | 1 |
| | 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 | WIZZ AIR UK LTD | S | A | 11 | 0 | 2 | 0.0 | 30.8 | 23.1 | 0.0 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 33 | 32.0 | 36 | 25 |
| | GATWICK | WIZZ AIR UK LTD | S | D | 11 | 0 | 2 | 0.0 | 15.4 | 46.2 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 12 | 48.0 | 26 | 25 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 11.1 | 16.7 | 27.8 | 16.7 | 5.6 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 73.3 | 15 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 45.0 | 38 | 60 |
| | HEATHROW | EL AL | S | A | 52 | 0 | 1 | 24.5 | 28.3 | 18.9 | 11.3 | 13.2 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 12 | 82.5 | 6 | 40 |
| | HEATHROW | EL AL | S | D | 52 | 0 | 1 | 1.9 | 9.4 | 35.8 | 30.2 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 17 | 56.1 | 20 | 41 |
| | 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 | 93.3 | 4 | 60 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | 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 | 73.3 | 13 | 60 |
| | LUTON | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 36.4 | 25 | 55 |
| | LUTON | EASYJET UK LTD | S | 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 | 21 | 57.1 | 17 | 56 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | | | | |
| | LUTON | EL AL | S | A | 42 | 0 | 0 | 4.8 | 31.0 | 33.3 | 14.3 | 7.1 | 7.1 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 21 | 81.1 | 10 | 37 |
| | LUTON | EL AL | S | D | 42 | 0 | 0 | 0.0 | 21.4 | 31.0 | 23.8 | 11.9 | 9.5 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 27 | 55.3 | 22 | 38 |
| | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 1 | 0.0 | 14.3 | 21.4 | 28.6 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 25 | 36.0 | 74 | 25 |
| | LUTON | WIZZ AIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 58.3 | 8.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 48.0 | 35 | 25 |
| | 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 | 33.3 | 40 | 12 |
| | 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 | 61.5 | 21 | 13 |
| TOTAL TEL AVIV | | | | | 289 | 0 | 10 | 6.0 | 19.4 | 32.1 | 18.1 | 13.7 | 5.0 | 1.7 | 0.7 | 0.0 | 0.0 | 3.3 | 21 | 60.5 | 22 | 633 |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 25.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 106 | 77.8 | 9 | 9 |
| | ABERDEEN | TUI AIRWAYS LTD | C | D | 6 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 66.7 | 25 | 9 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 17 | 0 | 0 | 17.6 | 58.8 | 5.9 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 22 | 13 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 47.1 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.2 | 21 | 13 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 30 | 0 | 0 | 40.0 | 33.3 | 10.0 | 6.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 83.3 | 13 | 24 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 29 | 0 | 0 | 0.0 | 58.6 | 34.5 | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 45.8 | 30 | 24 |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 16 | 0 | 0 | 56.3 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 6.3 | 62.5 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 50 | 0 | 0 | 12.0 | 20.0 | 30.0 | 18.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 84.0 | 29 | 50 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 49 | 0 | 0 | 0.0 | 14.3 | 40.8 | 18.4 | 24.5 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.0 | 9 | 50 |
| | BIRMINGHAM | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 41.2 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 19 | 18 |
| | BIRMINGHAM | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 83.3 | 16 | 18 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 5.9 | 35.3 | 23.5 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.5 | 19 | 16 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 17 | 0 | 0 | 0.0 | 23.5 | 58.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 41.2 | 28 | 17 |
| | BOURNEMOUTH | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 0.0 | 66.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 25.0 | 17 | 4 |
| | BOURNEMOUTH | RYANAIR | S | D | 9 | 0 | 0 | 11.1 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 16 | 4 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 44.4 | 33.3 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 5 | 8 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 85.7 | 11 | 7 |
| | BRISTOL | EASYJET UK LTD | S | A | 34 | 0 | 0 | 5.9 | 32.4 | 17.6 | 14.7 | 23.5 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 24 | 85.7 | 19 | 21 |
| | BRISTOL | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 28.6 | 40.0 | 17.1 | 8.6 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 20 | 90.5 | 17 | 21 |
| | BRISTOL | JET2.COM LTD | S | A | 30 | 0 | 0 | 3.3 | 30.0 | 56.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 13 | 26 |
| | BRISTOL | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 63.3 | 33.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 84.6 | 14 | 26 |
| | BRISTOL | RYANAIR | S | A | 18 | 0 | 0 | 5.6 | 38.9 | 33.3 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 64.7 | 32 | 17 |
| | BRISTOL | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 33.3 | 55.6 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 88.2 | 24 | 17 |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 30.8 | 53.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 69.2 | 30 | 13 |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 61.5 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 66.7 | 26 | 12 |
| | CARDIFF WALES | RYANAIR | 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 | 0.0 | 0 | 0 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | 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 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 14.3 | 0.0 | 64.3 | 14.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 14 | 12 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 28.6 | 64.3 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.8 | 7 | 11 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 37 | 0 | 0 | 37.8 | 35.1 | 16.2 | 2.7 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.1 | 19 | 36 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 37 | 0 | 0 | 0.0 | 51.4 | 29.7 | 5.4 | 8.1 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.8 | 11 | 37 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 21 | 0 | 0 | 9.5 | 33.3 | 28.6 | 23.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.0 | 17 | 30 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 40.9 | 31.8 | 13.6 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 15 | 30 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 14.3 | 21.4 | 35.7 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 11 | 12 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 14.3 | 42.9 | 14.3 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 15 | 12 | | |
| EDINBURGH | EASYJET UK LTD | S | A | 21 | 0 | 0 | 9.5 | 28.6 | 28.6 | 19.0 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 15 | 19 | | |
| EDINBURGH | EASYJET UK LTD | S | D | 21 | 0 | 0 | 4.8 | 9.5 | 57.1 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.0 | 14 | 19 | | |
| EDINBURGH | JET2.COM LTD | S | A | 34 | 0 | 0 | 17.6 | 41.2 | 23.5 | 11.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.0 | 3 | 25 | | |
| EDINBURGH | JET2.COM LTD | S | D | 34 | 0 | 0 | 0.0 | 41.2 | 44.1 | 5.9 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.9 | 9 | 26 | | |
| EDINBURGH | RYANAIR | S | A | 21 | 0 | 0 | 4.8 | 19.0 | 28.6 | 23.8 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 56.0 | 22 | 25 | | |
| EDINBURGH | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 22.7 | 40.9 | 18.2 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 52.0 | 16 | 25 | | |
| EXETER | TUI AIRWAYS LTD | C | A | 9 | 1 | 0 | 20.0 | 40.0 | 10.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 15 | 87.5 | 2 | 8 | | |
| EXETER | TUI AIRWAYS LTD | C | D | 7 | 0 | 0 | 0.0 | 42.9 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 45 | 83.3 | 6 | 6 | | |
| GLASGOW | EASYJET UK LTD | S | A | 8 | 0 | 1 | 66.7 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 6 | 0.0 | 0 | 0 | | |
| GLASGOW | EASYJET UK LTD | 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 | 6 | 0.0 | 0 | 0 | | |
| GLASGOW | JET2.COM LTD | S | A | 47 | 0 | 0 | 31.9 | 44.7 | 17.0 | 4.3 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 84.6 | 7 | 38 | | |
| GLASGOW | JET2.COM LTD | S | D | 45 | 0 | 0 | 0.0 | 42.2 | 53.3 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 81.6 | 11 | 38 | | |
| GLASGOW | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 7.7 | 23.1 | 7.7 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 69.2 | 14 | 13 | | |
| GLASGOW | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 7.1 | 28.6 | 28.6 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 75.0 | 15 | 12 | | |
| JERSEY | SMARTWINGS | C | A | 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 | 66.7 | 9 | 3 | | |
| JERSEY | SMARTWINGS | 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 | 7 | 0.0 | 30 | 2 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 43 | 0 | 0 | 30.2 | 32.6 | 30.2 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.5 | 6 | 42 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 43 | 0 | 0 | 0.0 | 58.1 | 37.2 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 90.7 | 7 | 43 | | |
| LEEDS BRADFORD | RYANAIR | 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 | 44.4 | 23 | 9 | | |
| LEEDS BRADFORD | RYANAIR | 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 | 2 | 66.7 | 9 | 9 | | |
| LEEDS BRADFORD | 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 | 58 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 23 | 0 | 0 | 21.7 | 39.1 | 21.7 | 8.7 | 4.3 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 64.3 | 25 | 13 | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | |
|-------------------------|--------------------------------------|-------------------|---|---------|---|------|------|------|------|------|------|-------|-----|-----|-----|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------|------------------|-----------------|
| | | | | | | | | | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 23 | 0 | 0 | 0.0 | 60.9 | 21.7 | 8.7 | 4.3 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 32 | 13 | | | | | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 21 | 0 | 0 | 38.1 | 33.3 | 23.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | | | | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 21 | 0 | 0 | 4.8 | 57.1 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 26 | 0 | 0 | 11.5 | 11.5 | 57.7 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 17 | 13 | | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 28.0 | 56.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 92.3 | 5 | 13 | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 57 | 0 | 0 | 17.5 | 33.3 | 24.6 | 8.8 | 5.3 | 7.0 | 1.8 | 0.0 | 1.8 | 0.0 | 0.0 | 21 | 58.3 | 18 | 24 | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 57 | 0 | 0 | 0.0 | 31.6 | 49.1 | 3.5 | 5.3 | 8.8 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 20 | 36.0 | 28 | 24 | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | 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 | 40 | 66.7 | 8 | 5 | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | D | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 24 | 60.0 | 14 | 5 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 89 | 1 | 0 | 13.3 | 34.4 | 30.0 | 11.1 | 4.4 | 5.6 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 11 | 71.1 | 15 | 88 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 23.3 | 52.2 | 13.3 | 7.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 60.4 | 18 | 89 | | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 26 | 0 | 0 | 3.8 | 19.2 | 34.6 | 15.4 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 64.0 | 18 | 25 | | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 26 | 0 | 0 | 0.0 | 7.7 | 53.8 | 15.4 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 68.0 | 20 | 25 | | | | | | | |
| GATWICK | 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 | 66.7 | 10 | 9 | | | | | | | |
| GATWICK | 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 | 2 | 9 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 0 | 5.0 | 15.0 | 30.0 | 30.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 73.9 | 14 | 23 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 0 | 0.0 | 35.0 | 40.0 | 10.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 87.0 | 13 | 23 | | | | | | | |
| LUTON | EASYJET UK LTD | S | A | 34 | 0 | 0 | 11.8 | 41.2 | 26.5 | 11.8 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 28 | 30 | | | | | | | |
| LUTON | EASYJET UK LTD | S | D | 34 | 0 | 0 | 0.0 | 35.3 | 50.0 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 53.3 | 15 | 30 | | | | | | | |
| LUTON | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 16 | 9 | | | | | | | |
| LUTON | 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 | 20 | 77.8 | 11 | 9 | | | | | | | |
| LUTON | TUI AIRWAYS LTD | C | A | 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 | 18 | 50.0 | 23 | 8 | | | | | | | |
| LUTON | TUI AIRWAYS LTD | C | D | 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 | 22 | 50.0 | 45 | 6 | | | | | | | |
| STANSTED | JET2.COM LTD | S | A | 51 | 0 | 0 | 11.8 | 29.4 | 43.1 | 11.8 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.2 | 16 | 54 | | | | | | | |
| STANSTED | JET2.COM LTD | S | D | 51 | 0 | 0 | 0.0 | 35.3 | 54.9 | 5.9 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 9 | 54 | | | | | | | |
| STANSTED | RYANAIR | S | A | 51 | 0 | 0 | 0.0 | 27.5 | 43.1 | 17.6 | 9.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 59.0 | 28 | 61 | | | | | | | |
| STANSTED | RYANAIR | S | D | 51 | 0 | 0 | 0.0 | 15.7 | 43.1 | 17.6 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 19 | 60 | | | | | | | |
| 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 | 15 | 0.0 | 0 | 0 | | | | | | | |
| STANSTED | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | | | | | |
| STANSTED | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 44.4 | 11.1 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 8 | 6 | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: T | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--|-----------------------|--------------------------------------|-----|-----|-------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | | 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 |
| | STANSTED | TUI AIRWAYS LTD | C | D | 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 | 20 | 75.0 | 11 | 4 |
| | MANCHESTER | EASYJET UK LTD | S | A | 34 | 0 | 0 | 11.8 | 35.3 | 20.6 | 20.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.4 | 12 | 34 |
| | MANCHESTER | EASYJET UK LTD | S | D | 34 | 0 | 0 | 0.0 | 38.2 | 26.5 | 17.6 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.5 | 10 | 34 |
| | MANCHESTER | JET2.COM LTD | S | A | 73 | 0 | 0 | 24.7 | 23.3 | 41.1 | 0.0 | 6.8 | 2.7 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 15 | 79.7 | 12 | 69 |
| | MANCHESTER | JET2.COM LTD | S | D | 72 | 0 | 0 | 0.0 | 13.9 | 75.0 | 8.3 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.2 | 14 | 69 |
| | MANCHESTER | RYANAIR | S | A | 43 | 0 | 0 | 0.0 | 11.6 | 46.5 | 18.6 | 14.0 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 74.1 | 35 | 27 |
| | MANCHESTER | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 4.7 | 34.9 | 23.3 | 25.6 | 9.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 77.8 | 16 | 27 |
| | MANCHESTER | RYANAIR UK 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 | 17 | 56.3 | 27 | 16 |
| | MANCHESTER | 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 | 0 | 68.8 | 19 | 16 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 31 | 0 | 0 | 19.4 | 16.1 | 35.5 | 16.1 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 23 | 30 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 30 | 0 | 0 | 0.0 | 26.7 | 50.0 | 10.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 35.5 | 24 | 31 |
| | NEWCASTLE | JET2.COM LTD | S | A | 39 | 0 | 0 | 46.2 | 28.2 | 15.4 | 5.1 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 86.5 | 6 | 37 |
| | NEWCASTLE | JET2.COM LTD | S | D | 39 | 0 | 0 | 0.0 | 20.5 | 71.8 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 63.9 | 19 | 36 |
| | NEWCASTLE | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 44.4 | 27 | 9 |
| | NEWCASTLE | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 44.4 | 25 | 9 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 17 | 0 | 1 | 5.6 | 11.1 | 44.4 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 14 | 82.4 | 6 | 17 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 52.9 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.8 | 13 | 17 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 2488 | 2 | 4 | 8.5 | 29.1 | 38.5 | 11.5 | 8.0 | 3.3 | 0.5 | 0.1 | 0.2 | 0.1 | 0.2 | 13 | 72.3 | 16 | 2189 |
| TETERBORO | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 50.0 | 12 | 2 |
| | BELFAST INTERNATIONAL | VISTAJET LTD 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 | 0.0 | 36 | 2 |
| TOTAL TETERBORO | | | | | 0 | 0 | 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 | 24 | 4 |
| THIRA (SANTORINI) | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 2 | 0.0 | 0 | 0 |
| | EDINBURGH | EASYJET UK LTD | S | A | 5 | 0 | 0 | 20.0 | 60.0 | 20.0 | 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 | 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 | 2 | 0.0 | 0 | 0 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 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 | 44.4 | 154 | 8 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | 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 | 37.5 | 28 | 8 |
| | 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 | 50.0 | 17 | 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 | 23 | 4 |
| | GATWICK | EASYJET UK LTD | S | A | 29 | 0 | 1 | 33.3 | 36.7 | 6.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 6 | 47.1 | 35 | 31 |
| | GATWICK | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 53.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.3 | 22 | 30 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: T | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------------------|-------------------------|-------------------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 | 42.9 | 19.0 | 9.5 | 19.0 | 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 | A | 21 | 0 | 0 | 9.5 | 42.9 | 19.0 | 9.5 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.2 | 16 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 57.1 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.7 | 13 | 22 |
| | LUTON | EASYJET UK 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 | 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 | 0.0 | 3 | 0.0 | 0 | 0 |
| | STANSTED | JET2.COM LTD | S | A | 8 | 0 | 0 | 37.5 | 50.0 | 12.5 | 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 | 8 | 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 |
| | STANSTED | RYANAIR | S | A | 8 | 1 | 0 | 0.0 | 22.2 | 11.1 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 14 | 75.0 | 11 | 8 |
| | STANSTED | 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 | 7 | 75.0 | 12 | 8 |
| | MANCHESTER | EASYJET UK 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 | 55.6 | 32 | 9 |
| | MANCHESTER | EASYJET UK 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 | 24 | 77.8 | 16 | 9 |
| | MANCHESTER | JET2.COM 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 | 0.0 | 0 | 0 |
| | MANCHESTER | JET2.COM 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 | 5 | 0.0 | 0 | 0 |
| TOTAL THIRA (SANTORINI) | | | | | 182 | 1 | 1 | 10.3 | 32.1 | 35.9 | 14.7 | 4.9 | 1.1 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 8 | 59.2 | 28 | 163 |
| TIANJIN | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | TIANJIN AIRLINES | S | A | 12 | 0 | 1 | 7.7 | 23.1 | 23.1 | 0.0 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 22 | 40.0 | 16 | 4 |
| | HEATHROW | TIANJIN AIRLINES | S | D | 11 | 0 | 1 | 16.7 | 33.3 | 25.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 6 | 40.0 | 9 | 4 |
| TOTAL TIANJIN | | | | | 23 | 0 | 2 | 12.0 | 28.0 | 24.0 | 4.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 14 | 40.0 | 12 | 8 |
| TIMISOARA | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 84.2 | 5 | 38 |
| | 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 | 78.9 | 11 | 38 |
| | LUTON | WIZZ AIR MALTA | S | A | 30 | 0 | 0 | 0.0 | 36.7 | 63.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| | LUTON | WIZZ AIR MALTA | S | D | 30 | 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 | 0.0 | 0 | 0 |
| TOTAL TIMISOARA | | | | | 60 | 0 | 0 | 0.0 | 35.0 | 65.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.6 | 8 | 76 |
| TIRANA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR UK LTD | S | A | 7 | 0 | 1 | 0.0 | 0.0 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 16 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 87.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| | BRISTOL | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 0.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| | BRISTOL | RYANAIR UK LTD | 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 | 22 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 |
| | LIVERPOOL (JOHN LENNON) | EUROATLANTIC 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 | 13 | 1 |
| | LIVERPOOL (JOHN LENNON) | 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 | 19 | 0.0 | 0 | 0 |
| | 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 | 89 | 0.0 | 99 | 1 |
| | GATWICK | 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 | 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 | 0 | 13 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | | | | | | | | |
|--------------------------|------------|----------------------|---|---------|------------|----------|-----------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------------------------|------------------|-----------------|------------------|-----|--|--|--|--|--|----------|--|--|
| | | | | | | | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | |
| | | | | | | | | | | | | | | | | 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 | | | | | | | | |
| | 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 | 76.9 | 10 | 13 | | | | | | | | | | | | | | | | |
| | GATWICK | EUROATLANTIC 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 | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 0 | 0.0 | 29.2 | 29.2 | 29.2 | 8.3 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 72 | 60.0 | 24 | 34 | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 0.0 | 12.5 | 58.3 | 16.7 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 57.1 | 22 | 34 | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 89 | 0 | 0 | 18.0 | 38.2 | 25.8 | 7.9 | 2.2 | 4.5 | 3.4 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 29 | 81 | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | D | 90 | 0 | 0 | 0.0 | 32.2 | 50.0 | 7.8 | 4.4 | 2.2 | 3.3 | 0.0 | 0.0 | 0.0 | 14 | 64.2 | 34 | 81 | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR ALBANIA SHPK | S | A | 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 | 22 | 3 | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR ALBANIA SHPK | S | D | 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 | 21 | 3 | | | | | | | | | | | | | | | | | |
| | STANSTED | ALBAWINGS | S | A | 0 | 0 | 17 | 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 | ALBAWINGS | S | D | 0 | 0 | 17 | 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 | A | 90 | 0 | 0 | 1.1 | 26.7 | 37.8 | 15.6 | 8.9 | 7.8 | 1.1 | 1.1 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | D | 90 | 0 | 0 | 0.0 | 24.4 | 48.9 | 11.1 | 8.9 | 4.4 | 1.1 | 1.1 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 14 | 0 | 0 | 0.0 | 21.4 | 28.6 | 21.4 | 7.1 | 0.0 | 14.3 | 7.1 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 0.0 | 23.1 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| TOTAL TIRANA | | | | | 487 | 0 | 35 | 3.4 | 25.7 | 37.7 | 11.3 | 7.3 | 4.4 | 2.5 | 0.8 | 0.2 | 0.0 | 6.7 | 21 | 66.0 | 26 | 266 | | | | | | | | | | | | | | | | |
| TIREE | GLASGOW | LOGANAIR LTD | S | A | 47 | 0 | 9 | 28.6 | 32.1 | 14.3 | 1.8 | 0.0 | 5.4 | 1.8 | 0.0 | 0.0 | 0.0 | 16.1 | 9 | 82.5 | 11 | 54 | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR LTD | S | D | 47 | 0 | 9 | 1.8 | 41.1 | 32.1 | 1.8 | 0.0 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 16.1 | 11 | 75.4 | 10 | 53 | | | | | | | | | | | | | | | | |
| TOTAL TIREE | | | | | 94 | 0 | 18 | 15.2 | 36.6 | 23.2 | 1.8 | 0.0 | 4.5 | 2.7 | 0.0 | 0.0 | 0.0 | 16.1 | 10 | 78.9 | 11 | 107 | | | | | | | | | | | | | | | | |
| TIRGU MURES | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 30.8 | 30.8 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 41 | 8 | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 46.2 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 47 | 8 | | | | | | | | | | | | | | | | | |
| TOTAL TIRGU MURES | | | | | 26 | 0 | 0 | 15.4 | 34.6 | 38.5 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.3 | 44 | 16 | | | | | | | | | | | | | | | | |
| TIVAT | GATWICK | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 30.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 24 | 44.4 | 26 | 9 | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 53.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 44.4 | 22 | 9 | | | | | | | | | | | | | | | | | |
| | LUTON | EASYJET UK LTD | S | A | 9 | 0 | 0 | 44.4 | 55.6 | 0.0 | 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 | 9 | 0 | 0 | 0.0 | 77.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | STANSTED | JET2.COM 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 | 8 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | STANSTED | JET2.COM 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 | 2 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | 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 | 5 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | JET2.COM 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 | 4 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| TOTAL TIVAT | | | | | 96 | 0 | 0 | 5.2 | 42.7 | 38.5 | 9.4 | 2.1 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 9 | 44.4 | 24 | 18 | | | | | | | | | | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: T | | | | | | | | | | | | | | | | | | APR 2023 | | | |
|------------------------------|-------------------|------------------------|---------------------|-----|-------|------------|----------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|------------|------------------|-----------------|------------------|-------------|-----------|------------|
| | | 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 | | |
| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | S | D | | | | | | | | | | | | | | | | | | | |
| TOBAGO | | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 75.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 38 | 88.9 | 2 | 9 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 0.0 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 50 | 87.5 | 15 | 8 |
| TOTAL TOBAGO | | | | | | 17 | 0 | 0 | 35.3 | 23.5 | 5.9 | 5.9 | 17.6 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 45 | 88.2 | 8 | 17 |
| TOKYO (HANEDA) | | HEATHROW | ALL NIPPON AIRWAYS | S | A | 30 | 0 | 0 | 43.3 | 20.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 11 | 60.0 | 28 | 30 |
| | | HEATHROW | ALL NIPPON AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 66.7 | 3.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.3 | 26 | 30 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 58 | 0 | 2 | 43.3 | 21.7 | 18.3 | 8.3 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 6 | 53.2 | 44 | 46 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 2 | 0.0 | 40.0 | 43.3 | 5.0 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 9 | 61.7 | 19 | 46 |
| | | HEATHROW | JAPAN AIRLINES | S | A | 60 | 0 | 0 | 3.3 | 55.0 | 28.3 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 78.3 | 10 | 60 |
| | | HEATHROW | JAPAN AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 40.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 93.3 | 6 | 60 |
| TOTAL TOKYO (HANEDA) | | | | | | 296 | 0 | 4 | 13.7 | 35.7 | 36.3 | 9.0 | 2.3 | 1.0 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 7 | 70.8 | 20 | 272 |
| TORONTO | | GLASGOW | AIR TRANSAT | 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 | 6 | 40.0 | 22 | 5 |
| | | GLASGOW | AIR TRANSAT | 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 | 14 | 80.0 | 7 | 5 |
| | | GATWICK | AIR TRANSAT | S | A | 25 | 0 | 0 | 4.0 | 40.0 | 24.0 | 16.0 | 12.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 17 | 43.3 | 26 | 30 |
| | | GATWICK | AIR TRANSAT | S | D | 25 | 0 | 1 | 0.0 | 38.5 | 42.3 | 7.7 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 | 11 | 83.3 | 8 | 30 | |
| | | HEATHROW | AIR CANADA | S | A | 113 | 0 | 1 | 4.4 | 20.2 | 28.9 | 12.3 | 12.3 | 10.5 | 4.4 | 3.5 | 2.6 | 0.0 | 0.9 | 45 | 44.4 | 36 | 89 |
| | | HEATHROW | AIR CANADA | S | D | 114 | 0 | 1 | 0.0 | 38.3 | 35.7 | 12.2 | 2.6 | 6.1 | 1.7 | 1.7 | 0.9 | 0.0 | 0.9 | 21 | 52.2 | 22 | 90 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 13.3 | 48.3 | 26.7 | 3.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 41.7 | 30 | 60 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 20.0 | 45.0 | 20.0 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 28.3 | 35 | 60 |
| | | MANCHESTER | AIR TRANSAT | 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 | 2 | 44.4 | 47 | 9 |
| | | MANCHESTER | AIR TRANSAT | 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 | 22 | 55.6 | 38 | 9 |
| TOTAL TORONTO | | | | | | 413 | 0 | 3 | 3.8 | 31.5 | 33.9 | 11.8 | 8.4 | 5.3 | 1.9 | 1.7 | 1.0 | 0.0 | 0.7 | 23 | 46.4 | 28 | 387 |
| TOULON / HYERES | | GATWICK | EASYJET UK LTD | S | A | 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 | 15 | 0.0 | 0 | 0 |
| | | GATWICK | EASYJET UK LTD | S | D | 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 | 9 | 0.0 | 0 | 0 |
| TOTAL TOULON / HYERES | | | | | | 16 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| TOULOUSE (BLAGNAC) | | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 55.6 | 23 | 9 |
| | | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 36 | 44.4 | 29 | 9 |
| | | BIRMINGHAM | 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 | 39 | 0.0 | 0 | 0 |
| | | BRISTOL | EASYJET EUROPE | S | A | 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 | 50.0 | 22 | 29 |
| | | BRISTOL | EASYJET EUROPE | S | D | 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 | 6 | 33.3 | 36 | 29 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|---------------------------------|-----------------------|---------------------|-----|-----|------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | A | 9 | 0 | 0 | 22.2 | 22.2 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET UK 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 | 11 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 12.5 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.9 | 13 | 13 |
| | EDINBURGH | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 69.2 | 10 | 13 |
| | EXETER | NYXAIR OU | C | D | 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 | |
| | GATWICK | EASYJET UK LTD | S | A | 21 | 0 | 0 | 23.8 | 42.9 | 9.5 | 4.8 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 48.0 | 30 | 24 |
| | GATWICK | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 4.8 | 66.7 | 14.3 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.0 | 23 | 24 |
| | GATWICK | 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 | 100.0 | 9 | 2 | |
| | 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 | 100.0 | 0 | 100.0 | 10 | 1 | |
| | 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 | 25 | 100.0 | 3 | 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 | 50.0 | 16 | 2 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 85 | 0 | 1 | 1.2 | 26.7 | 36.0 | 17.4 | 12.8 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 14 | 71.9 | 11 | 85 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 1 | 0.0 | 37.2 | 38.4 | 11.6 | 7.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 12 | 65.2 | 16 | 85 |
| | STANSTED | RYANAIR | S | A | 39 | 0 | 0 | 0.0 | 12.8 | 35.9 | 20.5 | 23.1 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 39.0 | 32 | 39 |
| | STANSTED | RYANAIR | S | D | 39 | 0 | 0 | 0.0 | 23.1 | 48.7 | 7.7 | 15.4 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 36.6 | 30 | 39 |
| | STANSTED | RYANAIR UK LTD | S | A | 3 | 0 | 1 | 0.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 22 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK LTD | S | D | 3 | 0 | 1 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 25 | 0.0 | 0 | 0 | |
| | MANCHESTER | 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 | 7 | 50.0 | 30 | 2 | |
| | MANCHESTER | 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 | 100.0 | 0 | 1 | |
| TOTAL TOULOUSE (BLAGNAC) | | | | | 369 | 1 | 5 | 2.7 | 27.5 | 38.9 | 11.7 | 12.8 | 4.0 | 0.5 | 0.3 | 0.0 | 0.3 | 1.3 | 15 | 56.1 | 21 | 410 |
| TOURS | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 11 | 0 | 1 | 0.0 | 33.3 | 41.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 6 | 53.8 | 24 | 13 |
| | STANSTED | RYANAIR | S | D | 11 | 0 | 1 | 0.0 | 50.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 5 | 84.6 | 9 | 13 |
| TOTAL TOURS | | | | | 22 | 0 | 2 | 0.0 | 41.7 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 5 | 69.2 | 16 | 26 |
| TRAPANI | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | 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 | 2 | 22.2 | 36 | 9 |
| | STANSTED | RYANAIR | 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 | 1 | 77.8 | 24 | 9 |
| | MANCHESTER | RYANAIR | 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 | 9 | 25.0 | 35 | 8 | |
| | MANCHESTER | RYANAIR | 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 | 87.5 | 3 | 8 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | 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 | 2 | 0.0 | 0 | 0 | |
| TOTAL TRAPANI | | | | | 36 | 0 | 0 | 2.8 | 61.1 | 27.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 52.9 | 25 | 34 |
| TREVISO | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | LUXWING | 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 | 129 | 0.0 | 0 | 0 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: T | | | | | | | | | | | | | | | | | | APR 2023 | | | |
|---|--------------------------------|------------------------|-----|-----|-----------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|-----|
| | | 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 | |
| | | | | | | | | 8.1 | 54.1 | 21.6 | 5.4 | 5.4 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 22.2 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 87.5 | 23 | 8 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 75.0 | 8 | 8 | |
| | LUTON | RYANAIR | 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 | 1 | 0.0 | 0 | 0 | |
| | LUTON | 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 | 0.0 | 0 | 0 | |
| TOTAL TREVISO | | | | | 37 | 0 | 0 | 8.1 | 54.1 | 21.6 | 5.4 | 5.4 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.3 | 16 | 16 | |
| TRIESTE (RONCHI DEI LEGIONARI) | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 64.7 | 17.6 | 0.0 | 5.9 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 28 | 70.6 | 22 | 17 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 52.9 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.5 | 14 | 17 | |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | | | 34 | 0 | 0 | 0.0 | 41.2 | 35.3 | 8.8 | 5.9 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 22 | 73.5 | 18 | 34 | |
| TRONDHEIM (VAERNES) | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 20 | 0 | 0 | 35.0 | 25.0 | 35.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 0 | 21 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 20 | 0 | 0 | 0.0 | 40.0 | 35.0 | 10.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 90.5 | 5 | 21 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 0 | 0 | 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 | 8 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | D | 0 | 0 | 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 | |
| | TEESSIDE INTERNATIONAL AIRPORT | 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 | 0 | 1 | |
| TOTAL TRONDHEIM (VAERNES) | | | | | 40 | 0 | 0 | 17.5 | 32.5 | 35.0 | 5.0 | 7.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 93.2 | 3 | 59 | |
| TUNIS | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | NOUVELAIR TUNISIE | S | A | 14 | 0 | 0 | 14.3 | 35.7 | 28.6 | 0.0 | 7.1 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 26 | 77.8 | 23 | 9 | |
| | GATWICK | NOUVELAIR TUNISIE | S | D | 14 | 0 | 0 | 0.0 | 28.6 | 28.6 | 21.4 | 0.0 | 14.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 32 | 33.3 | 41 | 9 | |
| | GATWICK | TUNISAIR | S | A | 21 | 0 | 0 | 4.8 | 19.0 | 23.8 | 9.5 | 14.3 | 19.0 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 104 | 25.0 | 33 | 8 | |
| | GATWICK | TUNISAIR | S | D | 21 | 0 | 0 | 0.0 | 42.9 | 14.3 | 4.8 | 9.5 | 19.0 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 101 | 37.5 | 40 | 8 | |
| | HEATHROW | TUNISAIR | S | A | 5 | 0 | 0 | 20.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 55.6 | 33 | 9 | |
| | HEATHROW | TUNISAIR | S | D | 5 | 0 | 0 | 0.0 | 60.0 | 0.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 22.2 | 37 | 9 | |
| TOTAL TUNIS | | | | | 80 | 0 | 0 | 5.0 | 33.8 | 21.3 | 8.8 | 10.0 | 13.8 | 2.5 | 2.5 | 2.5 | 0.0 | 0.0 | 65 | 42.3 | 34 | 52 | |
| TURIN | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | 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 | 20 | 100.0 | 6 | 2 | |
| | 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 | 4 | 100.0 | 6 | 2 | |
| | BIRMINGHAM | 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 | 13 | 100.0 | 10 | 1 | |
| | BRISTOL | 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 | 0.0 | 56 | 1 | |
| | EDINBURGH | 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 | 27 | 100.0 | 4 | 2 | |
| | EDINBURGH | 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 | 6 | 100.0 | 1 | 2 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| 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 | A | 0 | 0 | 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 | 8 | |
| | 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 | 75.0 | 12 | 8 | |
| | GLASGOW | 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 | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 28 | 0 | 0 | 17.9 | 39.3 | 25.0 | 7.1 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 35.7 | 24 | 14 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 28 | 0 | 0 | 0.0 | 28.6 | 42.9 | 17.9 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.3 | 15 | 14 | |
| | GATWICK | BRITISH AIRWAYS PLC | 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 | 44 | 0.0 | 81 | 5 | |
| | 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 | 23 | 40.0 | 34 | 5 | |
| | 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 | 56.0 | 30 | 25 | |
| | 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 | 68.0 | 26 | 25 | |
| | GATWICK | 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 | 50.0 | 21 | 2 | |
| | GATWICK | 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 | 0.0 | 4 | 50.0 | 16 | 2 | |
| | 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 | 100.0 | 0 | 2 | |
| | 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 | 100.0 | 9 | 1 | |
| | LUTON | 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 | 4 | 0.0 | 0 | 0 | |
| | LUTON | 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 | 0 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 48 | 0 | 0 | 0.0 | 33.3 | 18.8 | 29.2 | 12.5 | 4.2 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 21 | 65.5 | 23 | 29 | |
| | STANSTED | RYANAIR | S | D | 48 | 0 | 0 | 0.0 | 20.8 | 52.1 | 16.7 | 6.3 | 2.1 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 16 | 60.0 | 23 | 30 | |
| | 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 | 80.0 | 12 | 5 | |
| | 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 | 80.0 | 12 | 5 | |
| | 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 | 1 | 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 | 4 | 1 | |
| | 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 | 20 | 100.0 | 1 | 1 | |
| | 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 | 7 | 0.0 | 0 | 0 | |
| | MANCHESTER | 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 | 24 | 0.0 | 0 | 0 | |
| | MANCHESTER | 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 | 2 | 2 | |
| | 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 | 5 | 100.0 | 0 | 2 | |
| | MANCHESTER | 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 | 5 | 50.0 | 24 | 2 | |
| | MANCHESTER | 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 | 1 | |
| TOTAL TURIN | | | | | 178 | 0 | 0 | 3.4 | 28.7 | 35.4 | 20.2 | 8.4 | 2.8 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 15 | 62.5 | 22 | 200 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/ S | A/ D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|----------------------|-------------------|---------|------|------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|----------|
| | | | | | 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 |
| Unknown | 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 | 1 | 0.0 | 0 | 0 |
| TOTAL Unknown | | | | | 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 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | APR 2023 | | | | | | |
|----------------------|--|-----------------------------|---------------------|---------|---|-----------|----------|----------|------------|-------------|-------------|-------------|--------------|------------|------------|----------------------------|--------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VAGAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST INTERNATIONAL | ATLANTIC 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 | 3 | 1 | | | | | | | |
| | | BELFAST INTERNATIONAL | ATLANTIC 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 | 39 | 1 | | | | | | | | |
| | | EDINBURGH | ATLANTIC AIRWAYS | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 11 | 8 | | | | | | | | |
| | | EDINBURGH | ATLANTIC AIRWAYS | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 14 | 8 | | | | | | | | |
| TOTAL VAGAR | | | | | | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.2 | 13 | 18 | | | | | | | |
| VALENCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | 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 | 39 | 0.0 | 0 | 0 | | | | | | | | |
| | | BIRMINGHAM | 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 | 44 | 0.0 | 0 | 0 | | | | | | | | |
| TOTAL VALENCE | | | | | | 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 | 42 | 0.0 | 0 | 0 | | | | | | | |
| VALENCIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST INTERNATIONAL | RYANAIR | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | | | | | | | |
| | | BELFAST INTERNATIONAL | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | | | | | | |
| | | BIRMINGHAM | RYANAIR | 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 | 1 | 0.0 | 0 | 0 | | | | | | | | |
| | | BIRMINGHAM | 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 | 3 | 0.0 | 0 | 0 | | | | | | | | |
| | | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 53.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 32 | 8 | | | | | | | | |
| | | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 7 | 8 | | | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 44.4 | 34 | 9 | | | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.6 | 34 | 9 | | | | | | | | |
| | | EDINBURGH | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 25 | 9 | | | | | | | | |
| | | EDINBURGH | RYANAIR | 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 | 12 | 88.9 | 6 | 9 | | | | | | | | |
| | | EDINBURGH | RYANAIR UK LTD | S | A | 4 | 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 | | | | | | | | |
| | | EDINBURGH | RYANAIR 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 | 6 | 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 | 75.0 | 13 | 12 | | | | | | | | |
| | | 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 | 83.3 | 14 | 12 | | | | | | | | |
| | | GATWICK | EASYJET UK LTD | S | A | 76 | 0 | 0 | 5.3 | 27.6 | 34.2 | 21.1 | 6.6 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.2 | 25 | 79 | | | | | | | | |
| | | GATWICK | EASYJET UK LTD | S | D | 76 | 0 | 0 | 0.0 | 31.6 | 50.0 | 14.5 | 1.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.4 | 19 | 79 | | | | | | | | |
| | | GATWICK | VUELING AIRLINES | S | A | 13 | 0 | 0 | 38.5 | 30.8 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 64.3 | 14 | 28 | | | | | | | | |
| | | GATWICK | VUELING AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 61.5 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 57.1 | 19 | 28 | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 0 | 8.3 | 12.5 | 37.5 | 20.8 | 8.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 65.2 | 11 | 23 | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 0.0 | 29.2 | 50.0 | 4.2 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.9 | 17 | 23 | | | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: V | | | | | | | | | | | | | | | | | APR 2023 | | | |
|-------------------------|-------------------------|-------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|----------------------|------------|------------------|------------------|------------------|------------------|------------|
| | | 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 to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | INTERSKY LUFTFAHRT GMBH | 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 | 74 | 1 |
| | STANSTED | RYANAIR | S | A | 44 | 0 | 0 | 2.3 | 34.1 | 31.8 | 15.9 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 59.6 | 24 | 47 |
| | STANSTED | RYANAIR | S | D | 44 | 0 | 0 | 0.0 | 27.3 | 43.2 | 11.4 | 15.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 44.7 | 31 | 47 |
| | MANCHESTER | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 19.0 | 38.1 | 19.0 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.8 | 22 | 13 |
| | MANCHESTER | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 33.3 | 38.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 53.8 | 24 | 13 |
| TOTAL VALENCIA | | | | | 452 | 0 | 0 | 4.2 | 31.6 | 38.3 | 16.2 | 6.6 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.3 | 22 | 457 |
| VALLADOLID | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | 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 | 52 | 1 |
| TOTAL VALLADOLID | | | | | 0 | 0 | 0 | 0.0 | 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 |
| VANCOUVER | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 0.0 | 47 | 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 | 14 | 0.0 | 0 | 0 |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 50.0 | 13.3 | 13.3 | 3.3 | 0.0 | 6.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 12 | 30 |
| | HEATHROW | AIR CANADA | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 50.0 | 13.3 | 6.7 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 29 | 56.7 | 20 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 46.7 | 33.3 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 30.0 | 41 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 56.7 | 6.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 20.0 | 42 | 30 |
| TOTAL VANCOUVER | | | | | 122 | 0 | 0 | 23.8 | 20.5 | 32.8 | 7.4 | 7.4 | 2.5 | 3.3 | 2.5 | 0.0 | 0.0 | 0.0 | 19 | 41.3 | 29 | 120 |
| VARADERO | | | | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 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 | 11 | 62.5 | 8 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 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 | 14 | 25.0 | 34 | 8 |
| TOTAL VARADERO | | | | | 15 | 0 | 0 | 0.0 | 13.3 | 60.0 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.8 | 21 | 16 |
| VARNA | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 77.8 | 8 | 9 |
| | 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 | 33.3 | 19 | 9 |
| | LUTON | WIZZ AIR | S | A | 21 | 0 | 0 | 42.9 | 47.6 | 4.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 89.6 | 5 | 48 |
| | LUTON | WIZZ AIR | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 61.9 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.3 | 18 | 48 |
| TOTAL VARNA | | | | | 42 | 0 | 0 | 21.4 | 35.7 | 33.3 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.2 | 12 | 114 |
| VASTERAS | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 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 | 8 | 87.5 | 11 | 8 |
| | STANSTED | RYANAIR | 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 | 87.5 | 8 | 8 |
| TOTAL VASTERAS | | | | | 18 | 0 | 0 | 0.0 | 61.1 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 10 | 16 |
| VAXJO | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 2 | 9 |
| | 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 | 88.9 | 3 | 9 |
| TOTAL VAXJO | | | | | 0 | 0 | 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 | 2 | 18 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: V | | | | | | | | | | | | | | | | | APR 2023 | | | |
|--------------------|-----------------------|--------------------------------------|-----|-----|-----|-------|-----|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| VENICE | BELFAST INTERNATIONAL | LUXWING | 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 | 96 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | 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 | 11 | 88.9 | 4 | 9 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 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 | 66.7 | 14 | 9 |
| | BIRMINGHAM | RYANAIR | S | A | 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 | 28 | 88.9 | 6 | 9 |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 88.9 | 10 | 9 |
| | BOURNEMOUTH | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 13 | 9 |
| | BOURNEMOUTH | 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 | 11 | 88.9 | 6 | 9 |
| | BRISTOL | EASYJET EUROPE | 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 | 1 | 75.0 | 8 | 4 |
| | BRISTOL | EASYJET EUROPE | 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 | 75.0 | 8 | 4 |
| | BRISTOL | EASYJET 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 | 6 | 60.0 | 12 | 5 |
| | BRISTOL | 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 | 3 | 100.0 | 4 | 5 |
| | BRISTOL | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 23.5 | 47.1 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 29.4 | 42 | 17 |
| | BRISTOL | RYANAIR | S | D | 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 | 7 | 70.6 | 16 | 17 |
| | EDINBURGH | EASYJET EUROPE | S | A | 5 | 0 | 0 | 80.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| | EDINBURGH | EASYJET EUROPE | S | D | 5 | 0 | 0 | 20.0 | 80.0 | 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 | 8 | 0 | 0 | 37.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 84.6 | 6 | 13 |
| | EDINBURGH | EASYJET UK LTD | 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 | 0 | 100.0 | 3 | 13 |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 53.8 | 13 | 13 |
| | EDINBURGH | RYANAIR | 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 | 0.0 | 19 | 53.8 | 17 | 13 |
| | EDINBURGH | RYANAIR UK LTD | 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 | 63 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR UK LTD | S | D | 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 | 60 | 0.0 | 0 | 0 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | 62.5 | 87 | 16 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH 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 | 62.5 | 28 | 16 |
| | 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 | 66.7 | 10 | 5 |
| | 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 | 40.0 | 19 | 5 |
| | GATWICK | EASYJET UK LTD | S | A | 65 | 0 | 0 | 20.0 | 29.2 | 26.2 | 12.3 | 9.2 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 57.1 | 20 | 63 |
| | GATWICK | EASYJET UK LTD | S | D | 65 | 0 | 0 | 0.0 | 44.6 | 38.5 | 6.2 | 6.2 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 67.2 | 18 | 63 |
| | 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 | 71.4 | 12 | 20 |
| | 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 | 57.1 | 19 | 20 |
| | GATWICK | WIZZ AIR MALTA | S | A | 21 | 0 | 2 | 13.0 | 21.7 | 30.4 | 8.7 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 17 | 0.0 | 0 | 0 |
| | GATWICK | WIZZ AIR MALTA | S | D | 21 | 0 | 2 | 0.0 | 30.4 | 34.8 | 8.7 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 18 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 142 | 0 | 3 | 4.1 | 23.4 | 31.7 | 16.6 | 16.6 | 4.8 | 0.7 | 0.0 | 0.0 | 0.0 | 2.1 | 18 | 77.9 | 13 | 129 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: V | | NUMBER OF FLIGHTS | | | | | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | APR 2023 | | | |
|---------------------|----------------------------|--------------------------------------|-----|-------------------|------------|----------|-----------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|----------------------------|------------|-----|-----|----------|------|----|-----|
| 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 | 27.4 | 43.2 | 13.7 | 10.3 | 2.7 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 14 | 61.1 | 18 | 129 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 143 | 0 | 3 | 0.0 | 27.4 | 43.2 | 13.7 | 10.3 | 2.7 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 14 | 61.1 | 18 | 129 | | | | | |
| | 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 | 37.5 | 25 | 16 | | | | | | |
| | 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 | 81.3 | 13 | 16 | | | | | | |
| | STANSTED | RYANAIR | S | A | 80 | 0 | 0 | 17.5 | 30.0 | 20.0 | 12.5 | 15.0 | 3.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.4 | 23 | 80 | | | | | | |
| | STANSTED | RYANAIR | S | D | 80 | 0 | 0 | 0.0 | 28.8 | 43.8 | 12.5 | 11.3 | 2.5 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 16 | 63.0 | 21 | 80 | | | | | | |
| | 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 | 50.0 | 24 | 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 | 25.0 | 38 | 4 | | | | | | |
| | MANCHESTER | AER LINGUS | 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 | | | | | | |
| | MANCHESTER | EASYJET EUROPE | S | A | 22 | 0 | 0 | 36.4 | 40.9 | 18.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | | | | |
| | MANCHESTER | EASYJET EUROPE | S | D | 22 | 0 | 0 | 4.5 | 45.5 | 40.9 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | | | | |
| | MANCHESTER | EASYJET UK LTD | S | 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 | 13 | 66.7 | 30 | 17 | | | | | | |
| | MANCHESTER | EASYJET UK 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 | 0.0 | 7 | 83.3 | 6 | 17 | | | | | | |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 17.6 | 47.1 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 94.1 | 3 | 17 | | | | | | |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 82.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 7 | 17 | | | | | | |
| | MANCHESTER | RYANAIR | S | A | 17 | 1 | 0 | 0.0 | 22.2 | 44.4 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 12 | 69.2 | 13 | 13 | | | | | | |
| | MANCHESTER | RYANAIR | S | D | 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 | 10 | 69.2 | 13 | 13 | | | | | | |
| | MANCHESTER | RYANAIR UK 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 | 19 | 0.0 | 0 | 0 | | | | | | |
| | 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 | 0.0 | 0 | 0 | | | | | | |
| TOTAL VENICE | | | | | 897 | 1 | 10 | 6.5 | 30.0 | 35.5 | 12.3 | 10.5 | 3.4 | 0.3 | 0.3 | 0.0 | 0.1 | 1.1 | 14 | 66.5 | 18 | 918 | | | | | | |
| VERONA VILLAFRANCA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | BA CITYFLYER 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 | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 1 | 0 | 0.0 | 0.0 | 14.3 | 28.6 | 7.1 | 35.7 | 7.1 | 0.0 | 0.0 | 7.1 | 0.0 | 54 | 41.7 | 27 | 12 | | | | | | |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 15.4 | 7.7 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 75.0 | 11 | 12 | | | | | | |
| | 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 | 50.0 | 37 | 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 | 0.0 | 48 | 1 | | | | | | |
| | 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 | 100.0 | 1 | 2 | | | | | | |
| | 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 | 0 | 1 | | | | | | |
| | ISLE OF MAN | BA CITYFLYER 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 | | | | | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 30 | 0 | 0 | 30.0 | 36.7 | 20.0 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 78.6 | 12 | 14 | | | | | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 50.0 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.3 | 15 | 14 | | | | | | |
| | 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 | 66.7 | 5 | 5 | | | | | | |
| | 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 | 80.0 | 10 | 5 | | | | | | |
| | GATWICK | EASYJET UK LTD | S | A | 37 | 0 | 0 | 8.1 | 37.8 | 21.6 | 18.9 | 10.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.6 | 25 | 37 | | | | | | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: V | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|-------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | NUMBER OF FLIGHTS | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | |
| | | ----- | | | | | | | ----- | | | | | | | | | | ----- | | | |
| 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 | EASYJET UK LTD | S | D | 37 | 0 | 0 | 0.0 | 45.9 | 43.2 | 2.7 | 5.4 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 71.1 | 20 | 37 |
| | 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 | 0.0 | 60 | 100.0 | 14 | 2 |
| | 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 | 100.0 | 3 | 2 |
| | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 33.3 | 10.0 | 33.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 54.5 | 24 | 22 |
| | STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 43.3 | 6.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.3 | 15 | 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 | 75.0 | 24 | 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 | 15 | 4 |
| | MANCHESTER | RYANAIR | S | A | 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 | 2 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | 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 |
| | 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 | 37.5 | 30 | 8 |
| | 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 | 37.5 | 23 | 8 |
| | MANCHESTER | 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 | 9 | 100.0 | 0 | 2 |
| | MANCHESTER | 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 | 17 | 1 |
| TOTAL VERONA VILLAGRANCA | | | | | 239 | 1 | 0 | 5.0 | 31.7 | 32.9 | 10.4 | 10.8 | 7.5 | 1.3 | 0.0 | 0.0 | 0.4 | 0.0 | 17 | 66.7 | 19 | 220 |
| VIENNA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | 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 | 0.0 | 8 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 77.8 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 25 | 0 | 0 | 4.0 | 44.0 | 24.0 | 12.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 17 | 76.9 | 9 | 13 | |
| | EDINBURGH | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 32.0 | 20.0 | 20.0 | 16.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 25 | 38.5 | 19 | 13 | |
| | 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 | 64.7 | 22 | 51 |
| | 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 | 43.1 | 36 | 51 |
| | GATWICK | WIZZ AIR MALTA | S | A | 64 | 0 | 3 | 4.5 | 43.3 | 16.4 | 10.4 | 6.0 | 7.5 | 4.5 | 3.0 | 0.0 | 0.0 | 4.5 | 27 | 0.0 | 0 | 0 |
| | GATWICK | WIZZ AIR MALTA | S | D | 64 | 0 | 2 | 0.0 | 24.2 | 36.4 | 13.6 | 13.6 | 4.5 | 3.0 | 1.5 | 0.0 | 0.0 | 3.0 | 25 | 0.0 | 0 | 0 |
| | HEATHROW | AUSTRIAN AIRLINES | S | A | 148 | 0 | 2 | 5.3 | 30.7 | 38.7 | 16.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 10 | 79.2 | 8 | 119 |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 148 | 0 | 2 | 0.0 | 26.0 | 41.3 | 16.7 | 12.7 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 13 | 69.2 | 15 | 119 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 105 | 0 | 3 | 6.5 | 22.2 | 36.1 | 13.9 | 13.9 | 3.7 | 0.9 | 0.0 | 0.0 | 0.0 | 2.8 | 16 | 84.3 | 8 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 105 | 0 | 3 | 0.0 | 32.4 | 42.6 | 8.3 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 11 | 72.2 | 15 | 115 |
| | STANSTED | AUSTRIAN 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 | 1 |
| | STANSTED | RYANAIR | S | A | 90 | 0 | 0 | 4.4 | 42.2 | 28.9 | 7.8 | 12.2 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 60.0 | 20 | 60 |
| | STANSTED | RYANAIR | S | D | 90 | 0 | 0 | 0.0 | 22.2 | 42.2 | 14.4 | 12.2 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 46.7 | 46 | 60 |
| | 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 | 5 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | 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 | 6 | 0.0 | 0 | 0 |
| | MANCHESTER | AUSTRIAN AIRLINES | S | A | 15 | 0 | 1 | 0.0 | 56.3 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 4 | 100.0 | 4 | 17 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | | |
|----------------------|-------------------|---------------------|-----|-----|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|------------|
| | | | | | 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 | AUSTRIAN AIRLINES | S | D | 15 | 0 | 1 | 0.0 | 62.5 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 4 | 82.4 | 5 | 17 |
| | MANCHESTER | JET2.COM 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 | 0.0 | 11 | 0.0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 53.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 91.7 | 4 | 12 |
| | MANCHESTER | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 26.9 | 42.3 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.3 | 12 | 12 |
| TOTAL VIENNA | | | | | 990 | 0 | 17 | 2.4 | 31.7 | 35.9 | 13.3 | 10.4 | 3.5 | 0.8 | 0.3 | 0.0 | 0.0 | 1.7 | 15 | 70.1 | 17 | 775 | |
| VIGO | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 15.4 | 30.8 | 30.8 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 69.2 | 12 | 13 |
| | STANSTED | RYANAIR | 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 | 0.0 | 0.0 | 11 | 76.9 | 9 | 13 |
| TOTAL VIGO | | | | | 26 | 0 | 0 | 7.7 | 26.9 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.1 | 11 | 26 |
| VILNIUS | | | | | | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | LOT-POLISH AIRLINES | S | A | 22 | 0 | 0 | 54.5 | 27.3 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 84.0 | 7 | 25 |
| | LONDON CITY | LOT-POLISH AIRLINES | 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 | 0.0 | 5 | 68.0 | 12 | 25 |
| | LUTON | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 33.3 | 43.3 | 10.0 | 6.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.0 | 21 | 30 |
| | LUTON | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 43.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.7 | 20 | 30 |
| | LUTON | WIZZ AIR | S | A | 30 | 0 | 0 | 0.0 | 36.7 | 53.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.5 | 13 | 21 |
| | LUTON | WIZZ AIR | S | D | 30 | 0 | 0 | 0.0 | 60.0 | 23.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 31.8 | 29 | 22 |
| | STANSTED | RYANAIR | S | A | 25 | 0 | 0 | 8.0 | 40.0 | 20.0 | 20.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.0 | 11 | 25 |
| | STANSTED | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 16.0 | 52.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.0 | 10 | 25 |
| TOTAL VILNIUS | | | | | 214 | 0 | 0 | 7.0 | 38.3 | 37.9 | 10.7 | 5.1 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.5 | 15 | 203 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/ S | A/ D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|------------------------------|-------------------------|---------------------|------|------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | 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 | 0 | 0 | 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 | 26 | 9 |
| | BIRMINGHAM | 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 | 22.2 | 45 | 9 |
| | LEEDS BRADFORD | 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 | 5 | 88.9 | 9 | 9 |
| | LEEDS BRADFORD | WIZZ AIR | 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 | 10 | 77.8 | 17 | 9 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | A | 17 | 0 | 0 | 17.6 | 41.2 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 37 | 9 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 70.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 66.7 | 42 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 85 | 0 | 1 | 4.7 | 24.4 | 27.9 | 18.6 | 17.4 | 3.5 | 1.2 | 1.2 | 0.0 | 0.0 | 1.2 | 21 | 75.6 | 15 | 78 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 1 | 0.0 | 38.4 | 40.7 | 11.6 | 7.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 9 | 65.4 | 15 | 78 |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 90 | 0 | 0 | 6.7 | 22.2 | 35.6 | 18.9 | 12.2 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 86.4 | 6 | 81 |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 89 | 0 | 1 | 0.0 | 15.6 | 50.0 | 16.7 | 12.2 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 | 16 | 67.9 | 11 | 81 |
| | LUTON | WIZZ AIR | S | A | 106 | 0 | 0 | 27.4 | 31.1 | 21.7 | 6.6 | 6.6 | 5.7 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.3 | 24 | 89 |
| | LUTON | WIZZ AIR | S | D | 106 | 0 | 0 | 0.0 | 43.4 | 33.0 | 10.4 | 4.7 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 59.6 | 31 | 89 |
| | LUTON | WIZZ AIR 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 | 32 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 11.1 | 0.0 | 66.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 100 | 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 | 1 | 0.0 | 0 | 0 |
| TOTAL WARSAW (CHOPIN) | | | | | 630 | 0 | 3 | 7.1 | 29.9 | 36.2 | 12.3 | 9.2 | 4.1 | 0.5 | 0.2 | 0.2 | 0.0 | 0.5 | 15 | 69.6 | 18 | 550 |
| WARSAW (MODLIN MASOVIA) | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 77.8 | 46 | 9 |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 77.8 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.8 | 47 | 9 |
| | 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 | 92.3 | 7 | 13 |
| | 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 | 13 |
| | EDINBURGH | RYANAIR | S | A | 6 | 0 | 0 | 50.0 | 16.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 8 | 18 |
| | EDINBURGH | RYANAIR | 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 | 3 | 88.9 | 6 | 18 |
| | EDINBURGH | 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 | 32 | 50.0 | 38 | 4 |
| | EDINBURGH | 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 | 34 | 75.0 | 20 | 4 |
| | GLASGOW | 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 | 9 |
| | GLASGOW | 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 | 88.9 | 3 | 9 |
| | LEEDS BRADFORD | RYANAIR | S | A | 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 | 20 | 66.7 | 27 | 12 |
| | LEEDS BRADFORD | RYANAIR | S | D | 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 | 5 | 75.0 | 26 | 12 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 16 | 84.6 | 4 | 13 |
| | LIVERPOOL (JOHN LENNON) | 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 | 14 | 92.3 | 3 | 13 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: W | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | APR 2023 | | |
|--------------------------------------|--|----------------------------|--|-------------------------------|--|------------------------|-----|-------------------|----------|-----------|----------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|----------------------------|----------------------|------------|-------------|------------------|-----------------|------------------|------------|
| | | | | | | 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 | A | 77 | 0 | 0 | 13.0 | 46.8 | 19.5 | 11.7 | 7.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.0 | 9 | 86 |
| | | STANSTED | | RYANAIR | | S | D | 77 | 0 | 0 | 0.0 | 49.4 | 28.6 | 13.0 | 7.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.1 | 14 | 86 |
| | | MANCHESTER | | RYANAIR | | S | A | 6 | 0 | 0 | 16.7 | 50.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 33 | 9 | |
| | | MANCHESTER | | RYANAIR | | S | D | 6 | 0 | 0 | 0.0 | 50.0 | 16.7 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 25.0 | 27 | 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 | 100.0 | 0 | 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 | 0 | 4 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | | | | | | 235 | 0 | 0 | 6.8 | 43.0 | 27.7 | 11.9 | 7.7 | 2.6 | 0.4 | 0.0 | 0.0 | 0.0 | 10 | 79.7 | 13 | 353 | |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | | UNITED AIRLINES | | S | A | 30 | 0 | 0 | 3.3 | 23.3 | 46.7 | 6.7 | 6.7 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| | | EDINBURGH | | UNITED AIRLINES | | S | D | 30 | 0 | 0 | 13.3 | 40.0 | 23.3 | 3.3 | 6.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 56 | 0 | 3 | 11.9 | 27.1 | 40.7 | 6.8 | 1.7 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 11 | 47.6 | 35 | 55 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 58 | 0 | 2 | 0.0 | 35.0 | 35.0 | 11.7 | 6.7 | 3.3 | 1.7 | 3.3 | 0.0 | 0.0 | 3.3 | 21 | 51.7 | 34 | 55 |
| | | HEATHROW | | UNITED AIRLINES | | S | A | 58 | 0 | 2 | 11.7 | 23.3 | 28.3 | 18.3 | 10.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 17 | 67.8 | 24 | 90 |
| | | HEATHROW | | UNITED AIRLINES | | S | D | 58 | 0 | 2 | 0.0 | 45.0 | 35.0 | 8.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 92.3 | 3 | 90 |
| | | HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 28 | 0 | 1 | 0.0 | 17.2 | 3.4 | 20.7 | 31.0 | 20.7 | 3.4 | 0.0 | 0.0 | 0.0 | 3.4 | 39 | 90.0 | 5 | 30 |
| | | HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 28 | 0 | 1 | 0.0 | 13.8 | 24.1 | 6.9 | 17.2 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 42 | 86.7 | 6 | 30 |
| | | HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | 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 | 96 | 0.0 | 0 | 0 |
| | | HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | 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 | 0.0 | 0 | 0 |
| TOTAL WASHINGTON (DULLES) | | | | | | | | 348 | 0 | 11 | 5.3 | 29.5 | 31.2 | 10.9 | 8.9 | 8.4 | 1.4 | 1.4 | 0.0 | 0.0 | 3.1 | 21 | 71.2 | 19 | 350 |
| WHITE PLAINS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST CITY (GEORGE BEST) | | 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 | 100.0 | 3 | 1 | |
| | | BELFAST CITY (GEORGE BEST) | | VISTAJET LTD 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 | 92 | 1 | |
| TOTAL WHITE PLAINS | | | | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 48 | 2 | | |
| WICK JOHN O GROATS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ABERDEEN | | EASTERN AIRWAYS | | S | A | 43 | 0 | 7 | 4.0 | 32.0 | 32.0 | 10.0 | 0.0 | 4.0 | 0.0 | 2.0 | 2.0 | 0.0 | 14.0 | 24 | 82.6 | 9 | 43 |
| | | ABERDEEN | | EASTERN AIRWAYS | | S | D | 43 | 0 | 7 | 0.0 | 44.0 | 24.0 | 10.0 | 0.0 | 6.0 | 0.0 | 2.0 | 0.0 | 0.0 | 14.0 | 17 | 82.2 | 10 | 44 |
| TOTAL WICK JOHN O GROATS | | | | | | | | 86 | 0 | 14 | 2.0 | 38.0 | 28.0 | 10.0 | 0.0 | 5.0 | 0.0 | 2.0 | 1.0 | 0.0 | 14.0 | 21 | 82.4 | 10 | 87 |
| WROCLAW | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | | 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 | 77.8 | 12 | 9 | |
| | | BIRMINGHAM | | 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 | 66.7 | 19 | 9 | |
| | | BOURNEMOUTH | | RYANAIR | | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 14 | 9 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: W | | | | | | | | | | | | | | | | | APR 2023 | | | |
|---|-----------------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | BOURNEMOUTH | RYANAIR | 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 | 11 | 66.7 | 14 | 9 |
| | BRISTOL | 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 | 18 | 75.0 | 31 | 8 |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 75.0 | 27 | 8 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 13.6 | 54.5 | 13.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 61.1 | 16 | 18 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 40.9 | 13.6 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 18 | 18 |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 66.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 16 | 8 |
| | EDINBURGH | 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 | 4 | 37.5 | 29 | 8 |
| | GLASGOW | RYANAIR | 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 | 0.0 | 0 | 88.9 | 5 | 9 |
| | GLASGOW | RYANAIR | S | D | 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 | 88.9 | 8 | 9 |
| | LEEDS BRADFORD | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 9 |
| | LEEDS BRADFORD | RYANAIR | S | 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 | 12 | 77.8 | 8 | 9 |
| | LEEDS BRADFORD | 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 | 88.9 | 3 | 9 |
| | LEEDS BRADFORD | 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 | 9 | 9 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 46.2 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 5 | 8 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 6 | 8 |
| | LUTON | WIZZ AIR | S | A | 39 | 0 | 0 | 46.2 | 43.6 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 88.1 | 6 | 42 |
| | LUTON | WIZZ AIR | S | D | 39 | 0 | 0 | 2.6 | 69.2 | 15.4 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 69.0 | 13 | 42 |
| | STANSTED | RYANAIR | S | A | 56 | 0 | 0 | 5.4 | 39.3 | 35.7 | 10.7 | 5.4 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.3 | 5 | 51 |
| | STANSTED | RYANAIR | S | D | 56 | 0 | 0 | 0.0 | 16.1 | 37.5 | 25.0 | 12.5 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 84.3 | 9 | 51 |
| | MANCHESTER | RYANAIR | 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 | 13 | 100.0 | 3 | 9 |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 7 | 9 |
| | NEWCASTLE | RYANAIR | S | A | 9 | 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 | 50.0 | 15 | 8 |
| | NEWCASTLE | 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 | 25.0 | 24 | 8 |
| TOTAL WROCLAW | | | | | 392 | 0 | 0 | 7.9 | 35.5 | 32.7 | 12.0 | 9.2 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.4 | 11 | 394 |
| WUHAN TIANHE INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CHINA SOUTHERN | S | A | 8 | 0 | 0 | 12.5 | 0.0 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| | HEATHROW | CHINA SOUTHERN | S | D | 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 | 0 | 0.0 | 0 | 0 |
| TOTAL WUHAN TIANHE INTERNATIONAL | | | | | 16 | 0 | 0 | 18.8 | 25.0 | 25.0 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

| | | Origin/Destinations: Z | | | | | | | | | | | | | | | APR 2023 | | | | | |
|------------------------|-------------------|------------------------|-----|-----|------------|----------|----------|----------------------|----------------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | 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 |
| | | | | | | | | UNMAT | CAN | UNMAT | CAN | UNMAT | CAN | UNMAT | CAN | UNMAT | CAN | UNMAT | CAN | UNMAT | CAN | UNMAT |
| ZADAR | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| | BIRMINGHAM | 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 | 6 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 7.4 | 40.7 | 40.7 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 0.0 | 11.1 | 48.1 | 25.9 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | 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 | 5 | 0.0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL ZADAR | | | | | 88 | 0 | 0 | 4.5 | 27.3 | 45.5 | 15.9 | 5.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| ZAGREB | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 16.7 | 30.0 | 23.3 | 13.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.8 | 12 | 26 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 53.3 | 6.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.5 | 14 | 26 | |
| | HEATHROW | CROATIA AIRLINES | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.3 | 18 | 11 | |
| | HEATHROW | CROATIA AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 30.8 | 30.8 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 16.7 | 28 | 11 | |
| | STANSTED | RYANAIR | S | A | 38 | 0 | 0 | 15.8 | 23.7 | 28.9 | 7.9 | 10.5 | 7.9 | 2.6 | 0.0 | 2.6 | 0.0 | 28 | 93.3 | 5 | 30 | |
| | STANSTED | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 7.9 | 28.9 | 26.3 | 18.4 | 13.2 | 2.6 | 0.0 | 2.6 | 0.0 | 42 | 66.7 | 17 | 30 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 33.3 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 6 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 42 | 9 | |
| TOTAL ZAGREB | | | | | 180 | 0 | 0 | 7.2 | 20.6 | 33.9 | 16.1 | 13.3 | 6.7 | 1.1 | 0.0 | 1.1 | 0.0 | 0.0 | 23 | 68.2 | 15 | 152 |
| ZAKINTHOS | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 6 | 9 | |
| | BRISTOL | EASYJET UK LTD | 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 | 5 | 77.8 | 11 | 9 | |
| | GATWICK | EASYJET UK LTD | S | A | 21 | 0 | 0 | 23.8 | 38.1 | 23.8 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 6 | 5 | |
| | GATWICK | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 38.1 | 38.1 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 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 | 27 | 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 | 100.0 | 7 | 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 | 75.0 | 18 | 4 | |
| | 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 | 8 | 4 | |
| TOTAL ZAKINTHOS | | | | | 58 | 0 | 0 | 10.3 | 39.7 | 34.5 | 8.6 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.2 | 10 | 38 | |
| ZARAGOZA | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 4.8 | 14.3 | 23.8 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 72.2 | 19 | 18 | |
| | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 42.9 | 9.5 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 16 | 18 | |
| TOTAL ZARAGOZA | | | | | 42 | 0 | 0 | 2.4 | 16.7 | 33.3 | 19.0 | 26.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.4 | 18 | 36 | |
| ZHENGZHOU XINZHENG | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | CHINA SOUTHERN | 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 | 21 | 0.0 | 0 | 0 | |

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR APRIL 2024

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | APR 2023 | | | |
|---------------------------------|-------------------|---------------------|-----|-----|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | | | | | 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 | CHINA SOUTHERN | 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 | 0.0 | 0 | 0 |
| TOTAL ZHENGZHOU XINZHENG | | | | | 18 | 0 | 0 | 11.1 | 50.0 | 11.1 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| ZURICH | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 39 | 0 | 0 | 0.0 | 2.6 | 33.3 | 43.6 | 17.9 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 57.6 | 19 | 33 |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 38 | 0 | 1 | 0.0 | 10.3 | 28.2 | 25.6 | 25.6 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 25 | 33.3 | 25 | 33 |
| | BRISTOL | SWISS AIRLINES | S | A | 12 | 0 | 1 | 0.0 | 30.8 | 15.4 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 14 | 75.0 | 13 | 8 |
| | BRISTOL | SWISS AIRLINES | S | D | 12 | 0 | 1 | 0.0 | 15.4 | 53.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 10 | 62.5 | 13 | 8 |
| | EDINBURGH | EDELWEISS AIR | S | A | 24 | 0 | 0 | 0.0 | 25.0 | 50.0 | 12.5 | 8.3 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 56.0 | 13 | 25 |
| | EDINBURGH | EDELWEISS AIR | S | D | 24 | 0 | 0 | 0.0 | 29.2 | 37.5 | 29.2 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 84.6 | 7 | 26 |
| | GATWICK | EASYJET UK LTD | S | A | 60 | 0 | 0 | 6.7 | 35.0 | 46.7 | 1.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.5 | 20 | 60 |
| | GATWICK | EASYJET UK LTD | S | D | 60 | 0 | 0 | 0.0 | 51.7 | 40.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 68.3 | 18 | 60 |
| | GATWICK | SWISS AIRLINES | S | A | 29 | 0 | 0 | 3.4 | 24.1 | 34.5 | 17.2 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| | GATWICK | SWISS AIRLINES | S | D | 29 | 0 | 0 | 0.0 | 44.8 | 27.6 | 17.2 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 134 | 0 | 4 | 6.5 | 22.5 | 31.2 | 18.1 | 14.5 | 3.6 | 0.7 | 0.0 | 0.0 | 0.0 | 2.9 | 16 | 58.5 | 18 | 132 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 135 | 0 | 3 | 0.0 | 29.0 | 42.8 | 11.6 | 11.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 13 | 57.8 | 16 | 132 |
| | HEATHROW | SWISS AIRLINES | S | A | 209 | 0 | 1 | 0.5 | 26.7 | 35.2 | 16.7 | 15.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 17 | 67.6 | 14 | 210 |
| | HEATHROW | SWISS AIRLINES | S | D | 209 | 0 | 1 | 0.0 | 11.4 | 37.6 | 21.0 | 21.0 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 23 | 45.5 | 23 | 209 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 67 | 0 | 1 | 4.4 | 39.7 | 39.7 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 8 | 71.4 | 14 | 63 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 67 | 0 | 1 | 0.0 | 27.9 | 55.9 | 10.3 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 7 | 85.7 | 11 | 63 |
| | LONDON CITY | SWISS AIRLINES | S | A | 91 | 0 | 4 | 0.0 | 51.6 | 29.5 | 9.5 | 4.2 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 4.2 | 7 | 61.5 | 16 | 116 |
| | LONDON CITY | SWISS AIRLINES | S | D | 90 | 0 | 5 | 0.0 | 0.0 | 48.4 | 26.3 | 17.9 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 5.3 | 20 | 34.2 | 29 | 116 |
| | LUTON | EASYJET UK LTD | S | A | 26 | 0 | 0 | 0.0 | 23.1 | 46.2 | 15.4 | 3.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 47.1 | 20 | 16 |
| | LUTON | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 46.2 | 30.8 | 7.7 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 41.2 | 24 | 16 |
| | MANCHESTER | SWISS AIRLINES | S | A | 60 | 0 | 0 | 0.0 | 11.7 | 30.0 | 35.0 | 21.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 65.5 | 16 | 55 |
| | MANCHESTER | SWISS AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 6.7 | 31.7 | 25.0 | 31.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.7 | 22 | 55 |
| TOTAL ZURICH | | | | | 1501 | 0 | 23 | 1.2 | 24.3 | 37.7 | 17.3 | 14.0 | 3.4 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.2 | 18 | 1436 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 22 | 0 | 0 | 13.6 | 4.5 | 40.9 | 4.5 | 9.1 | 13.6 | 9.1 | 0.0 | 4.5 | 0.0 | 0.0 | 64 | 72.2 | 17 | 18 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2391 | 0 | 137 | 7.9 | 39.4 | 27.0 | 8.3 | 5.8 | 4.4 | 1.0 | 0.7 | 0.0 | 0.0 | 5.4 | 13 | 76.0 | 13 | 2344 |
| AIRPORT TOTAL | 2413 | 0 | 137 | 8.0 | 39.1 | 27.1 | 8.3 | 5.8 | 4.5 | 1.1 | 0.7 | 0.1 | 0.0 | 5.4 | 14 | 75.9 | 13 | 2362 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | 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 | | | | | | | |
| 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 | 66.7 | 17 | 12 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2433 | 0 | 117 | 8.2 | 42.6 | 24.7 | 8.0 | 6.0 | 3.8 | 1.2 | 0.7 | 0.0 | 0.0 | 4.6 | 13 | 81.3 | 9 | 2251 | |
| AIRPORT TOTAL | 2433 | 0 | 117 | 8.2 | 42.6 | 24.7 | 8.0 | 6.0 | 3.8 | 1.2 | 0.7 | 0.0 | 0.0 | 4.6 | 13 | 81.2 | 9 | 2263 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | 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 | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 14 | 0 | 0 | 7.1 | 7.1 | 35.7 | 21.4 | 0.0 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 25.0 | 23 | 12 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4082 | 2 | 26 | 7.1 | 46.4 | 26.5 | 7.8 | 6.1 | 3.9 | 0.9 | 0.5 | 0.1 | 0.0 | 0.6 | 12 | 66.9 | 19 | 3806 | |
| AIRPORT TOTAL | 4096 | 2 | 26 | 7.1 | 46.2 | 26.5 | 7.9 | 6.1 | 3.9 | 1.0 | 0.5 | 0.1 | 0.0 | 0.6 | 12 | 66.7 | 19 | 3818 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 436 | 0 | 0 | 4.8 | 25.9 | 38.5 | 14.0 | 11.7 | 3.4 | 0.9 | 0.0 | 0.7 | 0.0 | 0.0 | 20 | 67.4 | 16 | 408 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 6337 | 1 | 100 | 6.1 | 29.0 | 34.2 | 13.7 | 9.7 | 3.6 | 1.4 | 0.5 | 0.2 | 0.0 | 1.6 | 17 | 69.5 | 16 | 5589 |
| AIRPORT TOTAL | 6773 | 1 | 100 | 6.0 | 28.8 | 34.4 | 13.8 | 9.8 | 3.6 | 1.4 | 0.5 | 0.2 | 0.0 | 1.5 | 17 | 69.4 | 16 | 5997 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | 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) | 71 | 0 | 0 | 7.0 | 49.3 | 29.6 | 11.3 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 66.7 | 25 | 69 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 492 | 0 | 0 | 6.5 | 40.0 | 31.3 | 12.2 | 7.1 | 1.0 | 0.6 | 0.4 | 0.8 | 0.0 | 0.0 | 22 | 57.1 | 31 | 312 |
| AIRPORT TOTAL | 563 | 0 | 0 | 6.6 | 41.2 | 31.1 | 12.1 | 6.4 | 1.1 | 0.5 | 0.4 | 0.7 | 0.0 | 0.0 | 20 | 58.8 | 30 | 381 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 165 | 0 | 0 | 6.7 | 41.8 | 36.4 | 10.9 | 1.8 | 1.8 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.4 | 17 | 170 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5697 | 0 | 40 | 3.4 | 34.6 | 35.6 | 12.6 | 8.7 | 3.4 | 0.7 | 0.2 | 0.1 | 0.0 | 0.7 | 13 | 64.3 | 20 | 5442 |
| AIRPORT TOTAL | 5862 | 0 | 40 | 3.5 | 34.8 | 35.6 | 12.5 | 8.5 | 3.3 | 0.7 | 0.2 | 0.1 | 0.0 | 0.7 | 13 | 64.5 | 20 | 5612 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | 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) | 102 | 1 | 0 | 5.8 | 19.4 | 49.5 | 8.7 | 8.7 | 4.9 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 18 | 69.5 | 14 | 102 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 348 | 0 | 10 | 4.7 | 27.9 | 39.1 | 10.1 | 8.4 | 4.2 | 2.0 | 0.8 | 0.0 | 0.0 | 2.8 | 18 | 72.1 | 16 | 416 |
| AIRPORT TOTAL | 450 | 1 | 10 | 5.0 | 26.0 | 41.4 | 9.8 | 8.5 | 4.3 | 1.7 | 0.9 | 0.0 | 0.2 | 2.2 | 18 | 71.6 | 15 | 518 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | 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 | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 158 | 0 | 0 | 5.7 | 32.3 | 42.4 | 7.6 | 9.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.6 | 15 | 106 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 1989 | 0 | 10 | 10.0 | 45.1 | 28.5 | 8.1 | 4.5 | 2.5 | 0.5 | 0.2 | 0.2 | 0.0 | 0.5 | 9 | 74.0 | 16 | 1961 | |
| AIRPORT TOTAL | 2147 | 0 | 10 | 9.7 | 44.2 | 29.5 | 8.1 | 4.9 | 2.5 | 0.5 | 0.1 | 0.1 | 0.0 | 0.5 | 9 | 74.0 | 16 | 2067 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 7 | 0 | 0 | 0.0 | 28.6 | 42.9 | 0.0 | 14.3 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 39 | 45.0 | 30 | 20 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 9336 | 2 | 96 | 5.7 | 32.7 | 32.4 | 13.1 | 9.6 | 4.1 | 0.7 | 0.4 | 0.0 | 0.0 | 1.0 | 15 | 68.4 | 17 | 8766 |
| AIRPORT TOTAL | 9343 | 2 | 96 | 5.7 | 32.7 | 32.4 | 13.0 | 9.6 | 4.1 | 0.7 | 0.5 | 0.0 | 0.0 | 1.0 | 15 | 68.3 | 17 | 8786 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | 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) | 62 | 2 | 0 | 9.4 | 43.8 | 29.7 | 3.1 | 1.6 | 4.7 | 0.0 | 3.1 | 1.6 | 3.1 | 0.0 | 23 | 81.5 | 11 | 64 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 395 | 6 | 13 | 4.6 | 30.7 | 31.2 | 12.6 | 9.7 | 5.3 | 1.0 | 0.5 | 0.0 | 1.4 | 3.1 | 17 | 79.7 | 10 | 447 |
| AIRPORT TOTAL | 457 | 8 | 13 | 5.2 | 32.4 | 31.0 | 11.3 | 8.6 | 5.2 | 0.8 | 0.8 | 0.2 | 1.7 | 2.7 | 18 | 80.0 | 10 | 511 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | 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) | 709 | 0 | 9 | 4.5 | 19.6 | 38.3 | 17.4 | 13.0 | 4.6 | 1.0 | 0.3 | 0.1 | 0.0 | 1.3 | 20 | 61.8 | 19 | 667 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 20929 | 1 | 231 | 9.1 | 35.0 | 33.0 | 10.7 | 6.7 | 3.2 | 0.6 | 0.4 | 0.2 | 0.0 | 1.1 | 13 | 64.1 | 21 | 19873 |
| AIRPORT TOTAL | 21638 | 1 | 240 | 9.0 | 34.5 | 33.1 | 10.9 | 6.9 | 3.3 | 0.6 | 0.4 | 0.2 | 0.0 | 1.1 | 13 | 64.0 | 21 | 20540 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 150 | 0 | 0 | 2.0 | 22.0 | 32.0 | 24.7 | 11.3 | 5.3 | 0.7 | 2.0 | 0.0 | 0.0 | 0.0 | 23 | 74.8 | 11 | 131 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5215 | 0 | 116 | 6.6 | 40.2 | 31.8 | 9.0 | 6.3 | 2.8 | 0.8 | 0.3 | 0.1 | 0.0 | 2.2 | 11 | 75.7 | 12 | 4926 |
| AIRPORT TOTAL | 5365 | 0 | 116 | 6.4 | 39.7 | 31.8 | 9.5 | 6.4 | 2.9 | 0.8 | 0.4 | 0.1 | 0.0 | 2.1 | 11 | 75.6 | 12 | 5057 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|--------------|
| | 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) | 7 | 0 | 0 | 0.0 | 28.6 | 14.3 | 28.6 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 55.6 | 22 | 18 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 39066 | 2 | 643 | 5.7 | 29.8 | 33.4 | 13.5 | 10.8 | 3.9 | 0.8 | 0.4 | 0.2 | 0.0 | 1.6 | 16 | 68.1 | 17 | 36931 |
| AIRPORT TOTAL | 39073 | 2 | 643 | 5.7 | 29.8 | 33.3 | 13.5 | 10.8 | 3.9 | 0.8 | 0.4 | 0.2 | 0.0 | 1.6 | 16 | 68.1 | 17 | 36949 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | 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 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 85.7 | 4 | 7 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 726 | 0 | 48 | 5.4 | 33.9 | 27.8 | 11.0 | 8.0 | 3.4 | 2.6 | 1.3 | 0.5 | 0.0 | 6.2 | 26 | 67.1 | 16 | 765 |
| AIRPORT TOTAL | 728 | 0 | 48 | 5.4 | 33.9 | 27.7 | 11.0 | 8.1 | 3.4 | 2.6 | 1.3 | 0.5 | 0.0 | 6.2 | 26 | 67.3 | 16 | 772 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 16 | 0 | 0 | 6.3 | 56.3 | 18.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 20 | 14 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 1373 | 0 | 17 | 10.0 | 42.3 | 27.1 | 7.6 | 5.0 | 4.8 | 1.7 | 0.3 | 0.1 | 0.0 | 1.2 | 13 | 69.9 | 17 | 1388 |
| AIRPORT TOTAL | 1389 | 0 | 17 | 10.0 | 42.5 | 27.0 | 7.5 | 5.0 | 4.8 | 1.6 | 0.3 | 0.1 | 0.0 | 1.2 | 13 | 69.7 | 17 | 1402 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | 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 | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 144 | 40.0 | 27 | 5 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2287 | 0 | 38 | 9.2 | 42.5 | 31.7 | 5.9 | 6.5 | 1.9 | 0.4 | 0.3 | 0.0 | 0.0 | 1.6 | 8 | 73.6 | 15 | 2161 | |
| AIRPORT TOTAL | 2290 | 0 | 38 | 9.1 | 42.5 | 31.7 | 5.9 | 6.5 | 1.9 | 0.4 | 0.3 | 0.0 | 0.0 | 1.6 | 9 | 73.5 | 15 | 2166 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 32 | 0 | 1 | 9.1 | 21.2 | 24.2 | 15.2 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 19 | 41.4 | 28 | 29 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2950 | 4 | 12 | 6.1 | 36.2 | 34.9 | 11.1 | 6.1 | 3.1 | 1.5 | 0.4 | 0.1 | 0.1 | 0.4 | 13 | 73.7 | 15 | 2622 |
| AIRPORT TOTAL | 2982 | 4 | 13 | 6.1 | 36.0 | 34.8 | 11.1 | 6.3 | 3.1 | 1.5 | 0.4 | 0.1 | 0.1 | 0.4 | 13 | 73.3 | 15 | 2651 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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 | 100.0 | 14 | 1 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4127 | 0 | 90 | 9.0 | 35.1 | 36.2 | 10.1 | 5.3 | 1.8 | 0.2 | 0.1 | 0.0 | 0.0 | 2.1 | 9 | 75.5 | 11 | 4039 |
| AIRPORT TOTAL | 4127 | 0 | 90 | 9.0 | 35.1 | 36.2 | 10.1 | 5.3 | 1.8 | 0.2 | 0.1 | 0.0 | 0.0 | 2.1 | 9 | 75.5 | 11 | 4040 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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) | 53 | 0 | 0 | 1.9 | 9.4 | 41.5 | 20.8 | 18.9 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 37 | 42.6 | 23 | 54 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 8686 | 1 | 14 | 7.9 | 37.6 | 32.8 | 10.4 | 7.3 | 3.0 | 0.6 | 0.2 | 0.1 | 0.0 | 0.2 | 12 | 61.5 | 23 | 8309 |
| AIRPORT TOTAL | 8739 | 1 | 14 | 7.9 | 37.4 | 32.9 | 10.4 | 7.3 | 3.0 | 0.5 | 0.2 | 0.1 | 0.0 | 0.2 | 12 | 61.4 | 23 | 8363 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|--------------|
| | 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) | 681 | 0 | 0 | 4.8 | 21.9 | 42.7 | 15.1 | 9.8 | 4.6 | 0.6 | 0.3 | 0.1 | 0.0 | 0.0 | 16 | 58.6 | 20 | 626 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 14503 | 2 | 129 | 5.8 | 32.2 | 34.7 | 12.6 | 8.8 | 3.7 | 0.8 | 0.3 | 0.1 | 0.0 | 0.9 | 14 | 69.1 | 17 | 12974 |
| AIRPORT TOTAL | 15184 | 2 | 129 | 5.7 | 31.8 | 35.0 | 12.7 | 8.8 | 3.8 | 0.8 | 0.3 | 0.1 | 0.0 | 0.8 | 14 | 68.6 | 17 | 13600 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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 | 33.3 | 25 | 3 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2846 | 0 | 52 | 6.9 | 27.7 | 37.6 | 12.6 | 8.6 | 3.4 | 0.9 | 0.4 | 0.1 | 0.0 | 1.8 | 15 | 67.2 | 18 | 2765 |
| AIRPORT TOTAL | 2846 | 0 | 52 | 6.9 | 27.7 | 37.6 | 12.6 | 8.6 | 3.4 | 0.9 | 0.4 | 0.1 | 0.0 | 1.8 | 15 | 67.2 | 18 | 2768 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|
| | 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 | 16.7 | 0.0 | 33.3 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 66.7 | 14 | 3 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 1462 | 0 | 39 | 8.5 | 41.5 | 30.8 | 6.4 | 5.4 | 3.7 | 0.7 | 0.3 | 0.1 | 0.0 | 2.6 | 11 | 76.8 | 13 | 1455 |
| AIRPORT TOTAL | 1468 | 0 | 39 | 8.5 | 41.4 | 30.7 | 6.5 | 5.5 | 3.6 | 0.8 | 0.3 | 0.1 | 0.0 | 2.6 | 11 | 76.8 | 13 | 1458 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-----------|
| | 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) | 120 | 0 | 0 | 6.7 | 36.7 | 30.0 | 15.8 | 5.8 | 1.7 | 0.0 | 2.5 | 0.8 | 0.0 | 0.0 | 21 | 88.9 | 6 | 18 |
| AIRPORT TOTAL | 120 | 0 | 0 | 6.7 | 36.7 | 30.0 | 15.8 | 5.8 | 1.7 | 0.0 | 2.5 | 0.8 | 0.0 | 0.0 | 21 | 88.9 | 6 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | APR 2023 | | | | |
|-------------------------------|-------------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|--------------|
| | 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) | 68 | 1 | 0 | 7.2 | 21.7 | 42.0 | 10.1 | 10.1 | 5.8 | 1.4 | 0.0 | 0.0 | 1.4 | 0.0 | 16 | 61.3 | 24 | 75 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 14904 | 5 | 93 | 3.3 | 29.1 | 36.4 | 14.9 | 10.7 | 3.9 | 0.7 | 0.3 | 0.1 | 0.0 | 0.6 | 16 | 64.4 | 20 | 14177 |
| AIRPORT TOTAL | 14972 | 6 | 93 | 3.3 | 29.0 | 36.5 | 14.8 | 10.7 | 4.0 | 0.7 | 0.3 | 0.1 | 0.0 | 0.6 | 16 | 64.4 | 20 | 14252 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2024

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

APR 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | 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 | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 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 | 0.0 | 23 | 50.0 | 23 | 10 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 256 | 0 | 8 | 6.1 | 20.1 | 30.7 | 13.3 | 9.5 | 10.6 | 6.1 | 0.8 | 0.0 | 0.0 | 3.0 | 29 | 76.5 | 10 | 235 | |
| AIRPORT TOTAL | 260 | 0 | 8 | 6.3 | 20.1 | 30.6 | 13.1 | 9.3 | 10.8 | 6.0 | 0.7 | 0.0 | 0.0 | 3.0 | 29 | 75.4 | 11 | 245 | |