

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

September 2024

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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 SEPTEMBER 2024

Reporting Airport: ABERDEEN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 33.3 | 27 | 3 | |
| TOTAL BURGAS | | | 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 | 33.3 | 27 | 3 | |
| TOTAL BULGARIA | | | 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 | 33.3 | 27 | 3 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| COPENHAGEN | SAS | S | 26 | 0 | 0 | 0.0 | 57.7 | 42.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 15 | 24 | |
| TOTAL COPENHAGEN | | | 26 | 0 | 0 | 0.0 | 57.7 | 42.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 15 | 24 | |
| ESBJERG | LOGANAIR LTD | S | 34 | 0 | 0 | 17.6 | 44.1 | 26.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 59.5 | 31 | 40 | |
| TOTAL ESBJERG | | | 34 | 0 | 0 | 17.6 | 44.1 | 26.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 59.5 | 31 | 40 | |
| TOTAL DENMARK | | | 60 | 0 | 0 | 10.0 | 50.0 | 33.3 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 68.2 | 25 | 64 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | CARPATAIR | C | 0 | 0 | 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 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 | 50.0 | 26 | 2 | |
| TOTAL GERMANY | | | 0 | 0 | 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 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| CORFU | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 20.0 | 130 | 10 | |
| TOTAL CORFU | | | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 20.0 | 130 | 10 | |
| RHODES | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 42.9 | 29 | 7 | |
| 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 | 0.0 | 0 | 42.9 | 29 | 7 | |
| TOTAL GREECE | | | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 29.4 | 88 | 17 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 64 | 0 | 0 | 3.1 | 31.3 | 39.1 | 12.5 | 10.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.0 | 31 | 60 | |
| DUBLIN | LOGANAIR LTD | S | 52 | 0 | 0 | 0.0 | 34.6 | 38.5 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 20 | 60 | |
| TOTAL DUBLIN | | | 116 | 0 | 0 | 1.7 | 32.8 | 38.8 | 15.5 | 9.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.8 | 26 | 120 | |
| TOTAL IRISH REPUBLIC | | | 116 | 0 | 0 | 1.7 | 32.8 | 38.8 | 15.5 | 9.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.8 | 26 | 120 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | AIR BALTIC | S | 12 | 0 | 0 | 0.0 | 25.0 | 33.3 | 25.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 87.5 | 6 | 16 | |
| TOTAL RIGA | | | 12 | 0 | 0 | 0.0 | 25.0 | 33.3 | 25.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 87.5 | 6 | 16 | |
| TOTAL LATVIA | | | 12 | 0 | 0 | 0.0 | 25.0 | 33.3 | 25.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 87.5 | 6 | 16 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 40 | 0 | 15 | 1.8 | 23.6 | 21.8 | 7.3 | 14.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 18 | 25.0 | 0 | 2 | |
| AMSTERDAM | KLM CITYHOPPER | S | 233 | 0 | 0 | 0.0 | 24.0 | 48.5 | 16.3 | 9.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 79.3 | 12 | 276 | |
| TOTAL AMSTERDAM | | | 273 | 0 | 15 | 0.3 | 24.0 | 43.4 | 14.6 | 10.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 13 | 77.8 | 12 | 278 | |
| TOTAL NETHERLANDS | | | 273 | 0 | 15 | 0.3 | 24.0 | 43.4 | 14.6 | 10.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 13 | 77.8 | 12 | 278 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | S | 102 | 0 | 10 | 3.6 | 58.0 | 21.4 | 5.4 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 4 | 90.7 | 5 | 106 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: ABERDEEN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 BERGEN | | | 102 | 0 | 10 | 3.6 | 58.0 | 21.4 | 5.4 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 4 | 90.7 | 5 | 106 | |
| 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 | 61.7 | 19 | 46 | |
| 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 | 61.7 | 19 | 46 | |
| 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 | 0.0 | 0 | 0.0 | 90 | 1 | |
| STAVANGER | SAS | S | 93 | 0 | 1 | 6.4 | 50.0 | 30.9 | 7.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 5 | 78.3 | 12 | 90 | |
| STAVANGER | WIDEROE FLYVESELSKAP A/S | S | 70 | 0 | 14 | 11.9 | 58.3 | 10.7 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 1 | 92.7 | 5 | 82 | |
| TOTAL STAVANGER | | | 163 | 0 | 15 | 9.0 | 53.9 | 21.3 | 3.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 3 | 84.6 | 9 | 173 | |
| TOTAL NORWAY | | | 265 | 0 | 25 | 6.9 | 55.5 | 21.4 | 4.5 | 2.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 | 4 | 83.3 | 9 | 325 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 26 | 0 | 0 | 7.7 | 30.8 | 26.9 | 11.5 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 25 | 26 | |
| TOTAL GDANSK | | | 26 | 0 | 0 | 7.7 | 30.8 | 26.9 | 11.5 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 25 | 26 | |
| TOTAL POLAND | | | 26 | 0 | 0 | 7.7 | 30.8 | 26.9 | 11.5 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 25 | 26 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 2 | 18 | |
| FARO | 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 FARO | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 2 | 19 | |
| TOTAL PORTUGAL | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 2 | 19 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 24 | 0 | 0 | 4.2 | 8.3 | 41.7 | 25.0 | 8.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 20 | 16 | |
| TOTAL ALICANTE | | | 24 | 0 | 0 | 4.2 | 8.3 | 41.7 | 25.0 | 8.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 20 | 16 | |
| MALAGA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 25.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 68.8 | 9 | 16 | |
| TOTAL MALAGA | | | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 25.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 68.8 | 9 | 16 | |
| PALMA DE MALLORCA | ALBA STAR | C | 16 | 0 | 0 | 0.0 | 6.3 | 31.3 | 31.3 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 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 | 23 | 57.7 | 33 | 26 | |
| TOTAL PALMA DE MALLORCA | | | 24 | 0 | 0 | 0.0 | 8.3 | 33.3 | 29.2 | 16.7 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 57.7 | 33 | 26 | |
| REUS | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 57.1 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 8 | |
| REUS | 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 | 95 | 1 | |
| TOTAL REUS | | | 7 | 0 | 0 | 0.0 | 57.1 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 12 | 9 | |
| TOTAL SPAIN | | | 71 | 0 | 0 | 1.4 | 14.1 | 36.6 | 23.9 | 12.7 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 62.7 | 21 | 67 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 215 | 7 | |
| TOTAL TENERIFE (SURREINA 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 | 215 | 7 | |
| TOTAL SPAIN(CANARY 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 | 0.0 | 215 | 7 | |
| SWEDEN | | | | | | | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | NYXAIR OU | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 5 | 1 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: ABERDEEN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 GOTEBOURG (LANDVETTER) | | | 0 | 0 | 0 | 0.0 | 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 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 | 100.0 | 5 | 1 |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| DALAMAN | TUI AIRWAYS LTD | C | 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 | 12 | 43.8 | 257 | 16 |
| TOTAL DALAMAN | | | 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 | 12 | 43.8 | 257 | 16 |
| TOTAL TURKEY | | | 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 | 12 | 43.8 | 257 | 16 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | 50 | 0 | 0 | 10.0 | 58.0 | 16.0 | 8.0 | 0.0 | 6.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.0 | 16 | 46 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 50 | 0 | 0 | 10.0 | 58.0 | 16.0 | 8.0 | 0.0 | 6.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.0 | 16 | 46 |
| BELFAST INTERNATIONAL | 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 | 58 | 1 |
| 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 | 0.0 | 58 | 1 |
| BIRMINGHAM | LOGANAIR LTD | S | 144 | 0 | 4 | 6.1 | 49.3 | 29.1 | 4.1 | 4.7 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 8 | 70.4 | 15 | 151 |
| TOTAL BIRMINGHAM | | | 144 | 0 | 4 | 6.1 | 49.3 | 29.1 | 4.1 | 4.7 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 8 | 70.4 | 15 | 151 |
| BRISTOL | LOGANAIR LTD | S | 48 | 0 | 0 | 16.7 | 29.2 | 37.5 | 8.3 | 6.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.9 | 16 | 46 |
| TOTAL BRISTOL | | | 48 | 0 | 0 | 16.7 | 29.2 | 37.5 | 8.3 | 6.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.9 | 16 | 46 |
| DUNDEE | LOGANAIR LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL DUNDEE | | | 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 | 115 | 0 | 4 | 1.7 | 22.7 | 24.4 | 11.8 | 14.3 | 15.1 | 5.9 | 0.0 | 0.8 | 0.0 | 3.4 | 36 | 55.7 | 24 | 120 |
| TOTAL GATWICK | | | 115 | 0 | 4 | 1.7 | 22.7 | 24.4 | 11.8 | 14.3 | 15.1 | 5.9 | 0.0 | 0.8 | 0.0 | 3.4 | 36 | 55.7 | 24 | 120 |
| GLASGOW | 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 | 14 | 0.0 | 0 | 0 |
| TOTAL GLASGOW | | | 1 | 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 | BRITISH AIRWAYS PLC | S | 360 | 0 | 26 | 2.6 | 33.2 | 20.2 | 14.5 | 14.2 | 8.0 | 0.5 | 0.0 | 0.0 | 0.0 | 6.7 | 19 | 59.0 | 19 | 297 |
| HEATHROW | LOGANAIR LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 185 | 100.0 | 1 | 1 |
| TOTAL HEATHROW | | | 361 | 0 | 26 | 2.6 | 33.1 | 20.2 | 14.5 | 14.2 | 8.0 | 0.5 | 0.3 | 0.0 | 0.0 | 6.7 | 20 | 59.2 | 19 | 298 |
| HUMBERSIDE | EASTERN AIRWAYS | S | 49 | 0 | 7 | 0.0 | 26.8 | 30.4 | 10.7 | 8.9 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 12.5 | 24 | 81.4 | 12 | 58 |
| TOTAL HUMBERSIDE | | | 49 | 0 | 7 | 0.0 | 26.8 | 30.4 | 10.7 | 8.9 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 12.5 | 24 | 81.4 | 12 | 58 |
| ISLE OF MAN | LOGANAIR 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 ISLE OF MAN | | | 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 |
| KIRKWALL | LOGANAIR LTD | S | 142 | 0 | 3 | 11.7 | 48.3 | 22.1 | 6.2 | 4.1 | 3.4 | 0.7 | 1.4 | 0.0 | 0.0 | 2.1 | 12 | 73.2 | 17 | 149 |
| TOTAL KIRKWALL | | | 142 | 0 | 3 | 11.7 | 48.3 | 22.1 | 6.2 | 4.1 | 3.4 | 0.7 | 1.4 | 0.0 | 0.0 | 2.1 | 12 | 73.2 | 17 | 149 |
| LUTON | EASYJET UK LTD | S | 67 | 0 | 0 | 4.5 | 34.3 | 19.4 | 10.4 | 14.9 | 10.4 | 4.5 | 0.0 | 1.5 | 0.0 | 0.0 | 31 | 56.1 | 34 | 66 |
| TOTAL LUTON | | | 67 | 0 | 0 | 4.5 | 34.3 | 19.4 | 10.4 | 14.9 | 10.4 | 4.5 | 0.0 | 1.5 | 0.0 | 0.0 | 31 | 56.1 | 34 | 66 |
| MANCHESTER | LOGANAIR LTD | S | 140 | 0 | 0 | 5.7 | 50.0 | 27.1 | 7.1 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.6 | 13 | 163 |
| TOTAL MANCHESTER | | | 140 | 0 | 0 | 5.7 | 50.0 | 27.1 | 7.1 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.6 | 13 | 163 |
| NEWCASTLE | 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 | 56.1 | 32 | 41 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: ABERDEEN (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 NEWCASTLE | | | 0 | 0 | 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 | 32 | 41 |
| NEWQUAY | EASTERN AIRWAYS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 22 | 8 |
| NEWQUAY | LOGANAIR LTD | S | 35 | 0 | 1 | 2.8 | 38.9 | 30.6 | 8.3 | 11.1 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 2.8 | 14 | 65.4 | 13 | 25 |
| TOTAL NEWQUAY | | | 35 | 0 | 1 | 2.8 | 38.9 | 30.6 | 8.3 | 11.1 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 2.8 | 14 | 61.8 | 15 | 33 |
| NORWICH | LOGANAIR LTD | S | 92 | 0 | 2 | 16.0 | 52.1 | 22.3 | 3.2 | 3.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 4 | 67.4 | 19 | 92 |
| TOTAL NORWICH | | | 92 | 0 | 2 | 16.0 | 52.1 | 22.3 | 3.2 | 3.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 4 | 67.4 | 19 | 92 |
| 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 | 42.1 | 44 | 37 |
| 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 | 42.1 | 44 | 37 |
| SUMBURGH | LOGANAIR LTD | S | 161 | 0 | 10 | 11.1 | 34.5 | 29.2 | 7.6 | 7.0 | 1.8 | 2.9 | 0.0 | 0.0 | 0.0 | 5.8 | 12 | 63.4 | 19 | 160 |
| TOTAL SUMBURGH | | | 161 | 0 | 10 | 11.1 | 34.5 | 29.2 | 7.6 | 7.0 | 1.8 | 2.9 | 0.0 | 0.0 | 0.0 | 5.8 | 12 | 63.4 | 19 | 160 |
| TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | 38 | 2 | 8 | 2.1 | 31.3 | 29.2 | 8.3 | 4.2 | 2.1 | 2.1 | 0.0 | 0.0 | 4.2 | 16.7 | 13 | 0.0 | 0 | 0 |
| TEESSIDE INTERNATIONAL AIRPORT | LOGANAIR LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 62.0 | 33 | 47 |
| TOTAL TEESSIDE INTERNATIONAL AIRPORT | | | 38 | 2 | 8 | 2.1 | 31.3 | 29.2 | 8.3 | 4.2 | 2.1 | 2.1 | 0.0 | 0.0 | 4.2 | 16.7 | 13 | 62.0 | 33 | 47 |
| WICK JOHN O GROATS | EASTERN AIRWAYS | S | 75 | 0 | 18 | 1.1 | 30.1 | 21.5 | 5.4 | 5.4 | 6.5 | 2.2 | 8.6 | 0.0 | 0.0 | 19.4 | 46 | 68.5 | 19 | 86 |
| TOTAL WICK JOHN O GROATS | | | 75 | 0 | 18 | 1.1 | 30.1 | 21.5 | 5.4 | 5.4 | 6.5 | 2.2 | 8.6 | 0.0 | 0.0 | 19.4 | 46 | 68.5 | 19 | 86 |
| TOTAL UNITED KINGDOM | | | 1519 | 2 | 84 | 6.2 | 38.3 | 24.5 | 9.0 | 8.5 | 5.9 | 1.6 | 0.7 | 0.1 | 0.1 | 5.2 | 17 | 65.1 | 20 | 1594 |
| TOTAL ABERDEEN | | | 2386 | 2 | 124 | 5.2 | 37.4 | 27.9 | 10.2 | 8.1 | 4.6 | 1.0 | 0.4 | 0.1 | 0.1 | 4.9 | 15 | 68.4 | 20 | 2555 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 2023 | | | |
|------------------------------------|--|-------------------|-----------|----------|----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|--------------|------------------|-----------------|------------------|-----------|--|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | More than 15 m early | | 15 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | |
| | | | | | | 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 | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| PLOVDIV | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |
| TOTAL PLOVDIV | | | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |
| TOTAL BULGARIA | | | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | LUFTHANSA | S | 42 | 0 | 0 | 9.5 | 64.3 | 14.3 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.3 | 5 | 32 | | |
| TOTAL FRANKFURT MAIN | | | 42 | 0 | 0 | 9.5 | 64.3 | 14.3 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.3 | 5 | 32 | | |
| TOTAL GERMANY | | | 42 | 0 | 0 | 9.5 | 64.3 | 14.3 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.3 | 5 | 32 | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | EMERALD AIRLINES (IRELAND) LIMITED | S | 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 | | |
| TOTAL DUBLIN | | | 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 | | |
| TOTAL IRISH REPUBLIC | | | 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 | | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BOLOGNA | BA CITYFLYER LTD | C | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 9 | 8 | | |
| TOTAL BOLOGNA | | | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 9 | 8 | | |
| TOTAL ITALY | | | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 9 | 8 | | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 47 | 0 | 6 | 0.0 | 30.2 | 45.3 | 7.5 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 | 8 | 56.7 | 19 | 58 | | |
| TOTAL AMSTERDAM | | | 47 | 0 | 6 | 0.0 | 30.2 | 45.3 | 7.5 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 | 8 | 56.7 | 19 | 58 | | |
| TOTAL NETHERLANDS | | | 47 | 0 | 6 | 0.0 | 30.2 | 45.3 | 7.5 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 | 8 | 56.7 | 19 | 58 | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET EUROPE | S | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| TOTAL ALICANTE | | | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| BARCELONA | BA CITYFLYER LTD | C | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | |
| TOTAL BARCELONA | | | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 18 | 0 | 0 | 22.2 | 22.2 | 33.3 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| TOTAL PALMA DE MALLORCA | | | 18 | 0 | 0 | 22.2 | 22.2 | 33.3 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| TOTAL SPAIN | | | 45 | 0 | 0 | 11.1 | 20.0 | 37.8 | 17.8 | 8.9 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| SWEDEN | | | | | | | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | NYXAIR OU | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 20.0 | 36 | 5 | | |
| TOTAL GOTEBORG (LANDVETTER) | | | 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 | | |
| 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 | 20.0 | 36 | 5 | | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 50 | 0 | 0 | 8.0 | 58.0 | 18.0 | 8.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.2 | 16 | 46 | | |
| TOTAL ABERDEEN | | | 50 | 0 | 0 | 8.0 | 58.0 | 18.0 | 8.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.2 | 16 | 46 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| BELFAST INTERNATIONAL | 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 BELFAST 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 | |
| BIRMINGHAM | AER LINGUS | S | 0 | 0 | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 18.2 | 30 | 4 | |
| BIRMINGHAM | EMERALD AIRLINES UK LTD | S | 282 | 0 | 0 | 4.6 | 41.8 | 27.3 | 8.5 | 8.5 | 7.1 | 0.7 | 1.4 | 0.0 | 0.0 | 0.0 | 16 | 73.0 | 14 | 204 | |
| TOTAL BIRMINGHAM | | | 282 | 0 | 8 | 4.5 | 40.7 | 26.6 | 8.3 | 8.3 | 6.9 | 0.7 | 1.4 | 0.0 | 0.0 | 2.8 | 16 | 70.2 | 14 | 208 | |
| BRISTOL | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 76.5 | 13 | 34 | |
| TOTAL BRISTOL | | | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 76.5 | 13 | 34 | |
| CARDIFF WALES | EMERALD AIRLINES UK LTD | S | 60 | 0 | 0 | 10.0 | 63.3 | 23.3 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 71.7 | 13 | 60 | |
| TOTAL CARDIFF WALES | | | 60 | 0 | 0 | 10.0 | 63.3 | 23.3 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 71.7 | 13 | 60 | |
| DUNDEE | LOGANAIR LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 71.4 | 1 | 10 | |
| 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 | 0.0 | 0 | 71.4 | 1 | 10 | |
| EAST MIDLANDS INTERNATIONAL | EMERALD AIRLINES UK LTD | S | 60 | 0 | 0 | 6.7 | 58.3 | 26.7 | 3.3 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.3 | 10 | 66 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 60 | 0 | 0 | 6.7 | 58.3 | 26.7 | 3.3 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.9 | 10 | 66 | |
| EDINBURGH | AER LINGUS | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 253 | 0.0 | 0 | 0 | |
| EDINBURGH | EMERALD AIRLINES UK LTD | S | 208 | 0 | 4 | 2.4 | 48.6 | 23.1 | 7.1 | 5.7 | 7.5 | 2.8 | 0.9 | 0.0 | 0.0 | 1.9 | 19 | 73.5 | 13 | 200 | |
| TOTAL EDINBURGH | | | 210 | 0 | 4 | 2.3 | 48.1 | 22.9 | 7.0 | 5.6 | 7.5 | 2.8 | 1.9 | 0.0 | 0.0 | 1.9 | 21 | 71.4 | 13 | 200 | |
| EXETER | EMERALD AIRLINES UK LTD | S | 60 | 0 | 0 | 5.0 | 55.0 | 18.3 | 5.0 | 3.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 12 | 60 | |
| TOTAL EXETER | | | 60 | 0 | 0 | 5.0 | 55.0 | 18.3 | 5.0 | 3.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 72.6 | 12 | 60 | |
| FARNBOROUGH | LONDON EXECUTIVE AVIATION 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 | 31 | 0.0 | 0 | 0 | |
| TOTAL FARNBOROUGH | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | |
| GATWICK | EASYJET UK LTD | S | 173 | 0 | 5 | 2.2 | 12.4 | 18.5 | 12.4 | 21.3 | 21.3 | 7.9 | 1.1 | 0.0 | 0.0 | 2.8 | 47 | 49.2 | 30 | 170 | |
| TOTAL GATWICK | | | 173 | 0 | 5 | 2.2 | 12.4 | 18.5 | 12.4 | 21.3 | 21.3 | 7.9 | 1.1 | 0.0 | 0.0 | 2.8 | 47 | 49.2 | 30 | 170 | |
| GLASGOW | AER LINGUS | S | 2 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 113 | 100.0 | 0 | 2 | |
| GLASGOW | EASYJET UK LTD | S | 50 | 0 | 2 | 9.6 | 36.5 | 15.4 | 9.6 | 11.5 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 19 | 61.8 | 24 | 32 | |
| GLASGOW | EMERALD AIRLINES UK LTD | S | 110 | 0 | 0 | 6.4 | 60.0 | 16.4 | 5.5 | 0.9 | 3.6 | 1.8 | 3.6 | 1.8 | 0.0 | 0.0 | 22 | 89.0 | 8 | 118 | |
| TOTAL GLASGOW | | | 162 | 0 | 4 | 7.2 | 51.2 | 15.7 | 6.6 | 4.2 | 7.8 | 1.2 | 2.4 | 1.2 | 0.0 | 2.4 | 22 | 83.1 | 11 | 152 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 360 | 0 | 21 | 1.0 | 27.8 | 24.9 | 13.6 | 16.5 | 9.2 | 1.3 | 0.0 | 0.0 | 0.0 | 5.5 | 22 | 61.0 | 19 | 338 | |
| TOTAL HEATHROW | | | 360 | 0 | 21 | 1.0 | 27.8 | 24.9 | 13.6 | 16.5 | 9.2 | 1.3 | 0.0 | 0.0 | 0.0 | 5.5 | 22 | 61.0 | 19 | 338 | |
| INVERNESS | LOGANAIR LTD | S | 42 | 0 | 2 | 2.3 | 54.5 | 31.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 3 | 75.0 | 11 | 44 | |
| TOTAL INVERNESS | | | 42 | 0 | 2 | 2.3 | 54.5 | 31.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 3 | 75.0 | 11 | 44 | |
| 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 | 0.0 | 0 | 83.3 | 5 | 42 | |
| 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 | 0.0 | 0 | 83.3 | 5 | 42 | |
| JERSEY | 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 | 3 | 4 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 JERSEY | | | 0 | 0 | 0 | 0.0 | 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 |
| LASHAM | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | 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 LASHAM | | | 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 | AER LINGUS | S | 0 | 0 | 5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 28.6 | 47 | 4 |
| LEEDS BRADFORD | EMERALD AIRLINES UK LTD | S | 171 | 0 | 0 | 4.1 | 52.6 | 25.1 | 7.6 | 5.8 | 2.3 | 1.8 | 0.6 | 0.0 | 0.0 | 0.0 | 11 | 76.1 | 11 | 163 |
| TOTAL LEEDS BRADFORD | | | 171 | 0 | 5 | 4.0 | 51.1 | 24.4 | 7.4 | 5.7 | 2.3 | 1.7 | 0.6 | 0.0 | 0.0 | 2.8 | 11 | 74.1 | 12 | 167 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 72 | 0 | 0 | 8.3 | 69.4 | 13.9 | 0.0 | 2.8 | 4.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 91.8 | 4 | 110 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 72 | 0 | 0 | 8.3 | 69.4 | 13.9 | 0.0 | 2.8 | 4.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 91.8 | 4 | 110 |
| LONDON CITY | BA CITYFLYER LTD | S | 120 | 0 | 2 | 1.6 | 59.8 | 23.8 | 4.9 | 3.3 | 4.1 | 0.8 | 0.0 | 0.0 | 0.0 | 1.6 | 9 | 83.3 | 6 | 155 |
| TOTAL LONDON CITY | | | 120 | 0 | 2 | 1.6 | 59.8 | 23.8 | 4.9 | 3.3 | 4.1 | 0.8 | 0.0 | 0.0 | 0.0 | 1.6 | 9 | 83.3 | 6 | 155 |
| LUTON | EASYJET UK LTD | S | 50 | 0 | 2 | 21.2 | 32.7 | 23.1 | 3.8 | 5.8 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 3.8 | 15 | 82.4 | 6 | 34 |
| TOTAL LUTON | | | 50 | 0 | 2 | 21.2 | 32.7 | 23.1 | 3.8 | 5.8 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 3.8 | 15 | 82.4 | 6 | 34 |
| MANCHESTER | AER LINGUS | 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 |
| MANCHESTER | EASYJET UK LTD | S | 78 | 0 | 0 | 21.8 | 51.3 | 14.1 | 1.3 | 1.3 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 91.2 | 5 | 34 |
| MANCHESTER | EMERALD AIRLINES UK LTD | S | 176 | 0 | 0 | 9.7 | 63.1 | 18.2 | 3.4 | 1.7 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.0 | 7 | 218 |
| TOTAL MANCHESTER | | | 254 | 0 | 4 | 13.2 | 58.5 | 16.7 | 2.7 | 1.6 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 1.6 | 8 | 82.2 | 7 | 252 |
| NEWCASTLE | 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 | 50.0 | 0 | 2 |
| NEWCASTLE | EMERALD AIRLINES UK LTD | S | 52 | 0 | 0 | 19.2 | 50.0 | 17.3 | 3.8 | 5.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 85.7 | 6 | 56 |
| TOTAL NEWCASTLE | | | 52 | 0 | 0 | 19.2 | 50.0 | 17.3 | 3.8 | 5.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 5 | 58 |
| NEWQUAY | EMERALD AIRLINES UK LTD | S | 14 | 0 | 0 | 0.0 | 64.3 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 6 | 40 |
| TOTAL NEWQUAY | | | 14 | 0 | 0 | 0.0 | 64.3 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 6 | 40 |
| SOUTHAMPTON | AER LINGUS | 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 |
| SOUTHAMPTON | EMERALD AIRLINES UK LTD | S | 165 | 0 | 0 | 7.9 | 43.6 | 30.3 | 7.9 | 7.3 | 2.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 9 | 64.5 | 17 | 110 |
| TOTAL SOUTHAMPTON | | | 165 | 0 | 1 | 7.8 | 43.4 | 30.1 | 7.8 | 7.2 | 2.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 9 | 64.5 | 17 | 110 |
| TOTAL UNITED KINGDOM | | | 2376 | 0 | 60 | 5.7 | 44.4 | 22.6 | 7.6 | 7.9 | 6.9 | 1.8 | 0.7 | 0.1 | 0.0 | 2.5 | 17 | 72.9 | 13 | 2360 |
| USA | | | | | | | | | | | | | | | | | | | | |
| WEST PALM BEACH | CROSSAIR EUROPE | 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 |
| TOTAL WEST PALM BEACH | | | 1 | 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 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 | 5 | 0.0 | 0 | 0 |
| TOTAL BELFAST CITY | | | 2518 | 0 | 71 | 5.7 | 43.9 | 23.2 | 7.7 | 7.8 | 6.6 | 1.7 | 0.6 | 0.1 | 0.0 | 2.7 | 16 | 72.6 | 13 | 2463 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 8 | 0 | 0 | 12.5 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 16 | 6 | |
| TOTAL BURGAS | | | 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 | 7 | 50.0 | 16 | 6 | |
| TOTAL BULGARIA | | | 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 | 7 | 50.0 | 16 | 6 | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| ST JOHNS | WEST JET AIRLINES | C | 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 | 13 | 0.0 | 0 | 0 | |
| TOTAL ST JOHNS | | | 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 | 13 | 0.0 | 0 | 0 | |
| TOTAL CANADA | | | 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 | 13 | 0.0 | 0 | 0 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM 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 | 2 | 60.0 | 137 | 10 | |
| TOTAL DUBROVNIK | | | 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 | 2 | 60.0 | 137 | 10 | |
| TOTAL CROATIA | | | 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 | 2 | 60.0 | 137 | 10 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 27 | 0 | 0 | 3.7 | 25.9 | 33.3 | 22.2 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| LARNACA | TUI AIRWAYS LTD | S | 1 | 0 | 0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| TOTAL LARNACA | | | 28 | 0 | 0 | 7.1 | 25.0 | 32.1 | 21.4 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| PAPHOS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 72 | 62.5 | 34 | 8 | |
| TOTAL PAPHOS | | | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 72 | 62.5 | 34 | 8 | |
| TOTAL CYPRUS | | | 46 | 0 | 0 | 4.3 | 21.7 | 32.6 | 23.9 | 10.9 | 4.3 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 38 | 62.5 | 34 | 8 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 17 | 0 | 0 | 5.9 | 29.4 | 35.3 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL HURGHADA | | | 17 | 0 | 0 | 5.9 | 29.4 | 35.3 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL EGYPT | | | 17 | 0 | 0 | 5.9 | 29.4 | 35.3 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR UK LTD | 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 | 6 | 94.4 | 2 | 18 | |
| TOTAL BEAUVAIS | | | 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 | 6 | 94.4 | 2 | 18 | |
| BORDEAUX | EASYJET EUROPE | S | 16 | 0 | 0 | 0.0 | 12.5 | 25.0 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| BORDEAUX | EASYJET UK LTD | S | 0 | 1 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0 | 100.0 | 2 | 2 | |
| TOTAL BORDEAUX | | | 16 | 1 | 0 | 0.0 | 11.8 | 23.5 | 41.2 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 21 | 100.0 | 2 | 2 | |
| NICE | 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 | 22 | 2 | |
| TOTAL NICE | | | 0 | 0 | 0 | 0.0 | 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 | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 26 | 0 | 0 | 0.0 | 23.1 | 15.4 | 30.8 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 52.9 | 20 | 34 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 35.3 | 32.4 | 5.9 | 17.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 53.8 | 24 | 26 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 60 | 0 | 0 | 0.0 | 30.0 | 25.0 | 16.7 | 20.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.3 | 22 | 60 | |
| TOTAL FRANCE | | | 92 | 1 | 0 | 2.2 | 24.7 | 31.2 | 19.4 | 15.1 | 6.5 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 18 | 62.2 | 17 | 82 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| CORFU | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 34.6 | 23.1 | 11.5 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.0 | 31 | 24 | |
| CORFU | 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 | 22.2 | 110 | 9 | |
| CORFU | TUI AIRWAYS LTD | S | 7 | 0 | 0 | 14.3 | 14.3 | 14.3 | 28.6 | 0.0 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 68 | 0.0 | 0 | 0 | |
| TOTAL CORFU | | | 33 | 0 | 0 | 6.1 | 30.3 | 21.2 | 15.2 | 18.2 | 3.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 27 | 47.1 | 53 | 33 | |
| HERAKLION | JET2.COM LTD | S | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 9 | 8 | |
| HERAKLION | 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 | 20.0 | 30 | 5 | |
| HERAKLION | TUI AIRWAYS LTD | S | 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 | 0.0 | 0 | 0 | |
| TOTAL HERAKLION | | | 14 | 0 | 0 | 14.3 | 28.6 | 21.4 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 17 | 13 | |
| KOS | 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 | 37.5 | 46 | 8 | |
| KOS | TUI AIRWAYS LTD | S | 7 | 0 | 0 | 14.3 | 14.3 | 42.9 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL KOS | | | 7 | 0 | 0 | 14.3 | 14.3 | 42.9 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 37.5 | 46 | 8 | |
| RHODES | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 18.8 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 29.4 | 40 | 17 | |
| RHODES | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 16 | 8 | |
| RHODES | 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 | 20.0 | 47 | 5 | |
| RHODES | TUI AIRWAYS LTD | S | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| TOTAL RHODES | | | 37 | 0 | 0 | 0.0 | 18.9 | 37.8 | 18.9 | 16.2 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 40.0 | 35 | 30 | |
| ZAKINTHOS | JET2.COM LTD | 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 | 87.5 | 7 | 8 | |
| TOTAL ZAKINTHOS | | | 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 | 87.5 | 7 | 8 | |
| TOTAL GREECE | | | 99 | 0 | 0 | 6.1 | 24.2 | 30.3 | 17.2 | 16.2 | 4.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 20 | 48.4 | 37 | 92 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 18 | 0 | 0 | 16.7 | 27.8 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.8 | 4 | 16 | |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 16.7 | 27.8 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.8 | 4 | 16 | |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 16.7 | 27.8 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.8 | 4 | 16 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | C | 0 | 0 | 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 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 | 50.0 | 17 | 2 | |
| 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 | 50.0 | 17 | 2 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 16 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 12.5 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 | |
| BERGAMO | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 40.0 | 20.0 | 10.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 54.2 | 33 | 24 | |
| TOTAL BERGAMO | | | 26 | 0 | 0 | 0.0 | 15.4 | 23.1 | 26.9 | 19.2 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 36 | 54.2 | 33 | 24 | |
| NAPLES | AER LINGUS | C | 0 | 0 | 0 | 0.0 | 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 NAPLES | | | 0 | 0 | 0 | 0.0 | 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 | |
| PISA | AER LINGUS | C | 0 | 0 | 0 | 0.0 | 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 PISA | | | 0 | 0 | 0 | 0.0 | 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 | |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 100.0 | 5 | 6 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 VERONA VILAFRANCA | | | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 100.0 | 5 | 6 | |
| TOTAL ITALY | | | 34 | 0 | 0 | 0.0 | 14.7 | 29.4 | 23.5 | 14.7 | 5.9 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 37 | 65.6 | 26 | 32 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 8 | 0 | 0 | 25.0 | 25.0 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| MALTA | RYANAIR | S | 16 | 0 | 0 | 6.3 | 12.5 | 37.5 | 18.8 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| TOTAL MALTA | | | 24 | 0 | 0 | 12.5 | 16.7 | 37.5 | 12.5 | 4.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TOTAL MALTA | | | 24 | 0 | 0 | 12.5 | 16.7 | 37.5 | 12.5 | 4.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 8.3 | 30.6 | 33.3 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 38.9 | 23 | 34 | |
| AMSTERDAM | KLM CITYHOPPER | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL AMSTERDAM | | | 36 | 0 | 0 | 0.0 | 8.3 | 30.6 | 33.3 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 40.5 | 22 | 35 | |
| TOTAL NETHERLANDS | | | 36 | 0 | 0 | 0.0 | 8.3 | 30.6 | 33.3 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 40.5 | 22 | 35 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | JAPAN AIRLINES | C | 2 | 0 | 0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| TOTAL BERGEN | | | 2 | 0 | 0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| TOTAL NORWAY | | | 2 | 0 | 0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 87 | 20 | |
| GDANSK | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 13 | 8 | |
| TOTAL GDANSK | | | 24 | 0 | 0 | 0.0 | 33.3 | 37.5 | 29.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 66 | 28 | |
| KRAKOW | EASYJET UK LTD | S | 16 | 0 | 0 | 25.0 | 43.8 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 6 | 18 | |
| KRAKOW | RYANAIR | S | 10 | 0 | 0 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 100.0 | 2 | 8 | |
| KRAKOW | 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 | 0.0 | 6 | 87.5 | 6 | 8 | |
| TOTAL KRAKOW | | | 34 | 0 | 0 | 11.8 | 35.3 | 32.4 | 11.8 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 91.2 | 5 | 34 | |
| TOTAL POLAND | | | 58 | 0 | 0 | 6.9 | 34.5 | 34.5 | 19.0 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.9 | 32 | 62 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET EUROPE | 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 | 0.0 | 0 | 0 | |
| FARO | EASYJET UK LTD | S | 120 | 1 | 0 | 0.8 | 34.7 | 37.2 | 12.4 | 9.1 | 2.5 | 2.5 | 0.0 | 0.0 | 0.8 | 0.0 | 14 | 45.0 | 35 | 120 | |
| FARO | JET2.COM LTD | S | 34 | 0 | 0 | 14.7 | 44.1 | 29.4 | 0.0 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 25 | 94.1 | 5 | 34 | |
| FARO | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 42.3 | 19.2 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 25 | 8 | |
| FARO | RYANAIR UK LTD | 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 | 6 | 76.9 | 21 | 26 | |
| TOTAL FARO | | | 198 | 1 | 0 | 3.0 | 33.2 | 38.2 | 11.1 | 8.5 | 3.0 | 1.5 | 1.0 | 0.0 | 0.5 | 0.0 | 16 | 59.0 | 27 | 188 | |
| OPORTO (PORTUGAL) | RYANAIR | S | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 87.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 | |
| OPORTO (PORTUGAL) | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 40.0 | 30.0 | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 5.6 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | |
| TOTAL PORTUGAL | | | 216 | 1 | 0 | 2.8 | 32.3 | 36.4 | 10.6 | 11.1 | 4.1 | 1.4 | 0.9 | 0.0 | 0.5 | 0.0 | 17 | 59.0 | 27 | 188 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET EUROPE | S | 60 | 0 | 0 | 21.7 | 43.3 | 13.3 | 10.0 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| ALICANTE | 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 | 63.3 | 20 | 60 |
| ALICANTE | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 26.5 | 55.9 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 89.3 | 8 | 28 |
| ALICANTE | RYANAIR | S | 10 | 0 | 0 | 0.0 | 10.0 | 30.0 | 30.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| ALICANTE | RYANAIR UK LTD | S | 50 | 0 | 0 | 8.0 | 34.0 | 34.0 | 6.0 | 4.0 | 10.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.5 | 16 | 26 |
| TOTAL ALICANTE | | | 154 | 0 | 0 | 11.7 | 34.4 | 30.5 | 10.4 | 5.8 | 5.2 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.3 | 16 | 114 |
| BARCELONA | EASYJET EUROPE | S | 18 | 0 | 0 | 0.0 | 22.2 | 33.3 | 5.6 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 88.9 | 6 | 18 |
| BARCELONA | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 23.1 | 11.5 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 58.3 | 15 | 24 |
| TOTAL BARCELONA | | | 44 | 0 | 0 | 0.0 | 29.5 | 27.3 | 9.1 | 25.0 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 71.4 | 11 | 42 |
| GIRONA | RYANAIR | S | 10 | 0 | 0 | 0.0 | 40.0 | 30.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 16 | 8 |
| GIRONA | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 37.5 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 88.5 | 12 | 26 |
| TOTAL GIRONA | | | 26 | 0 | 0 | 3.8 | 38.5 | 34.6 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 82.4 | 13 | 34 |
| IBIZA | AIR CARAIBES ATLANTIQUE | C | 0 | 0 | 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 |
| IBIZA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 31.3 | 31.3 | 12.5 | 0.0 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 42 | 33.3 | 109 | 18 |
| IBIZA | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 30.8 | 50.0 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.7 | 22 | 22 |
| IBIZA | 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 | 71.4 | 49 | 7 |
| TOTAL IBIZA | | | 42 | 0 | 0 | 4.8 | 31.0 | 42.9 | 9.5 | 2.4 | 4.8 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 19 | 57.1 | 58 | 49 |
| MAHON | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 10.0 | 39 | 10 |
| MAHON | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 83.3 | 7 | 6 |
| TOTAL MAHON | | | 26 | 0 | 0 | 0.0 | 50.0 | 30.8 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 37.5 | 27 | 16 |
| MALAGA | EASYJET UK LTD | S | 84 | 0 | 0 | 1.2 | 29.8 | 41.7 | 13.1 | 10.7 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 51.7 | 25 | 86 |
| MALAGA | JET2.COM LTD | S | 34 | 0 | 0 | 20.6 | 32.4 | 26.5 | 8.8 | 2.9 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 89.3 | 6 | 28 |
| MALAGA | RYANAIR | S | 36 | 0 | 0 | 2.8 | 36.1 | 41.7 | 16.7 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 1 | 8 |
| MALAGA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 50.0 | 12.5 | 0.0 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 88.9 | 6 | 18 |
| MALAGA | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 12.5 | 77 | 8 |
| TOTAL MALAGA | | | 162 | 0 | 0 | 5.6 | 32.7 | 37.0 | 12.3 | 6.8 | 3.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.8 | 21 | 148 |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 60 | 0 | 0 | 1.7 | 8.3 | 26.7 | 11.7 | 25.0 | 11.7 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 54 | 20.0 | 52 | 56 |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 52 | 0 | 0 | 0.0 | 13.5 | 40.4 | 11.5 | 26.9 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 42.6 | 49 | 54 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 52 | 0 | 0 | 3.8 | 25.0 | 40.4 | 11.5 | 9.6 | 5.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 26 | 78.6 | 16 | 42 |
| PALMA DE MALLORCA | 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 | 5 | 0.0 | 0 | 0 |
| PALMA DE MALLORCA | 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 | 14 | 44.4 | 32 | 18 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 57.1 | 33 | 21 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | S | 14 | 0 | 0 | 0.0 | 0.0 | 64.3 | 21.4 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 194 | 0 | 0 | 2.1 | 14.9 | 39.2 | 11.3 | 19.1 | 6.7 | 2.6 | 4.1 | 0.0 | 0.0 | 0.0 | 33 | 45.1 | 39 | 191 |
| REUS | JET2.COM LTD | S | 34 | 0 | 0 | 14.7 | 35.3 | 35.3 | 5.9 | 2.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 22 | 80.0 | 6 | 20 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 34 | 10 | |
| REUS | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 27.8 | 16.7 | 5.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL REUS | | | 52 | 0 | 0 | 11.5 | 30.8 | 32.7 | 9.6 | 3.8 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 28 | 70.0 | 16 | 30 | |
| VALENCIA | RYANAIR | 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 | 23 | 62.5 | 16 | 8 | |
| VALENCIA | RYANAIR UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 37 | 8 | |
| TOTAL VALENCIA | | | 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 | 23 | 56.3 | 27 | 16 | |
| TOTAL SPAIN | | | 716 | 0 | 0 | 5.6 | 28.2 | 35.3 | 11.5 | 10.6 | 5.0 | 2.2 | 1.5 | 0.0 | 0.0 | 0.0 | 21 | 59.5 | 27 | 640 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 34 | 0 | 0 | 17.6 | 20.6 | 44.1 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 18 | 24 | |
| ARRECIFE | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 5.6 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 28.6 | 35 | 7 | |
| ARRECIFE | TUI AIRWAYS LTD | S | 12 | 0 | 0 | 8.3 | 8.3 | 41.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| ARRECIFE | TUI FLY NORDIC | C | 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 | |
| TOTAL ARRECIFE | | | 68 | 0 | 0 | 10.3 | 19.1 | 47.1 | 14.7 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 58.1 | 22 | 31 | |
| FUERTEVENTURA | JET2.COM 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 | 50.0 | 15 | 9 | |
| TOTAL FUERTEVENTURA | | | 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 | 50.0 | 15 | 9 | |
| LAS PALMAS | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 24 | 8 | |
| TOTAL LAS PALMAS | | | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 24 | 8 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 33 | 1 | 0 | 17.6 | 20.6 | 35.3 | 14.7 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 14 | 76.5 | 16 | 34 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 42 | 0 | 0 | 9.5 | 35.7 | 45.2 | 4.8 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 59.5 | 16 | 37 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 12.5 | 76 | 8 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | S | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 84 | 1 | 0 | 11.8 | 28.2 | 40.0 | 10.6 | 3.5 | 4.7 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 11 | 62.0 | 22 | 79 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 178 | 1 | 0 | 10.1 | 28.5 | 41.3 | 11.7 | 3.4 | 3.4 | 1.1 | 0.0 | 0.0 | 0.6 | 0.0 | 11 | 59.4 | 22 | 127 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 16 | 0 | 0 | 12.5 | 31.3 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 16 | 0 | 0 | 12.5 | 31.3 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TOTAL TUNISIA | | | 16 | 0 | 0 | 12.5 | 31.3 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 5.6 | 33.3 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 25.0 | 44 | 16 | |
| ANTALYA | JET2.COM LTD | S | 25 | 0 | 0 | 4.0 | 32.0 | 36.0 | 16.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.4 | 23 | 18 | |
| TOTAL ANTALYA | | | 43 | 0 | 0 | 4.7 | 20.9 | 34.9 | 18.6 | 14.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 35.3 | 33 | 34 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 30.0 | 30.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |

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| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 BODRUM (MILAS) | | | 10 | 0 | 0 | 0.0 | 30.0 | 30.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| DALAMAN | EASYJET UK LTD | S | 25 | 0 | 0 | 16.0 | 16.0 | 28.0 | 28.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 29.4 | 46 | 17 | |
| DALAMAN | FREEBIRD AIRLINES | C | 3 | 0 | 0 | 33.3 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| DALAMAN | JET2.COM LTD | S | 35 | 0 | 0 | 0.0 | 22.9 | 34.3 | 11.4 | 20.0 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 52.9 | 13 | 17 | |
| DALAMAN | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 13 | 3 | |
| DALAMAN | TUI AIRWAYS LTD | S | 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 | 11 | 0.0 | 0 | 0 | |
| TOTAL DALAMAN | | | 66 | 0 | 0 | 7.6 | 21.2 | 30.3 | 19.7 | 15.2 | 4.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 43.2 | 28 | 37 | |
| TOTAL TURKEY | | | 119 | 0 | 0 | 5.9 | 21.8 | 31.9 | 19.3 | 15.1 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 39.4 | 31 | 71 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | 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 | 40 | 0.0 | 0 | 0 | |
| BIRMINGHAM | EASYJET UK LTD | S | 242 | 0 | 0 | 2.9 | 48.3 | 26.4 | 12.4 | 5.0 | 4.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.3 | 28 | 226 | |
| BIRMINGHAM | JAPAN AIRLINES | 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 | |
| BIRMINGHAM | RYANAIR | S | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| TOTAL BIRMINGHAM | | | 245 | 0 | 0 | 2.9 | 47.8 | 26.5 | 12.2 | 5.7 | 4.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 58.3 | 28 | 226 | |
| BRISTOL | EASYJET UK LTD | S | 200 | 0 | 0 | 3.0 | 24.0 | 23.0 | 13.5 | 24.0 | 9.0 | 2.5 | 1.0 | 0.0 | 0.0 | 0.0 | 28 | 60.0 | 25 | 224 | |
| TOTAL BRISTOL | | | 200 | 0 | 0 | 3.0 | 24.0 | 23.0 | 13.5 | 24.0 | 9.0 | 2.5 | 1.0 | 0.0 | 0.0 | 0.0 | 28 | 60.0 | 25 | 224 | |
| 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 | 94.4 | 3 | 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 | 94.4 | 3 | 18 | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR UK LTD | S | 34 | 0 | 0 | 5.9 | 52.9 | 26.5 | 2.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.7 | 4 | 36 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 34 | 0 | 0 | 5.9 | 52.9 | 26.5 | 2.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.7 | 4 | 36 | |
| EDINBURGH | EASYJET UK LTD | S | 252 | 0 | 0 | 4.8 | 34.5 | 25.4 | 13.5 | 13.1 | 7.1 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 22 | 48.0 | 36 | 243 | |
| EDINBURGH | RYANAIR UK LTD | S | 112 | 0 | 0 | 2.7 | 30.4 | 25.9 | 7.1 | 21.4 | 7.1 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 62.8 | 28 | 86 | |
| TOTAL EDINBURGH | | | 364 | 0 | 0 | 4.1 | 33.2 | 25.5 | 11.5 | 15.7 | 7.1 | 2.2 | 0.0 | 0.5 | 0.0 | 0.0 | 23 | 51.8 | 34 | 329 | |
| GATWICK | EASYJET UK LTD | S | 314 | 0 | 2 | 1.3 | 19.0 | 21.5 | 12.3 | 20.3 | 16.5 | 5.1 | 3.5 | 0.0 | 0.0 | 0.6 | 42 | 40.6 | 45 | 294 | |
| TOTAL GATWICK | | | 314 | 0 | 2 | 1.3 | 19.0 | 21.5 | 12.3 | 20.3 | 16.5 | 5.1 | 3.5 | 0.0 | 0.0 | 0.6 | 42 | 40.6 | 45 | 294 | |
| GLASGOW | EASYJET UK LTD | S | 260 | 0 | 6 | 4.5 | 47.7 | 15.0 | 9.0 | 10.5 | 8.6 | 1.5 | 0.8 | 0.0 | 0.0 | 2.3 | 20 | 56.2 | 28 | 242 | |
| TOTAL GLASGOW | | | 260 | 0 | 6 | 4.5 | 47.7 | 15.0 | 9.0 | 10.5 | 8.6 | 1.5 | 0.8 | 0.0 | 0.0 | 2.3 | 20 | 56.2 | 28 | 242 | |
| ISLE OF MAN | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 53.8 | 26.9 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 16 | 24 | |
| TOTAL ISLE OF MAN | | | 26 | 0 | 0 | 3.8 | 53.8 | 26.9 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 16 | 24 | |
| JERSEY | EASYJET UK 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 | 77.8 | 9 | 18 | |
| TOTAL JERSEY | | | 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 | 77.8 | 9 | 18 | |
| LEEDS BRADFORD | EASYJET UK LTD | S | 51 | 0 | 1 | 5.8 | 40.4 | 26.9 | 19.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 8 | 73.5 | 11 | 32 | |
| TOTAL LEEDS BRADFORD | | | 51 | 0 | 1 | 5.8 | 40.4 | 26.9 | 19.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 8 | 73.5 | 11 | 32 | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 290 | 0 | 4 | 4.8 | 55.4 | 22.8 | 6.1 | 5.4 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 9 | 78.2 | 10 | 320 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 290 | 0 | 4 | 4.8 | 55.4 | 22.8 | 6.1 | 5.4 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 9 | 78.2 | 10 | 320 | |

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| LUTON | EASYJET UK LTD | S | 224 | 0 | 0 | 6.3 | 35.3 | 26.8 | 12.9 | 8.0 | 7.1 | 2.7 | 0.9 | 0.0 | 0.0 | 0.0 | 20 | 58.3 | 21 | 224 |
| TOTAL LUTON | | | 224 | 0 | 0 | 6.3 | 35.3 | 26.8 | 12.9 | 8.0 | 7.1 | 2.7 | 0.9 | 0.0 | 0.0 | 0.0 | 20 | 58.3 | 21 | 224 |
| MANCHESTER | EASYJET UK LTD | S | 242 | 0 | 2 | 7.0 | 47.1 | 14.8 | 7.4 | 11.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 18 | 67.4 | 19 | 260 |
| MANCHESTER | RYANAIR UK LTD | S | 120 | 0 | 0 | 4.2 | 53.3 | 25.8 | 3.3 | 5.8 | 2.5 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.5 | 16 | 120 |
| TOTAL MANCHESTER | | | 362 | 0 | 2 | 6.0 | 49.2 | 18.4 | 6.0 | 9.9 | 8.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.5 | 16 | 70.6 | 18 | 380 |
| NEWCASTLE | EASYJET UK LTD | S | 162 | 0 | 0 | 3.7 | 45.7 | 25.9 | 8.0 | 11.1 | 4.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.9 | 25 | 126 |
| TOTAL NEWCASTLE | | | 162 | 0 | 0 | 3.7 | 45.7 | 25.9 | 8.0 | 11.1 | 4.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.9 | 25 | 126 |
| SOUTHAMPTON | EASYJET UK LTD | S | 44 | 0 | 0 | 4.5 | 61.4 | 18.2 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 44 | 0 | 0 | 4.5 | 61.4 | 18.2 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| STANSTED | EASYJET UK LTD | S | 216 | 0 | 0 | 2.8 | 49.5 | 27.3 | 11.1 | 4.6 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 69.6 | 19 | 194 |
| STANSTED | RYANAIR UK LTD | S | 120 | 0 | 0 | 9.2 | 51.7 | 19.2 | 4.2 | 5.0 | 5.8 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 19 | 69.4 | 24 | 120 |
| TOTAL STANSTED | | | 336 | 0 | 0 | 5.1 | 50.3 | 24.4 | 8.6 | 4.8 | 5.1 | 0.6 | 1.2 | 0.0 | 0.0 | 0.0 | 13 | 69.5 | 21 | 314 |
| TOTAL UNITED KINGDOM | | | 2928 | 0 | 15 | 4.3 | 41.7 | 22.9 | 9.9 | 11.0 | 7.2 | 1.8 | 0.7 | 0.1 | 0.0 | 0.5 | 19 | 62.1 | 24 | 2807 |
| TOTAL BELFAST | | | 4619 | 3 | 15 | 4.9 | 36.3 | 27.3 | 11.5 | 10.7 | 6.4 | 1.7 | 0.8 | 0.1 | 0.1 | 0.3 | 19 | 61.0 | 25 | 4178 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 27.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 27.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL ALBANIA | | | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 27.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 33.3 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 21 | 6 | |
| TOTAL INNSBRUCK | | | 6 | 0 | 0 | 0.0 | 33.3 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 21 | 6 | |
| 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 | 13 | 100.0 | 3 | 3 | |
| TOTAL SALZBURG | | | 1 | 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 | 3 | 3 | |
| TOTAL AUSTRIA | | | 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 | 77.8 | 15 | 9 | |
| 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 | 73.5 | 17 | 96 | |
| 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 | 73.5 | 17 | 96 | |
| 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 | 73.5 | 17 | 96 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH 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 | 2 | 3 | |
| BURGAS | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 46.2 | 26.9 | 0.0 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 19 | 24 | |
| BURGAS | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 12.5 | 18.8 | 31.3 | 25.0 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 57.1 | 15 | 14 | |
| TOTAL BURGAS | | | 42 | 0 | 0 | 4.8 | 14.3 | 40.5 | 26.2 | 0.0 | 7.1 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 26 | 56.1 | 16 | 41 | |
| SOFIA | RYANAIR | S | 16 | 0 | 0 | 6.3 | 25.0 | 37.5 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 37.5 | 27 | 16 | |
| TOTAL SOFIA | | | 16 | 0 | 0 | 6.3 | 25.0 | 37.5 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 37.5 | 27 | 16 | |
| TOTAL BULGARIA | | | 58 | 0 | 0 | 5.2 | 17.2 | 39.7 | 24.1 | 1.7 | 6.9 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 23 | 50.9 | 19 | 57 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | TUI AIRWAYS LTD | S | 26 | 0 | 0 | 3.8 | 30.8 | 50.0 | 7.7 | 0.0 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 16 | 70.8 | 14 | 24 | |
| TOTAL BOA VISTA (RABIL) | | | 26 | 0 | 0 | 3.8 | 30.8 | 50.0 | 7.7 | 0.0 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 16 | 70.8 | 14 | 24 | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 12.5 | 18.8 | 31.3 | 12.5 | 6.3 | 0.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 46 | 23.5 | 55 | 17 | |
| TOTAL ILHA DO SAL C.VERDE | | | 16 | 0 | 0 | 12.5 | 18.8 | 31.3 | 12.5 | 6.3 | 0.0 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 46 | 23.5 | 55 | 17 | |
| TOTAL CAPE VERDE | | | 42 | 0 | 0 | 7.1 | 26.2 | 42.9 | 9.5 | 2.4 | 2.4 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 27 | 51.2 | 31 | 41 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 24 | 0 | 0 | 20.8 | 12.5 | 25.0 | 20.8 | 4.2 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 65.4 | 31 | 26 | |
| DUBROVNIK | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 16.7 | 27.8 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 39 | 62.5 | 16 | 16 | |
| TOTAL DUBROVNIK | | | 42 | 0 | 0 | 11.9 | 9.5 | 28.6 | 19.0 | 14.3 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 30 | 64.3 | 26 | 42 | |
| PULA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 50.0 | 37.5 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 17 | 15 | |
| TOTAL PULA | | | 16 | 0 | 0 | 0.0 | 50.0 | 37.5 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 17 | 15 | |
| SPLIT | JET2.COM LTD | S | 24 | 0 | 0 | 4.2 | 41.7 | 29.2 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.2 | 15 | 22 | |
| TOTAL SPLIT | | | 24 | 0 | 0 | 4.2 | 41.7 | 29.2 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.2 | 15 | 22 | |
| ZADAR | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 11.1 | 27.8 | 5.6 | 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 SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 ZADAR | | | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 11.1 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TOTAL CROATIA | | | 100 | 0 | 0 | 6.0 | 27.0 | 30.0 | 14.0 | 14.0 | 7.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 20 | 68.4 | 21 | 79 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 27.8 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| LARNACA | JET2.COM LTD | S | 44 | 0 | 0 | 0.0 | 9.1 | 27.3 | 31.8 | 22.7 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 48.1 | 19 | 52 | |
| LARNACA | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 2.4 | 4.8 | 33.3 | 31.0 | 21.4 | 2.4 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 44.4 | 50 | 36 | |
| TOTAL LARNACA | | | 104 | 0 | 0 | 1.0 | 5.8 | 30.8 | 30.8 | 23.1 | 6.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 46.6 | 31 | 88 | |
| PAPHOS | JET2.COM LTD | S | 35 | 0 | 0 | 2.9 | 2.9 | 20.0 | 17.1 | 34.3 | 17.1 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 41.2 | 30 | 34 | |
| PAPHOS | RYANAIR | S | 8 | 0 | 0 | 25.0 | 25.0 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| PAPHOS | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 4.8 | 7.1 | 40.5 | 21.4 | 11.9 | 11.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.8 | 61 | 34 | |
| TOTAL PAPHOS | | | 85 | 0 | 0 | 5.9 | 7.1 | 29.4 | 18.8 | 22.4 | 12.9 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 50.0 | 45 | 68 | |
| TOTAL CYPRUS | | | 189 | 0 | 0 | 3.2 | 6.3 | 30.2 | 25.4 | 22.8 | 9.5 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 48.1 | 37 | 156 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EUROWINGS LUFTVERKEHRS | S | 28 | 0 | 0 | 0.0 | 7.1 | 35.7 | 28.6 | 7.1 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 19 | 18 | |
| PRAGUE | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 25.0 | 31.3 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 16 | 14 | |
| TOTAL PRAGUE | | | 44 | 0 | 0 | 0.0 | 9.1 | 31.8 | 29.5 | 13.6 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 53.1 | 18 | 32 | |
| TOTAL CZECH REPUBLIC | | | 44 | 0 | 0 | 0.0 | 9.1 | 31.8 | 29.5 | 13.6 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 53.1 | 18 | 32 | |
| 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 | 100.0 | 1 | 16 | |
| 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 | 1 | 16 | |
| COPENHAGEN | SAS | S | 50 | 0 | 2 | 0.0 | 23.1 | 34.6 | 19.2 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 15 | 52.6 | 23 | 74 | |
| TOTAL COPENHAGEN | | | 50 | 0 | 2 | 0.0 | 23.1 | 34.6 | 19.2 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 15 | 52.6 | 23 | 74 | |
| TOTAL DENMARK | | | 50 | 0 | 2 | 0.0 | 23.1 | 34.6 | 19.2 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 15 | 60.9 | 19 | 90 | |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PUNTA CANA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 19 | 18 | |
| TOTAL PUNTA CANA | | | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 19 | 18 | |
| TOTAL DOMINICAN | | | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 19 | 18 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | TUI AIRWAYS LTD | S | 15 | 0 | 1 | 0.0 | 6.3 | 25.0 | 56.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 18 | 69.2 | 20 | 26 | |
| TOTAL HURGHADA | | | 15 | 0 | 1 | 0.0 | 6.3 | 25.0 | 56.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 18 | 69.2 | 20 | 26 | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 12.5 | 50.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 53.8 | 11.5 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 64.0 | 17 | 25 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 42 | 0 | 0 | 2.4 | 11.9 | 52.4 | 14.3 | 14.3 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 64.0 | 17 | 25 | |
| TOTAL EGYPT | | | 57 | 0 | 1 | 1.7 | 10.3 | 44.8 | 25.9 | 12.1 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 18 | 66.7 | 19 | 51 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 58 | 0 | 0 | 1.7 | 25.9 | 20.7 | 20.7 | 10.3 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 2023 | | | |
|--|------------------------|-------------------|------------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|------------|--|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | 15 m to 15 m | | 16 m to 30 m | 31 m to 60 m | 61 m to 120 m | 121 m to 180 m | 181 m to 360 m | More than 360 m | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | |
| | | | | | | More than 15 m early | 15 m early | | | | | | | | | | | | | | |
| TOTAL BEAUVAIS | | | 58 | 0 | 0 | 1.7 | 25.9 | 20.7 | 20.7 | 10.3 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | |
| BERGERAC | 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 | 37.5 | 39 | 8 | | |
| 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 | 37.5 | 39 | 8 | | |
| BORDEAUX | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 11.1 | 0.0 | 55.6 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 67 | 72.2 | 10 | 18 | | |
| TOTAL BORDEAUX | | | 18 | 0 | 0 | 0.0 | 11.1 | 11.1 | 0.0 | 55.6 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 67 | 72.2 | 10 | 18 | | |
| LIMOGES | 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 | 19 | 0.0 | 0 | 0 | | |
| TOTAL LIMOGES | | | 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 | | |
| MARSEILLE | 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 | 100.0 | 0 | 1 | | |
| MARSEILLE | CORSAIR | C | 0 | 0 | 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 | | |
| MARSEILLE | JET2.COM LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 2 | | |
| TOTAL MARSEILLE | | | 0 | 0 | 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 | | |
| NICE | AEROITALIA SRL | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 118 | 2 | | |
| NICE | 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 | 37 | 2 | | |
| NICE | JET2.COM LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | |
| NICE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 66.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 25 | 18 | | |
| TOTAL NICE | | | 18 | 0 | 0 | 0.0 | 11.1 | 66.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.5 | 33 | 23 | | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 215 | 0 | 1 | 5.6 | 30.6 | 36.6 | 14.4 | 9.7 | 2.8 | 0.0 | 0.0 | 0.0 | 0.5 | 13 | 75.7 | 12 | 228 | | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 52 | 0 | 0 | 15.4 | 25.0 | 38.5 | 5.8 | 13.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 267 | 0 | 1 | 7.5 | 29.5 | 36.9 | 12.7 | 10.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.4 | 13 | 75.7 | 12 | 228 | | |
| 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 | 85.0 | 5 | 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 | 85.0 | 5 | 20 | | |
| PERPIGNAN | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 11.1 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 81.3 | 15 | 16 | | |
| TOTAL PERPIGNAN | | | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 11.1 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 81.3 | 15 | 16 | | |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 7.7 | 23.1 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 18 | 18 | | |
| TOTAL TOULOUSE (BLAGNAC) | | | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 7.7 | 23.1 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 18 | 18 | | |
| TOTAL FRANCE | | | 406 | 0 | 1 | 5.2 | 25.8 | 34.4 | 13.0 | 13.5 | 6.6 | 1.0 | 0.2 | 0.0 | 0.0 | 20 | 72.1 | 14 | 335 | | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 32 | 0 | 2 | 0.0 | 17.6 | 32.4 | 23.5 | 11.8 | 2.9 | 5.9 | 0.0 | 0.0 | 5.9 | 27 | 0.0 | 0 | 0 | | |
| BERLIN BRANDENBURG | RYANAIR | S | 24 | 0 | 0 | 12.5 | 20.8 | 20.8 | 16.7 | 25.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| TOTAL BERLIN BRANDENBURG | | | 56 | 0 | 2 | 5.2 | 19.0 | 27.6 | 20.7 | 17.2 | 3.4 | 3.4 | 0.0 | 0.0 | 3.4 | 23 | 0.0 | 0 | 0 | | |
| DUSSELDORF | 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 | 50.0 | 62 | 2 | | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 112 | 0 | 6 | 0.0 | 16.9 | 31.4 | 17.8 | 23.7 | 3.4 | 1.7 | 0.0 | 0.0 | 5.1 | 23 | 62.9 | 15 | 112 | | |
| TOTAL DUSSELDORF | | | 112 | 0 | 6 | 0.0 | 16.9 | 31.4 | 17.8 | 23.7 | 3.4 | 1.7 | 0.0 | 0.0 | 5.1 | 23 | 62.7 | 16 | 114 | | |
| FRANKFURT MAIN | LUFTHANSA | S | 206 | 0 | 0 | 0.0 | 13.6 | 43.2 | 27.7 | 12.1 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.9 | 20 | 199 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| FRANKFURT MAIN | THY TURKISH AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 108 | 1 |
| TOTAL FRANKFURT MAIN | | | 206 | 0 | 0 | 0.0 | 13.6 | 43.2 | 27.7 | 12.1 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.7 | 20 | 200 |
| MUNICH | LUFTHANSA | S | 58 | 0 | 0 | 0.0 | 3.4 | 17.2 | 17.2 | 46.6 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 49.4 | 23 | 154 |
| MUNICH | LUFTHANSA CITY AIRLINES GMBH | S | 52 | 0 | 0 | 0.0 | 9.6 | 50.0 | 26.9 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| TOTAL MUNICH | | | 110 | 0 | 0 | 0.0 | 6.4 | 32.7 | 21.8 | 29.1 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 49.4 | 23 | 154 |
| STUTTART | AVANTI AIR BEDARFSFLUGGES | 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 | 32 | 0.0 | 0 | 0 |
| STUTTART | AVANTI AIR BEDARFSFLUGGES | 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 STUTTART | | | 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 | 16 | 0.0 | 0 | 0 |
| TOTAL GERMANY | | | 486 | 0 | 8 | 0.6 | 13.6 | 36.0 | 23.1 | 19.4 | 4.9 | 0.8 | 0.0 | 0.0 | 0.0 | 1.6 | 21 | 54.1 | 20 | 468 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN 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 | 66.7 | 18 | 18 |
| ATHENS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 27.8 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 56.3 | 25 | 16 |
| TOTAL ATHENS | | | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 27.8 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 61.8 | 21 | 34 |
| CHANIA | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 12.5 | 31.3 | 12.5 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.1 | 16 | 18 |
| CHANIA | RYANAIR | S | 11 | 0 | 0 | 0.0 | 0.0 | 63.6 | 18.2 | 9.1 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| CHANIA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 12.5 | 6.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 50 | 61.1 | 23 | 18 |
| TOTAL CHANIA | | | 43 | 0 | 0 | 4.7 | 4.7 | 41.9 | 18.6 | 14.0 | 7.0 | 7.0 | 2.3 | 0.0 | 0.0 | 0.0 | 33 | 61.1 | 19 | 36 |
| CORFU | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| CORFU | JET2.COM LTD | S | 51 | 0 | 0 | 0.0 | 5.9 | 31.4 | 25.5 | 21.6 | 11.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 73.8 | 19 | 42 |
| CORFU | RYANAIR | S | 24 | 0 | 0 | 0.0 | 0.0 | 20.8 | 8.3 | 33.3 | 29.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 57.7 | 32 | 26 |
| CORFU | TUI AIRWAYS LTD | C | 40 | 0 | 0 | 0.0 | 10.0 | 30.0 | 22.5 | 20.0 | 10.0 | 2.5 | 0.0 | 5.0 | 0.0 | 0.0 | 65 | 48.8 | 35 | 41 |
| TOTAL CORFU | | | 133 | 0 | 0 | 0.0 | 7.5 | 29.3 | 20.3 | 21.8 | 15.8 | 3.8 | 0.0 | 1.5 | 0.0 | 0.0 | 45 | 60.6 | 28 | 109 |
| HERAKLION | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| HERAKLION | JET2.COM LTD | S | 60 | 0 | 0 | 8.3 | 20.0 | 30.0 | 21.7 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 72.9 | 11 | 59 |
| HERAKLION | TUI AIRWAYS LTD | C | 36 | 0 | 0 | 5.6 | 16.7 | 25.0 | 22.2 | 13.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 45.8 | 36 | 24 |
| TOTAL HERAKLION | | | 104 | 0 | 0 | 6.7 | 18.3 | 27.9 | 25.0 | 13.5 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 65.1 | 18 | 83 |
| KALAMATA | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 5.6 | 33.3 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 19 | 8 |
| TOTAL KALAMATA | | | 18 | 0 | 0 | 5.6 | 5.6 | 33.3 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 19 | 8 |
| KAVALA | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.7 | 24 | 7 |
| TOTAL KAVALA | | | 9 | 0 | 0 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.7 | 24 | 7 |
| KEFALLINIA | JET2.COM LTD | S | 24 | 0 | 0 | 20.8 | 16.7 | 33.3 | 4.2 | 16.7 | 4.2 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 71 | 80.8 | 8 | 26 |
| KEFALLINIA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 4.2 | 4.2 | 25.0 | 45.8 | 8.3 | 0.0 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 38 | 36.4 | 29 | 22 |
| TOTAL KEFALLINIA | | | 48 | 0 | 0 | 12.5 | 10.4 | 29.2 | 25.0 | 12.5 | 2.1 | 4.2 | 2.1 | 2.1 | 0.0 | 0.0 | 55 | 60.4 | 18 | 48 |
| KOS | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | |
| KOS | JET2.COM LTD | S | 41 | 0 | 0 | 2.4 | 7.3 | 46.3 | 29.3 | 12.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 65.7 | 19 | 35 |
| KOS | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 0.0 | 14.3 | 31.4 | 8.6 | 22.9 | 17.1 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 55.6 | 21 | 36 |
| KOS | TUI AIRWAYS LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL KOS | | | 85 | 0 | 0 | 1.2 | 10.6 | 41.2 | 21.2 | 15.3 | 8.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 60.6 | 20 | 71 |
| MYTILINI | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 50.0 | 20.0 | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| TOTAL MYTILINI | | | 10 | 0 | 0 | 0.0 | 50.0 | 20.0 | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| PREVEZA | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 16.7 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.3 | 13 | 14 |
| TOTAL PREVEZA | | | 18 | 0 | 0 | 5.6 | 16.7 | 38.9 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.3 | 13 | 14 |
| RHODES | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| RHODES | JET2.COM LTD | S | 60 | 0 | 0 | 0.0 | 5.0 | 15.0 | 36.7 | 31.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 45.7 | 23 | 70 |
| RHODES | RYANAIR | S | 35 | 0 | 0 | 0.0 | 2.9 | 25.7 | 25.7 | 25.7 | 17.1 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 61.1 | 15 | 18 |
| RHODES | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 0.0 | 9.5 | 23.8 | 21.4 | 23.8 | 9.5 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 57.5 | 33 | 40 |
| TOTAL RHODES | | | 145 | 0 | 0 | 0.0 | 6.2 | 20.7 | 30.3 | 26.9 | 11.7 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 51.6 | 25 | 128 |
| SALONIKA | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 25.0 | 31.3 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 77.8 | 13 | 18 |
| SALONIKA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 11.1 | 50.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 43.8 | 27 | 16 |
| TOTAL SALONIKA | | | 34 | 0 | 0 | 2.9 | 11.8 | 38.2 | 23.5 | 20.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 61.8 | 20 | 34 |
| SKIATHOS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 5.6 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 37.5 | 27 | 14 |
| SKIATHOS | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 0.0 | 7.1 | 50.0 | 28.6 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 86.7 | 10 | 15 |
| TOTAL SKIATHOS | | | 32 | 0 | 0 | 0.0 | 9.4 | 37.5 | 15.6 | 28.1 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 61.3 | 19 | 29 |
| THIRA (SANTORINI) | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 76 | 66.7 | 15 | 18 |
| THIRA (SANTORINI) | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 6.3 | 37.5 | 50.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 77.8 | 7 | 18 |
| TOTAL THIRA (SANTORINI) | | | 32 | 0 | 0 | 3.1 | 21.9 | 46.9 | 15.6 | 9.4 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 40 | 72.2 | 11 | 36 |
| ZAKINTHOS | JET2.COM LTD | S | 43 | 0 | 0 | 7.0 | 9.3 | 23.3 | 30.2 | 23.3 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 60.4 | 14 | 48 |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 7.1 | 14.3 | 35.7 | 14.3 | 16.7 | 7.1 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 60 | 30.0 | 34 | 40 |
| TOTAL ZAKINTHOS | | | 85 | 0 | 0 | 7.1 | 11.8 | 29.4 | 22.4 | 20.0 | 3.5 | 4.7 | 0.0 | 1.2 | 0.0 | 0.0 | 44 | 46.6 | 23 | 88 |
| TOTAL GREECE | | | 814 | 0 | 0 | 3.3 | 11.3 | 30.7 | 23.3 | 18.8 | 9.0 | 2.7 | 0.2 | 0.6 | 0.0 | 0.0 | 34 | 59.0 | 21 | 725 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 15 | 0 | 0 | 13.3 | 13.3 | 33.3 | 13.3 | 13.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 100.0 | 2 | 4 |
| BUDAPEST | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 23.1 | 30.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| BUDAPEST | WIZZ AIR | S | 18 | 0 | 0 | 5.6 | 11.1 | 22.2 | 11.1 | 16.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 56 | 58.8 | 30 | 17 |
| TOTAL BUDAPEST | | | 59 | 0 | 0 | 5.1 | 10.2 | 25.4 | 20.3 | 18.6 | 15.3 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 37 | 66.7 | 25 | 21 |
| TOTAL HUNGARY | | | 59 | 0 | 0 | 5.1 | 10.2 | 25.4 | 20.3 | 18.6 | 15.3 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 37 | 66.7 | 25 | 21 |
| 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 | 4 | 2 |
| 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 | 4 | 2 |
| 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 | 0.0 | 0 | 100.0 | 4 | 2 |
| INDIA | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | |
| AMRITSAR | AIR INDIA | S | 26 | 0 | 0 | 23.1 | 15.4 | 19.2 | 11.5 | 7.7 | 15.4 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 65 | 51.9 | 25 | 26 | |
| TOTAL AMRITSAR | | | 26 | 0 | 0 | 23.1 | 15.4 | 19.2 | 11.5 | 7.7 | 15.4 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 65 | 51.9 | 25 | 26 | |
| DELHI | AIR INDIA | S | 26 | 0 | 0 | 3.8 | 19.2 | 30.8 | 19.2 | 15.4 | 0.0 | 3.8 | 0.0 | 7.7 | 0.0 | 0.0 | 76 | 57.7 | 25 | 26 | |
| TOTAL DELHI | | | 26 | 0 | 0 | 3.8 | 19.2 | 30.8 | 19.2 | 15.4 | 0.0 | 3.8 | 0.0 | 7.7 | 0.0 | 0.0 | 76 | 57.7 | 25 | 26 | |
| TOTAL INDIA | | | 52 | 0 | 0 | 13.5 | 17.3 | 25.0 | 15.4 | 11.5 | 7.7 | 3.8 | 0.0 | 5.8 | 0.0 | 0.0 | 71 | 54.7 | 25 | 52 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 34 | 0 | 0 | 2.9 | 23.5 | 29.4 | 20.6 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 62.3 | 26 | 53 | |
| TOTAL CORK | | | 34 | 0 | 0 | 2.9 | 23.5 | 29.4 | 20.6 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 62.3 | 26 | 53 | |
| DUBLIN | AER LINGUS | S | 242 | 0 | 0 | 1.7 | 19.8 | 36.0 | 12.4 | 20.2 | 7.9 | 0.4 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 70.0 | 15 | 110 | |
| DUBLIN | RYANAIR | S | 258 | 0 | 0 | 1.2 | 22.5 | 30.2 | 15.9 | 20.2 | 8.5 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 24 | 46.2 | 31 | 299 | |
| DUBLIN | STOBART 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 | 41.5 | 31 | 130 | |
| TOTAL DUBLIN | | | 500 | 0 | 0 | 1.4 | 21.2 | 33.0 | 14.2 | 20.2 | 8.2 | 0.6 | 1.2 | 0.0 | 0.0 | 0.0 | 24 | 49.9 | 28 | 539 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 38.9 | 16.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 50.0 | 22 | 26 | |
| TOTAL IRELAND WEST (KNOCK) | | | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 38.9 | 16.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 50.0 | 22 | 26 | |
| SHANNON | RYANAIR | S | 28 | 0 | 0 | 7.1 | 14.3 | 39.3 | 17.9 | 7.1 | 10.7 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 27 | 54.8 | 26 | 42 | |
| TOTAL SHANNON | | | 28 | 0 | 0 | 7.1 | 14.3 | 39.3 | 17.9 | 7.1 | 10.7 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 27 | 54.8 | 26 | 42 | |
| TOTAL IRISH REPUBLIC | | | 580 | 0 | 0 | 1.7 | 20.5 | 32.6 | 15.5 | 19.0 | 8.3 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 25 | 51.2 | 27 | 660 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 26 | 0 | 0 | 0.0 | 0.0 | 3.8 | 11.5 | 42.3 | 19.2 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 78 | 57.7 | 48 | 26 | |
| TOTAL BERGAMO | | | 26 | 0 | 0 | 0.0 | 0.0 | 3.8 | 11.5 | 42.3 | 19.2 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 78 | 57.7 | 48 | 26 | |
| CATANIA (FONTANAROSSA) | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 56.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 87.5 | 9 | 8 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 16 | 0 | 0 | 0.0 | 25.0 | 56.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 87.5 | 9 | 8 | |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 18 | 0 | 0 | 11.1 | 16.7 | 44.4 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.6 | 18 | 22 | |
| TOTAL MILAN (MALPENSA) | | | 18 | 0 | 0 | 11.1 | 16.7 | 44.4 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.6 | 18 | 22 | |
| 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 | 94.4 | 5 | 18 | |
| NAPLES | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 43.8 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 18 | 18 | |
| NAPLES | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 0.0 | 27.8 | 5.6 | 33.3 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 58 | 44.4 | 29 | 18 | |
| TOTAL NAPLES | | | 34 | 0 | 0 | 2.9 | 11.8 | 35.3 | 11.8 | 23.5 | 2.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 74.1 | 17 | 54 | |
| OLBIA | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 0.0 | 60.0 | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 100.0 | 1 | 8 | |
| TOTAL OLBIA | | | 10 | 0 | 0 | 10.0 | 0.0 | 60.0 | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 100.0 | 1 | 8 | |
| PISA | JET2.COM LTD | S | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 9 | 8 | |
| PISA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 5.6 | 16.7 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 81.3 | 6 | 16 | |
| TOTAL PISA | | | 26 | 0 | 0 | 3.8 | 15.4 | 38.5 | 11.5 | 11.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 79.2 | 7 | 24 | |
| ROME (FIUMICINO) | JET2.COM LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 36 | 0 | 0 | 0.0 | 2.8 | 52.8 | 25.0 | 16.7 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 24 | 36 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | |
| ROME (FIUMICINO) | 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 | 100.0 | 14 | 1 | | |
| TOTAL ROME (FIUMICINO) | | | 36 | 0 | 0 | 0.0 | 2.8 | 52.8 | 25.0 | 16.7 | 2.8 | 0.0 | 0.0 | 0.0 | 19 | 52.6 | 23 | 38 | | |
| VENICE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 4 | 16 | | |
| VENICE | RYANAIR | S | 16 | 0 | 0 | 6.3 | 12.5 | 37.5 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 15 | 18 | | |
| TOTAL VENICE | | | 34 | 0 | 0 | 2.9 | 20.6 | 44.1 | 17.6 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 14 | 82.4 | 10 | 34 | | |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 94.4 | 3 | 18 | | |
| VERONA VILLAFRANCA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 15.4 | 15.4 | 19.2 | 7.7 | 26.9 | 7.7 | 0.0 | 75 | 48.0 | 24 | 23 | | |
| VERONA VILLAFRANCA | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 30.0 | 40.0 | 0.0 | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 36 | 75.0 | 26 | 12 | | |
| TOTAL VERONA VILLAFRANCA | | | 52 | 0 | 0 | 3.8 | 21.2 | 30.8 | 7.7 | 11.5 | 3.8 | 17.3 | 3.8 | 0.0 | 46 | 69.1 | 17 | 53 | | |
| TOTAL ITALY | | | 252 | 0 | 0 | 3.2 | 13.5 | 38.1 | 13.9 | 15.9 | 6.3 | 7.1 | 2.0 | 0.0 | 33 | 70.3 | 18 | 267 | | |
| JAMAICA | | | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 11.8 | 52.9 | 0.0 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 26 | 70.6 | 28 | 17 | | |
| TOTAL MONTEGO BAY | | | 17 | 0 | 0 | 0.0 | 11.8 | 52.9 | 0.0 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 26 | 70.6 | 28 | 17 | | |
| TOTAL JAMAICA | | | 17 | 0 | 0 | 0.0 | 11.8 | 52.9 | 0.0 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 26 | 70.6 | 28 | 17 | | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | KLASJET UAB | 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 LUXEMBOURG | | | 0 | 0 | 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 LUXEMBOURG | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 18 | 0 | 0 | 27.8 | 5.6 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 2 | 16 | | |
| MALTA | RYANAIR | S | 17 | 0 | 0 | 0.0 | 0.0 | 52.9 | 11.8 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 24 | 68.8 | 14 | 16 | | |
| MALTA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 66 | 50.0 | 27 | 8 | | |
| TOTAL MALTA | | | 43 | 0 | 0 | 11.6 | 2.3 | 37.2 | 14.0 | 25.6 | 4.7 | 4.7 | 0.0 | 0.0 | 28 | 77.5 | 12 | 40 | | |
| TOTAL MALTA | | | 43 | 0 | 0 | 11.6 | 2.3 | 37.2 | 14.0 | 25.6 | 4.7 | 4.7 | 0.0 | 0.0 | 28 | 77.5 | 12 | 40 | | |
| MEXICO | | | | | | | | | | | | | | | | | | | | |
| CANCUN | TUI AIRWAYS LTD | S | 27 | 0 | 0 | 11.1 | 33.3 | 44.4 | 3.7 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 10 | 56.0 | 37 | 25 | | |
| TOTAL CANCUN | | | 27 | 0 | 0 | 11.1 | 33.3 | 44.4 | 3.7 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 10 | 56.0 | 37 | 25 | | |
| TOTAL MEXICO | | | 27 | 0 | 0 | 11.1 | 33.3 | 44.4 | 3.7 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 10 | 56.0 | 37 | 25 | | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 26 | 0 | 0 | 3.8 | 26.9 | 30.8 | 11.5 | 19.2 | 3.8 | 0.0 | 3.8 | 0.0 | 26 | 0.0 | 0 | 0 | | |
| AGADIR (AL MASSIRA) | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 5.9 | 0.0 | 29.4 | 29.4 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 32 | 33.3 | 51 | 9 | | |
| TOTAL AGADIR (AL MASSIRA) | | | 43 | 0 | 0 | 4.7 | 16.3 | 30.2 | 18.6 | 18.6 | 9.3 | 0.0 | 2.3 | 0.0 | 28 | 33.3 | 51 | 9 | | |
| MARRAKESH | RYANAIR UK LTD | S | 36 | 0 | 0 | 0.0 | 13.9 | 38.9 | 16.7 | 13.9 | 16.7 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | |
| MARRAKESH | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 5.6 | 0.0 | 33.3 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 22 | 30.0 | 36 | 10 | | |
| TOTAL MARRAKESH | | | 54 | 0 | 0 | 1.9 | 9.3 | 37.0 | 20.4 | 18.5 | 13.0 | 0.0 | 0.0 | 0.0 | 25 | 30.0 | 36 | 10 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 MOROCCO | | | 97 | 0 | 0 | 3.1 | 12.4 | 34.0 | 19.6 | 18.6 | 11.3 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 26 | 31.6 | 43 | 19 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | 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 | 13 | 1 |
| AMSTERDAM | EASYJET EUROPE | S | 116 | 0 | 2 | 3.4 | 25.4 | 32.2 | 9.3 | 14.4 | 12.7 | 0.8 | 0.0 | 0.0 | 0.0 | 1.7 | 24 | 73.2 | 14 | 110 |
| AMSTERDAM | KLM | S | 276 | 0 | 0 | 0.7 | 16.3 | 42.4 | 17.4 | 10.9 | 10.9 | 1.1 | 0.4 | 0.0 | 0.0 | 0.0 | 22 | 61.6 | 18 | 262 |
| TOTAL AMSTERDAM | | | 392 | 0 | 2 | 1.5 | 19.0 | 39.3 | 15.0 | 11.9 | 11.4 | 1.0 | 0.3 | 0.0 | 0.0 | 0.5 | 23 | 65.1 | 17 | 373 |
| TOTAL NETHERLANDS | | | 392 | 0 | 2 | 1.5 | 19.0 | 39.3 | 15.0 | 11.9 | 11.4 | 1.0 | 0.3 | 0.0 | 0.0 | 0.5 | 23 | 65.1 | 17 | 373 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 11.1 | 27.8 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 85.7 | 7 | 28 |
| TOTAL BYDGOSZCZ | | | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 11.1 | 27.8 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 85.7 | 7 | 28 |
| KRAKOW | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 31.3 | 25.0 | 12.5 | 6.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 85.7 | 5 | 14 |
| KRAKOW | RYANAIR | S | 42 | 0 | 0 | 7.1 | 33.3 | 33.3 | 11.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.1 | 14 | 26 |
| 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 | 12.5 | 50 | 16 |
| TOTAL KRAKOW | | | 58 | 0 | 0 | 6.9 | 32.8 | 31.0 | 12.1 | 12.1 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 58.9 | 22 | 56 |
| POZNAN | RYANAIR | S | 18 | 0 | 0 | 16.7 | 22.2 | 38.9 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 26 | 18 |
| TOTAL POZNAN | | | 18 | 0 | 0 | 16.7 | 22.2 | 38.9 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 26 | 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 | 35.0 | 23 | 20 |
| 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 | 35.0 | 23 | 20 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 84.6 | 6 | 26 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 84.6 | 6 | 26 |
| WROCLAW | 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 | 51 | 1 |
| WROCLAW | 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 | 69 | 2 |
| 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 | 70.0 | 8 | 18 |
| 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 | 0.0 | 0 | 60.9 | 16 | 21 |
| TOTAL POLAND | | | 112 | 0 | 0 | 6.3 | 25.0 | 32.1 | 13.4 | 13.4 | 6.3 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 63.7 | 17 | 169 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | 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 | 75.0 | 11 | 16 |
| FARO | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 12.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| FARO | JET2.COM LTD | S | 70 | 0 | 0 | 11.4 | 24.3 | 40.0 | 15.7 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.8 | 12 | 84 |
| FARO | RYANAIR | S | 78 | 0 | 0 | 2.6 | 19.2 | 30.8 | 26.9 | 11.5 | 7.7 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 22 | 51.2 | 23 | 86 |
| FARO | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.3 | 13 | 16 |
| TOTAL FARO | | | 182 | 0 | 0 | 5.5 | 21.4 | 36.3 | 20.9 | 10.4 | 4.9 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 17 | 62.9 | 17 | 202 |
| LISBON | EASYJET EUROPE | S | 22 | 0 | 2 | 12.5 | 25.0 | 37.5 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 8 | 73.1 | 9 | 26 |
| LISBON | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 11.1 | 38.9 | 27.8 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 44.4 | 22 | 18 |
| TOTAL LISBON | | | 40 | 0 | 2 | 7.1 | 16.7 | 26.2 | 23.8 | 14.3 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 4.8 | 22 | 61.4 | 14 | 44 |
| OPORTO (PORTUGAL) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 3.8 | 38.5 | 23.1 | 19.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 61.1 | 15 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 OPORTO (PORTUGAL) | | | 26 | 0 | 0 | 0.0 | 3.8 | 38.5 | 23.1 | 19.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 61.1 | 15 | 18 | |
| TOTAL PORTUGAL PORTUGAL(MADEIRA) | | | 248 | 0 | 2 | 5.2 | 18.8 | 34.8 | 21.6 | 12.0 | 5.2 | 1.2 | 0.4 | 0.0 | 0.0 | 0.8 | 19 | 62.5 | 16 | 264 | |
| FUNCHAL | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 16.7 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 122 | 62.5 | 13 | 8 | |
| FUNCHAL | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 76 | 50.0 | 27 | 18 | |
| TOTAL FUNCHAL | | | 26 | 0 | 0 | 15.4 | 15.4 | 30.8 | 19.2 | 0.0 | 0.0 | 3.8 | 7.7 | 7.7 | 0.0 | 0.0 | 108 | 53.8 | 23 | 26 | |
| TOTAL PORTUGAL | | | 26 | 0 | 0 | 15.4 | 15.4 | 30.8 | 19.2 | 0.0 | 0.0 | 3.8 | 7.7 | 7.7 | 0.0 | 0.0 | 108 | 53.8 | 23 | 26 | |
| QATAR | | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 60 | 0 | 0 | 10.0 | 33.3 | 40.0 | 6.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 10 | 60 | |
| TOTAL DOHA HAMAD | | | 60 | 0 | 0 | 10.0 | 33.3 | 40.0 | 6.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 10 | 60 | |
| TOTAL QATAR | | | 60 | 0 | 0 | 10.0 | 33.3 | 40.0 | 6.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 10 | 60 | |
| REPUBLIC OF TIVAT | | | | | | | | | | | | | | | | | | | | | |
| TIVAT | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL TIVAT | | | 18 | 0 | 0 | 5.6 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL REPUBLIC OF ROMANIA | | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 44 | 0 | 0 | 0.0 | 2.3 | 11.4 | 27.3 | 31.8 | 20.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 56.3 | 17 | 32 | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 34 | 0 | 0 | 26.5 | 14.7 | 26.5 | 20.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.3 | 32 | 40 | |
| TOTAL BUCHAREST (OTOPENI) | | | 78 | 0 | 0 | 11.5 | 7.7 | 17.9 | 24.4 | 23.1 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.7 | 25 | 72 | |
| 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 | 55.6 | 21 | 18 | |
| 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 | 21 | 18 | |
| CRAIOVA | WIZZ AIR MALTA | S | 16 | 0 | 0 | 12.5 | 25.0 | 31.3 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.1 | 10 | 26 | |
| TOTAL CRAIOVA | | | 16 | 0 | 0 | 12.5 | 25.0 | 31.3 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.1 | 10 | 26 | |
| TOTAL ROMANIA | | | 94 | 0 | 0 | 11.7 | 10.6 | 20.2 | 22.3 | 21.3 | 10.6 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 56.4 | 21 | 116 | |
| SAUDI ARABIA | | | | | | | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 26 | 0 | 0 | 15.4 | 11.5 | 34.6 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 45.8 | 33 | 24 | |
| TOTAL JEDDAH | | | 26 | 0 | 0 | 15.4 | 11.5 | 34.6 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 45.8 | 33 | 24 | |
| TOTAL SAUDI ARABIA | | | 26 | 0 | 0 | 15.4 | 11.5 | 34.6 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 45.8 | 33 | 24 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 0.0 | 35.3 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| ALICANTE | JET2.COM LTD | S | 90 | 0 | 0 | 2.2 | 15.6 | 36.7 | 16.7 | 15.6 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 61.5 | 21 | 78 | |
| ALICANTE | RYANAIR | S | 103 | 0 | 0 | 4.9 | 12.6 | 23.3 | 18.4 | 22.3 | 13.6 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 61.7 | 31 | 94 | |
| ALICANTE | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 20.8 | 45.8 | 16.7 | 4.2 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 38.9 | 17 | 18 | |
| TOTAL ALICANTE | | | 234 | 0 | 0 | 3.0 | 14.5 | 32.1 | 16.2 | 18.8 | 12.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 59.5 | 26 | 190 | |
| ALMERIA | JET2.COM LTD | S | 24 | 0 | 0 | 16.7 | 16.7 | 33.3 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 8 | 18 | |
| ALMERIA | 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 | 68.8 | 14 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 ALMERIA | | | 24 | 0 | 0 | 16.7 | 16.7 | 33.3 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.5 | 11 | 34 |
| BARCELONA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 16.7 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 |
| BARCELONA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 33.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.5 | 15 | 16 |
| BARCELONA | RYANAIR | S | 62 | 0 | 0 | 1.6 | 11.3 | 21.0 | 16.1 | 17.7 | 17.7 | 8.1 | 6.5 | 0.0 | 0.0 | 0.0 | 58 | 61.5 | 16 | 52 |
| BARCELONA | VUELING AIRLINES | S | 48 | 0 | 0 | 4.2 | 16.7 | 27.1 | 18.8 | 20.8 | 8.3 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 28 | 81.7 | 9 | 60 |
| TOTAL BARCELONA | | | 146 | 0 | 0 | 2.1 | 14.4 | 25.3 | 19.2 | 19.2 | 12.3 | 4.1 | 3.4 | 0.0 | 0.0 | 0.0 | 39 | 71.1 | 13 | 128 |
| GIRONA | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 33.3 | 50.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 72.2 | 13 | 18 |
| GIRONA | RYANAIR | S | 26 | 0 | 0 | 3.8 | 11.5 | 19.2 | 42.3 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 75.0 | 15 | 36 |
| GIRONA | TUI AIRWAYS LTD | C | 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 | 46.7 | 31 | 15 |
| TOTAL GIRONA | | | 57 | 0 | 0 | 5.3 | 24.6 | 36.8 | 22.8 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 68.1 | 18 | 69 |
| IBIZA | JET2.COM LTD | S | 64 | 0 | 0 | 1.6 | 29.7 | 32.8 | 9.4 | 15.6 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 77.9 | 10 | 68 |
| IBIZA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 30.8 | 26.9 | 19.2 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 43 | 38.5 | 30 | 26 |
| IBIZA | TUI AIRWAYS LTD | C | 50 | 0 | 0 | 2.0 | 14.0 | 44.0 | 18.0 | 14.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 63.6 | 20 | 44 |
| TOTAL IBIZA | | | 140 | 0 | 0 | 1.4 | 20.0 | 36.4 | 15.7 | 15.7 | 7.9 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 24 | 65.9 | 17 | 138 |
| MADRID | RYANAIR | S | 17 | 0 | 0 | 0.0 | 17.6 | 17.6 | 17.6 | 17.6 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 38.5 | 37 | 26 |
| TOTAL MADRID | | | 17 | 0 | 0 | 0.0 | 17.6 | 17.6 | 17.6 | 17.6 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 38.5 | 37 | 26 |
| MAHON | JET2.COM LTD | S | 48 | 0 | 0 | 4.2 | 25.0 | 39.6 | 27.1 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.4 | 13 | 42 |
| MAHON | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 0.0 | 28.6 | 42.9 | 22.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.7 | 24 | 34 |
| TOTAL MAHON | | | 83 | 0 | 0 | 2.4 | 26.5 | 41.0 | 25.3 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.4 | 18 | 76 |
| MALAGA | EASYJET UK LTD | S | 28 | 0 | 0 | 0.0 | 3.6 | 39.3 | 7.1 | 25.0 | 10.7 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 |
| MALAGA | JET2.COM LTD | S | 61 | 0 | 0 | 4.9 | 16.4 | 42.6 | 16.4 | 11.5 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 71.7 | 12 | 60 |
| MALAGA | RYANAIR | S | 94 | 0 | 0 | 0.0 | 9.6 | 26.6 | 16.0 | 18.1 | 22.3 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 60.5 | 23 | 86 |
| MALAGA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 5.6 | 5.6 | 27.8 | 44.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 38.9 | 34 | 18 |
| TOTAL MALAGA | | | 201 | 0 | 0 | 1.5 | 10.4 | 31.3 | 15.9 | 19.4 | 15.9 | 4.5 | 1.0 | 0.0 | 0.0 | 0.0 | 37 | 62.2 | 20 | 164 |
| MURCIA INTERNATIONAL | RYANAIR | S | 26 | 0 | 0 | 3.8 | 15.4 | 46.2 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 79.2 | 13 | 24 |
| TOTAL MURCIA INTERNATIONAL | | | 26 | 0 | 0 | 3.8 | 15.4 | 46.2 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 79.2 | 13 | 24 |
| PALMA DE MALLORCA | 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 | 42.9 | 24 | 7 |
| PALMA DE MALLORCA | 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 | 30 | 0.0 | 0 | 0 |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 44 | 0 | 0 | 15.9 | 18.2 | 34.1 | 20.5 | 4.5 | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 54.8 | 19 | 42 |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 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 | 37 | 0.0 | 0 | 0 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 135 | 0 | 0 | 0.0 | 11.1 | 47.4 | 17.8 | 16.3 | 6.7 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 65.1 | 20 | 129 |
| PALMA DE MALLORCA | RYANAIR | S | 103 | 0 | 0 | 1.9 | 13.6 | 24.3 | 14.6 | 21.4 | 17.5 | 4.9 | 1.0 | 1.0 | 0.0 | 0.0 | 45 | 50.5 | 32 | 95 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 85 | 0 | 0 | 0.0 | 14.1 | 29.4 | 23.5 | 27.1 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 56.7 | 23 | 60 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 378 | 0 | 0 | 2.4 | 13.0 | 34.9 | 18.8 | 19.3 | 8.7 | 2.4 | 0.3 | 0.3 | 0.0 | 0.0 | 28 | 57.7 | 24 | 333 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| REUS | JET2.COM LTD | S | 22 | 0 | 0 | 0.0 | 31.8 | 27.3 | 40.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 91.7 | 7 | 24 | | |
| REUS | RYANAIR | S | 34 | 0 | 0 | 0.0 | 2.9 | 20.6 | 2.9 | 32.4 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 51 | 44.4 | 46 | 18 | | |
| REUS | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 4.2 | 29.2 | 54.2 | 8.3 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 15 | 82.1 | 10 | 28 | | | |
| TOTAL REUS | | | 80 | 0 | 0 | 1.3 | 18.8 | 32.5 | 15.0 | 13.8 | 15.0 | 2.5 | 1.3 | 0.0 | 0.0 | 29 | 75.7 | 18 | 70 | | |
| SANTANDER | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 5.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 17 | 18 | | | |
| TOTAL SANTANDER | | | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 5.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 17 | 18 | | | |
| SEVILLE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | | |
| TOTAL SEVILLE | | | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | | |
| VALENCIA | RYANAIR | S | 18 | 0 | 0 | 11.1 | 22.2 | 38.9 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | |
| TOTAL VALENCIA | | | 18 | 0 | 0 | 11.1 | 22.2 | 38.9 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | |
| TOTAL SPAIN | | | 1440 | 0 | 0 | 2.6 | 15.6 | 33.8 | 17.8 | 16.5 | 10.6 | 2.4 | 0.8 | 0.1 | 0.0 | 28 | 63.4 | 20 | 1270 | | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 61 | 0 | 0 | 1.6 | 14.8 | 36.1 | 34.4 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.7 | 10 | 60 | | | |
| ARRECIFE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 50.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 24 | 16 | | | | |
| ARRECIFE | TUI AIRWAYS LTD | C | 44 | 0 | 0 | 2.3 | 11.4 | 36.4 | 15.9 | 22.7 | 11.4 | 0.0 | 0.0 | 27 | 53.8 | 28 | 26 | | | | |
| ARRECIFE | TUI AIRWAYS LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 83 | 2 | | | | |
| TOTAL ARRECIFE | | | 122 | 0 | 0 | 1.6 | 15.6 | 38.5 | 25.4 | 14.8 | 4.1 | 0.0 | 0.0 | 0.0 | 19 | 65.4 | 18 | 104 | | | |
| FUERTEVENTURA | EASYJET UK LTD | S | 8 | 0 | 0 | 25.0 | 12.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | | |
| FUERTEVENTURA | JET2.COM LTD | S | 37 | 0 | 0 | 2.7 | 5.4 | 45.9 | 21.6 | 16.2 | 8.1 | 0.0 | 0.0 | 21 | 77.8 | 13 | 35 | | | | |
| FUERTEVENTURA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 29 | 94.4 | 4 | 18 | | | | |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 18.8 | 18.8 | 6.3 | 0.0 | 0.0 | 19 | 66.7 | 13 | 18 | | | | |
| TOTAL FUERTEVENTURA | | | 79 | 0 | 0 | 3.8 | 11.4 | 35.4 | 22.8 | 19.0 | 7.6 | 0.0 | 0.0 | 0.0 | 21 | 79.2 | 11 | 71 | | | |
| LAS PALMAS | JET2.COM LTD | S | 43 | 0 | 0 | 2.3 | 11.6 | 20.9 | 14.0 | 30.2 | 18.6 | 2.3 | 0.0 | 35 | 57.8 | 23 | 45 | | | | |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 55.6 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 17 | 72.2 | 9 | 18 | | | | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 26.9 | 11.5 | 19.2 | 0.0 | 0.0 | 29 | 66.7 | 16 | 27 | | | | |
| TOTAL LAS PALMAS | | | 87 | 0 | 0 | 1.1 | 11.5 | 29.9 | 19.5 | 21.8 | 14.9 | 1.1 | 0.0 | 29 | 63.3 | 18 | 90 | | | | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 18 | 0 | 0 | 33.3 | 0.0 | 11.1 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | | | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 105 | 0 | 0 | 7.6 | 17.1 | 32.4 | 18.1 | 18.1 | 6.7 | 0.0 | 0.0 | 19 | 73.1 | 12 | 104 | | | | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 34 | 0 | 0 | 0.0 | 23.5 | 14.7 | 17.6 | 29.4 | 14.7 | 0.0 | 0.0 | 29 | 35.3 | 28 | 34 | | | | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 2.4 | 11.9 | 35.7 | 19.0 | 14.3 | 11.9 | 0.0 | 2.4 | 55 | 47.1 | 78 | 34 | | | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 199 | 0 | 0 | 7.5 | 15.6 | 28.1 | 19.6 | 18.6 | 9.5 | 0.0 | 0.5 | 29 | 60.5 | 28 | 172 | | | | |
| TOTAL SPAIN(CANARY SWEDEN) | | | 487 | 0 | 0 | 4.3 | 14.2 | 32.2 | 21.6 | 18.3 | 8.8 | 0.2 | 0.2 | 0.2 | 0.0 | 0.0 | 25 | 65.3 | 21 | 437 | |
| STOCKHOLM (ARLANDA) | RYANAIR | S | 16 | 0 | 0 | 6.3 | 37.5 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 8 | 27.8 | 44 | 18 | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 STOCKHOLM (ARLANDA) | | | 16 | 0 | 0 | 6.3 | 37.5 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 27.8 | 44 | 18 | |
| TOTAL SWEDEN | | | 16 | 0 | 0 | 6.3 | 37.5 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 27.8 | 44 | 18 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| GENEVA | EASYJET SWITZERLAND | S | 18 | 0 | 0 | 0.0 | 11.1 | 16.7 | 38.9 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| GENEVA | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 26.9 | 44 | 26 | |
| GENEVA | SWISS AIRLINES | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 21 | 2 | |
| TOTAL GENEVA | | | 27 | 0 | 0 | 0.0 | 7.4 | 22.2 | 37.0 | 25.9 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 25.0 | 43 | 28 | |
| ZURICH | SWISS AIRLINES | S | 76 | 0 | 3 | 0.0 | 3.8 | 16.5 | 22.8 | 31.6 | 20.3 | 0.0 | 1.3 | 0.0 | 0.0 | 40 | 27.1 | 28 | 70 | |
| TOTAL ZURICH | | | 76 | 0 | 3 | 0.0 | 3.8 | 16.5 | 22.8 | 31.6 | 20.3 | 0.0 | 1.3 | 0.0 | 0.0 | 40 | 27.1 | 28 | 70 | |
| TOTAL SWITZERLAND | | | 103 | 0 | 3 | 0.0 | 4.7 | 17.9 | 26.4 | 30.2 | 17.0 | 0.0 | 0.9 | 0.0 | 0.0 | 36 | 26.5 | 32 | 98 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 38.9 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 16.7 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 33.3 | 18 | 18 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 36 | 0 | 0 | 2.8 | 16.7 | 33.3 | 16.7 | 19.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 25 | 33.3 | 18 | 18 | |
| TOTAL TUNISIA | | | 36 | 0 | 0 | 2.8 | 16.7 | 33.3 | 16.7 | 19.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 25 | 33.3 | 18 | 18 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 26 | 0 | 0 | 11.5 | 11.5 | 26.9 | 26.9 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 54.2 | 16 | 24 | |
| ANTALYA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 11.1 | 44.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | |
| 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 | 26.3 | 38 | 19 | |
| ANTALYA | JET2.COM LTD | S | 77 | 0 | 0 | 1.3 | 15.6 | 35.1 | 22.1 | 18.2 | 6.5 | 0.0 | 1.3 | 0.0 | 0.0 | 24 | 39.7 | 25 | 78 | |
| ANTALYA | SUNEXPRESS | S | 102 | 0 | 0 | 2.9 | 12.7 | 29.4 | 29.4 | 16.7 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 28 | 36.8 | 32 | 68 | |
| ANTALYA | TUI AIRWAYS LTD | C | 59 | 0 | 0 | 1.7 | 10.2 | 33.9 | 23.7 | 23.7 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 39.1 | 28 | 23 | |
| TOTAL ANTALYA | | | 282 | 0 | 0 | 2.8 | 12.4 | 31.2 | 24.8 | 20.2 | 7.1 | 0.0 | 1.4 | 0.0 | 0.0 | 26 | 39.2 | 28 | 212 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 26 | 0 | 0 | 11.5 | 19.2 | 19.2 | 7.7 | 23.1 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 53.8 | 19 | 26 | |
| BODRUM (MILAS) | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 12.5 | 25.0 | 25.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 53.3 | 23 | 15 | |
| TOTAL BODRUM (MILAS) | | | 42 | 0 | 0 | 7.1 | 14.3 | 16.7 | 14.3 | 23.8 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 53.7 | 20 | 41 | |
| DALAMAN | CORENDON AIRLINES | S | 16 | 0 | 0 | 6.3 | 25.0 | 43.8 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.2 | 11 | 18 | |
| DALAMAN | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 16.7 | 37.5 | 16.7 | 16.7 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| DALAMAN | JET2.COM LTD | S | 59 | 0 | 0 | 10.2 | 11.9 | 16.9 | 15.3 | 27.1 | 15.3 | 1.7 | 0.0 | 1.7 | 0.0 | 49 | 35.9 | 33 | 64 | |
| DALAMAN | SUNEXPRESS | S | 94 | 0 | 0 | 18.1 | 20.2 | 25.5 | 20.2 | 12.8 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.5 | 5 | 26 | |
| DALAMAN | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 4.8 | 14.3 | 35.7 | 19.0 | 16.7 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 56.7 | 32 | 67 | |
| DALAMAN | 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 | 100.0 | 1 | 1 | | |
| TOTAL DALAMAN | | | 235 | 0 | 0 | 11.1 | 17.0 | 27.7 | 18.3 | 17.0 | 7.7 | 0.9 | 0.0 | 0.4 | 0.0 | 25 | 55.7 | 26 | 176 | |
| ISTANBUL | THY TURKISH AIRLINES | S | 146 | 0 | 0 | 7.5 | 17.8 | 28.1 | 22.6 | 14.4 | 7.5 | 2.1 | 0.0 | 0.0 | 0.0 | 23 | 50.4 | 21 | 119 | |
| TOTAL ISTANBUL | | | 146 | 0 | 0 | 7.5 | 17.8 | 28.1 | 22.6 | 14.4 | 7.5 | 2.1 | 0.0 | 0.0 | 0.0 | 23 | 50.4 | 21 | 119 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 44 | 0 | 0 | 29.5 | 13.6 | 36.4 | 11.4 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 44 | 0 | 0 | 29.5 | 13.6 | 36.4 | 11.4 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 12.5 | 50.0 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 33.3 | 21 | 18 | |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 10 | 0 | 0 | 20.0 | 30.0 | 20.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 10 | 18 | |
| IZMIR (ADNAN MENDERES) | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 25.0 | 56.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 23 | 18 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 42 | 0 | 0 | 4.8 | 11.9 | 19.0 | 45.2 | 16.7 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 18 | 54 | |
| TOTAL TURKEY | | | 791 | 0 | 0 | 8.0 | 14.9 | 28.4 | 22.3 | 17.4 | 7.7 | 0.6 | 0.5 | 0.1 | 0.0 | 0.0 | 24 | 48.7 | 25 | 602 | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 120 | 0 | 0 | 12.5 | 40.0 | 31.7 | 10.8 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 79.2 | 16 | 120 | |
| TOTAL DUBAI | | | 120 | 0 | 0 | 12.5 | 40.0 | 31.7 | 10.8 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 79.2 | 16 | 120 | |
| TOTAL UNITED ARAB | | | 120 | 0 | 0 | 12.5 | 40.0 | 31.7 | 10.8 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 79.2 | 16 | 120 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 144 | 0 | 2 | 4.1 | 33.6 | 41.8 | 11.0 | 4.1 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 10 | 64.5 | 17 | 151 | |
| ABERDEEN | 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 | 8 | 1 | |
| TOTAL ABERDEEN | | | 144 | 0 | 2 | 4.1 | 33.6 | 41.8 | 11.0 | 4.1 | 3.4 | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 10 | 64.7 | 17 | 152 | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 282 | 0 | 8 | 6.9 | 32.4 | 32.1 | 8.6 | 8.3 | 6.9 | 0.7 | 1.4 | 0.0 | 0.0 | 2.8 | 17 | 0.0 | 0 | 0 | |
| BELFAST CITY (GEORGE BEST) | STOBART 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 | 69.6 | 15 | 207 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 282 | 0 | 8 | 6.9 | 32.4 | 32.1 | 8.6 | 8.3 | 6.9 | 0.7 | 1.4 | 0.0 | 0.0 | 2.8 | 17 | 69.6 | 15 | 207 | |
| BELFAST INTERNATIONAL | 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 | 44 | 0.0 | 0 | 0 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 242 | 0 | 0 | 3.7 | 40.5 | 29.3 | 15.3 | 5.8 | 4.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 60.1 | 27 | 226 | |
| TOTAL BELFAST INTERNATIONAL | | | 243 | 0 | 0 | 3.7 | 40.3 | 29.2 | 15.2 | 6.2 | 4.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 60.1 | 27 | 226 | |
| BOURNEMOUTH | EASTERN AIRWAYS | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 2 | |
| 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 | 8 | 2 | |
| CITY OF DERRY (EGLINTON) | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL CITY OF DERRY (EGLINTON) | | | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| EAST MIDLANDS INTERNATIONAL | 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 | 4 | 0.0 | 0 | 0 | |
| TOTAL EAST MIDLANDS 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 | 4 | 0.0 | 0 | 0 | |
| EDINBURGH | EASYJET UK LTD | S | 148 | 0 | 0 | 6.1 | 22.3 | 32.4 | 20.9 | 13.5 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 54.2 | 29 | 116 | |
| TOTAL EDINBURGH | | | 148 | 0 | 0 | 6.1 | 22.3 | 32.4 | 20.9 | 13.5 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 54.2 | 29 | 116 | |
| GATWICK | 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 | 0.0 | 22 | 1 | |

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 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 | 22 | 1 |
| GLASGOW | EASYJET UK LTD | S | 156 | 0 | 0 | 5.8 | 42.3 | 29.5 | 7.7 | 5.8 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.1 | 18 | 142 |
| TOTAL GLASGOW | | | 156 | 0 | 0 | 5.8 | 42.3 | 29.5 | 7.7 | 5.8 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.1 | 18 | 142 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 58 | 0 | 2 | 6.7 | 18.3 | 28.3 | 13.3 | 1.7 | 20.0 | 8.3 | 0.0 | 0.0 | 0.0 | 3.3 | 38 | 60.0 | 20 | 60 |
| TOTAL GUERNSEY | | | 58 | 0 | 2 | 6.7 | 18.3 | 28.3 | 13.3 | 1.7 | 20.0 | 8.3 | 0.0 | 0.0 | 0.0 | 3.3 | 38 | 60.0 | 20 | 60 |
| 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 | 50.0 | 18 | 54 |
| 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 | 50.0 | 18 | 54 |
| ISLE OF MAN | LOGANAIR LTD | S | 50 | 0 | 0 | 0.0 | 26.0 | 32.0 | 12.0 | 16.0 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 75.0 | 12 | 52 |
| TOTAL ISLE OF MAN | | | 50 | 0 | 0 | 0.0 | 26.0 | 32.0 | 12.0 | 16.0 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 75.0 | 12 | 52 |
| JERSEY | BLUE ISLANDS LIMITED | S | 39 | 0 | 6 | 4.4 | 8.9 | 37.8 | 15.6 | 2.2 | 6.7 | 6.7 | 4.4 | 0.0 | 0.0 | 13.3 | 35 | 73.8 | 15 | 78 |
| JERSEY | 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 | 0.0 | 2 | 0.0 | 0 | 0 |
| TOTAL JERSEY | | | 55 | 0 | 6 | 4.9 | 18.0 | 39.3 | 13.1 | 1.6 | 4.9 | 4.9 | 3.3 | 0.0 | 0.0 | 9.8 | 25 | 73.8 | 15 | 78 |
| TOTAL UNITED KINGDOM | | | 1153 | 0 | 18 | 5.1 | 32.4 | 32.6 | 12.6 | 7.3 | 6.2 | 1.6 | 0.5 | 0.0 | 0.0 | 1.5 | 17 | 63.6 | 20 | 1090 |
| USA | | | | | | | | | | | | | | | | | | | | |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 11.8 | 58.8 | 5.9 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 36.0 | 31 | 25 |
| TOTAL MELBOURNE FLATS | | | 17 | 0 | 0 | 0.0 | 11.8 | 58.8 | 5.9 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 36.0 | 31 | 25 |
| TOTAL USA | | | 17 | 0 | 0 | 0.0 | 11.8 | 58.8 | 5.9 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 36.0 | 31 | 25 |
| TOTAL BIRMINGHAM | | | 8554 | 0 | 37 | 4.2 | 18.6 | 33.0 | 18.1 | 15.3 | 8.0 | 1.8 | 0.6 | 0.2 | 0.0 | 0.4 | 25 | 60.2 | 21 | 7971 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BOURNEMOUTH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 2023 | | | |
|---------------------------------|-------------------|-------------------|-----------|----------|----------|----------------------------|--------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------------|------------|------------------|-----------------|------------------|-----------|--|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | More than 15 m early | | 15 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 | | |
| | | | | | | 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 | | | | | | | | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| ZADAR | RYANAIR | S | 18 | 0 | 0 | 5.6 | 0.0 | 33.3 | 11.1 | 16.7 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 44 | 33.3 | 38 | 18 | | |
| TOTAL ZADAR | | | 18 | 0 | 0 | 5.6 | 0.0 | 33.3 | 11.1 | 16.7 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 44 | 33.3 | 38 | 18 | | |
| ZAGREB | QUICK AIR SERVICE | S | 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 | | |
| TOTAL ZAGREB | | | 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 | | |
| TOTAL CROATIA | | | 19 | 0 | 0 | 5.3 | 0.0 | 36.8 | 10.5 | 15.8 | 21.1 | 10.5 | 0.0 | 0.0 | 0.0 | 42 | 33.3 | 38 | 18 | | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| PAPHOS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 16.7 | 50.0 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 71.4 | 30 | 7 | | |
| TOTAL PAPHOS | | | 18 | 0 | 0 | 5.6 | 16.7 | 50.0 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 71.4 | 30 | 7 | | |
| TOTAL CYPRUS | | | 18 | 0 | 0 | 5.6 | 16.7 | 50.0 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 71.4 | 30 | 7 | | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BERGERAC | RYANAIR | S | 18 | 0 | 0 | 0.0 | 33.3 | 0.0 | 16.7 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 50.0 | 17 | 18 | | |
| TOTAL BERGERAC | | | 18 | 0 | 0 | 0.0 | 33.3 | 0.0 | 16.7 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 50.0 | 17 | 18 | | |
| CARCASSONNE | RYANAIR | S | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 7.7 | 15.4 | 7.7 | 0.0 | 23.1 | 0.0 | 0.0 | 70 | 83.3 | 4 | 18 | | |
| TOTAL CARCASSONNE | | | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 7.7 | 15.4 | 7.7 | 0.0 | 23.1 | 0.0 | 0.0 | 70 | 83.3 | 4 | 18 | | |
| NANTES | RYANAIR | S | 16 | 0 | 0 | 50.0 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | |
| TOTAL NANTES | | | 16 | 0 | 0 | 50.0 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 202 | 0.0 | 0 | 0 | | |
| TOTAL TOULOUSE (BLAGNAC) | | | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 202 | 0.0 | 0 | | |
| TOTAL FRANCE | | | 50 | 0 | 0 | 16.0 | 28.0 | 12.0 | 8.0 | 14.0 | 14.0 | 0.0 | 6.0 | 2.0 | 0.0 | 45 | 66.7 | 11 | 36 | | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| CORFU | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 11.8 | 47.1 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.9 | 111 | 17 | | |
| TOTAL CORFU | | | 17 | 0 | 0 | 0.0 | 11.8 | 47.1 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.9 | 111 | 17 | | |
| HERAKLION | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 6.3 | 25.0 | 56.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 8 | 6 | | |
| TOTAL HERAKLION | | | 16 | 0 | 0 | 6.3 | 25.0 | 56.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 8 | 6 | | |
| KEFALLINIA | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 14.3 | 0.0 | 28.6 | 0.0 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 63 | 85.7 | 7 | 7 | | |
| TOTAL KEFALLINIA | | | 7 | 0 | 0 | 0.0 | 14.3 | 0.0 | 28.6 | 0.0 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 63 | 85.7 | 7 | 7 | | |
| RHODES | AEGEAN AIRLINES | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 7 | | |
| RHODES | TUI AIRWAYS LTD | C | 15 | 0 | 0 | 0.0 | 13.3 | 66.7 | 0.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 161 | 10 | | |
| TOTAL RHODES | | | 15 | 0 | 0 | 0.0 | 13.3 | 66.7 | 0.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.6 | 95 | 17 | | |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 57.1 | 12 | 7 | | |
| TOTAL ZAKINTHOS | | | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 57.1 | 12 | 7 | | |
| TOTAL GREECE | | | 64 | 0 | 0 | 1.6 | 15.6 | 46.9 | 12.5 | 12.5 | 9.4 | 1.6 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 68 | 54 | | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 16 | 0 | 0 | 18.8 | 25.0 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 9 | 18 | | |
| TOTAL BUDAPEST | | | 16 | 0 | 0 | 18.8 | 25.0 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 9 | 18 | | |
| TOTAL HUNGARY | | | 16 | 0 | 0 | 18.8 | 25.0 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 83.3 | 9 | 18 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BOURNEMOUTH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | |
| 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 | 42.3 | 24 | 26 | |
| 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 | 42.3 | 24 | 26 | |
| 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 | 42.3 | 24 | 26 | |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| VENICE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 68.8 | 12 | 16 | |
| TOTAL VENICE | | | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 68.8 | 12 | 16 | |
| TOTAL ITALY | | | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 68.8 | 12 | 16 | |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 24 | 0 | 0 | 0.0 | 25.0 | 50.0 | 20.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 18 | |
| TOTAL MALTA | | | 24 | 0 | 0 | 0.0 | 25.0 | 50.0 | 20.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 18 | |
| TOTAL MALTA | | | 24 | 0 | 0 | 0.0 | 25.0 | 50.0 | 20.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 18 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 18 | 0 | 0 | 22.2 | 50.0 | 11.1 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| TOTAL AGADIR (AL MASSIRA) | | | 18 | 0 | 0 | 22.2 | 50.0 | 11.1 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| TOTAL MOROCCO | | | 18 | 0 | 0 | 22.2 | 50.0 | 11.1 | 5.6 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 16.7 | 5.6 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 44.4 | 19 | 18 | |
| TOTAL KRAKOW | | | 18 | 0 | 0 | 0.0 | 27.8 | 16.7 | 5.6 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 44.4 | 19 | 18 | |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 50.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.2 | 9 | 18 | |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 5.6 | 33.3 | 50.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.2 | 9 | 18 | |
| TOTAL POLAND | | | 36 | 0 | 0 | 2.8 | 30.6 | 33.3 | 2.8 | 22.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.3 | 14 | 36 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 34 | 0 | 0 | 0.0 | 8.8 | 47.1 | 14.7 | 2.9 | 23.5 | 0.0 | 2.9 | 0.0 | 0.0 | 34 | 64.3 | 27 | 42 | |
| TOTAL FARO | | | 34 | 0 | 0 | 0.0 | 8.8 | 47.1 | 14.7 | 2.9 | 23.5 | 0.0 | 2.9 | 0.0 | 0.0 | 34 | 64.3 | 27 | 42 | |
| TOTAL PORTUGAL | | | 34 | 0 | 0 | 0.0 | 8.8 | 47.1 | 14.7 | 2.9 | 23.5 | 0.0 | 2.9 | 0.0 | 0.0 | 34 | 64.3 | 27 | 42 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 59 | 0 | 0 | 1.7 | 27.1 | 28.8 | 20.3 | 15.3 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 20 | 80.8 | 13 | 52 | |
| TOTAL ALICANTE | | | 59 | 0 | 0 | 1.7 | 27.1 | 28.8 | 20.3 | 15.3 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 20 | 80.8 | 13 | 52 | |
| GIRONA | FAI FLIGHT- AMBULANCE SERVICE | 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 | |
| GIRONA | RYANAIR | S | 59 | 0 | 0 | 6.8 | 32.2 | 22.0 | 16.9 | 11.9 | 8.5 | 0.0 | 1.7 | 0.0 | 0.0 | 21 | 88.5 | 7 | 52 | |
| TOTAL GIRONA | | | 60 | 0 | 0 | 6.7 | 33.3 | 21.7 | 16.7 | 11.7 | 8.3 | 0.0 | 1.7 | 0.0 | 0.0 | 21 | 88.5 | 7 | 52 | |
| IBIZA | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 14.3 | 21.4 | 42.9 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 158 | 6 | |
| TOTAL IBIZA | | | 14 | 0 | 0 | 14.3 | 21.4 | 42.9 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 158 | 6 | |
| MAHON | 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 | 9 | 62.5 | 51 | 8 | |
| TOTAL MAHON | | | 18 | 0 | 0 | 0.0 | 27.8 | 61.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.5 | 51 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BOURNEMOUTH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | RYANAIR | S | 60 | 0 | 0 | 0.0 | 25.0 | 43.3 | 20.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 14 | 52 | |
| TOTAL MALAGA | | | 60 | 0 | 0 | 0.0 | 25.0 | 43.3 | 20.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 14 | 52 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 26 | 0 | 0 | 0.0 | 19.2 | 42.3 | 11.5 | 15.4 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 30 | 54.2 | 23 | 24 | |
| TOTAL MURCIA INTERNATIONAL | | | 26 | 0 | 0 | 0.0 | 19.2 | 42.3 | 11.5 | 15.4 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 30 | 54.2 | 23 | 24 | |
| PALMA DE MALLORCA | 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 | 75.0 | 5 | 8 | |
| PALMA DE MALLORCA | RYANAIR | S | 78 | 0 | 0 | 0.0 | 9.0 | 41.0 | 7.7 | 23.1 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 55.1 | 41 | 78 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 0.0 | 19.0 | 40.5 | 19.0 | 14.3 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.2 | 12 | 26 | |
| TOTAL PALMA DE MALLORCA | | | 120 | 0 | 0 | 0.0 | 12.5 | 40.8 | 11.7 | 20.0 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 59.8 | 32 | 112 | |
| TOTAL SPAIN | | | 357 | 0 | 0 | 2.0 | 22.1 | 37.3 | 14.8 | 14.8 | 6.7 | 1.7 | 0.6 | 0.0 | 0.0 | 0.0 | 21 | 70.6 | 24 | 306 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | RYANAIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 23.5 | 23.5 | 29.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 85.7 | 36 | 7 | |
| TOTAL ARRECIFE | | | 35 | 0 | 0 | 2.9 | 25.7 | 40.0 | 20.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 85.7 | 36 | 7 | |
| LAS PALMAS | RYANAIR | 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 | 50.0 | 18 | 8 | |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 18 | 8 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 18 | 0 | 0 | 11.1 | 5.6 | 27.8 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 31.3 | 36 | 16 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 18.8 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 35 | 44.4 | 34 | 9 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 34 | 0 | 0 | 5.9 | 5.9 | 32.4 | 26.5 | 20.6 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 27 | 36.0 | 35 | 25 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 77 | 0 | 0 | 3.9 | 16.9 | 37.7 | 23.4 | 14.3 | 2.6 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 18 | 47.5 | 32 | 40 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| 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 | 56.3 | 18 | 16 | |
| ANTALYA | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 0.0 | 14.3 | 42.9 | 14.3 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| TOTAL ANTALYA | | | 14 | 0 | 0 | 0.0 | 14.3 | 42.9 | 14.3 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 56.3 | 18 | 16 | |
| DALAMAN | 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 | 94.4 | 2 | 18 | |
| DALAMAN | TUI AIRWAYS LTD | C | 15 | 0 | 0 | 0.0 | 6.7 | 53.3 | 20.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TOTAL DALAMAN | | | 15 | 0 | 0 | 0.0 | 6.7 | 53.3 | 20.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 94.4 | 2 | 18 | |
| TOTAL TURKEY | | | 29 | 0 | 0 | 0.0 | 10.3 | 48.3 | 17.2 | 13.8 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.5 | 9 | 34 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | 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 | 10 | 2 | |
| 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 | 10 | 2 | |
| EDINBURGH | RYANAIR UK LTD | S | 26 | 0 | 0 | 3.8 | 30.8 | 23.1 | 15.4 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 20.6 | 37 | 34 | |
| TOTAL EDINBURGH | | | 26 | 0 | 0 | 3.8 | 30.8 | 23.1 | 15.4 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 20.6 | 37 | 34 | |
| GATWICK | 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 | 2 | |

Reporting Airport: BOURNEMOUTH (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 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 | 2 |
| LIVERPOOL (JOHN LENNON) | LOGANAIR LTD | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 27 | 0 | 0 | 3.7 | 29.6 | 22.2 | 14.8 | 14.8 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 28.9 | 33 | 38 |
| TOTAL BOURNEMOUTH | | | 785 | 0 | 0 | 3.8 | 21.7 | 37.2 | 14.1 | 12.7 | 8.2 | 1.3 | 0.9 | 0.1 | 0.0 | 0.0 | 22 | 64.7 | 26 | 689 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| ALBANIA | | | | | | | | | | | | | | | | | | | | |
| TIRANA | RYANAIR UK LTD | S | 16 | 1 | 0 | 0.0 | 11.8 | 29.4 | 29.4 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL TIRANA | | | 16 | 1 | 0 | 0.0 | 11.8 | 29.4 | 29.4 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL ALBANIA | | | 16 | 1 | 0 | 0.0 | 11.8 | 29.4 | 29.4 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 25 | 0.0 | 0 | 0 |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | 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 | 16.7 | 27 | 6 |
| TOTAL INNSBRUCK | | | 0 | 0 | 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 | 27 | 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 | 16.7 | 27 | 6 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | |
| BURGAS | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 0.0 | 0 | 0 |
| BURGAS | TUI AIRWAYS LTD | C | 15 | 0 | 0 | 0.0 | 13.3 | 33.3 | 20.0 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 62.5 | 16 | 16 |
| TOTAL BURGAS | | | 23 | 0 | 0 | 0.0 | 8.7 | 26.1 | 17.4 | 26.1 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 62.5 | 16 | 16 |
| SOFIA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 16.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| TOTAL SOFIA | | | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 16.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| TOTAL BULGARIA | | | 41 | 0 | 0 | 0.0 | 12.2 | 34.1 | 17.1 | 24.4 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 62.5 | 16 | 16 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | TUI AIRWAYS LTD | S | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL BOA VISTA (RABIL) | | | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 8 | 0 | 0 | 25.0 | 12.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 7 | 8 |
| TOTAL ILHA DO SAL C.VERDE | | | 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 | 87.5 | 7 | 8 |
| TOTAL CAPE VERDE | | | 16 | 0 | 0 | 12.5 | 25.0 | 50.0 | 6.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 7 | 8 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | EASYJET UK LTD | S | 44 | 0 | 0 | 2.3 | 11.4 | 38.6 | 27.3 | 11.4 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 61.8 | 27 | 34 |
| DUBROVNIK | TUI AIRWAYS LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 24 | 8 |
| TOTAL DUBROVNIK | | | 52 | 0 | 0 | 1.9 | 9.6 | 40.4 | 26.9 | 11.5 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 59.5 | 27 | 42 |
| PULA | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 12.5 | 45.8 | 16.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 27 | 18 |
| TOTAL PULA | | | 24 | 0 | 0 | 0.0 | 12.5 | 45.8 | 16.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 27 | 18 |
| SPLIT | EASYJET UK LTD | S | 44 | 0 | 0 | 9.1 | 36.4 | 43.2 | 6.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 10 | 44 |
| TOTAL SPLIT | | | 44 | 0 | 0 | 9.1 | 36.4 | 43.2 | 6.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 10 | 44 |
| TOTAL CROATIA | | | 120 | 0 | 0 | 4.2 | 20.0 | 42.5 | 17.5 | 10.8 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.3 | 20 | 104 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 24 | 0 | 0 | 4.2 | 8.3 | 41.7 | 20.8 | 16.7 | 4.2 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 34 | 72.2 | 48 | 18 |
| LARNACA | JET2.COM LTD | S | 25 | 0 | 0 | 0.0 | 8.0 | 32.0 | 36.0 | 8.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 17 | 18 |
| LARNACA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 11.5 | 15.4 | 46.2 | 15.4 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.0 | 21 | 25 |
| TOTAL LARNACA | | | 75 | 0 | 0 | 5.3 | 10.7 | 40.0 | 24.0 | 9.3 | 9.3 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 25 | 59.0 | 28 | 61 |
| PAPHOS | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 7.7 | 15.4 | 34.6 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 32.0 | 33 | 25 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | |
| PAPHOS | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 26.9 | 15.4 | 15.4 | 23.1 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 21 | 16 | | |
| PAPHOS | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 3.8 | 23.1 | 38.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.4 | 18 | 26 | | |
| TOTAL PAPHOS | | | 78 | 0 | 0 | 2.6 | 19.2 | 23.1 | 24.4 | 19.2 | 9.0 | 2.6 | 0.0 | 0.0 | 0.0 | 26 | 52.2 | 24 | 67 | | |
| TOTAL CYPRUS | | | 153 | 0 | 0 | 3.9 | 15.0 | 31.4 | 24.2 | 14.4 | 9.2 | 1.3 | 0.0 | 0.7 | 0.0 | 25 | 55.5 | 26 | 128 | | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 16.7 | 38.9 | 13.9 | 11.1 | 13.9 | 2.8 | 2.8 | 0.0 | 0.0 | 34 | 30.8 | 38 | 26 | | |
| PRAGUE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | |
| TOTAL PRAGUE | | | 54 | 0 | 0 | 0.0 | 18.5 | 33.3 | 16.7 | 14.8 | 13.0 | 1.9 | 1.9 | 0.0 | 0.0 | 32 | 30.8 | 38 | 26 | | |
| TOTAL CZECH REPUBLIC | | | 54 | 0 | 0 | 0.0 | 18.5 | 33.3 | 16.7 | 14.8 | 13.0 | 1.9 | 1.9 | 0.0 | 0.0 | 32 | 30.8 | 38 | 26 | | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| COPENHAGEN | EASYJET UK LTD | S | 44 | 0 | 0 | 0.0 | 15.9 | 34.1 | 31.8 | 9.1 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 23 | 34.6 | 27 | 26 | | |
| COPENHAGEN | RYANAIR | S | 28 | 0 | 0 | 3.6 | 57.1 | 32.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| TOTAL COPENHAGEN | | | 72 | 0 | 0 | 1.4 | 31.9 | 33.3 | 22.2 | 5.6 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 15 | 34.6 | 27 | 26 | | |
| TOTAL DENMARK | | | 72 | 0 | 0 | 1.4 | 31.9 | 33.3 | 22.2 | 5.6 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 15 | 34.6 | 27 | 26 | | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 25.0 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 44 | 40.0 | 20 | 15 | | |
| HURGHADA | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 5.9 | 23.5 | 47.1 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 22 | 18 | | |
| TOTAL HURGHADA | | | 33 | 0 | 0 | 3.0 | 12.1 | 33.3 | 21.2 | 24.2 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 25 | 45.5 | 21 | 33 | | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 17 | 0 | 0 | 5.9 | 11.8 | 29.4 | 35.3 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 41.2 | 46 | 17 | | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 56.3 | 31 | 16 | | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 35 | 0 | 0 | 2.9 | 11.4 | 42.9 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 48.5 | 39 | 33 | | |
| TOTAL EGYPT | | | 68 | 0 | 0 | 2.9 | 11.8 | 38.2 | 25.0 | 19.1 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 21 | 47.0 | 30 | 66 | | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BERGERAC | RYANAIR | S | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 19.2 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 81.3 | 9 | 16 | | |
| TOTAL BERGERAC | | | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 19.2 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 81.3 | 9 | 16 | | |
| BEZIERS | RYANAIR | S | 24 | 0 | 0 | 0.0 | 25.0 | 58.3 | 8.3 | 0.0 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 18 | 44.1 | 33 | 34 | | |
| TOTAL BEZIERS | | | 24 | 0 | 0 | 0.0 | 25.0 | 58.3 | 8.3 | 0.0 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 18 | 44.1 | 33 | 34 | | |
| BORDEAUX | EASYJET UK LTD | S | 41 | 0 | 3 | 2.3 | 13.6 | 20.5 | 13.6 | 9.1 | 27.3 | 6.8 | 0.0 | 0.0 | 6.8 | 43 | 61.9 | 17 | 40 | | |
| TOTAL BORDEAUX | | | 41 | 0 | 3 | 2.3 | 13.6 | 20.5 | 13.6 | 9.1 | 27.3 | 6.8 | 0.0 | 0.0 | 6.8 | 43 | 61.9 | 17 | 40 | | |
| BREST | 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 | 57 | 1 | | |
| TOTAL BREST | | | 0 | 0 | 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 | | |
| LA ROCHELLE | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 2 | | |
| 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 | 100.0 | 2 | 2 | | |
| LIMOGES | RYANAIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 45.8 | 24 | 24 | | |
| 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 | 45.8 | 24 | 24 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| MARSEILLE | EASYJET UK LTD | S | 16 | 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 | 61.1 | 23 | 18 |
| MARSEILLE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 5.6 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.1 | 15 | 18 |
| TOTAL MARSEILLE | | | 34 | 0 | 0 | 0.0 | 20.6 | 35.3 | 14.7 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 61.1 | 19 | 36 |
| NANTES | EASYJET UK LTD | S | 18 | 0 | 0 | 11.1 | 33.3 | 22.2 | 5.6 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.9 | 30 | 18 |
| TOTAL NANTES | | | 18 | 0 | 0 | 11.1 | 33.3 | 22.2 | 5.6 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.9 | 30 | 18 |
| NICE | EASYJET UK LTD | S | 76 | 0 | 0 | 0.0 | 14.5 | 27.6 | 22.4 | 21.1 | 9.2 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 56.4 | 29 | 78 |
| TOTAL NICE | | | 76 | 0 | 0 | 0.0 | 14.5 | 27.6 | 22.4 | 21.1 | 9.2 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 56.4 | 29 | 78 |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 10 | 0 | 0 | 0.0 | 0.0 | 50.0 | 20.0 | 10.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 46 | 25.0 | 35 | 8 |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 126 | 0 | 8 | 0.7 | 18.7 | 27.6 | 26.1 | 12.7 | 3.7 | 0.7 | 3.7 | 0.0 | 0.0 | 6.0 | 27 | 51.0 | 22 | 100 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 136 | 0 | 8 | 0.7 | 17.4 | 29.2 | 25.7 | 12.5 | 4.2 | 0.7 | 4.2 | 0.0 | 0.0 | 5.6 | 29 | 49.1 | 23 | 108 |
| PARIS (ORLY) | EASYJET EUROPE | S | 58 | 0 | 0 | 0.0 | 1.7 | 17.2 | 17.2 | 31.0 | 25.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 46.7 | 24 | 60 |
| PARIS (ORLY) | EASYJET UK LTD | S | 36 | 0 | 2 | 0.0 | 18.4 | 10.5 | 13.2 | 34.2 | 15.8 | 0.0 | 2.6 | 0.0 | 0.0 | 5.3 | 40 | 26.9 | 55 | 26 |
| TOTAL PARIS (ORLY) | | | 94 | 0 | 2 | 0.0 | 8.3 | 14.6 | 15.6 | 32.3 | 21.9 | 4.2 | 1.0 | 0.0 | 0.0 | 2.1 | 45 | 40.7 | 33 | 86 |
| TOULOUSE (BLAGNAC) | EASYJET EUROPE | S | 16 | 0 | 2 | 5.6 | 50.0 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 4 | 75.9 | 10 | 58 |
| TOULOUSE (BLAGNAC) | EASYJET UK LTD | S | 22 | 0 | 0 | 4.5 | 13.6 | 45.5 | 31.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 38 | 0 | 2 | 5.0 | 30.0 | 37.5 | 20.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 8 | 75.9 | 10 | 58 |
| TOTAL FRANCE | | | 487 | 0 | 15 | 1.2 | 16.9 | 27.9 | 19.1 | 16.7 | 10.6 | 3.0 | 1.6 | 0.0 | 0.0 | 3.0 | 31 | 54.1 | 24 | 501 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 52 | 0 | 0 | 3.8 | 25.0 | 19.2 | 21.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 35.3 | 44 | 34 |
| TOTAL BERLIN BRANDENBURG | | | 52 | 0 | 0 | 3.8 | 25.0 | 19.2 | 21.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 35.3 | 44 | 34 |
| 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 | 42.3 | 49 | 26 |
| 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 | 42.3 | 49 | 26 |
| 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 | 61.3 | 19 | 80 |
| 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 | 61.3 | 19 | 80 |
| TOTAL GERMANY | | | 52 | 0 | 0 | 3.8 | 25.0 | 19.2 | 21.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 51.4 | 30 | 140 |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 5.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 39 | 24 |
| TOTAL GIBRALTAR | | | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 5.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 39 | 24 |
| TOTAL GIBRALTAR | | | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 5.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 39 | 24 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | 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 | 61.1 | 16 | 18 |
| ATHENS | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 16.7 | 38.9 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 56.3 | 19 | 16 |
| TOTAL ATHENS | | | 20 | 0 | 0 | 0.0 | 10.0 | 15.0 | 15.0 | 35.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 58.8 | 17 | 34 |
| CHANIA | EASYJET UK LTD | S | 0 | 1 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0 | 100.0 | 7 | 2 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| CHANIA | JET2.COM LTD | S | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 52.9 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 62.5 | 24 | 8 | |
| TOTAL CHANIA | | | 17 | 1 | 0 | 0.0 | 0.0 | 22.2 | 50.0 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 27 | 70.0 | 20 | 10 | |
| CORFU | EASYJET UK LTD | S | 35 | 0 | 0 | 0.0 | 17.1 | 31.4 | 20.0 | 17.1 | 8.6 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 35.3 | 31 | 34 | |
| CORFU | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 7.7 | 42.3 | 30.8 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.5 | 14 | 26 | |
| CORFU | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 0.0 | 6.1 | 27.3 | 33.3 | 27.3 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 68.0 | 13 | 25 | |
| TOTAL CORFU | | | 94 | 0 | 0 | 0.0 | 10.6 | 33.0 | 27.7 | 20.2 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.9 | 21 | 85 | |
| HERAKLION | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 18.8 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 61.1 | 11 | 18 | |
| HERAKLION | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 31.3 | 25.0 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 44.4 | 19 | 18 | |
| HERAKLION | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 3.0 | 30.3 | 27.3 | 21.2 | 12.1 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 25 | 62.5 | 18 | 24 | |
| TOTAL HERAKLION | | | 65 | 0 | 0 | 1.5 | 21.5 | 27.7 | 21.5 | 18.5 | 6.2 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 26 | 56.7 | 16 | 60 | |
| KEFALLINIA | EASYJET UK LTD | S | 16 | 1 | 0 | 0.0 | 0.0 | 47.1 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 14 | 66.7 | 17 | 18 | |
| KEFALLINIA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 11.1 | 16.7 | 22.2 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 21.4 | 51 | 14 | |
| KEFALLINIA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 5.9 | 11.8 | 23.5 | 47.1 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 56.3 | 13 | 16 | |
| TOTAL KEFALLINIA | | | 51 | 1 | 0 | 0.0 | 5.8 | 23.1 | 26.9 | 25.0 | 17.3 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 31 | 50.0 | 26 | 48 | |
| KOS | EASYJET UK LTD | S | 28 | 0 | 0 | 3.6 | 14.3 | 28.6 | 17.9 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 88.5 | 7 | 26 | |
| KOS | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 30.8 | 26.9 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 12.5 | 36 | 24 | |
| KOS | TUI AIRWAYS LTD | C | 30 | 0 | 0 | 0.0 | 13.3 | 43.3 | 20.0 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 84.6 | 8 | 26 | |
| TOTAL KOS | | | 84 | 0 | 0 | 1.2 | 9.5 | 34.5 | 22.6 | 23.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 63.2 | 16 | 76 | |
| 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 | 0.0 | 0 | 40.0 | 26 | 10 | |
| 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 | 0.0 | 0 | 40.0 | 26 | 10 | |
| PREVEZA | EASYJET UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 30.0 | 20.0 | 10.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 60.0 | 17 | 15 | |
| PREVEZA | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 17 | 8 | |
| TOTAL PREVEZA | | | 20 | 0 | 0 | 0.0 | 0.0 | 35.0 | 20.0 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 56.5 | 17 | 23 | |
| RHODES | EASYJET UK LTD | S | 52 | 1 | 0 | 0.0 | 5.7 | 34.0 | 26.4 | 20.8 | 11.3 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 27 | 55.1 | 23 | 49 | |
| RHODES | JET2.COM LTD | S | 32 | 0 | 0 | 0.0 | 3.1 | 12.5 | 12.5 | 40.6 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 25.0 | 30 | 36 | |
| RHODES | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 8.3 | 25.0 | 33.3 | 16.7 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 38.5 | 26 | 26 | |
| TOTAL RHODES | | | 108 | 1 | 0 | 0.0 | 5.5 | 25.7 | 23.9 | 25.7 | 17.4 | 0.9 | 0.0 | 0.0 | 0.9 | 0.0 | 34 | 41.4 | 26 | 111 | |
| SALONIKA | JET2.COM 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 | 0.0 | 10 | 50.0 | 13 | 10 | |
| SALONIKA | TUI AIRWAYS LTD | C | 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 | 14 | 87.5 | 9 | 8 | |
| TOTAL SALONIKA | | | 18 | 0 | 0 | 0.0 | 11.1 | 66.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 11 | 18 | |
| SKIATHOS | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| SKIATHOS | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 30.8 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 42.9 | 26 | 20 | |
| SKIATHOS | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 0.0 | 85.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 3 | 13 | |
| TOTAL SKIATHOS | | | 51 | 0 | 0 | 0.0 | 7.8 | 41.2 | 25.5 | 17.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 64.7 | 17 | 33 | |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 10 | 0 | 0 | 0.0 | 20.0 | 10.0 | 60.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 87.5 | 6 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| THIRA (SANTORINI) | 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 | 44 | 8 | |
| THIRA (SANTORINI) | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 100.0 | 2 | 8 | |
| TOTAL THIRA (SANTORINI) | | | 18 | 0 | 0 | 0.0 | 16.7 | 22.2 | 38.9 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 62.5 | 17 | 24 | |
| ZAKINTHOS | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 44.4 | 29 | 18 | |
| ZAKINTHOS | JET2.COM LTD | S | 35 | 0 | 0 | 2.9 | 14.3 | 25.7 | 28.6 | 20.0 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 41.7 | 23 | 24 | |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 0.0 | 12.0 | 16.0 | 48.0 | 16.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 45 | 58.8 | 18 | 34 | |
| ZAKINTHOS | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | |
| TOTAL ZAKINTHOS | | | 76 | 0 | 0 | 1.3 | 10.5 | 19.7 | 36.8 | 22.4 | 7.9 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 32 | 50.6 | 22 | 77 | |
| TOTAL GREECE | | | 622 | 3 | 0 | 0.5 | 9.6 | 29.4 | 26.6 | 21.4 | 11.0 | 0.6 | 0.2 | 0.2 | 0.5 | 0.0 | 28 | 53.9 | 20 | 609 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 38.5 | 19.2 | 19.2 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 46 | 71.4 | 11 | 28 | |
| TOTAL BUDAPEST | | | 26 | 0 | 0 | 0.0 | 7.7 | 38.5 | 19.2 | 19.2 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 46 | 71.4 | 11 | 28 | |
| TOTAL HUNGARY | | | 26 | 0 | 0 | 0.0 | 7.7 | 38.5 | 19.2 | 19.2 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 46 | 71.4 | 11 | 28 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 52 | 0 | 0 | 0.0 | 9.6 | 25.0 | 36.5 | 15.4 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| CORK | STOBART 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 | 48.0 | 35 | 50 | |
| TOTAL CORK | | | 52 | 0 | 0 | 0.0 | 9.6 | 25.0 | 36.5 | 15.4 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 48.0 | 35 | 50 | |
| DUBLIN | AER LINGUS | S | 165 | 0 | 7 | 0.0 | 12.8 | 37.2 | 24.4 | 11.6 | 8.7 | 0.0 | 1.2 | 0.0 | 0.0 | 4.1 | 23 | 0.0 | 0 | 0 | |
| DUBLIN | RYANAIR | S | 188 | 0 | 0 | 1.6 | 24.5 | 31.4 | 17.6 | 16.0 | 7.4 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 63.8 | 25 | 185 | |
| DUBLIN | STOBART 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 | 44.1 | 35 | 165 | |
| TOTAL DUBLIN | | | 353 | 0 | 7 | 0.8 | 18.9 | 34.2 | 20.8 | 13.9 | 8.1 | 0.8 | 0.6 | 0.0 | 0.0 | 1.9 | 22 | 54.4 | 30 | 350 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 44.4 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 85.3 | 10 | 34 | |
| TOTAL IRELAND WEST (KNOCK) | | | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 44.4 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 85.3 | 10 | 34 | |
| TOTAL IRISH REPUBLIC | | | 423 | 0 | 7 | 0.7 | 17.0 | 33.0 | 23.7 | 14.2 | 8.6 | 0.7 | 0.5 | 0.0 | 0.0 | 1.6 | 23 | 56.0 | 29 | 434 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 34 | 0 | 0 | 8.8 | 47.1 | 29.4 | 8.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 38.8 | 52 | 49 | |
| TOTAL BERGAMO | | | 34 | 0 | 0 | 8.8 | 47.1 | 29.4 | 8.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 38.8 | 52 | 49 | |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 16.7 | 16.7 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 44 | 66.7 | 19 | 18 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 16.7 | 16.7 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 44 | 66.7 | 19 | 18 | |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 26 | 0 | 0 | 7.7 | 23.1 | 23.1 | 23.1 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 12 | 16 | |
| TOTAL MILAN (MALPENSA) | | | 26 | 0 | 0 | 7.7 | 23.1 | 23.1 | 23.1 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 12 | 16 | |
| NAPLES | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 14.7 | 44.1 | 23.5 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 22 | 27 | |
| 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 | 0.0 | 0 | 88.9 | 7 | 18 | |
| TOTAL NAPLES | | | 34 | 0 | 0 | 0.0 | 14.7 | 44.1 | 23.5 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 68.9 | 16 | 45 | |
| OLBIA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 56.3 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 14 | 18 | |
| TOTAL OLBIA | | | 16 | 0 | 0 | 0.0 | 12.5 | 56.3 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 14 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| PISA | EASYJET UK LTD | S | 40 | 0 | 0 | 0.0 | 12.5 | 35.0 | 17.5 | 30.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 40 | 57.1 | 35 | 42 | |
| TOTAL PISA | | | 40 | 0 | 0 | 0.0 | 12.5 | 35.0 | 17.5 | 30.0 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 40 | 57.1 | 35 | 42 | |
| ROME (FIUMICINO) | EASYJET UK LTD | S | 69 | 0 | 0 | 1.4 | 24.6 | 33.3 | 14.5 | 13.0 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 47.5 | 30 | 57 | |
| TOTAL ROME (FIUMICINO) | | | 69 | 0 | 0 | 1.4 | 24.6 | 33.3 | 14.5 | 13.0 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 47.5 | 30 | 57 | |
| VENICE | EASYJET EUROPE | S | 8 | 0 | 0 | 0.0 | 50.0 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 24 | 8 | |
| VENICE | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 40.0 | 48 | 10 | |
| VENICE | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 26.9 | 38.5 | 0.0 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 29.4 | 39 | 34 | |
| TOTAL VENICE | | | 42 | 0 | 0 | 0.0 | 28.6 | 26.2 | 33.3 | 2.4 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 38.5 | 38 | 52 | |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 0 | 8 | |
| VERONA VILLAFRANCA | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 14.3 | 71.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 5 | 9 | |
| TOTAL VERONA VILLAFRANCA | | | 15 | 0 | 0 | 0.0 | 46.7 | 33.3 | 6.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 3 | 17 | |
| TOTAL ITALY | | | 294 | 0 | 0 | 2.0 | 24.8 | 34.0 | 17.7 | 14.3 | 5.4 | 0.7 | 0.7 | 0.3 | 0.0 | 0.0 | 22 | 55.4 | 29 | 314 | |
| 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 | 0.0 | 0 | 88.9 | 4 | 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 | 0.0 | 0 | 88.9 | 4 | 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 | 0.0 | 0 | 88.9 | 4 | 18 | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 16 | 0 | 0 | 12.5 | 43.8 | 18.8 | 6.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 21 | 18 | |
| TOTAL KAUNAS | | | 16 | 0 | 0 | 12.5 | 43.8 | 18.8 | 6.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 21 | 18 | |
| TOTAL LITHUANIA | | | 16 | 0 | 0 | 12.5 | 43.8 | 18.8 | 6.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 21 | 18 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 6.3 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| MALTA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 81.3 | 7 | 16 | |
| MALTA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 18 | 8 | |
| TOTAL MALTA | | | 42 | 0 | 0 | 0.0 | 14.3 | 57.1 | 7.1 | 16.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.8 | 11 | 24 | |
| TOTAL MALTA | | | 42 | 0 | 0 | 0.0 | 14.3 | 57.1 | 7.1 | 16.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.8 | 11 | 24 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| CANCUN | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.6 | 21 | 9 | |
| TOTAL CANCUN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.6 | 21 | 9 | |
| TOTAL MEXICO | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.6 | 21 | 9 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| MARRAKESH | EASYJET UK LTD | S | 16 | 1 | 0 | 0.0 | 0.0 | 47.1 | 29.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 18 | 0.0 | 0 | 0 | |
| MARRAKESH | RYANAIR 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 | 10 | 0.0 | 0 | 0 | |
| MARRAKESH | TUI AIRWAYS LTD | S | 10 | 0 | 0 | 0.0 | 20.0 | 30.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 87.5 | 11 | 8 | |
| TOTAL MARRAKESH | | | 44 | 1 | 0 | 0.0 | 13.3 | 44.4 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 14 | 87.5 | 11 | 8 | |
| TOTAL MOROCCO | | | 44 | 1 | 0 | 0.0 | 13.3 | 44.4 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 14 | 87.5 | 11 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 122 | 0 | 2 | 0.0 | 12.9 | 31.5 | 13.7 | 29.0 | 9.7 | 1.6 | 0.0 | 0.0 | 0.0 | 1.6 | 29 | 63.5 | 13 | 72 | |
| AMSTERDAM | EASYJET UK LTD | S | 70 | 0 | 0 | 0.0 | 11.4 | 31.4 | 20.0 | 24.3 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 65.8 | 22 | 120 | |
| AMSTERDAM | KLM | S | 231 | 0 | 3 | 0.9 | 15.8 | 42.7 | 18.8 | 12.0 | 7.3 | 0.9 | 0.4 | 0.0 | 0.0 | 1.3 | 21 | 63.8 | 17 | 231 | |
| TOTAL AMSTERDAM | | | 423 | 0 | 5 | 0.5 | 14.3 | 37.6 | 17.5 | 18.9 | 8.9 | 0.9 | 0.2 | 0.0 | 0.0 | 1.2 | 25 | 64.3 | 18 | 423 | |
| TOTAL NETHERLANDS | | | 423 | 0 | 5 | 0.5 | 14.3 | 37.6 | 17.5 | 18.9 | 8.9 | 0.9 | 0.2 | 0.0 | 0.0 | 1.2 | 25 | 64.3 | 18 | 423 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 16.7 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.1 | 15 | 18 | |
| TOTAL BYDGOSZCZ | | | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 16.7 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.1 | 15 | 18 | |
| GDANSK | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 44.4 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 15 | 18 | |
| TOTAL GDANSK | | | 18 | 0 | 0 | 5.6 | 33.3 | 44.4 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 15 | 18 | |
| 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 | 94.4 | 5 | 18 | |
| 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 | 94.4 | 5 | 18 | |
| KRAKOW | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 7.7 | 34.6 | 19.2 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.1 | 26 | 18 | |
| KRAKOW | RYANAIR | S | 34 | 0 | 0 | 0.0 | 17.6 | 38.2 | 26.5 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.6 | 35 | 18 | |
| TOTAL KRAKOW | | | 60 | 0 | 0 | 0.0 | 13.3 | 36.7 | 23.3 | 16.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 58.3 | 31 | 36 | |
| POZNAN | RYANAIR | S | 16 | 0 | 0 | 0.0 | 6.3 | 62.5 | 6.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 95.8 | 4 | 24 | |
| TOTAL POZNAN | | | 16 | 0 | 0 | 0.0 | 6.3 | 62.5 | 6.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 95.8 | 4 | 24 | |
| RZESZOW | RYANAIR | S | 18 | 0 | 0 | 11.1 | 38.9 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 38.9 | 41 | 18 | |
| TOTAL RZESZOW | | | 18 | 0 | 0 | 11.1 | 38.9 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 38.9 | 41 | 18 | |
| 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 | 84.6 | 7 | 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 | 84.6 | 7 | 26 | |
| WROCLAW | RYANAIR | S | 24 | 0 | 0 | 0.0 | 20.8 | 33.3 | 12.5 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 93.8 | 4 | 16 | |
| TOTAL WROCLAW | | | 24 | 0 | 0 | 0.0 | 20.8 | 33.3 | 12.5 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 93.8 | 4 | 16 | |
| TOTAL POLAND | | | 154 | 0 | 0 | 1.9 | 20.1 | 37.7 | 14.3 | 18.2 | 6.5 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 74.7 | 16 | 174 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET EUROPE | S | 84 | 0 | 2 | 5.8 | 22.1 | 38.4 | 19.8 | 10.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 12 | 82.9 | 11 | 76 | |
| FARO | EASYJET UK LTD | S | 84 | 0 | 2 | 1.2 | 15.1 | 24.4 | 27.9 | 12.8 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 28 | 39.1 | 30 | 85 | |
| FARO | JET2.COM LTD | S | 52 | 0 | 0 | 0.0 | 25.0 | 55.8 | 17.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.9 | 12 | 52 | |
| FARO | RYANAIR | S | 52 | 0 | 0 | 1.9 | 19.2 | 40.4 | 23.1 | 13.5 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 56.0 | 20 | 50 | |
| TOTAL FARO | | | 272 | 0 | 4 | 2.5 | 19.9 | 37.7 | 22.5 | 10.1 | 5.4 | 0.4 | 0.0 | 0.0 | 0.0 | 1.4 | 17 | 62.3 | 19 | 263 | |
| LISBON | EASYJET EUROPE | S | 28 | 0 | 0 | 0.0 | 14.3 | 28.6 | 21.4 | 25.0 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 31.6 | 46 | 19 | |
| LISBON | EASYJET UK LTD | S | 50 | 0 | 0 | 0.0 | 2.0 | 30.0 | 24.0 | 26.0 | 12.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 40 | 26.8 | 51 | 40 | |
| TOTAL LISBON | | | 78 | 0 | 0 | 0.0 | 6.4 | 29.5 | 23.1 | 25.6 | 11.5 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 35 | 28.3 | 49 | 59 | |
| OPORTO (PORTUGAL) | EASYJET EUROPE | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 87.5 | 6 | 8 | |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 20 | 1 | 2 | 4.3 | 30.4 | 17.4 | 13.0 | 13.0 | 8.7 | 0.0 | 0.0 | 0.0 | 4.3 | 8.7 | 16 | 16.0 | 41 | 25 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| OPORTO (PORTUGAL) | RYANAIR | S | 16 | 0 | 6 | 0.0 | 9.1 | 13.6 | 18.2 | 13.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 37 | 50.0 | 26 | 26 |
| TOTAL OPORTO (PORTUGAL) | | | 44 | 1 | 8 | 1.9 | 17.0 | 18.9 | 15.1 | 13.2 | 15.1 | 1.9 | 0.0 | 0.0 | 1.9 | 15.1 | 30 | 40.7 | 30 | 59 |
| TOTAL PORTUGAL PORTUGAL(MADEIRA) | | | 394 | 1 | 12 | 2.0 | 17.0 | 33.7 | 21.6 | 13.5 | 7.9 | 1.0 | 0.2 | 0.0 | 0.2 | 2.9 | 22 | 53.6 | 25 | 381 |
| FUNCHAL | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 15.4 | 30.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 28 | 65.4 | 15 | 26 |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 20.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 17 | 8 |
| TOTAL FUNCHAL | | | 36 | 0 | 0 | 2.8 | 16.7 | 38.9 | 16.7 | 22.2 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 22 | 64.7 | 16 | 34 |
| TOTAL PORTUGAL ROMANIA | | | 36 | 0 | 0 | 2.8 | 16.7 | 38.9 | 16.7 | 22.2 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 22 | 64.7 | 16 | 34 |
| BUCHAREST (OTOPENI) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 12 | 18 |
| TOTAL BUCHAREST (OTOPENI) | | | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 12 | 18 |
| TOTAL ROMANIA SPAIN | | | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 12 | 18 |
| ALICANTE | EASYJET EUROPE | S | 50 | 0 | 0 | 8.0 | 24.0 | 38.0 | 8.0 | 16.0 | 4.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| ALICANTE | EASYJET UK LTD | S | 90 | 0 | 0 | 0.0 | 23.3 | 37.8 | 15.6 | 12.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 54.7 | 27 | 136 |
| ALICANTE | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 8.8 | 52.9 | 17.6 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 15 | 36 |
| ALICANTE | RYANAIR | S | 102 | 0 | 0 | 0.0 | 15.7 | 28.4 | 16.7 | 24.5 | 9.8 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 58.7 | 23 | 104 |
| TOTAL ALICANTE | | | 276 | 0 | 0 | 1.4 | 18.8 | 36.2 | 14.9 | 18.5 | 8.0 | 1.8 | 0.0 | 0.4 | 0.0 | 0.0 | 25 | 58.8 | 24 | 276 |
| ALMERIA | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 20.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL ALMERIA | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 20.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| BARCELONA | EASYJET EUROPE | S | 42 | 0 | 0 | 9.5 | 42.9 | 33.3 | 9.5 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.2 | 3 | 42 |
| BARCELONA | EASYJET UK LTD | S | 78 | 0 | 0 | 0.0 | 11.5 | 24.4 | 21.8 | 24.4 | 10.3 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 38 | 61.5 | 23 | 78 |
| BARCELONA | RYANAIR | S | 50 | 0 | 0 | 4.0 | 28.0 | 40.0 | 18.0 | 4.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 59.6 | 21 | 52 |
| TOTAL BARCELONA | | | 170 | 0 | 0 | 3.5 | 24.1 | 31.2 | 17.6 | 12.9 | 7.1 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 23 | 69.2 | 17 | 172 |
| BILBAO | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 34.6 | 11.5 | 0.0 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 23 | 16 |
| TOTAL BILBAO | | | 26 | 0 | 0 | 0.0 | 34.6 | 34.6 | 11.5 | 0.0 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 23 | 16 |
| GIRONA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 50.0 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 8 | 10 |
| GIRONA | RYANAIR | S | 52 | 0 | 0 | 3.8 | 32.7 | 21.2 | 19.2 | 13.5 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.7 | 21 | 60 |
| TOTAL GIRONA | | | 60 | 0 | 0 | 3.3 | 35.0 | 23.3 | 16.7 | 13.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.0 | 19 | 70 |
| IBIZA | EASYJET UK LTD | S | 26 | 1 | 0 | 0.0 | 18.5 | 25.9 | 11.1 | 18.5 | 22.2 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 32 | 67.9 | 33 | 26 |
| IBIZA | JET2.COM LTD | S | 44 | 0 | 0 | 4.5 | 27.3 | 29.5 | 18.2 | 4.5 | 11.4 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 24 | 70.5 | 16 | 44 |
| IBIZA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 34.6 | 34.6 | 19.2 | 3.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.0 | 29 | 24 |
| IBIZA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 19.2 | 34.6 | 26.9 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 88.5 | 5 | 26 |
| TOTAL IBIZA | | | 122 | 1 | 0 | 1.6 | 25.2 | 30.9 | 18.7 | 8.1 | 11.4 | 2.4 | 0.8 | 0.0 | 0.8 | 0.0 | 24 | 69.7 | 20 | 120 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | |
| MADRID | EASYJET UK LTD | S | 44 | 0 | 0 | 2.3 | 22.7 | 25.0 | 20.5 | 13.6 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 45.2 | 28 | 38 |
| MADRID | RYANAIR | S | 26 | 0 | 0 | 0.0 | 30.8 | 42.3 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 23.1 | 33 | 26 |
| TOTAL MADRID | | | 70 | 0 | 0 | 1.4 | 25.7 | 31.4 | 17.1 | 11.4 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 36.8 | 30 | 64 |
| MAHON | EASYJET UK LTD | S | 32 | 0 | 0 | 0.0 | 12.5 | 28.1 | 15.6 | 21.9 | 21.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 40.0 | 28 | 35 |
| MAHON | JET2.COM LTD | S | 24 | 0 | 0 | 4.2 | 20.8 | 33.3 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 89.3 | 7 | 28 |
| MAHON | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 37.5 | 31.3 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.6 | 11 | 17 |
| TOTAL MAHON | | | 72 | 0 | 0 | 1.4 | 20.8 | 30.6 | 20.8 | 16.7 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 63.8 | 17 | 80 |
| MALAGA | EASYJET EUROPE | S | 68 | 0 | 0 | 0.0 | 7.4 | 16.2 | 22.1 | 36.8 | 13.2 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 41 | 58.3 | 20 | 60 |
| MALAGA | EASYJET UK LTD | S | 76 | 0 | 0 | 0.0 | 25.0 | 38.2 | 19.7 | 6.6 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 74.7 | 12 | 78 |
| MALAGA | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 8.8 | 41.2 | 26.5 | 20.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 73.5 | 11 | 34 |
| MALAGA | RYANAIR | S | 50 | 0 | 0 | 0.0 | 12.0 | 12.0 | 10.0 | 28.0 | 30.0 | 6.0 | 2.0 | 0.0 | 0.0 | 0.0 | 55 | 80.0 | 9 | 70 |
| MALAGA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 14 | 16 |
| TOTAL MALAGA | | | 246 | 0 | 0 | 0.0 | 14.2 | 28.5 | 19.5 | 21.5 | 13.4 | 2.0 | 0.8 | 0.0 | 0.0 | 0.0 | 31 | 72.2 | 13 | 258 |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 32 | 0 | 0 | 0.0 | 3.1 | 28.1 | 40.6 | 28.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 68.8 | 15 | 32 |
| TOTAL MURCIA INTERNATIONAL | | | 32 | 0 | 0 | 0.0 | 3.1 | 28.1 | 40.6 | 28.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 68.8 | 15 | 32 |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 66 | 0 | 1 | 1.5 | 10.4 | 23.9 | 29.9 | 9.0 | 19.4 | 3.0 | 1.5 | 0.0 | 0.0 | 1.5 | 37 | 56.7 | 20 | 60 |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 104 | 0 | 0 | 0.0 | 20.2 | 33.7 | 18.3 | 17.3 | 9.6 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 27 | 60.6 | 27 | 94 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 86 | 0 | 0 | 0.0 | 11.6 | 50.0 | 15.1 | 16.3 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.3 | 23 | 76 |
| PALMA DE MALLORCA | RYANAIR | S | 86 | 0 | 0 | 1.2 | 20.9 | 38.4 | 11.6 | 16.3 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 37.2 | 47 | 86 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 52 | 0 | 0 | 0.0 | 3.8 | 46.2 | 21.2 | 21.2 | 3.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 27 | 77.8 | 10 | 36 |
| TOTAL PALMA DE MALLORCA | | | 394 | 0 | 1 | 0.5 | 14.7 | 38.2 | 18.5 | 15.9 | 8.6 | 2.5 | 0.5 | 0.3 | 0.0 | 0.3 | 27 | 54.8 | 28 | 352 |
| REUS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 43.8 | 6.3 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 81.3 | 9 | 16 |
| REUS | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 88.9 | 6 | 18 |
| TOTAL REUS | | | 24 | 0 | 0 | 0.0 | 16.7 | 45.8 | 8.3 | 16.7 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 85.3 | 8 | 34 |
| VALENCIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 30.8 | 46.2 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 8 | 16 |
| TOTAL VALENCIA | | | 26 | 0 | 0 | 0.0 | 30.8 | 46.2 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 8 | 16 |
| TOTAL SPAIN | | | 1528 | 1 | 1 | 1.2 | 19.2 | 33.7 | 18.1 | 15.9 | 9.0 | 2.1 | 0.5 | 0.1 | 0.1 | 0.1 | 25 | 62.6 | 21 | 1490 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 32 | 0 | 0 | 0.0 | 25.0 | 37.5 | 28.1 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 44.1 | 22 | 34 |
| ARRECIFE | JET2.COM LTD | S | 34 | 0 | 0 | 5.9 | 17.6 | 29.4 | 8.8 | 17.6 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 52.8 | 17 | 36 |
| ARRECIFE | RYANAIR | S | 46 | 0 | 0 | 13.0 | 26.1 | 30.4 | 13.0 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.8 | 27 | 34 |
| ARRECIFE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 27.8 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 35.3 | 42 | 17 |
| TOTAL ARRECIFE | | | 130 | 0 | 0 | 6.2 | 20.8 | 31.5 | 17.7 | 15.4 | 6.9 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 49.6 | 25 | 121 |
| FUERTEVENTURA | EASYJET UK LTD | S | 16 | 0 | 0 | 18.8 | 31.3 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 33.3 | 37 | 18 |
| FUERTEVENTURA | JET2.COM LTD | S | 26 | 0 | 0 | 3.8 | 11.5 | 46.2 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.2 | 9 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| FUERTEVENTURA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 50.0 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 72.2 | 17 | 18 | |
| TOTAL FUERTEVENTURA | | | 68 | 0 | 0 | 5.9 | 22.1 | 36.8 | 16.2 | 13.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 59.3 | 21 | 54 | |
| LAS PALMAS | EASYJET UK LTD | S | 27 | 0 | 1 | 0.0 | 10.7 | 21.4 | 14.3 | 28.6 | 17.9 | 3.6 | 0.0 | 0.0 | 0.0 | 3.6 | 39 | 48.0 | 26 | 25 | |
| LAS PALMAS | JET2.COM LTD | S | 34 | 1 | 0 | 2.9 | 11.4 | 14.3 | 31.4 | 34.3 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 26 | 57.7 | 27 | 26 | |
| LAS PALMAS | RYANAIR | S | 24 | 1 | 0 | 0.0 | 36.0 | 24.0 | 4.0 | 20.0 | 4.0 | 8.0 | 0.0 | 0.0 | 4.0 | 0.0 | 30 | 70.6 | 17 | 34 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 0.0 | 50.0 | 27.8 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 37 | 76.5 | 9 | 17 | |
| TOTAL LAS PALMAS | | | 103 | 2 | 1 | 0.9 | 15.1 | 24.5 | 19.8 | 25.5 | 6.6 | 2.8 | 1.9 | 0.0 | 1.9 | 0.9 | 32 | 62.7 | 21 | 102 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 67 | 0 | 0 | 1.5 | 20.9 | 44.8 | 13.4 | 9.0 | 9.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 78.8 | 9 | 52 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 67 | 0 | 0 | 1.5 | 16.4 | 46.3 | 13.4 | 19.4 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 37 | 72.1 | 19 | 61 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 34 | 0 | 0 | 0.0 | 20.6 | 50.0 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.8 | 30 | 34 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 23.1 | 34.6 | 11.5 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 44.4 | 20 | 18 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 194 | 0 | 0 | 1.0 | 19.6 | 44.8 | 12.9 | 16.0 | 3.6 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 24 | 68.5 | 18 | 165 | |
| TOTAL SPAIN(CANARY SWITZERLAND) | | | 495 | 2 | 1 | 3.0 | 19.3 | 35.9 | 16.1 | 17.5 | 5.4 | 1.4 | 0.4 | 0.4 | 0.4 | 0.2 | 24 | 60.9 | 21 | 442 | |
| BALE MULHOUSE | EASYJET UK LTD | S | 28 | 0 | 1 | 10.3 | 37.9 | 13.8 | 24.1 | 3.4 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 15 | 30.8 | 32 | 26 | |
| TOTAL BALE MULHOUSE | | | 28 | 0 | 1 | 10.3 | 37.9 | 13.8 | 24.1 | 3.4 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 15 | 30.8 | 32 | 26 | |
| GENEVA | EASYJET UK LTD | S | 70 | 0 | 0 | 0.0 | 20.0 | 30.0 | 18.6 | 17.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.6 | 31 | 76 | |
| TOTAL GENEVA | | | 70 | 0 | 0 | 0.0 | 20.0 | 30.0 | 18.6 | 17.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.6 | 31 | 76 | |
| ZURICH | SWISS AIRLINES | S | 26 | 0 | 0 | 3.8 | 38.5 | 19.2 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 9 | 26 | |
| TOTAL ZURICH | | | 26 | 0 | 0 | 3.8 | 38.5 | 19.2 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 9 | 26 | |
| TOTAL SWITZERLAND | | | 124 | 0 | 1 | 3.2 | 28.0 | 24.0 | 17.6 | 16.8 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 21 | 53.1 | 27 | 128 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 26 | 0 | 0 | 11.5 | 11.5 | 46.2 | 7.7 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 44.4 | 27 | 18 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 18 | 8 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 26 | 0 | 0 | 11.5 | 11.5 | 46.2 | 7.7 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.2 | 24 | 26 | |
| TOTAL TUNISIA | | | 26 | 0 | 0 | 11.5 | 11.5 | 46.2 | 7.7 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.2 | 24 | 26 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 16 | 0 | 0 | 0.0 | 6.3 | 18.8 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 10.0 | 36 | 10 | |
| ANTALYA | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 8.3 | 33.3 | 27.8 | 13.9 | 13.9 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 23.5 | 36 | 34 | |
| ANTALYA | FREEBIRD AIRLINES | C | 11 | 0 | 0 | 0.0 | 9.1 | 45.5 | 18.2 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| ANTALYA | JET2.COM LTD | S | 60 | 0 | 0 | 0.0 | 11.7 | 28.3 | 28.3 | 23.3 | 6.7 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 46 | 42.3 | 46 | 52 | |
| ANTALYA | SUNEXPRESS | S | 42 | 0 | 0 | 0.0 | 14.3 | 31.0 | 11.9 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 26.9 | 51 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 |
| ANTALYA | TUI AIRWAYS LTD | C | 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 | 8 | 64.0 | 16 | 25 |
| TOTAL ANTALYA | | | 181 | 0 | 0 | 0.0 | 12.7 | 31.5 | 25.4 | 20.4 | 8.8 | 0.6 | 0.0 | 0.6 | 0.0 | 0.0 | 32 | 36.7 | 39 | 147 |
| BODRUM (MILAS) | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 23.1 | 15.4 | 26.9 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 64.0 | 20 | 25 |
| BODRUM (MILAS) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 16.7 | 33.3 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 12.5 | 36 | 16 |
| TOTAL BODRUM (MILAS) | | | 44 | 0 | 0 | 0.0 | 6.8 | 20.5 | 22.7 | 34.1 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 43.9 | 26 | 41 |
| DALAMAN | EASYJET UK LTD | S | 60 | 0 | 0 | 1.7 | 8.3 | 25.0 | 25.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 49.2 | 19 | 59 |
| DALAMAN | JET2.COM LTD | S | 60 | 0 | 0 | 0.0 | 3.3 | 26.7 | 21.7 | 28.3 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 19.2 | 36 | 52 |
| DALAMAN | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 5.7 | 17.1 | 42.9 | 22.9 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 71.4 | 11 | 28 |
| TOTAL DALAMAN | | | 155 | 0 | 0 | 1.9 | 8.4 | 29.7 | 23.2 | 20.6 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 42.4 | 24 | 139 |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 10.0 | 20.0 | 20.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 10 | 0 | 0 | 0.0 | 10.0 | 20.0 | 20.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 |
| TOTAL TURKEY | | | 390 | 0 | 0 | 0.8 | 10.3 | 29.2 | 24.1 | 22.3 | 12.8 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 31 | 40.1 | 31 | 327 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 48 | 0 | 1 | 16.3 | 30.6 | 38.8 | 2.0 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 66.7 | 19 | 46 |
| TOTAL ABERDEEN | | | 48 | 0 | 1 | 16.3 | 30.6 | 38.8 | 2.0 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 66.7 | 19 | 46 |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 16.7 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 70.6 | 14 | 34 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 16.7 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 70.6 | 14 | 34 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 200 | 0 | 0 | 3.5 | 26.0 | 21.5 | 12.5 | 22.5 | 10.5 | 2.5 | 1.0 | 0.0 | 0.0 | 0.0 | 28 | 58.3 | 27 | 224 |
| TOTAL BELFAST INTERNATIONAL | | | 200 | 0 | 0 | 3.5 | 26.0 | 21.5 | 12.5 | 22.5 | 10.5 | 2.5 | 1.0 | 0.0 | 0.0 | 0.0 | 28 | 58.3 | 27 | 224 |
| BIRMINGHAM | 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 | 21 | 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 | 21 | 0.0 | 0 | 0 |
| CARDIFF WALES | TUI AIRWAYS LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| EDINBURGH | EASYJET UK LTD | S | 240 | 0 | 2 | 3.7 | 28.9 | 27.7 | 11.6 | 15.7 | 11.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.8 | 22 | 50.4 | 28 | 243 |
| TOTAL EDINBURGH | | | 240 | 0 | 2 | 3.7 | 28.9 | 27.7 | 11.6 | 15.7 | 11.2 | 0.4 | 0.0 | 0.0 | 0.8 | 22 | 50.4 | 28 | 243 | |
| EXETER | 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 | 12 | 1 |
| 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 | 100.0 | 12 | 1 |
| GLASGOW | EASYJET UK LTD | S | 189 | 0 | 1 | 2.1 | 28.4 | 23.2 | 13.2 | 17.4 | 10.0 | 4.7 | 0.5 | 0.0 | 0.0 | 0.5 | 27 | 71.8 | 17 | 214 |
| TOTAL GLASGOW | | | 189 | 0 | 1 | 2.1 | 28.4 | 23.2 | 13.2 | 17.4 | 10.0 | 4.7 | 0.5 | 0.0 | 0.0 | 0.5 | 27 | 71.8 | 17 | 214 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 56 | 0 | 0 | 0.0 | 19.6 | 39.3 | 14.3 | 23.2 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 25 | 73.3 | 24 | 60 |
| TOTAL GUERNSEY | | | 56 | 0 | 0 | 0.0 | 19.6 | 39.3 | 14.3 | 23.2 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 25 | 73.3 | 24 | 60 |
| INVERNESS | EASYJET UK LTD | S | 60 | 0 | 0 | 1.7 | 18.3 | 35.0 | 18.3 | 13.3 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 33 | 29.3 | 50 | 58 |
| TOTAL INVERNESS | | | 60 | 0 | 0 | 1.7 | 18.3 | 35.0 | 18.3 | 13.3 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 33 | 29.3 | 50 | 58 |
| ISLE OF MAN | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 7.7 | 46.2 | 11.5 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 27.8 | 47 | 18 |

Reporting Airport: BRISTOL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 ISLE OF MAN | | | 26 | 0 | 0 | 3.8 | 7.7 | 46.2 | 11.5 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 27.8 | 47 | 18 | |
| JERSEY | BLUE ISLANDS LIMITED | S | 70 | 0 | 8 | 1.3 | 14.1 | 26.9 | 14.1 | 7.7 | 15.4 | 7.7 | 2.6 | 0.0 | 0.0 | 10.3 | 42 | 59.5 | 18 | 76 | |
| TOTAL JERSEY | | | 70 | 0 | 8 | 1.3 | 14.1 | 26.9 | 14.1 | 7.7 | 15.4 | 7.7 | 2.6 | 0.0 | 0.0 | 10.3 | 42 | 59.5 | 18 | 76 | |
| MANCHESTER | 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 | 66.7 | 19 | 3 | |
| 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 | 66.7 | 19 | 3 | |
| NEWCASTLE | EASYJET UK LTD | S | 96 | 0 | 0 | 3.1 | 20.8 | 12.5 | 14.6 | 25.0 | 17.7 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 39 | 54.5 | 25 | 97 | |
| NEWCASTLE | 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 | 11 | 0.0 | 0 | 0 | |
| TOTAL NEWCASTLE | | | 97 | 0 | 0 | 3.1 | 20.6 | 13.4 | 14.4 | 24.7 | 17.5 | 4.1 | 2.1 | 0.0 | 0.0 | 0.0 | 39 | 54.5 | 25 | 97 | |
| 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 | 7 | 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 | 7 | 0.0 | 0 | 0 | |
| TOTAL UNITED KINGDOM | | | 1007 | 0 | 12 | 3.3 | 24.2 | 26.5 | 12.8 | 17.8 | 10.7 | 2.5 | 1.1 | 0.0 | 0.0 | 1.2 | 28 | 58.5 | 25 | 1074 | |
| USA | | | | | | | | | | | | | | | | | | | | | |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 5 | 8 | |
| TOTAL MELBOURNE FLATS | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 5 | 8 | |
| 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 | 75.0 | 5 | 8 | |
| TOTAL BRISTOL | | | 7159 | 9 | 54 | 1.8 | 18.2 | 32.2 | 18.9 | 16.9 | 8.9 | 1.5 | 0.6 | 0.1 | 0.1 | 0.7 | 25 | 57.9 | 23 | 7032 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 5 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 57.1 | 44 | 7 | | |
| BURGAS | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 6.3 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 35.7 | 50 | 14 | | |
| TOTAL BURGAS | | | 21 | 0 | 0 | 0.0 | 28.6 | 33.3 | 4.8 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 42.9 | 48 | 21 | | |
| TOTAL BULGARIA | | | 21 | 0 | 0 | 0.0 | 28.6 | 33.3 | 4.8 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 42.9 | 48 | 21 | | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 | | |
| TOTAL DUBROVNIK | | | 9 | 0 | 0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 | | |
| TOTAL CROATIA | | | 9 | 0 | 0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 | | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 5.6 | 11.1 | 5.6 | 44.4 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 54 | 25.0 | 35 | 8 | | |
| TOTAL LARNACA | | | 18 | 0 | 0 | 0.0 | 5.6 | 11.1 | 5.6 | 44.4 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 54 | 25.0 | 35 | 8 | | |
| PAPHOS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 5.6 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 39 | 62.5 | 115 | 16 | | | |
| TOTAL PAPHOS | | | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 5.6 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 39 | 62.5 | 115 | 16 | | | |
| TOTAL CYPRUS | | | 36 | 0 | 0 | 0.0 | 2.8 | 27.8 | 5.6 | 30.6 | 30.6 | 2.8 | 0.0 | 0.0 | 0.0 | 47 | 50.0 | 88 | 24 | | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BORDEAUX | 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 | 100.0 | 0 | 2 | | | |
| BORDEAUX | CORSAIR | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 114 | 1 | | | |
| BORDEAUX | EUROPE AIRPOST | 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 BORDEAUX | | | 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 | | | |
| LYON | CORSAIR | C | 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 | | | |
| LYON | 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 | 66.7 | 15 | 3 | | | |
| LYON | VOLOTEA | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 25.0 | 62 | 4 | | | |
| TOTAL LYON | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 37.5 | 39 | 8 | | | |
| NICE | 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 | 100.0 | 6 | 1 | | | |
| NICE | 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 | 7 | 2 | | | |
| TOTAL NICE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 7 | 3 | | | |
| 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 | 100.0 | 0 | 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 | 100.0 | 0 | 1 | | | |
| 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 | 76.7 | 13 | 56 | | | |
| 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 | 76.7 | 13 | 56 | | | |
| TOTAL FRANCE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.7 | 16 | 72 | | | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| CORFU | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 23.5 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 26 | 76.5 | 44 | 17 | | | |
| TOTAL CORFU | | | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 23.5 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 26 | 76.5 | 44 | 17 | | | |
| HERAKLION | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 42 | 75.0 | 16 | 8 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 HERAKLION | | | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 75.0 | 16 | 8 | |
| KEFALLINIA | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 14.3 | 0.0 | 28.6 | 28.6 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 71.4 | 16 | 7 | |
| TOTAL KEFALLINIA | | | 7 | 0 | 0 | 0.0 | 14.3 | 0.0 | 28.6 | 28.6 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 71.4 | 16 | 7 | |
| KOS | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 0.0 | 0.0 | 42.9 | 14.3 | 28.6 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 46 | 41.2 | 36 | 17 | |
| TOTAL KOS | | | 14 | 0 | 0 | 0.0 | 0.0 | 42.9 | 14.3 | 28.6 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 46 | 41.2 | 36 | 17 | |
| RHODES | TUI AIRWAYS LTD | C | 16 | 1 | 0 | 0.0 | 0.0 | 35.3 | 0.0 | 17.6 | 35.3 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 57 | 50.0 | 22 | 18 | |
| TOTAL RHODES | | | 16 | 1 | 0 | 0.0 | 0.0 | 35.3 | 0.0 | 17.6 | 35.3 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 57 | 50.0 | 22 | 18 | |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 0.0 | 7.1 | 57.1 | 14.3 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 56.3 | 27 | 16 | |
| TOTAL ZAKINTHOS | | | 14 | 0 | 0 | 0.0 | 7.1 | 57.1 | 14.3 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 56.3 | 27 | 16 | |
| TOTAL GREECE | | | 77 | 1 | 0 | 0.0 | 5.1 | 37.2 | 15.4 | 17.9 | 17.9 | 1.3 | 3.8 | 0.0 | 1.3 | 0.0 | 39 | 59.0 | 29 | 83 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | GLOBAL REACH 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 | 0.0 | 36 | 2 | |
| 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 | 0.0 | 36 | 2 | |
| 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 | 0.0 | 0 | 0.0 | 36 | 2 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 33.3 | 30 | 3 | |
| DUBLIN | RYANAIR | S | 36 | 0 | 0 | 0.0 | 19.4 | 22.2 | 27.8 | 25.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 58.3 | 23 | 60 | |
| TOTAL DUBLIN | | | 36 | 0 | 0 | 0.0 | 19.4 | 22.2 | 27.8 | 25.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 57.1 | 23 | 63 | |
| TOTAL IRISH REPUBLIC | | | 36 | 0 | 0 | 0.0 | 19.4 | 22.2 | 27.8 | 25.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 57.1 | 23 | 63 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| PARMA | 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 | 0 | 0 | |
| TOTAL PARMA | | | 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 ITALY | | | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | 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 | 54 | 2 | |
| RIGA | AIR BALTIC | C | 0 | 0 | 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 | |
| RIGA | MALETH AERO | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 131 | 2 | |
| 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 | 33.3 | 72 | 6 | |
| 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 | 33.3 | 72 | 6 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 106 | 0 | 4 | 0.9 | 15.5 | 49.1 | 19.1 | 8.2 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 14 | 61.1 | 17 | 178 | |
| TOTAL AMSTERDAM | | | 106 | 0 | 4 | 0.9 | 15.5 | 49.1 | 19.1 | 8.2 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 14 | 61.1 | 17 | 178 | |
| TOTAL NETHERLANDS | | | 106 | 0 | 4 | 0.9 | 15.5 | 49.1 | 19.1 | 8.2 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 14 | 61.1 | 17 | 178 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | 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 | 0.0 | 42 | 1 | |
| FARO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 94.4 | 4 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 FARO | | | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 89.5 | 6 | 19 |
| LISBON | 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 | 21 | 1 |
| TOTAL LISBON | | | 0 | 0 | 0 | 0.0 | 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 |
| TOTAL PORTUGAL | | | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 85.0 | 7 | 20 |
| REPUBLIC OF | | | | | | | | | | | | | | | | | | | | |
| PODGORICA | EASTERN AIRWAYS | C | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL PODGORICA | | | 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 | 25 | 0.0 | 0 | 0 |
| TOTAL REPUBLIC OF | | | 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 | 25 | 0.0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 26 | 0 | 0 | 7.7 | 15.4 | 34.6 | 11.5 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| ALICANTE | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 18.8 | 56.3 | 12.5 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.3 | 17 | 18 |
| ALICANTE | VUELING AIRLINES | S | 26 | 0 | 0 | 0.0 | 15.4 | 65.4 | 7.7 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.8 | 9 | 26 |
| TOTAL ALICANTE | | | 68 | 0 | 0 | 2.9 | 16.2 | 51.5 | 10.3 | 10.3 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.8 | 12 | 44 |
| BILBAO | AER LINGUS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| TOTAL BILBAO | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| IBIZA | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 0.0 | 42.9 | 35.7 | 0.0 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.5 | 27 | 17 |
| TOTAL IBIZA | | | 14 | 0 | 0 | 0.0 | 42.9 | 35.7 | 0.0 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.5 | 27 | 17 |
| MAHON | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 27.8 | 33.3 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.8 | 11 | 18 |
| TOTAL MAHON | | | 18 | 0 | 0 | 0.0 | 27.8 | 33.3 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.8 | 11 | 18 |
| MALAGA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 61.5 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 16 | 18 |
| MALAGA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 16.7 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 87.5 | 9 | 16 |
| MALAGA | VUELING AIRLINES | S | 22 | 0 | 0 | 0.0 | 27.3 | 50.0 | 18.2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 94.4 | 7 | 18 |
| TOTAL MALAGA | | | 66 | 0 | 0 | 0.0 | 16.7 | 48.5 | 18.2 | 10.6 | 4.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 82.7 | 11 | 52 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 41 | 0 | 0 | 0.0 | 29.3 | 39.0 | 14.6 | 9.8 | 2.4 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 73.8 | 22 | 42 |
| TOTAL PALMA DE MALLORCA | | | 41 | 0 | 0 | 0.0 | 29.3 | 39.0 | 14.6 | 9.8 | 2.4 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 73.8 | 22 | 42 |
| REUS | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 0.0 | 71.4 | 0.0 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 85.7 | 11 | 7 |
| TOTAL REUS | | | 7 | 0 | 0 | 0.0 | 0.0 | 71.4 | 0.0 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 85.7 | 11 | 7 |
| TOTAL SPAIN | | | 214 | 0 | 0 | 0.9 | 21.0 | 46.3 | 13.6 | 9.8 | 5.1 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 79.6 | 15 | 181 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 16.7 | 27.8 | 16.7 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 93.8 | 3 | 16 |
| TOTAL ARRECIFE | | | 18 | 0 | 0 | 5.6 | 16.7 | 27.8 | 16.7 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 93.8 | 3 | 16 |
| LAS PALMAS | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 30.0 | 46 | 10 |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 30.0 | 46 | 10 |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 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 | 2 | 0.0 | 0 | 0 |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 11.5 | 34.6 | 0.0 | 34.6 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 65.4 | 26 | 26 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 TENERIFE (SURREINA SOFIA) | | | 34 | 0 | 0 | 8.8 | 17.6 | 32.4 | 0.0 | 26.5 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 65.4 | 26 | 26 | |
| TOTAL SPAIN(CANARY TUNISIA) | | | 60 | 0 | 0 | 6.7 | 15.0 | 30.0 | 8.3 | 23.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 67.3 | 23 | 52 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 40.0 | 40 | 10 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 40.0 | 40 | 10 | |
| TOTAL TUNISIA | | | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 40.0 | 40 | 10 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| 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 | 100.0 | 3 | 7 | |
| ANTALYA | TUI AIRWAYS LTD | C | 23 | 0 | 0 | 0.0 | 8.7 | 30.4 | 30.4 | 17.4 | 8.7 | 4.3 | 0.0 | 0.0 | 0.0 | 30 | 62.5 | 23 | 8 | |
| TOTAL ANTALYA | | | 23 | 0 | 0 | 0.0 | 8.7 | 30.4 | 30.4 | 17.4 | 8.7 | 4.3 | 0.0 | 0.0 | 0.0 | 30 | 80.0 | 14 | 15 | |
| DALAMAN | FREEBIRD AIRLINES | C | 8 | 0 | 0 | 12.5 | 12.5 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| DALAMAN | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 5.9 | 17.6 | 29.4 | 5.9 | 29.4 | 0.0 | 11.8 | 0.0 | 0.0 | 34 | 53.8 | 30 | 26 | | |
| TOTAL DALAMAN | | | 25 | 0 | 0 | 8.0 | 16.0 | 28.0 | 16.0 | 24.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 29 | 53.8 | 30 | 26 | |
| ISTANBUL | THY TURKISH AIRLINES | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| TOTAL ISTANBUL | | | 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 | |
| IZMIR (ADNAN MENDERES) | THY TURKISH AIRLINES | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 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 | |
| TOTAL TURKEY | | | 50 | 0 | 0 | 4.0 | 12.0 | 30.0 | 24.0 | 20.0 | 4.0 | 6.0 | 0.0 | 0.0 | 0.0 | 29 | 63.4 | 24 | 41 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 | 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 | 22 | 1 | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | 60 | 0 | 0 | 5.0 | 63.3 | 28.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3 | 71.7 | 15 | 60 | | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 60 | 0 | 0 | 5.0 | 63.3 | 28.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 71.7 | 15 | 60 | |
| 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 | 88.9 | 3 | 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 | 88.9 | 3 | 18 | |
| BOURNEMOUTH | 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 | 0 | 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 | 100.0 | 0 | 1 | |
| BRISTOL | 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 | 100.0 | 0 | 1 | | |
| BRISTOL | 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 | 65 | 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 | 65 | 100.0 | 0 | 1 | |
| EDINBURGH | LOGANAIR LTD | S | 40 | 0 | 2 | 2.4 | 19.0 | 38.1 | 11.9 | 11.9 | 7.1 | 4.8 | 0.0 | 0.0 | 4.8 | 22 | 60.4 | 27 | 48 | |
| TOTAL EDINBURGH | | | 40 | 0 | 2 | 2.4 | 19.0 | 38.1 | 11.9 | 11.9 | 7.1 | 4.8 | 0.0 | 0.0 | 4.8 | 22 | 60.4 | 27 | 48 | |
| GATWICK | 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 | 100.0 | 0 | 1 | | |

Reporting Airport: CARDIFF WALES (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 |
| 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 | 9 | 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 | 5 | 2 |
| HUMBERSIDE | LOGANAIR LTD | C | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 |
| TOTAL HUMBERSIDE | | | 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 | 30 | 0.0 | 0 | 0 |
| LEEDS BRADFORD | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | 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 | 13 | 0.0 | 0 | 0 |
| TOTAL LEEDS BRADFORD | | | 2 | 0 | 0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| 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 | 100.0 | 0 | 1 |
| TOTAL NEWCASTLE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| STANSTED | 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 | 9 | 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 | 100.0 | 9 | 1 |
| TOTAL UNITED KINGDOM | | | 105 | 0 | 2 | 4.7 | 43.0 | 30.8 | 6.5 | 5.6 | 5.6 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 12 | 70.7 | 17 | 133 |
| TOTAL CARDIFF WALES | | | 753 | 1 | 6 | 1.8 | 19.9 | 37.8 | 14.7 | 14.2 | 8.4 | 1.8 | 0.4 | 0.0 | 0.1 | 0.8 | 23 | 66.9 | 22 | 894 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 2023 | | | |
|---------------------------------------|-----------------|-------------------|------------|----------|----------|----------------------------|--------------------|--------------|--------------------|--------------------|---------------------|---------------------|---------------------|------------|------------|------------|------------------------|--------------------|------------------------|-----------|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | MAT | UNMAT | CAN | More than 15 m early | 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 | |
| | | | | | | | to 1 m early | 15 m late | to 30 m late | to 60 m late | to 120 m late | to 180 m late | to 360 m late | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 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 | 80.0 | 6 | 5 | |
| BURGAS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 50.0 | 25.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.0 | 15 | 10 | |
| TOTAL BURGAS | | | 21 | 0 | 0 | 0.0 | 23.8 | 52.4 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.3 | 12 | 15 | |
| TOTAL BULGARIA | | | 21 | 0 | 0 | 0.0 | 23.8 | 52.4 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.3 | 12 | 15 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 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 | 6 | 0.0 | 0 | 0 | |
| TOTAL ILHA DO SAL C.VERDE | | | 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 | 6 | 0.0 | 0 | 0 | |
| TOTAL CAPE VERDE | | | 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 | 6 | 0.0 | 0 | 0 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 44.4 | 33.3 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 6 | 8 | |
| DUBROVNIK | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 100.0 | 0 | 8 | |
| TOTAL DUBROVNIK | | | 36 | 0 | 0 | 2.8 | 27.8 | 44.4 | 8.3 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 3 | 16 | |
| TOTAL CROATIA | | | 36 | 0 | 0 | 2.8 | 27.8 | 44.4 | 8.3 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 3 | 16 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 25 | 0 | 0 | 4.0 | 12.0 | 64.0 | 16.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.4 | 17 | 17 | |
| LARNACA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 19.2 | 30.8 | 34.6 | 3.8 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 27 | 16 | |
| LARNACA | TUI AIRWAYS LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | |
| TOTAL LARNACA | | | 52 | 0 | 0 | 11.5 | 21.2 | 48.1 | 11.5 | 1.9 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.7 | 22 | 33 | |
| PAPHOS | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 82.4 | 12 | 17 | |
| PAPHOS | TUI AIRWAYS LTD | C | 34 | 1 | 0 | 2.9 | 20.0 | 40.0 | 20.0 | 8.6 | 2.9 | 2.9 | 0.0 | 0.0 | 2.9 | 0.0 | 20 | 81.8 | 7 | 33 | |
| PAPHOS | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL PAPHOS | | | 52 | 1 | 0 | 5.7 | 28.3 | 34.0 | 17.0 | 7.5 | 3.8 | 1.9 | 0.0 | 0.0 | 1.9 | 0.0 | 17 | 82.4 | 9 | 51 | |
| TOTAL CYPRUS | | | 104 | 1 | 0 | 8.6 | 24.8 | 41.0 | 14.3 | 4.8 | 4.8 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 14 | 77.4 | 14 | 84 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | 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 | 45 | 0.0 | 0 | 0 | |
| TOTAL PRAGUE | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | |
| TOTAL CZECH REPUBLIC | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 5.9 | 23.5 | 35.3 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.1 | 15 | 18 | |
| TOTAL HURGHADA | | | 17 | 0 | 0 | 5.9 | 23.5 | 35.3 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 61.1 | 15 | 18 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.6 | 12 | 17 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 0 | 0 | 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 | |
| TOTAL EGYPT | | | 17 | 0 | 0 | 5.9 | 23.5 | 35.3 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.7 | 14 | 35 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BERGERAC | RYANAIR | S | 26 | 0 | 0 | 3.8 | 15.4 | 26.9 | 34.6 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 55.6 | 16 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 BERGERAC | | | 26 | 0 | 0 | 3.8 | 15.4 | 26.9 | 34.6 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 55.6 | 16 | 18 |
| CARCASSONNE | RYANAIR | S | 14 | 0 | 0 | 0.0 | 14.3 | 14.3 | 21.4 | 28.6 | 14.3 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 101 | 81.3 | 9 | 16 |
| TOTAL CARCASSONNE | | | 14 | 0 | 0 | 0.0 | 14.3 | 14.3 | 21.4 | 28.6 | 14.3 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 101 | 81.3 | 9 | 16 |
| LIMOGES | RYANAIR | S | 26 | 0 | 0 | 0.0 | 38.5 | 26.9 | 15.4 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 15 | 24 |
| TOTAL LIMOGES | | | 26 | 0 | 0 | 0.0 | 38.5 | 26.9 | 15.4 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 15 | 24 |
| MARSEILLE | 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 | 30 | 18 |
| TOTAL MARSEILLE | | | 0 | 0 | 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 |
| PARIS (CHARLES DE GAULLE) | EASTERN AIRWAYS | S | 37 | 0 | 3 | 35.0 | 20.0 | 22.5 | 0.0 | 10.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 7.5 | 12 | 0.0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 37 | 0 | 3 | 35.0 | 20.0 | 22.5 | 0.0 | 10.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 7.5 | 12 | 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 | 90.7 | 6 | 53 |
| 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 | 90.7 | 6 | 53 |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL FRANCE | | | 105 | 0 | 3 | 13.9 | 22.2 | 25.0 | 14.8 | 15.7 | 3.7 | 0.9 | 0.0 | 0.9 | 0.0 | 2.8 | 26 | 76.2 | 13 | 129 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | RYANAIR | S | 32 | 0 | 0 | 0.0 | 28.1 | 25.0 | 31.3 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.0 | 18 | 30 |
| TOTAL BERLIN BRANDENBURG | | | 32 | 0 | 0 | 0.0 | 28.1 | 25.0 | 31.3 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.0 | 18 | 30 |
| TOTAL GERMANY | | | 32 | 0 | 0 | 0.0 | 28.1 | 25.0 | 31.3 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.0 | 18 | 30 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| CHANIA | RYANAIR | S | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 5.9 | 52.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 68.8 | 13 | 16 |
| TOTAL CHANIA | | | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 5.9 | 52.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 68.8 | 13 | 16 |
| CORFU | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 15.4 | 30.8 | 26.9 | 23.1 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 26 | 62.5 | 13 | 16 |
| CORFU | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 27.8 | 22.2 | 38.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 62.5 | 13 | 16 |
| CORFU | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 0.0 | 9.1 | 39.4 | 15.2 | 21.2 | 9.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 25 | 24 |
| TOTAL CORFU | | | 77 | 0 | 0 | 0.0 | 9.1 | 33.8 | 20.8 | 26.0 | 6.5 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 32 | 57.1 | 18 | 56 |
| HERAKLION | AEGEAN 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 | 33.3 | 18 | 6 |
| HERAKLION | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 26.9 | 26.9 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 11 | 18 |
| HERAKLION | TUI AIRWAYS LTD | C | 31 | 0 | 0 | 25.8 | 25.8 | 25.8 | 9.7 | 6.5 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 82.6 | 7 | 23 |
| TOTAL HERAKLION | | | 57 | 0 | 0 | 17.5 | 26.3 | 26.3 | 15.8 | 10.5 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 70.2 | 10 | 47 |
| KEFALLINIA | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 12.5 | 56.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 94.4 | 3 | 18 |
| KEFALLINIA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 6.3 | 18.8 | 37.5 | 12.5 | 12.5 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 34 | 71.4 | 8 | 14 |
| TOTAL KEFALLINIA | | | 32 | 0 | 0 | 9.4 | 15.6 | 46.9 | 12.5 | 9.4 | 0.0 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 21 | 84.4 | 5 | 32 |
| KOS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 43.8 | 18.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 24 | 18 |
| KOS | TUI AIRWAYS LTD | C | 34 | 0 | 0 | 0.0 | 29.4 | 29.4 | 26.5 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 36 | 26 |
| TOTAL KOS | | | 50 | 0 | 0 | 0.0 | 26.0 | 34.0 | 24.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.8 | 31 | 44 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| RHODES | AEGEAN 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 | 1 | 5 |
| RHODES | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 38.5 | 34.6 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.3 | 16 | 16 |
| RHODES | RYANAIR | S | 26 | 0 | 0 | 0.0 | 19.2 | 42.3 | 11.5 | 7.7 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 62.5 | 21 | 16 |
| RHODES | TUI AIRWAYS LTD | C | 31 | 0 | 0 | 0.0 | 12.9 | 51.6 | 16.1 | 9.7 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 52.0 | 27 | 25 |
| TOTAL RHODES | | | 83 | 0 | 0 | 0.0 | 14.5 | 44.6 | 20.5 | 10.8 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 59.7 | 21 | 62 |
| SKIATHOS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 81.3 | 7 | 15 |
| SKIATHOS | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 37.5 | 37.5 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 14 | 8 |
| TOTAL SKIATHOS | | | 34 | 0 | 0 | 0.0 | 26.5 | 35.3 | 26.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 79.2 | 10 | 23 |
| THIRA (SANTORINI) | JET2.COM 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 | 80.0 | 11 | 10 |
| THIRA (SANTORINI) | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 12.5 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 10 | 8 |
| TOTAL THIRA (SANTORINI) | | | 16 | 0 | 0 | 6.3 | 25.0 | 43.8 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 11 | 18 |
| ZAKINTHOS | JET2.COM LTD | S | 31 | 0 | 0 | 6.5 | 19.4 | 38.7 | 19.4 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 96.2 | 6 | 26 |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 0.0 | 24.2 | 36.4 | 15.2 | 15.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 69.7 | 13 | 33 |
| TOTAL ZAKINTHOS | | | 64 | 0 | 0 | 3.1 | 21.9 | 37.5 | 17.2 | 15.6 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 81.4 | 10 | 59 |
| TOTAL GREECE | | | 430 | 0 | 0 | 3.7 | 18.4 | 37.2 | 19.1 | 15.6 | 4.7 | 0.9 | 0.5 | 0.0 | 0.0 | 0.0 | 20 | 68.7 | 15 | 357 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 18 | 0 | 0 | 0.0 | 44.4 | 33.3 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 7 | 16 |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 0.0 | 44.4 | 33.3 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 7 | 16 |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 0.0 | 44.4 | 33.3 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 7 | 16 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| 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 | 73.1 | 14 | 26 |
| 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 | 73.1 | 14 | 26 |
| DUBLIN | RYANAIR | S | 111 | 0 | 0 | 4.5 | 36.0 | 24.3 | 12.6 | 10.8 | 8.1 | 0.9 | 2.7 | 0.0 | 0.0 | 0.0 | 23 | 48.0 | 30 | 102 |
| TOTAL DUBLIN | | | 111 | 0 | 0 | 4.5 | 36.0 | 24.3 | 12.6 | 10.8 | 8.1 | 0.9 | 2.7 | 0.0 | 0.0 | 0.0 | 23 | 48.0 | 30 | 102 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 24 | 0 | 0 | 0.0 | 33.3 | 25.0 | 29.2 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 85.7 | 6 | 41 |
| TOTAL IRELAND WEST (KNOCK) | | | 24 | 0 | 0 | 0.0 | 33.3 | 25.0 | 29.2 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 85.7 | 6 | 41 |
| TOTAL IRISH REPUBLIC | | | 135 | 0 | 0 | 3.7 | 35.6 | 24.4 | 15.6 | 8.9 | 8.9 | 0.7 | 2.2 | 0.0 | 0.0 | 0.0 | 23 | 61.2 | 21 | 169 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 24 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 20.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 97.1 | 3 | 34 |
| TOTAL BERGAMO | | | 24 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 20.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 97.1 | 3 | 34 |
| NAPLES | JET2.COM LTD | S | 8 | 0 | 0 | 37.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| NAPLES | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 55.6 | 33.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 20 | 18 |
| TOTAL NAPLES | | | 26 | 0 | 0 | 15.4 | 46.2 | 34.6 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 83.3 | 20 | 18 |
| PISA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 32 | 58.8 | 19 | 17 |
| TOTAL PISA | | | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 32 | 58.8 | 19 | 17 |
| ROME (CIAMPINO) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 38.9 | 50.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 22 | 18 |

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|---------------------------------|-----------------|-------------------|------------|----------|----------|----------------------|----------------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|------------|--|--|
| 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 ROME (CIAMPINO) | | | 18 | 0 | 0 | 0.0 | 38.9 | 50.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 22 | 18 | | |
| TREVISIO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 38.9 | 44.4 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.2 | 9 | 18 | | |
| TOTAL TREVISIO | | | 18 | 0 | 0 | 0.0 | 0.0 | 38.9 | 44.4 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.2 | 9 | 18 | | |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 5 | 8 | | | |
| TOTAL VERONA VILLAFRANCA | | | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 5 | 8 | | | |
| TOTAL ITALY | | | 112 | 0 | 0 | 3.6 | 23.2 | 37.5 | 18.8 | 10.7 | 5.4 | 0.0 | 0.9 | 0.0 | 0.0 | 18 | 82.3 | 12 | 113 | | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 16 | 0 | 0 | 18.8 | 43.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 37.5 | 33 | 16 | | | |
| TOTAL RIGA | | | 16 | 0 | 0 | 18.8 | 43.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 37.5 | 33 | 16 | | | |
| TOTAL LATVIA | | | 16 | 0 | 0 | 18.8 | 43.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 37.5 | 33 | 16 | | | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 16 | 8 | | | |
| MALTA | RYANAIR | S | 10 | 0 | 0 | 0.0 | 0.0 | 50.0 | 20.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 25 | 40.0 | 37 | 10 | | | |
| TOTAL MALTA | | | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 17 | 55.6 | 27 | 18 | | | |
| TOTAL MALTA | | | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 17 | 55.6 | 27 | 18 | | | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | RYANAIR | S | 34 | 0 | 0 | 2.9 | 52.9 | 35.3 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 24 | 16 | | | |
| TOTAL KRAKOW | | | 34 | 0 | 0 | 2.9 | 52.9 | 35.3 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 24 | 16 | | | |
| LODZ LUBLINEK | RYANAIR | S | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | |
| TOTAL LODZ LUBLINEK | | | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | |
| RZESZOW | RYANAIR | S | 16 | 0 | 0 | 6.3 | 56.3 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.4 | 36 | 18 | | | |
| TOTAL RZESZOW | | | 16 | 0 | 0 | 6.3 | 56.3 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.4 | 36 | 18 | | | |
| WROCLAW | RYANAIR | S | 36 | 0 | 0 | 0.0 | 30.6 | 25.0 | 22.2 | 13.9 | 5.6 | 0.0 | 2.8 | 0.0 | 0.0 | 25 | 54.5 | 23 | 44 | | |
| TOTAL WROCLAW | | | 36 | 0 | 0 | 0.0 | 30.6 | 25.0 | 22.2 | 13.9 | 5.6 | 0.0 | 2.8 | 0.0 | 0.0 | 25 | 54.5 | 23 | 44 | | |
| TOTAL POLAND | | | 104 | 0 | 0 | 2.9 | 44.2 | 31.7 | 12.5 | 5.8 | 1.9 | 0.0 | 1.0 | 0.0 | 11 | 53.8 | 26 | 78 | | | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 68 | 0 | 0 | 16.2 | 44.1 | 35.3 | 0.0 | 1.5 | 2.9 | 0.0 | 0.0 | 0.0 | 4 | 82.6 | 9 | 69 | | | |
| FARO | RYANAIR | S | 60 | 0 | 0 | 1.7 | 21.7 | 26.7 | 18.3 | 8.3 | 16.7 | 5.0 | 1.7 | 0.0 | 35 | 76.5 | 12 | 102 | | | |
| FARO | TUI AIRWAYS LTD | C | 28 | 0 | 0 | 3.6 | 39.3 | 39.3 | 3.6 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 14 | 91.7 | 6 | 24 | | | |
| TOTAL FARO | | | 156 | 0 | 0 | 8.3 | 34.6 | 32.7 | 7.7 | 5.1 | 9.0 | 1.9 | 0.6 | 0.0 | 18 | 80.5 | 10 | 195 | | | |
| TOTAL PORTUGAL | | | 156 | 0 | 0 | 8.3 | 34.6 | 32.7 | 7.7 | 5.1 | 9.0 | 1.9 | 0.6 | 0.0 | 18 | 80.5 | 10 | 195 | | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 60.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 8 | | | |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 10.0 | 60.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 8 | | | |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 10.0 | 60.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 8 | | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 60 | 0 | 0 | 8.3 | 41.7 | 31.7 | 11.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 8 | 76.7 | 13 | 60 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| ALICANTE | RYANAIR | S | 126 | 0 | 0 | 2.4 | 23.8 | 36.5 | 15.1 | 13.5 | 6.3 | 2.4 | 0.0 | 0.0 | 0.0 | 20 | 80.4 | 14 | 112 | |
| ALICANTE | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 33.3 | 50.0 | 4.2 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 81.5 | 9 | 27 | |
| TOTAL ALICANTE | | | 210 | 0 | 0 | 3.8 | 30.0 | 36.7 | 12.9 | 10.5 | 4.8 | 1.4 | 0.0 | 0.0 | 0.0 | 16 | 79.4 | 13 | 199 | |
| BARCELONA | RYANAIR | S | 68 | 0 | 0 | 1.5 | 29.4 | 33.8 | 14.7 | 7.4 | 10.3 | 2.9 | 0.0 | 0.0 | 0.0 | 23 | 71.0 | 16 | 62 | |
| TOTAL BARCELONA | | | 68 | 0 | 0 | 1.5 | 29.4 | 33.8 | 14.7 | 7.4 | 10.3 | 2.9 | 0.0 | 0.0 | 0.0 | 23 | 71.0 | 16 | 62 | |
| GIRONA | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 40.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 90.0 | 4 | 10 | |
| GIRONA | RYANAIR | S | 28 | 0 | 0 | 10.7 | 39.3 | 32.1 | 3.6 | 10.7 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 6 | 18 | |
| TOTAL GIRONA | | | 38 | 0 | 0 | 10.5 | 39.5 | 31.6 | 5.3 | 10.5 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 89.3 | 5 | 28 | |
| IBIZA | JET2.COM LTD | S | 48 | 0 | 0 | 2.1 | 50.0 | 35.4 | 2.1 | 4.2 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 78.0 | 22 | 50 | |
| IBIZA | TUI AIRWAYS LTD | C | 31 | 0 | 0 | 3.2 | 29.0 | 48.4 | 9.7 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 12 | 26 | |
| IBIZA | 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 | 78 | 1 | |
| TOTAL IBIZA | | | 79 | 0 | 0 | 2.5 | 41.8 | 40.5 | 5.1 | 2.5 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.6 | 19 | 77 | |
| MAHON | JET2.COM LTD | S | 24 | 0 | 0 | 0.0 | 41.7 | 41.7 | 8.3 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 96.2 | 4 | 26 | |
| MAHON | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 33.3 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 5 | 16 | |
| MAHON | TUI AIRWAYS LTD | C | 22 | 0 | 0 | 0.0 | 27.3 | 59.1 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.8 | 18 | 24 | |
| TOTAL MAHON | | | 64 | 0 | 0 | 0.0 | 40.6 | 45.3 | 7.8 | 3.1 | 1.6 | 0.0 | 1.6 | 0.0 | 0.0 | 12 | 84.8 | 9 | 66 | |
| MALAGA | JET2.COM LTD | S | 60 | 0 | 0 | 3.3 | 25.0 | 50.0 | 13.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 86.9 | 5 | 61 | |
| MALAGA | RYANAIR | S | 103 | 0 | 0 | 1.9 | 28.2 | 40.8 | 12.6 | 7.8 | 5.8 | 1.9 | 1.0 | 0.0 | 0.0 | 19 | 75.0 | 14 | 104 | |
| MALAGA | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 0.0 | 28.0 | 36.0 | 12.0 | 8.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 24 | 81.8 | 15 | 22 | |
| TOTAL MALAGA | | | 188 | 0 | 0 | 2.1 | 27.1 | 43.1 | 12.8 | 8.0 | 4.8 | 1.6 | 0.5 | 0.0 | 0.0 | 16 | 79.7 | 11 | 187 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 24 | 0 | 0 | 0.0 | 25.0 | 58.3 | 4.2 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.8 | 24 | 34 | |
| TOTAL MURCIA INTERNATIONAL | | | 24 | 0 | 0 | 0.0 | 25.0 | 58.3 | 4.2 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.8 | 24 | 34 | |
| PALMA DE MALLORCA | AIR ONE | C | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 101 | 0 | 1 | 2.0 | 35.3 | 34.3 | 12.7 | 8.8 | 2.9 | 2.9 | 0.0 | 0.0 | 1.0 | 15 | 80.2 | 9 | 86 | |
| PALMA DE MALLORCA | RYANAIR | S | 110 | 1 | 0 | 0.0 | 23.4 | 27.9 | 15.3 | 12.6 | 12.6 | 4.5 | 2.7 | 0.0 | 0.9 | 33 | 58.2 | 21 | 110 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 60 | 0 | 0 | 1.7 | 26.7 | 46.7 | 8.3 | 10.0 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 17 | 79.4 | 16 | 63 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 2 | |
| TOTAL PALMA DE MALLORCA | | | 279 | 1 | 1 | 1.1 | 28.8 | 34.2 | 13.2 | 10.7 | 7.1 | 2.8 | 1.4 | 0.0 | 0.4 | 23 | 70.1 | 16 | 261 | |
| REUS | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 15.4 | 50.0 | 15.4 | 3.8 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 21 | 88.9 | 3 | 18 | |
| REUS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 11.1 | 5.6 | 27.8 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 75.0 | 13 | 16 | |
| TOTAL REUS | | | 44 | 0 | 0 | 4.5 | 20.5 | 34.1 | 11.4 | 13.6 | 11.4 | 2.3 | 2.3 | 0.0 | 0.0 | 27 | 82.4 | 8 | 34 | |
| VALENCIA | RYANAIR | S | 24 | 0 | 0 | 0.0 | 25.0 | 45.8 | 20.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 12 | 24 | |
| TOTAL VALENCIA | | | 24 | 0 | 0 | 0.0 | 25.0 | 45.8 | 20.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 12 | 24 | |
| TOTAL SPAIN | | | 1018 | 1 | 1 | 2.4 | 30.4 | 38.2 | 11.8 | 8.8 | 5.9 | 1.7 | 0.7 | 0.0 | 0.1 | 18 | 76.0 | 14 | 972 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | |
| ARRECIFE | JET2.COM LTD | S | 44 | 1 | 0 | 2.2 | 33.3 | 48.9 | 8.9 | 2.2 | 0.0 | 2.2 | 0.0 | 0.0 | 2.2 | 0.0 | 8 | 78.0 | 6 | 41 | |
| ARRECIFE | RYANAIR | S | 27 | 0 | 0 | 7.4 | 48.1 | 37.0 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 9 | 36 | | |
| ARRECIFE | TUI AIRWAYS LTD | C | 28 | 0 | 0 | 0.0 | 14.3 | 50.0 | 10.7 | 7.1 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 44.0 | 29 | 25 | | |
| TOTAL ARRECIFE | | | 99 | 1 | 0 | 3.0 | 32.0 | 46.0 | 8.0 | 3.0 | 6.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 11 | 68.6 | 13 | 102 | |
| FUERTEVENTURA | JET2.COM LTD | S | 24 | 0 | 0 | 0.0 | 25.0 | 45.8 | 12.5 | 0.0 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 20 | 18 | | |
| FUERTEVENTURA | RYANAIR | S | 8 | 0 | 0 | 12.5 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 2 | 8 | | |
| TOTAL FUERTEVENTURA | | | 32 | 0 | 0 | 3.1 | 31.3 | 40.6 | 12.5 | 0.0 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 17 | 65.4 | 14 | 26 | | |
| LAS PALMAS | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 30.8 | 26.9 | 11.5 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 58.3 | 17 | 24 | | |
| LAS PALMAS | RYANAIR | S | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 5 | 10 | | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 11.8 | 0.0 | 17.6 | 11.8 | 11.8 | 0.0 | 0.0 | 64 | 0.0 | 0 | 0 | | |
| TOTAL LAS PALMAS | | | 51 | 0 | 0 | 3.9 | 29.4 | 27.5 | 9.8 | 13.7 | 7.8 | 3.9 | 3.9 | 0.0 | 0.0 | 0.0 | 31 | 67.6 | 14 | 34 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 61 | 0 | 0 | 13.1 | 21.3 | 41.0 | 16.4 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.0 | 12 | 61 | | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 42 | 0 | 0 | 0.0 | 21.4 | 31.0 | 21.4 | 16.7 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 23 | 84.6 | 7 | 52 | | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 6.1 | 27.3 | 30.3 | 18.2 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.5 | 27 | 26 | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 136 | 0 | 0 | 7.4 | 22.8 | 35.3 | 18.4 | 11.0 | 4.4 | 0.7 | 0.0 | 0.0 | 0.0 | 16 | 77.0 | 13 | 139 | | |
| TOTAL SPAIN(CANARY TUNISIA) | | | 318 | 1 | 0 | 5.0 | 27.6 | 37.9 | 13.2 | 7.8 | 6.0 | 1.6 | 0.6 | 0.0 | 0.3 | 0.0 | 17 | 72.1 | 13 | 301 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 27 | 0 | 0 | 0.0 | 14.8 | 33.3 | 29.6 | 7.4 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 27 | 61.1 | 19 | 18 | | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 27 | 0 | 0 | 0.0 | 14.8 | 33.3 | 29.6 | 7.4 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 27 | 61.1 | 19 | 18 | | |
| TOTAL TUNISIA | | | 27 | 0 | 0 | 0.0 | 14.8 | 33.3 | 29.6 | 7.4 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 27 | 61.1 | 19 | 18 | | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| 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 | 66.7 | 17 | 6 | | |
| ANTALYA | JET2.COM LTD | S | 44 | 0 | 0 | 4.5 | 20.5 | 43.2 | 18.2 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 54.3 | 28 | 35 | | |
| ANTALYA | TUI AIRWAYS LTD | C | 27 | 0 | 0 | 3.7 | 22.2 | 37.0 | 11.1 | 18.5 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 22.2 | 98 | 9 | | |
| TOTAL ANTALYA | | | 71 | 0 | 0 | 4.2 | 21.1 | 40.8 | 15.5 | 12.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 39 | 50 | | |
| BODRUM (MILAS) | JET2.COM LTD | S | 17 | 0 | 0 | 29.4 | 23.5 | 35.3 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 94.4 | 4 | 18 | | |
| TOTAL BODRUM (MILAS) | | | 17 | 0 | 0 | 29.4 | 23.5 | 35.3 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 94.4 | 4 | 18 | | |
| DALAMAN | FREEBIRD AIRLINES | C | 8 | 0 | 0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | |
| DALAMAN | JET2.COM LTD | S | 60 | 0 | 0 | 5.0 | 28.3 | 43.3 | 15.0 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.6 | 12 | 51 | | |
| DALAMAN | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 8.0 | 20.0 | 52.0 | 4.0 | 8.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.4 | 18 | 31 | | |
| DALAMAN | 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 | 33 | 1 | | |
| TOTAL DALAMAN | | | 93 | 0 | 0 | 7.5 | 24.7 | 45.2 | 12.9 | 5.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.3 | 15 | 83 | | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 35.3 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 32 | 8 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 IZMIR (ADNAN MENDERES) | | | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 35.3 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 32 | 8 |
| TOTAL TURKEY | | | 198 | 0 | 0 | 8.1 | 22.2 | 40.9 | 15.2 | 9.1 | 4.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 67.9 | 22 | 159 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| 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 | 100.0 | 0 | 1 |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 60 | 0 | 0 | 15.0 | 51.7 | 26.7 | 1.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.3 | 10 | 66 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 60 | 0 | 0 | 15.0 | 51.7 | 26.7 | 1.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.3 | 10 | 66 |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 34 | 0 | 0 | 8.8 | 55.9 | 20.6 | 5.9 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.4 | 3 | 35 |
| TOTAL BELFAST INTERNATIONAL | | | 34 | 0 | 0 | 8.8 | 55.9 | 20.6 | 5.9 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.4 | 3 | 35 |
| BRISTOL | BLUE ISLANDS LIMITED | 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 BRISTOL | | | 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 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 25 | 0 | 1 | 3.8 | 15.4 | 34.6 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 16 | 55.6 | 20 | 36 |
| TOTAL GUERNSEY | | | 25 | 0 | 1 | 3.8 | 15.4 | 34.6 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 16 | 55.6 | 20 | 36 |
| 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 | 30.0 | 49 | 10 |
| 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 | 30.0 | 49 | 10 |
| JERSEY | BLUE ISLANDS LIMITED | S | 53 | 0 | 4 | 5.3 | 26.3 | 21.1 | 17.5 | 14.0 | 5.3 | 3.5 | 0.0 | 0.0 | 0.0 | 7.0 | 22 | 69.6 | 15 | 56 |
| JERSEY | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 57.1 | 20 | 7 |
| TOTAL JERSEY | | | 59 | 0 | 4 | 4.8 | 27.0 | 22.2 | 19.0 | 12.7 | 4.8 | 3.2 | 0.0 | 0.0 | 0.0 | 6.3 | 21 | 68.3 | 15 | 63 |
| NEWQUAY | EASTERN AIRWAYS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 30.0 | 50 | 10 |
| 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 | 30.0 | 50 | 10 |
| STANSTED | RYANAIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 9 | 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 | 100.0 | 9 | 1 |
| TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | 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 TEESSIDE INTERNATIONAL AIRPORT | | | 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 UNITED KINGDOM | | | 180 | 0 | 5 | 8.6 | 38.4 | 24.9 | 13.0 | 6.5 | 4.9 | 1.1 | 0.0 | 0.0 | 0.0 | 2.7 | 13 | 70.3 | 16 | 222 |
| TOTAL EAST MIDLANDS | | | 3065 | 3 | 9 | 4.6 | 28.4 | 36.0 | 14.0 | 9.4 | 5.4 | 1.2 | 0.6 | 0.0 | 0.1 | 0.3 | 17 | 72.4 | 15 | 2951 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL ALBANIA | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | BA CITYFLYER 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 | 4 | 0.0 | 0 | 0 | |
| TOTAL INNSBRUCK | | | 3 | 0 | 0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| VIENNA | RYANAIR | S | 34 | 0 | 0 | 2.9 | 32.4 | 29.4 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.3 | 30 | 16 | |
| TOTAL VIENNA | | | 34 | 0 | 0 | 2.9 | 32.4 | 29.4 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.3 | 30 | 16 | |
| TOTAL AUSTRIA | | | 37 | 0 | 0 | 2.7 | 32.4 | 32.4 | 21.6 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 30 | 16 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 60 | 0 | 0 | 0.0 | 21.7 | 36.7 | 25.0 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.3 | 19 | 58 | |
| TOTAL BRUSSELS | | | 60 | 0 | 0 | 0.0 | 21.7 | 36.7 | 25.0 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.3 | 19 | 58 | |
| CHARLEROI | RYANAIR | S | 72 | 0 | 4 | 1.3 | 34.2 | 19.7 | 13.2 | 19.7 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 19 | 69.8 | 18 | 53 | |
| 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 | 83.3 | 4 | 6 | |
| TOTAL CHARLEROI | | | 72 | 0 | 4 | 1.3 | 34.2 | 19.7 | 13.2 | 19.7 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 19 | 71.2 | 17 | 59 | |
| TOTAL BELGIUM | | | 132 | 0 | 4 | 0.7 | 28.7 | 27.2 | 18.4 | 15.4 | 5.1 | 1.5 | 0.0 | 0.0 | 0.0 | 2.9 | 19 | 64.7 | 18 | 117 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 23.1 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 32.1 | 38 | 28 | |
| TOTAL SOFIA | | | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 23.1 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 32.1 | 38 | 28 | |
| TOTAL BULGARIA | | | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 23.1 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 32.1 | 38 | 28 | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| CALGARY | WEST JET AIRLINES | S | 32 | 0 | 0 | 25.0 | 43.8 | 18.8 | 9.4 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.6 | 7 | 26 | |
| TOTAL CALGARY | | | 32 | 0 | 0 | 25.0 | 43.8 | 18.8 | 9.4 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.6 | 7 | 26 | |
| HALIFAX INT | WEST JET AIRLINES | S | 26 | 0 | 0 | 15.4 | 46.2 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL HALIFAX INT | | | 26 | 0 | 0 | 15.4 | 46.2 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TORONTO | AIR CANADA | S | 61 | 0 | 0 | 16.4 | 60.7 | 13.1 | 6.6 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 47.5 | 39 | 60 | |
| TORONTO | WEST JET AIRLINES | S | 36 | 0 | 0 | 5.6 | 16.7 | 33.3 | 30.6 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL TORONTO | | | 97 | 0 | 0 | 12.4 | 44.3 | 20.6 | 15.5 | 5.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 47.5 | 39 | 60 | |
| TOTAL CANADA | | | 155 | 0 | 0 | 15.5 | 44.5 | 20.6 | 12.9 | 4.5 | 1.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 58.6 | 29 | 86 | |
| CHINA | | | | | | | | | | | | | | | | | | | | | |
| BEIJING | HAINAN AIRLINES | S | 33 | 0 | 0 | 24.2 | 21.2 | 18.2 | 3.0 | 0.0 | 3.0 | 6.1 | 18.2 | 6.1 | 0.0 | 0.0 | 93 | 77.8 | 39 | 18 | |
| TOTAL BEIJING | | | 33 | 0 | 0 | 24.2 | 21.2 | 18.2 | 3.0 | 0.0 | 3.0 | 6.1 | 18.2 | 6.1 | 0.0 | 0.0 | 93 | 77.8 | 39 | 18 | |
| TOTAL CHINA | | | 33 | 0 | 0 | 24.2 | 21.2 | 18.2 | 3.0 | 0.0 | 3.0 | 6.1 | 18.2 | 6.1 | 0.0 | 0.0 | 93 | 77.8 | 39 | 18 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 0.0 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 84.2 | 7 | 18 | |
| DUBROVNIK | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 27.8 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 92.9 | 7 | 14 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 DUBROVNIK | | | 34 | 0 | 0 | 2.9 | 35.3 | 32.4 | 5.9 | 14.7 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 87.9 | 7 | 32 |
| SPLIT | JET2.COM 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 | 3 | 50.0 | 47 | 8 |
| TOTAL SPLIT | | | 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 | 3 | 50.0 | 47 | 8 |
| ZADAR | RYANAIR | S | 17 | 0 | 1 | 5.6 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 12 | 75.0 | 31 | 16 |
| TOTAL ZADAR | | | 17 | 0 | 1 | 5.6 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 12 | 75.0 | 31 | 16 |
| TOTAL CROATIA | | | 69 | 0 | 1 | 11.4 | 30.0 | 32.9 | 10.0 | 10.0 | 2.9 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 13 | 78.9 | 20 | 56 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 11 | 8 |
| TOTAL LARNACA | | | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 38.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 11 | 8 |
| PAPHOS | EASYJET UK LTD | S | 17 | 0 | 0 | 5.9 | 11.8 | 29.4 | 29.4 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 35.3 | 19 | 17 |
| PAPHOS | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 11.1 | 44.4 | 22.2 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 43.8 | 27 | 16 |
| TOTAL PAPHOS | | | 35 | 0 | 0 | 5.7 | 11.4 | 37.1 | 25.7 | 8.6 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 39.4 | 23 | 33 |
| TOTAL CYPRUS | | | 53 | 0 | 0 | 3.8 | 13.2 | 34.0 | 30.2 | 11.3 | 5.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 46.3 | 21 | 41 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 20 | 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 | 85.0 | 6 | 20 |
| PRAGUE | RYANAIR | S | 42 | 0 | 0 | 2.4 | 31.0 | 38.1 | 19.0 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.0 | 21 | 25 |
| TOTAL PRAGUE | | | 62 | 0 | 0 | 1.6 | 40.3 | 32.3 | 19.4 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 14 | 45 |
| TOTAL CZECH REPUBLIC | | | 62 | 0 | 0 | 1.6 | 40.3 | 32.3 | 19.4 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 14 | 45 |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| AALBORG | 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 | 45 | 1 |
| TOTAL AALBORG | | | 0 | 0 | 0 | 0.0 | 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 |
| BILLUND | RYANAIR | S | 36 | 0 | 0 | 8.3 | 25.0 | 16.7 | 13.9 | 25.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 67.3 | 20 | 52 |
| TOTAL BILLUND | | | 36 | 0 | 0 | 8.3 | 25.0 | 16.7 | 13.9 | 25.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 67.3 | 20 | 52 |
| COPENHAGEN | AVANTI AIR BEDARFSFLUGGES | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 47 | 1 |
| COPENHAGEN | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 53.8 | 26.9 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 14 | 26 |
| COPENHAGEN | GLOBAL REACH AVIATION | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| COPENHAGEN | NORWEGIAN AIR 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 | 45.9 | 25 | 74 |
| COPENHAGEN | NORWEGIAN AIR SWEDEN AB | S | 78 | 0 | 0 | 1.3 | 29.5 | 28.2 | 15.4 | 16.7 | 3.8 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| COPENHAGEN | RYANAIR | S | 76 | 0 | 0 | 2.6 | 36.8 | 15.8 | 5.3 | 21.1 | 14.5 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 27.3 | 41 | 44 |
| COPENHAGEN | SAS | 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 | 30 | 0.0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 182 | 0 | 0 | 1.6 | 35.7 | 22.5 | 12.1 | 16.5 | 7.7 | 2.7 | 1.1 | 0.0 | 0.0 | 0.0 | 23 | 47.3 | 28 | 146 |
| TOTAL DENMARK | | | 218 | 0 | 0 | 2.8 | 33.9 | 21.6 | 12.4 | 17.9 | 8.3 | 2.3 | 0.9 | 0.0 | 0.0 | 0.0 | 23 | 52.3 | 26 | 199 |
| FAROE ISLANDS | | | | | | | | | | | | | | | | | | | | |
| VAGAR | ATLANTIC AIRWAYS | S | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 55 | 37.5 | 69 | 16 |
| TOTAL VAGAR | | | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 55 | 37.5 | 69 | 16 |
| TOTAL FAROE ISLANDS | | | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 55 | 37.5 | 69 | 16 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | |
| FINLAND | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 58 | 0 | 0 | 0.0 | 17.2 | 56.9 | 17.2 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 26.2 | 25 | 40 |
| TOTAL HELSINKI | | | 58 | 0 | 0 | 0.0 | 17.2 | 56.9 | 17.2 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 26.2 | 25 | 40 |
| TOTAL FINLAND | | | 58 | 0 | 0 | 0.0 | 17.2 | 56.9 | 17.2 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 26.2 | 25 | 40 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 52 | 0 | 0 | 1.9 | 36.5 | 40.4 | 11.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 58.3 | 21 | 24 |
| TOTAL BEAUVAIS | | | 52 | 0 | 0 | 1.9 | 36.5 | 40.4 | 11.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 58.3 | 21 | 24 |
| BERGERAC | RYANAIR | S | 16 | 0 | 0 | 0.0 | 18.8 | 50.0 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL BERGERAC | | | 16 | 0 | 0 | 0.0 | 18.8 | 50.0 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| BEZIERS | RYANAIR | S | 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 | 20 | 62.5 | 11 | 15 |
| BEZIERS | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL BEZIERS | | | 18 | 0 | 0 | 0.0 | 38.9 | 44.4 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.5 | 11 | 15 |
| BIARRITZ | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 55.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL BIARRITZ | | | 18 | 0 | 0 | 5.6 | 33.3 | 55.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| BORDEAUX | RYANAIR | S | 24 | 0 | 0 | 0.0 | 16.7 | 54.2 | 25.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 31.3 | 49 | 16 |
| 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 | 0.0 | 0 | 50.0 | 41 | 10 |
| TOTAL BORDEAUX | | | 24 | 0 | 0 | 0.0 | 16.7 | 54.2 | 25.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 38.5 | 46 | 26 |
| 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 | 100.0 | 6 | 8 |
| CARCASSONNE | RYANAIR UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 8 |
| 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 | 100.0 | 5 | 16 |
| LYON | EASYJET UK LTD | S | 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 | 20 | 68.8 | 22 | 16 |
| TOTAL LYON | | | 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 | 20 | 68.8 | 22 | 16 |
| MARSEILLE | 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 | 19 | 2 |
| MARSEILLE | RYANAIR | S | 24 | 0 | 0 | 4.2 | 8.3 | 45.8 | 16.7 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 63.2 | 17 | 38 |
| TOTAL MARSEILLE | | | 24 | 0 | 0 | 4.2 | 8.3 | 45.8 | 16.7 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 62.5 | 17 | 40 |
| NANTES | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 38.9 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 37.5 | 21 | 8 |
| 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 | 87.5 | 3 | 8 |
| TOTAL NANTES | | | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 38.9 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 62.5 | 12 | 16 |
| NICE | 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 | 17 | 1 |
| NICE | EASYJET EUROPE | 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 | 0.0 | 0 | 0 |
| NICE | EASYJET UK LTD | S | 60 | 0 | 0 | 1.7 | 10.0 | 25.0 | 23.3 | 23.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 55.0 | 32 | 60 |
| TOTAL NICE | | | 64 | 0 | 0 | 3.1 | 12.5 | 25.0 | 21.9 | 21.9 | 12.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 54.1 | 32 | 61 |
| 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 | 77.8 | 9 | 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 | 77.8 | 9 | 18 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 167 | 0 | 1 | 3.0 | 34.5 | 43.5 | 6.5 | 8.3 | 3.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 12 | 71.2 | 15 | 145 |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 42 | 0 | 0 | 0.0 | 19.0 | 26.2 | 14.3 | 19.0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 54.2 | 21 | 24 |

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ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 108 | 0 | 4 | 0.9 | 26.8 | 34.8 | 13.4 | 15.2 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 16 | 33.9 | 35 | 107 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 317 | 0 | 5 | 1.9 | 29.8 | 38.2 | 9.9 | 12.1 | 6.2 | 0.0 | 0.3 | 0.0 | 0.0 | 1.6 | 16 | 55.0 | 23 | 276 |
| PARIS (ORLY) | TRANSAVIA FRANCE | S | 28 | 0 | 0 | 3.6 | 28.6 | 35.7 | 17.9 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 57.7 | 22 | 26 |
| TOTAL PARIS (ORLY) | | | 28 | 0 | 0 | 3.6 | 28.6 | 35.7 | 17.9 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 57.7 | 22 | 26 |
| POITIERS | RYANAIR | S | 16 | 0 | 0 | 6.3 | 43.8 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 25.0 | 53 | 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 | 25.0 | 41 | 8 |
| TOTAL POITIERS | | | 16 | 0 | 0 | 6.3 | 43.8 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 25.0 | 47 | 16 |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 38.5 | 19.2 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 57.7 | 21 | 26 |
| TOULOUSE (BLAGNAC) | 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 | 20.0 | 36 | 10 |
| TOTAL TOULOUSE (BLAGNAC) | | | 26 | 0 | 0 | 0.0 | 11.5 | 38.5 | 19.2 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 47.2 | 25 | 36 |
| TOTAL FRANCE | | | 637 | 0 | 5 | 2.0 | 26.3 | 38.9 | 14.0 | 10.7 | 6.4 | 0.6 | 0.2 | 0.0 | 0.0 | 0.8 | 17 | 56.3 | 24 | 586 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 11.7 | 36.7 | 25.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 32.4 | 42 | 30 |
| BERLIN BRANDENBURG | RYANAIR | S | 58 | 0 | 0 | 8.6 | 29.3 | 31.0 | 15.5 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 67.6 | 11 | 34 |
| 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 | 25.0 | 52 | 8 |
| TOTAL BERLIN BRANDENBURG | | | 118 | 0 | 0 | 4.2 | 20.3 | 33.9 | 20.3 | 17.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 47.4 | 29 | 72 |
| COLOGNE BONN | EUROWINGS LUFTVERKEHRS | S | 60 | 0 | 0 | 0.0 | 5.0 | 23.3 | 10.0 | 31.7 | 20.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 53 | 53.3 | 23 | 58 |
| TOTAL COLOGNE BONN | | | 60 | 0 | 0 | 0.0 | 5.0 | 23.3 | 10.0 | 31.7 | 20.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 53 | 53.3 | 23 | 58 |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 52 | 0 | 0 | 1.9 | 23.1 | 25.0 | 21.2 | 19.2 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.4 | 16 | 44 |
| TOTAL DUSSELDORF | | | 52 | 0 | 0 | 1.9 | 23.1 | 25.0 | 21.2 | 19.2 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.4 | 16 | 44 |
| FRANKFURT MAIN | AIR CANADA | 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 |
| FRANKFURT MAIN | LUFTHANSA | S | 154 | 0 | 0 | 0.0 | 30.5 | 40.9 | 14.9 | 11.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.5 | 23 | 155 |
| TOTAL FRANKFURT MAIN | | | 155 | 0 | 0 | 0.6 | 30.3 | 40.6 | 14.8 | 11.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.5 | 23 | 155 |
| 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 | 50.0 | 35 | 14 |
| HAMBURG | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 15.4 | 23.1 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 18.8 | 43 | 16 |
| HAMBURG | 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 | 30.0 | 27 | 10 |
| TOTAL HAMBURG | | | 26 | 0 | 0 | 0.0 | 7.7 | 15.4 | 23.1 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 32.5 | 36 | 40 |
| MUNICH | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 30.8 | 15.4 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 34.4 | 43 | 32 |
| MUNICH | LUFTHANSA | S | 60 | 0 | 0 | 1.7 | 10.0 | 36.7 | 18.3 | 18.3 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 45.2 | 23 | 40 |
| TOTAL MUNICH | | | 86 | 0 | 0 | 1.2 | 17.4 | 34.9 | 17.4 | 17.4 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 40.5 | 32 | 72 |
| NIEDERRHEIN | RYANAIR | S | 50 | 0 | 0 | 2.0 | 40.0 | 30.0 | 12.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.3 | 10 | 44 |
| TOTAL NIEDERRHEIN | | | 50 | 0 | 0 | 2.0 | 40.0 | 30.0 | 12.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.3 | 10 | 44 |
| STUTTGART | EUROWINGS LUFTVERKEHRS | S | 36 | 0 | 0 | 2.8 | 13.9 | 33.3 | 30.6 | 16.7 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 STUTTGART | | | 36 | 0 | 0 | 2.8 | 13.9 | 33.3 | 30.6 | 16.7 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL GERMANY | | | 583 | 0 | 0 | 1.7 | 22.0 | 32.8 | 17.5 | 18.0 | 6.9 | 0.9 | 0.3 | 0.0 | 0.0 | 0.0 | 22 | 54.9 | 24 | 485 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 26 | 0 | 0 | 0.0 | 34.6 | 42.3 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.4 | 16 | 26 |
| ATHENS | EASYJET UK LTD | S | 17 | 0 | 0 | 0.0 | 17.6 | 17.6 | 29.4 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 61.1 | 16 | 18 |
| TOTAL ATHENS | | | 43 | 0 | 0 | 0.0 | 27.9 | 32.6 | 23.3 | 7.0 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 63.6 | 16 | 44 |
| CORFU | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 22.2 | 5.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 31.3 | 37 | 16 |
| CORFU | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.3 | 14 | 16 |
| CORFU | RYANAIR | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 75.0 | 14 | 8 |
| CORFU | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 150 | 10 |
| TOTAL CORFU | | | 52 | 0 | 0 | 1.9 | 17.3 | 25.0 | 13.5 | 28.8 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 40.0 | 48 | 50 |
| HERAKLION | EASYJET UK LTD | S | 24 | 0 | 0 | 4.2 | 20.8 | 16.7 | 20.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 13 | 26 |
| HERAKLION | JET2.COM LTD | S | 17 | 0 | 0 | 17.6 | 23.5 | 58.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 14 | 16 |
| TOTAL HERAKLION | | | 41 | 0 | 0 | 9.8 | 22.0 | 34.1 | 12.2 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.9 | 13 | 42 |
| KOS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.0 | 18 | 18 |
| TOTAL KOS | | | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.0 | 18 | 18 |
| PREVEZA | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 50.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 10 | 8 |
| TOTAL PREVEZA | | | 10 | 0 | 0 | 0.0 | 50.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 10 | 8 |
| RHODES | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 33.3 | 16.7 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 55.6 | 24 | 18 |
| RHODES | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 31.3 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 40.0 | 30 | 15 |
| RHODES | RYANAIR | S | 18 | 0 | 1 | 0.0 | 21.1 | 31.6 | 31.6 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 16 | 60.0 | 18 | 10 |
| TOTAL RHODES | | | 52 | 0 | 1 | 0.0 | 9.4 | 24.5 | 35.8 | 13.2 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 30 | 51.2 | 24 | 43 |
| SALONIKA | 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 | 5 | 100.0 | 3 | 8 |
| TOTAL SALONIKA | | | 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 | 100.0 | 3 | 8 |
| SKIATHOS | 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 | 66.7 | 14 | 9 |
| TOTAL SKIATHOS | | | 0 | 0 | 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 |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 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 | 75.0 | 14 | 8 |
| THIRA (SANTORINI) | JET2.COM LTD | S | 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 | 9 | 77.8 | 10 | 9 |
| TOTAL THIRA (SANTORINI) | | | 16 | 0 | 0 | 6.3 | 18.8 | 43.8 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.5 | 12 | 17 |
| ZAKINTHOS | JET2.COM LTD | S | 27 | 0 | 0 | 11.1 | 7.4 | 48.1 | 18.5 | 7.4 | 0.0 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 33 | 75.0 | 7 | 16 |
| TOTAL ZAKINTHOS | | | 27 | 0 | 0 | 11.1 | 7.4 | 48.1 | 18.5 | 7.4 | 0.0 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 33 | 75.0 | 7 | 16 |
| TOTAL GREECE | | | 265 | 0 | 1 | 3.4 | 19.9 | 31.6 | 20.7 | 15.4 | 7.1 | 1.1 | 0.0 | 0.4 | 0.0 | 0.4 | 23 | 58.4 | 22 | 255 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | AIR BLUE | 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 | 87 | 0.0 | 0 | 0 |
| BUDAPEST | RYANAIR | S | 42 | 0 | 0 | 7.1 | 28.6 | 14.3 | 19.0 | 11.9 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 14 | 32 |
| BUDAPEST | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 37.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 25.0 | 40 | 8 |
| BUDAPEST | 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 | 68.8 | 10 | 16 |

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| 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 BUDAPEST | | | 51 | 0 | 0 | 5.9 | 25.5 | 11.8 | 21.6 | 11.8 | 19.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 58.9 | 16 | 56 |
| TOTAL HUNGARY | | | 51 | 0 | 0 | 5.9 | 25.5 | 11.8 | 21.6 | 11.8 | 19.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 58.9 | 16 | 56 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | 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 | 12 | 1 |
| KEFLAVIK | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 50.0 | 26.9 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 8 | 18 |
| TOTAL KEFLAVIK | | | 26 | 0 | 0 | 0.0 | 50.0 | 26.9 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 84.2 | 8 | 19 |
| TOTAL ICELAND | | | 26 | 0 | 0 | 0.0 | 50.0 | 26.9 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 84.2 | 8 | 19 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 59 | 0 | 0 | 3.4 | 33.9 | 35.6 | 10.2 | 11.9 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.7 | 20 | 76 |
| 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 | 100.0 | 1 | 2 |
| TOTAL CORK | | | 59 | 0 | 0 | 3.4 | 33.9 | 35.6 | 10.2 | 11.9 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.5 | 20 | 78 |
| DUBLIN | AER LINGUS | S | 394 | 0 | 0 | 0.5 | 16.5 | 33.8 | 20.3 | 17.3 | 10.4 | 0.5 | 0.8 | 0.0 | 0.0 | 0.0 | 26 | 42.2 | 37 | 324 |
| DUBLIN | RYANAIR | 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 | 232 | 0 | 0 | 4.3 | 24.6 | 34.5 | 17.7 | 11.6 | 6.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.2 | 38 | 246 |
| DUBLIN | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 43.8 | 18.8 | 6.3 | 12.5 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 31 | 61.1 | 22 | 18 |
| TOTAL DUBLIN | | | 643 | 0 | 0 | 2.0 | 20.2 | 33.6 | 19.0 | 15.1 | 8.7 | 0.8 | 0.6 | 0.0 | 0.0 | 0.0 | 23 | 44.4 | 37 | 588 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 38.9 | 11.1 | 16.7 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 52.0 | 31 | 25 |
| TOTAL IRELAND WEST (KNOCK) | | | 18 | 0 | 0 | 0.0 | 5.6 | 38.9 | 11.1 | 16.7 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 52.0 | 31 | 25 |
| SHANNON | RYANAIR | S | 28 | 0 | 0 | 0.0 | 14.3 | 25.0 | 17.9 | 32.1 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 28.6 | 44 | 42 |
| TOTAL SHANNON | | | 28 | 0 | 0 | 0.0 | 14.3 | 25.0 | 17.9 | 32.1 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 28.6 | 44 | 42 |
| TOTAL IRISH REPUBLIC | | | 748 | 0 | 0 | 2.0 | 20.7 | 33.6 | 18.0 | 15.5 | 8.7 | 0.9 | 0.5 | 0.0 | 0.0 | 0.0 | 23 | 46.5 | 35 | 733 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BARI (PALESE) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 11.1 | 11.1 | 22.2 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 57 | 20.0 | 45 | 10 |
| 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 | 62.5 | 15 | 8 |
| TOTAL BARI (PALESE) | | | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 11.1 | 11.1 | 22.2 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 57 | 38.9 | 32 | 18 |
| BERGAMO | RYANAIR | S | 60 | 0 | 0 | 1.7 | 30.0 | 36.7 | 15.0 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 37.7 | 36 | 52 |
| TOTAL BERGAMO | | | 60 | 0 | 0 | 1.7 | 30.0 | 36.7 | 15.0 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 37.7 | 36 | 52 |
| BOLOGNA | RYANAIR | S | 26 | 0 | 0 | 3.8 | 7.7 | 19.2 | 23.1 | 11.5 | 34.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 37.5 | 21 | 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 | 38.9 | 29 | 18 | |
| TOTAL BOLOGNA | | | 26 | 0 | 0 | 3.8 | 7.7 | 19.2 | 23.1 | 11.5 | 34.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 38.5 | 27 | 26 |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.3 | 6 | 14 |
| TOTAL CATANIA (FONTANAROSSA) | | | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.3 | 6 | 14 |
| FLORENCE | BA CITYFLYER LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 16.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 46.2 | 25 | 24 |
| TOTAL FLORENCE | | | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 16.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 46.2 | 25 | 24 |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 62 | 0 | 0 | 4.8 | 14.5 | 19.4 | 19.4 | 29.0 | 8.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 53.6 | 23 | 56 |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 18.8 | 6.3 | 18.8 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 58 | 75.0 | 10 | 8 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 MILAN (MALPENSA) | | | 78 | 0 | 0 | 3.8 | 16.7 | 19.2 | 16.7 | 26.9 | 10.3 | 3.8 | 2.6 | 0.0 | 0.0 | 0.0 | 38 | 56.3 | 21 | 64 |
| NAPLES | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 15.4 | 50.0 | 11.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 33.3 | 29 | 24 |
| NAPLES | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 12.5 | 43.8 | 6.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.0 | 47 | 10 |
| NAPLES | RYANAIR | S | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 17.6 | 50 | 16 |
| NAPLES | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 20.0 | 50.0 | 0.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| TOTAL NAPLES | | | 60 | 0 | 0 | 3.3 | 18.3 | 43.3 | 10.0 | 10.0 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 33.3 | 39 | 50 |
| PALERMO | RYANAIR | S | 16 | 0 | 0 | 0.0 | 50.0 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.4 | 35 | 18 |
| TOTAL PALERMO | | | 16 | 0 | 0 | 0.0 | 50.0 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 44.4 | 35 | 18 |
| PISA | RYANAIR | S | 42 | 0 | 0 | 0.0 | 4.8 | 19.0 | 16.7 | 35.7 | 16.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 68.0 | 24 | 25 |
| 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 | 37.5 | 36 | 16 |
| TOTAL PISA | | | 42 | 0 | 0 | 0.0 | 4.8 | 19.0 | 16.7 | 35.7 | 16.7 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 56.1 | 29 | 41 |
| ROME (CIAMPINO) | RYANAIR | S | 52 | 0 | 0 | 9.6 | 32.7 | 38.5 | 11.5 | 3.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 40.0 | 31 | 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 | 20.0 | 43 | 10 |
| TOTAL ROME (CIAMPINO) | | | 52 | 0 | 0 | 9.6 | 32.7 | 38.5 | 11.5 | 3.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 36.7 | 33 | 60 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| 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 | 27.8 | 58 | 18 |
| TOTAL TURIN | | | 0 | 0 | 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 | 58 | 18 |
| VENICE | EASYJET EUROPE | S | 8 | 0 | 0 | 25.0 | 62.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| VENICE | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 43.8 | 31.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 45.0 | 36 | 20 |
| VENICE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 31.3 | 6.3 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 35 | 26 |
| VENICE | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 50.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| TOTAL VENICE | | | 50 | 0 | 0 | 6.0 | 44.0 | 26.0 | 8.0 | 10.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 54.3 | 36 | 46 |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 3 | 8 |
| TOTAL VERONA VILLAFRANCA | | | 16 | 0 | 0 | 0.0 | 37.5 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 3 | 8 |
| TOTAL ITALY | | | 472 | 0 | 0 | 3.2 | 23.3 | 32.0 | 14.2 | 15.3 | 9.3 | 1.9 | 0.8 | 0.0 | 0.0 | 0.0 | 24 | 46.3 | 31 | 439 |
| LATVIA | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 30 | 16 |
| RIGA | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 25.0 | 25.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| TOTAL RIGA | | | 24 | 0 | 0 | 4.2 | 37.5 | 25.0 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 30 | 16 |
| TOTAL LATVIA | | | 24 | 0 | 0 | 4.2 | 37.5 | 25.0 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 30 | 16 |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 16 | 0 | 0 | 12.5 | 18.8 | 12.5 | 37.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 10 | 16 |
| TOTAL KAUNAS | | | 16 | 0 | 0 | 12.5 | 18.8 | 12.5 | 37.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 10 | 16 |
| TOTAL LITHUANIA | | | 16 | 0 | 0 | 12.5 | 18.8 | 12.5 | 37.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 10 | 16 |
| MALTA | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| MALTA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| MALTA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 30.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 22.2 | 41 | 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 | 0.0 | 72 | 8 | |
| TOTAL MALTA | | | 34 | 0 | 0 | 0.0 | 29.4 | 35.3 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 15.4 | 51 | 26 | |
| TOTAL MALTA | | | 34 | 0 | 0 | 0.0 | 29.4 | 35.3 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 15.4 | 51 | 26 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 17 | 0 | 1 | 16.7 | 55.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 4 | 0.0 | 0 | 0 | |
| TOTAL AGADIR (AL MASSIRA) | | | 17 | 0 | 1 | 16.7 | 55.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 4 | 0.0 | 0 | 0 | |
| MARRAKESH | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 11.1 | 27.8 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 35.3 | 56 | 16 | |
| TOTAL MARRAKESH | | | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 11.1 | 27.8 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 33.3 | 56 | 16 | |
| TOTAL MOROCCO | | | 35 | 0 | 1 | 8.3 | 33.3 | 19.4 | 11.1 | 13.9 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 2.8 | 19 | 33.3 | 56 | 16 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 56 | 0 | 4 | 0.0 | 28.3 | 41.7 | 11.7 | 6.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 6.7 | 14 | 53.4 | 23 | 58 | |
| AMSTERDAM | EASYJET UK LTD | S | 62 | 0 | 0 | 1.6 | 16.1 | 27.4 | 24.2 | 21.0 | 8.1 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 47.1 | 41 | 70 | |
| AMSTERDAM | KLM | S | 289 | 0 | 2 | 0.3 | 17.5 | 42.6 | 20.3 | 11.7 | 6.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.7 | 18 | 68.1 | 15 | 230 | |
| TOTAL AMSTERDAM | | | 407 | 0 | 6 | 0.5 | 18.9 | 40.2 | 19.6 | 12.3 | 6.1 | 1.0 | 0.0 | 0.0 | 0.0 | 1.5 | 19 | 61.7 | 22 | 358 | |
| EINDHOVEN | RYANAIR | S | 10 | 0 | 0 | 0.0 | 60.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 29 | 18 | |
| EINDHOVEN | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | |
| TOTAL EINDHOVEN | | | 18 | 0 | 0 | 0.0 | 33.3 | 16.7 | 5.6 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 55.6 | 29 | 18 | |
| ROTTERDAM | TRANSAVIA | S | 36 | 0 | 0 | 2.8 | 27.8 | 19.4 | 19.4 | 25.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 64.7 | 13 | 34 | |
| TOTAL ROTTERDAM | | | 36 | 0 | 0 | 2.8 | 27.8 | 19.4 | 19.4 | 25.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 64.7 | 13 | 34 | |
| TOTAL NETHERLANDS | | | 461 | 0 | 6 | 0.6 | 20.1 | 37.7 | 19.1 | 13.7 | 6.2 | 1.3 | 0.0 | 0.0 | 0.0 | 1.3 | 20 | 61.7 | 21 | 410 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| ALESUND | WIDEROE FLYVESELSKAP A/S | C | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| TOTAL ALESUND | | | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| BERGEN | LOGANAIR LTD | S | 38 | 0 | 0 | 0.0 | 28.9 | 52.6 | 10.5 | 5.3 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.9 | 22 | 31 | |
| TOTAL BERGEN | | | 38 | 0 | 0 | 0.0 | 28.9 | 52.6 | 10.5 | 5.3 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.9 | 22 | 31 | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 78 | 0 | 0 | 0.0 | 33.3 | 34.6 | 23.1 | 7.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.1 | 10 | 78 | |
| TOTAL OSLO (GARDERMOEN) | | | 78 | 0 | 0 | 0.0 | 33.3 | 34.6 | 23.1 | 7.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.1 | 10 | 78 | |
| 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 | 0.0 | 0 | 80.0 | 6 | 20 | |
| 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 | 80.0 | 6 | 20 | |
| TOTAL NORWAY | | | 118 | 0 | 0 | 0.0 | 32.2 | 40.7 | 18.6 | 6.8 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.7 | 13 | 129 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 42 | 0 | 0 | 4.8 | 35.7 | 33.3 | 14.3 | 0.0 | 4.8 | 2.4 | 4.8 | 0.0 | 0.0 | 0.0 | 24 | 86.4 | 7 | 44 | |
| 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 | 0.0 | 0 | 81.3 | 12 | 16 | |
| TOTAL GDANSK | | | 42 | 0 | 0 | 4.8 | 35.7 | 33.3 | 14.3 | 0.0 | 4.8 | 2.4 | 4.8 | 0.0 | 0.0 | 0.0 | 24 | 85.0 | 8 | 60 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

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|--------------------------------------|----------------|-------------------|------------|----------|----------|----------------------------|-------------|--------------|--------------|---------------|----------------|----------------|-----------------|------------|------------|------------------|-----------------|------------------|------------|--|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | 15 m to 1 m | | 16 m to 30 m | 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 | | | | | | | | | | | | | | |
| KRAKOW | EASYJET UK LTD | S | 28 | 0 | 0 | 0.0 | 32.1 | 32.1 | 0.0 | 10.7 | 17.9 | 7.1 | 0.0 | 0.0 | 0.0 | 34 | 72.7 | 16 | 22 | | |
| KRAKOW | RYANAIR | S | 34 | 0 | 0 | 5.9 | 8.8 | 32.4 | 29.4 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 23 | 33.3 | 35 | 24 | | |
| 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 | 50.0 | 46 | 10 | | |
| TOTAL KRAKOW | | | 62 | 0 | 0 | 3.2 | 19.4 | 32.3 | 16.1 | 14.5 | 8.1 | 6.5 | 0.0 | 0.0 | 0.0 | 28 | 51.8 | 29 | 56 | | |
| POZNAN | RYANAIR | S | 36 | 0 | 0 | 13.9 | 30.6 | 25.0 | 22.2 | 5.6 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 13 | 33.3 | 56 | 18 | | |
| TOTAL POZNAN | | | 36 | 0 | 0 | 13.9 | 30.6 | 25.0 | 22.2 | 5.6 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 13 | 33.3 | 56 | 18 | | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 24 | 0 | 0 | 16.7 | 45.8 | 29.2 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 61.5 | 14 | 26 | | |
| WARSAW (MODLIN MASOVIA) | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 32 | 0 | 0 | 12.5 | 37.5 | 28.1 | 6.3 | 9.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.5 | 14 | 26 | | |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 25.0 | 57 | 16 | | |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 0.0 | 55.6 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 25.0 | 57 | 16 | | |
| TOTAL POLAND | | | 190 | 0 | 0 | 6.8 | 31.6 | 31.1 | 14.2 | 7.4 | 4.7 | 3.2 | 1.1 | 0.0 | 0.0 | 19 | 60.2 | 25 | 176 | | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 58 | 0 | 0 | 3.4 | 43.1 | 46.6 | 1.7 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 81.0 | 10 | 58 | | |
| FARO | RYANAIR | S | 52 | 0 | 0 | 7.7 | 19.2 | 28.8 | 13.5 | 9.6 | 15.4 | 5.8 | 0.0 | 0.0 | 0.0 | 31 | 63.3 | 18 | 60 | | |
| TOTAL FARO | | | 110 | 0 | 0 | 5.5 | 31.8 | 38.2 | 7.3 | 6.4 | 8.2 | 2.7 | 0.0 | 0.0 | 0.0 | 17 | 72.0 | 14 | 118 | | |
| LISBON | 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 | 272 | 2 | | |
| LISBON | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 19.2 | 34.6 | 11.5 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 31 | 52.0 | 20 | 22 | | |
| LISBON | RYANAIR | S | 25 | 0 | 0 | 0.0 | 20.0 | 32.0 | 12.0 | 24.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 16.0 | 53 | 25 | | |
| TOTAL LISBON | | | 51 | 0 | 0 | 0.0 | 19.6 | 33.3 | 11.8 | 23.5 | 7.8 | 2.0 | 2.0 | 0.0 | 0.0 | 29 | 32.7 | 47 | 49 | | |
| OPORTO (PORTUGAL) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 34.6 | 23.1 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 31.3 | 46 | 16 | | |
| OPORTO (PORTUGAL) | RYANAIR 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 | 179 | 11.1 | 57 | 8 | | |
| TOTAL OPORTO (PORTUGAL) | | | 27 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 22.2 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 32 | 24.0 | 50 | 24 | | |
| TOTAL PORTUGAL | | | 188 | 0 | 0 | 3.2 | 25.5 | 36.2 | 10.6 | 13.3 | 8.0 | 2.7 | 0.5 | 0.0 | 0.0 | 23 | 55.4 | 27 | 191 | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 6 | 8 | | |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 6 | 8 | | |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 6 | 8 | | |
| QATAR | | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 120 | 0 | 0 | 15.0 | 42.5 | 24.2 | 8.3 | 6.7 | 0.8 | 2.5 | 0.0 | 0.0 | 0.0 | 11 | 84.2 | 8 | 120 | | |
| TOTAL DOHA HAMAD | | | 120 | 0 | 0 | 15.0 | 42.5 | 24.2 | 8.3 | 6.7 | 0.8 | 2.5 | 0.0 | 0.0 | 0.0 | 11 | 84.2 | 8 | 120 | | |
| TOTAL QATAR | | | 120 | 0 | 0 | 15.0 | 42.5 | 24.2 | 8.3 | 6.7 | 0.8 | 2.5 | 0.0 | 0.0 | 0.0 | 11 | 84.2 | 8 | 120 | | |
| ROMANIA | | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 46.2 | 23.1 | 3.8 | 3.8 | 7.7 | 3.8 | 0.0 | 0.0 | 34 | 0.0 | 59 | 16 | | |
| 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 | 77.8 | 29 | 18 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 BUCHAREST (OTOPENI) | | | 26 | 0 | 0 | 0.0 | 11.5 | 46.2 | 23.1 | 3.8 | 3.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 34 | 41.2 | 43 | 34 |
| TOTAL ROMANIA | | | 26 | 0 | 0 | 0.0 | 11.5 | 46.2 | 23.1 | 3.8 | 3.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 34 | 41.2 | 43 | 34 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 10 | 0 | 0 | 10.0 | 30.0 | 40.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 6 | 18 |
| BRATISLAVA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 |
| TOTAL BRATISLAVA | | | 18 | 0 | 0 | 5.6 | 16.7 | 38.9 | 16.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 88.9 | 6 | 18 |
| TOTAL SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 7.7 | 26.9 | 23.1 | 11.5 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 25.0 | 44 | 26 |
| ALICANTE | JET2.COM LTD | S | 42 | 0 | 0 | 0.0 | 35.7 | 42.9 | 14.3 | 0.0 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.9 | 15 | 48 |
| ALICANTE | RYANAIR | S | 44 | 0 | 0 | 0.0 | 11.4 | 45.5 | 11.4 | 13.6 | 15.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.0 | 24 | 50 |
| ALICANTE | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 25.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| TOTAL ALICANTE | | | 128 | 0 | 0 | 0.0 | 18.8 | 40.6 | 16.4 | 7.8 | 11.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.3 | 25 | 124 |
| BARCELONA | 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 | 0.0 | 0 | 25.0 | 65 | 8 |
| BARCELONA | RYANAIR | S | 93 | 0 | 0 | 2.2 | 12.9 | 20.4 | 22.6 | 25.8 | 11.8 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 67.1 | 20 | 70 |
| 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 | 50.0 | 102 | 8 |
| BARCELONA | VUELING AIRLINES | S | 20 | 0 | 0 | 10.0 | 30.0 | 20.0 | 25.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.5 | 13 | 31 |
| TOTAL BARCELONA | | | 113 | 0 | 0 | 3.5 | 15.9 | 20.4 | 23.0 | 23.9 | 9.7 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 65.0 | 27 | 117 |
| IBIZA | JET2.COM LTD | S | 32 | 0 | 0 | 3.1 | 31.3 | 37.5 | 6.3 | 6.3 | 9.4 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 31 | 56.7 | 41 | 30 |
| IBIZA | RYANAIR | S | 18 | 0 | 0 | 5.6 | 44.4 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 38.9 | 38 | 18 |
| TOTAL IBIZA | | | 50 | 0 | 0 | 4.0 | 36.0 | 36.0 | 4.0 | 10.0 | 6.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 23 | 50.0 | 39 | 48 |
| MADRID | AIR BLUE | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| MADRID | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 11.7 | 33.3 | 15.0 | 31.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 48.3 | 21 | 60 |
| MADRID | EVELOP | C | 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 | 11 | 0.0 | 0 | 0 |
| MADRID | IBERIA EXPRESS | S | 26 | 0 | 0 | 7.7 | 38.5 | 34.6 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 6 | 8 |
| MADRID | RYANAIR | S | 27 | 0 | 0 | 0.0 | 7.4 | 33.3 | 25.9 | 25.9 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 48.1 | 35 | 27 |
| 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 | 23 | 8 |
| TOTAL MADRID | | | 119 | 0 | 0 | 1.7 | 16.8 | 35.3 | 16.0 | 24.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 52.4 | 24 | 103 |
| MAHON | 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 | 0.0 | 0 | 60.0 | 30 | 5 |
| MAHON | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 43.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 78.9 | 5 | 18 |
| TOTAL MAHON | | | 16 | 0 | 0 | 18.8 | 43.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 10 | 23 |
| MALAGA | JET2.COM LTD | S | 44 | 0 | 0 | 6.8 | 18.2 | 40.9 | 20.5 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.8 | 20 | 34 |
| MALAGA | RYANAIR | S | 52 | 0 | 0 | 0.0 | 13.5 | 19.2 | 25.0 | 26.9 | 13.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 51.9 | 20 | 51 |
| TOTAL MALAGA | | | 96 | 0 | 0 | 3.1 | 15.6 | 29.2 | 22.9 | 20.8 | 7.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 54.7 | 20 | 85 |
| PALMA DE MALLORCA | 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 | 75.0 | 10 | 8 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | C | 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 | 19 | 55.6 | 26 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| PALMA DE MALLORCA | BA CITYFLYER LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 36 | 8 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 16 | 0 | 0 | 6.3 | 25.0 | 18.8 | 18.8 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.9 | 41 | 34 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 78 | 0 | 0 | 0.0 | 25.6 | 42.3 | 17.9 | 7.7 | 5.1 | 1.3 | 0.0 | 0.0 | 0.0 | 15 | 80.3 | 13 | 66 | |
| PALMA DE MALLORCA | RYANAIR | S | 51 | 0 | 0 | 0.0 | 7.8 | 25.5 | 21.6 | 21.6 | 17.6 | 2.0 | 3.9 | 0.0 | 0.0 | 42 | 45.1 | 28 | 51 | |
| PALMA DE MALLORCA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 11.1 | 84 | 18 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL PALMA DE MALLORCA | | | 187 | 0 | 0 | 0.5 | 16.6 | 34.8 | 21.4 | 14.4 | 10.2 | 1.1 | 1.1 | 0.0 | 0.0 | 25 | 57.6 | 30 | 203 | |
| REUS | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 31.3 | 50.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.3 | 7 | 16 | |
| TOTAL REUS | | | 16 | 0 | 0 | 12.5 | 31.3 | 50.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 81.3 | 7 | 16 | |
| SANTANDER | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 22 | 18 | |
| TOTAL SANTANDER | | | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 22 | 18 | |
| 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 | 27.8 | 39 | 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 | 27.8 | 39 | 18 | |
| SEVILLE | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 30.8 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 27 | 26 | |
| TOTAL SEVILLE | | | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 30.8 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 27 | 26 | |
| VALENCIA | EVELOP | C | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| VALENCIA | RYANAIR | S | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 16.7 | 63 | 18 | |
| VALENCIA | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 80.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL VALENCIA | | | 20 | 0 | 0 | 5.0 | 55.0 | 25.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 16.7 | 63 | 18 | |
| ZARAGOZA | EVELOP | 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 | 26 | 1 | |
| TOTAL ZARAGOZA | | | 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 | 26 | 1 | |
| TOTAL SPAIN | | | 790 | 0 | 0 | 2.3 | 19.6 | 32.8 | 18.5 | 16.2 | 8.5 | 1.8 | 0.3 | 0.1 | 0.0 | 24 | 56.0 | 27 | 800 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 16.7 | 22.2 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 12.5 | 47 | 16 | |
| ARRECIFE | JET2.COM LTD | S | 44 | 0 | 0 | 6.8 | 22.7 | 45.5 | 13.6 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.8 | 24 | 32 | |
| ARRECIFE | RYANAIR | S | 23 | 0 | 1 | 8.3 | 8.3 | 25.0 | 12.5 | 20.8 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 41 | 33.3 | 24 | 18 | |
| ARRECIFE | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| TOTAL ARRECIFE | | | 93 | 0 | 1 | 5.3 | 13.8 | 34.0 | 13.8 | 19.1 | 10.6 | 1.1 | 1.1 | 0.0 | 0.0 | 27 | 45.5 | 29 | 66 | |
| FUERTEVENTURA | JET2.COM LTD | S | 17 | 0 | 0 | 5.9 | 17.6 | 17.6 | 11.8 | 47.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 52.9 | 15 | 17 | |
| FUERTEVENTURA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 44.4 | 48 | 18 | |
| TOTAL FUERTEVENTURA | | | 33 | 0 | 0 | 3.0 | 15.2 | 33.3 | 18.2 | 30.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 48.6 | 32 | 35 | |
| LAS PALMAS | JET2.COM LTD | S | 25 | 0 | 0 | 0.0 | 28.0 | 44.0 | 20.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.8 | 12 | 16 | |
| LAS PALMAS | RYANAIR | S | 24 | 0 | 0 | 0.0 | 16.7 | 50.0 | 29.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 44.4 | 34 | 18 | |
| TOTAL LAS PALMAS | | | 49 | 0 | 0 | 0.0 | 22.4 | 46.9 | 24.5 | 4.1 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.9 | 23 | 34 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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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 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 44 | 0 | 0 | 4.5 | 25.0 | 29.5 | 34.1 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 31.8 | 38 | 43 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 68 | 0 | 0 | 5.9 | 35.3 | 26.5 | 17.6 | 13.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.7 | 24 | 60 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 52 | 0 | 0 | 1.9 | 21.2 | 38.5 | 23.1 | 9.6 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 35.3 | 37 | 50 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 164 | 0 | 0 | 4.3 | 28.0 | 31.1 | 23.8 | 10.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 42.6 | 32 | 153 | |
| TOTAL SPAIN(CANARY SWEDEN) | | | 339 | 0 | 1 | 3.8 | 22.1 | 34.4 | 20.6 | 13.8 | 4.4 | 0.3 | 0.3 | 0.0 | 0.0 | 0.3 | 17 | 45.5 | 30 | 288 | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 8 | 0 | 0 | 25.0 | 25.0 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 6.3 | 79 | 15 | |
| GOTEBORG (LANDVETTER) | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 10.0 | 30.0 | 10.0 | 30.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | |
| TOTAL GOTEBORG (LANDVETTER) | | | 18 | 0 | 0 | 11.1 | 16.7 | 22.2 | 11.1 | 22.2 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 6.3 | 79 | 15 | |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR 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 | 37.5 | 19 | 16 | |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR SWEDEN AB | S | 18 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| STOCKHOLM (ARLANDA) | SAS | S | 62 | 0 | 0 | 3.2 | 32.3 | 41.9 | 21.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 23.3 | 34 | 58 | |
| TOTAL STOCKHOLM (ARLANDA) | | | 80 | 0 | 0 | 2.5 | 32.5 | 42.5 | 16.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 26.3 | 31 | 74 | |
| TOTAL SWEDEN | | | 98 | 0 | 0 | 4.1 | 29.6 | 38.8 | 15.3 | 9.2 | 1.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 22.8 | 39 | 89 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET SWITZERLAND | S | 44 | 0 | 0 | 20.5 | 22.7 | 36.4 | 11.4 | 4.5 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.8 | 10 | 52 | |
| TOTAL BALE MULHOUSE | | | 44 | 0 | 0 | 20.5 | 22.7 | 36.4 | 11.4 | 4.5 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.8 | 10 | 52 | |
| GENEVA | EASYJET SWITZERLAND | S | 24 | 0 | 0 | 0.0 | 29.2 | 25.0 | 12.5 | 29.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 4 | 8 | |
| GENEVA | EASYJET UK LTD | S | 70 | 0 | 0 | 0.0 | 17.1 | 34.3 | 18.6 | 15.7 | 7.1 | 4.3 | 2.9 | 0.0 | 0.0 | 0.0 | 32 | 50.0 | 39 | 86 | |
| TOTAL GENEVA | | | 94 | 0 | 0 | 0.0 | 20.2 | 31.9 | 17.0 | 19.1 | 6.4 | 3.2 | 2.1 | 0.0 | 0.0 | 0.0 | 29 | 54.2 | 36 | 94 | |
| ZURICH | EDELWEISS AIR | S | 64 | 0 | 0 | 3.1 | 15.6 | 34.4 | 32.8 | 10.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.4 | 12 | 58 | |
| TOTAL ZURICH | | | 64 | 0 | 0 | 3.1 | 15.6 | 34.4 | 32.8 | 10.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.4 | 12 | 58 | |
| TOTAL SWITZERLAND | | | 202 | 0 | 0 | 5.4 | 19.3 | 33.7 | 20.8 | 13.4 | 4.5 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 21 | 66.0 | 22 | 204 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 16.7 | 51 | 18 | |
| ANTALYA | JET2.COM LTD | S | 52 | 0 | 0 | 3.8 | 13.5 | 23.1 | 28.8 | 13.5 | 11.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 44.1 | 30 | 34 | |
| ANTALYA | SUNEXPRESS | S | 60 | 0 | 0 | 13.3 | 20.0 | 36.7 | 13.3 | 13.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 56.8 | 18 | 44 | |
| TOTAL ANTALYA | | | 128 | 0 | 0 | 7.8 | 16.4 | 30.5 | 21.9 | 13.3 | 7.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 44.8 | 28 | 96 | |
| BODRUM (MILAS) | EASYJET UK LTD | S | 17 | 0 | 1 | 0.0 | 0.0 | 5.6 | 22.2 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 40 | 11.8 | 67 | 17 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 18.8 | 43.8 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.0 | 8 | 10 | |
| TOTAL BODRUM (MILAS) | | | 33 | 0 | 1 | 5.9 | 8.8 | 23.5 | 17.6 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 28 | 37.0 | 45 | 27 | |
| DALAMAN | EASYJET UK LTD | S | 25 | 0 | 0 | 0.0 | 12.0 | 28.0 | 16.0 | 32.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 35.7 | 23 | 26 | |
| DALAMAN | 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 | 78.6 | 11 | 14 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | JET2.COM LTD | S | 42 | 0 | 0 | 4.8 | 21.4 | 40.5 | 16.7 | 4.8 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 44 | 40 |
| DALAMAN | SUNEXPRESS | S | 18 | 0 | 0 | 16.7 | 27.8 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 |
| TOTAL DALAMAN | | | 85 | 0 | 0 | 5.9 | 20.0 | 35.3 | 17.6 | 11.8 | 8.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 31 | 80 |
| ISTANBUL | THY TURKISH AIRLINES | S | 86 | 0 | 0 | 8.1 | 27.9 | 36.0 | 15.1 | 8.1 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.3 | 18 | 60 |
| TOTAL ISTANBUL | | | 86 | 0 | 0 | 8.1 | 27.9 | 36.0 | 15.1 | 8.1 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.3 | 18 | 60 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 34 | 0 | 0 | 20.6 | 26.5 | 23.5 | 8.8 | 11.8 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 34 | 0 | 0 | 20.6 | 26.5 | 23.5 | 8.8 | 11.8 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 8 | 0 | 0 | 12.5 | 12.5 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 55.6 | 22 | 9 |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 16 | 0 | 0 | 18.8 | 62.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 26 | 8 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 24 | 0 | 0 | 16.7 | 45.8 | 20.8 | 12.5 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.7 | 24 | 17 |
| TOTAL TURKEY | | | 390 | 0 | 1 | 9.0 | 21.7 | 30.9 | 17.4 | 12.3 | 6.6 | 1.8 | 0.0 | 0.0 | 0.0 | 0.3 | 19 | 50.7 | 28 | 280 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 ABERDEEN | | | 1 | 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 |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 210 | 0 | 4 | 7.9 | 43.5 | 21.5 | 7.9 | 5.6 | 7.0 | 2.8 | 1.9 | 0.0 | 0.0 | 1.9 | 20 | 71.4 | 13 | 200 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 210 | 0 | 4 | 7.9 | 43.5 | 21.5 | 7.9 | 5.6 | 7.0 | 2.8 | 1.9 | 0.0 | 0.0 | 1.9 | 20 | 71.4 | 13 | 200 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 252 | 0 | 0 | 5.2 | 36.1 | 24.2 | 14.3 | 12.7 | 6.0 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 21 | 51.6 | 36 | 246 |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 112 | 0 | 0 | 4.5 | 32.1 | 20.5 | 14.3 | 16.1 | 7.1 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.6 | 29 | 86 |
| TOTAL BELFAST INTERNATIONAL | | | 364 | 0 | 0 | 4.9 | 34.9 | 23.1 | 14.3 | 13.7 | 6.3 | 2.2 | 0.0 | 0.5 | 0.0 | 0.0 | 22 | 54.1 | 34 | 332 |
| BIRMINGHAM | EASTERN AIRWAYS | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 1 |
| BIRMINGHAM | EASYJET UK LTD | S | 148 | 0 | 0 | 0.7 | 29.7 | 35.8 | 14.2 | 14.2 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.8 | 27 | 115 |
| TOTAL BIRMINGHAM | | | 148 | 0 | 0 | 0.7 | 29.7 | 35.8 | 14.2 | 14.2 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 59.2 | 27 | 116 |
| BOURNEMOUTH | RYANAIR UK LTD | S | 26 | 0 | 0 | 0.0 | 26.9 | 30.8 | 15.4 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 20.6 | 36 | 34 |
| TOTAL BOURNEMOUTH | | | 26 | 0 | 0 | 0.0 | 26.9 | 30.8 | 15.4 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 20.6 | 36 | 34 |
| BRISTOL | EASYJET UK LTD | S | 240 | 0 | 2 | 5.0 | 24.4 | 26.0 | 16.1 | 14.9 | 12.4 | 0.4 | 0.0 | 0.0 | 0.0 | 0.8 | 22 | 53.1 | 27 | 243 |
| TOTAL BRISTOL | | | 240 | 0 | 2 | 5.0 | 24.4 | 26.0 | 16.1 | 14.9 | 12.4 | 0.4 | 0.0 | 0.0 | 0.0 | 0.8 | 22 | 53.1 | 27 | 243 |
| CARDIFF WALES | LOGANAIR LTD | S | 40 | 0 | 2 | 2.4 | 26.2 | 31.0 | 16.7 | 7.1 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 4.8 | 22 | 66.7 | 24 | 48 |
| TOTAL CARDIFF WALES | | | 40 | 0 | 2 | 2.4 | 26.2 | 31.0 | 16.7 | 7.1 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 4.8 | 22 | 66.7 | 24 | 48 |
| EXETER | LOGANAIR LTD | S | 60 | 0 | 0 | 5.0 | 28.3 | 41.7 | 16.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.0 | 25 | 72 |
| TOTAL EXETER | | | 60 | 0 | 0 | 5.0 | 28.3 | 41.7 | 16.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.0 | 25 | 72 |
| GATWICK | BA CITYFLYER LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 40.0 | 10.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 |
| GATWICK | EASYJET UK LTD | S | 282 | 0 | 6 | 1.4 | 15.3 | 30.9 | 12.2 | 20.1 | 14.9 | 2.1 | 0.7 | 0.3 | 0.0 | 2.1 | 33 | 43.5 | 39 | 268 |
| TOTAL GATWICK | | | 292 | 0 | 6 | 1.3 | 14.8 | 31.2 | 12.1 | 20.8 | 14.8 | 2.0 | 0.7 | 0.3 | 0.0 | 2.0 | 33 | 43.5 | 39 | 268 |
| GLASGOW | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 2 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| GLASGOW | 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 | 44 | 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 | 40.0 | 22 | 4 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 8 | 0 | 0 | 12.5 | 25.0 | 0.0 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| TOTAL GUERNSEY | | | 8 | 0 | 0 | 12.5 | 25.0 | 0.0 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 677 | 0 | 37 | 3.2 | 16.4 | 31.7 | 16.9 | 16.2 | 8.5 | 0.8 | 0.7 | 0.3 | 0.0 | 5.2 | 26 | 46.1 | 26 | 622 |
| TOTAL HEATHROW | | | 677 | 0 | 37 | 3.2 | 16.4 | 31.7 | 16.9 | 16.2 | 8.5 | 0.8 | 0.7 | 0.3 | 0.0 | 5.2 | 26 | 46.1 | 26 | 622 |
| ISLE OF MAN | LOGANAIR LTD | S | 36 | 0 | 0 | 22.2 | 41.7 | 25.0 | 2.8 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.7 | 29 | 32 |
| TOTAL ISLE OF MAN | | | 36 | 0 | 0 | 22.2 | 41.7 | 25.0 | 2.8 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.7 | 29 | 32 |
| JERSEY | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 38.9 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 61.1 | 19 | 18 |
| TOTAL JERSEY | | | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 38.9 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 61.1 | 19 | 18 |
| KIRKWALL | LOGANAIR LTD | S | 102 | 0 | 1 | 13.6 | 45.6 | 19.4 | 8.7 | 8.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 10 | 39.2 | 34 | 98 |
| TOTAL KIRKWALL | | | 102 | 0 | 1 | 13.6 | 45.6 | 19.4 | 8.7 | 8.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 10 | 39.2 | 34 | 98 |
| LONDON CITY | 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 | 0.0 | 0 | 0.0 | 73 | 1 |
| LONDON CITY | BA CITYFLYER LTD | S | 405 | 0 | 12 | 5.5 | 45.8 | 25.2 | 8.4 | 7.0 | 4.6 | 0.7 | 0.0 | 0.0 | 0.0 | 2.9 | 11 | 76.5 | 13 | 410 |
| TOTAL LONDON CITY | | | 405 | 0 | 12 | 5.5 | 45.8 | 25.2 | 8.4 | 7.0 | 4.6 | 0.7 | 0.0 | 0.0 | 0.0 | 2.9 | 11 | 76.3 | 13 | 411 |
| LUTON | EASYJET UK LTD | S | 200 | 0 | 0 | 4.0 | 26.5 | 27.5 | 10.5 | 15.5 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 62.5 | 22 | 198 |
| TOTAL LUTON | | | 200 | 0 | 0 | 4.0 | 26.5 | 27.5 | 10.5 | 15.5 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 62.5 | 22 | 198 |
| MANCHESTER | RYANAIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 54 | 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 | 54 | 1 |
| NEWCASTLE | 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 | 1 |
| TOTAL NEWCASTLE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| NEWQUAY | LOGANAIR LTD | S | 28 | 0 | 0 | 7.1 | 35.7 | 28.6 | 14.3 | 3.6 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 18 | 26 |
| NEWQUAY | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 56.3 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 37.5 | 53 | 16 |
| TOTAL NEWQUAY | | | 44 | 0 | 0 | 4.5 | 29.5 | 38.6 | 9.1 | 2.3 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 57.1 | 31 | 42 |
| PRESTWICK | RYANAIR | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 166 | 0.0 | 0 | 0 |
| TOTAL PRESTWICK | | | 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 | 166 | 0.0 | 0 | 0 |
| SOUTHAMPTON | 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 | 77.8 | 12 | 9 |
| SOUTHAMPTON | LOGANAIR LTD | S | 216 | 0 | 0 | 3.7 | 35.2 | 27.3 | 8.8 | 15.3 | 8.3 | 0.5 | 0.9 | 0.0 | 0.0 | 0.0 | 20 | 60.4 | 25 | 236 |
| TOTAL SOUTHAMPTON | | | 216 | 0 | 0 | 3.7 | 35.2 | 27.3 | 8.8 | 15.3 | 8.3 | 0.5 | 0.9 | 0.0 | 0.0 | 0.0 | 20 | 61.0 | 25 | 245 |
| STANSTED | EASYJET UK LTD | S | 174 | 0 | 0 | 3.4 | 32.8 | 23.0 | 16.1 | 15.5 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.6 | 23 | 166 |
| STANSTED | RYANAIR UK LTD | S | 180 | 0 | 0 | 5.0 | 25.6 | 28.3 | 10.6 | 13.3 | 13.9 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 39.3 | 45 | 145 |
| TOTAL STANSTED | | | 354 | 0 | 0 | 4.2 | 29.1 | 25.7 | 13.3 | 14.4 | 11.6 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.8 | 33 | 311 |
| STORNOWAY | LOGANAIR LTD | S | 57 | 0 | 3 | 21.7 | 25.0 | 28.3 | 6.7 | 5.0 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 5.0 | 15 | 63.3 | 31 | 60 |
| TOTAL STORNOWAY | | | 57 | 0 | 3 | 21.7 | 25.0 | 28.3 | 6.7 | 5.0 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 5.0 | 15 | 63.3 | 31 | 60 |
| SUMBURGH | LOGANAIR LTD | S | 96 | 0 | 6 | 6.9 | 34.3 | 33.3 | 10.8 | 6.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 9 | 56.9 | 29 | 96 |
| TOTAL SUMBURGH | | | 96 | 0 | 6 | 6.9 | 34.3 | 33.3 | 10.8 | 6.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 9 | 56.9 | 29 | 96 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 UNITED KINGDOM | | | 3595 | 0 | 73 | 4.9 | 29.2 | 28.0 | 12.7 | 13.0 | 8.5 | 1.4 | 0.4 | 0.1 | 0.0 | 2.0 | 21 | 56.0 | 26 | 3452 |
| USA | | | | | | | | | | | | | | | | | | | | |
| ATLANTA | DELTA AIRLINES | S | 60 | 0 | 0 | 13.3 | 40.0 | 23.3 | 11.7 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 50 | 12 |
| TOTAL ATLANTA | | | 60 | 0 | 0 | 13.3 | 40.0 | 23.3 | 11.7 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 53.8 | 50 | 12 |
| BOSTON | DELTA AIRLINES | S | 60 | 0 | 0 | 38.3 | 41.7 | 13.3 | 5.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 14 | 60 |
| TOTAL BOSTON | | | 60 | 0 | 0 | 38.3 | 41.7 | 13.3 | 5.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 14 | 60 |
| CHICAGO (O'HARE) | UNITED AIRLINES | S | 50 | 0 | 0 | 22.0 | 36.0 | 20.0 | 8.0 | 8.0 | 4.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 15 | 63.8 | 34 | 56 |
| TOTAL CHICAGO (O'HARE) | | | 50 | 0 | 0 | 22.0 | 36.0 | 20.0 | 8.0 | 8.0 | 4.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 15 | 63.8 | 34 | 56 |
| NEW YORK (JF KENNEDY) | DELTA AIRLINES | S | 60 | 0 | 0 | 20.0 | 45.0 | 21.7 | 3.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 65.6 | 34 | 60 |
| NEW YORK (JF KENNEDY) | JETBLUE AIRWAYS CORPORATION | S | 61 | 0 | 0 | 24.6 | 44.3 | 13.1 | 9.8 | 4.9 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 121 | 0 | 0 | 22.3 | 44.6 | 17.4 | 6.6 | 6.6 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 65.6 | 34 | 60 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 110 | 0 | 0 | 4.5 | 33.6 | 33.6 | 9.1 | 8.2 | 9.1 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.0 | 23 | 118 |
| TOTAL NEW YORK (NEWARK) | | | 110 | 0 | 0 | 4.5 | 33.6 | 33.6 | 9.1 | 8.2 | 9.1 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.0 | 23 | 118 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 16 | 0 | 0 | 18.8 | 31.3 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.2 | 8 | 18 |
| TOTAL ORLANDO | | | 16 | 0 | 0 | 18.8 | 31.3 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.2 | 8 | 18 |
| WASHINGTON (DULLES) | UNITED AIRLINES | S | 60 | 0 | 0 | 5.0 | 50.0 | 25.0 | 11.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.3 | 22 | 60 |
| TOTAL WASHINGTON (DULLES) | | | 60 | 0 | 0 | 5.0 | 50.0 | 25.0 | 11.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.3 | 22 | 60 |
| TOTAL USA | | | 477 | 0 | 0 | 16.8 | 40.5 | 22.9 | 8.8 | 6.1 | 4.2 | 0.6 | 0.2 | 0.0 | 0.0 | 0.0 | 11 | 67.3 | 25 | 384 |
| TOTAL EDINBURGH | | | 10792 | 0 | 93 | 4.6 | 26.6 | 30.9 | 15.2 | 12.9 | 7.1 | 1.4 | 0.4 | 0.1 | 0.0 | 0.9 | 20 | 55.7 | 26 | 9892 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EXETER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 4 | 10 | |
| TOTAL PAPHOS | | | 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 | 4 | 90.0 | 4 | 10 | |
| TOTAL CYPRUS | | | 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 | 4 | 90.0 | 4 | 10 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| NANTES | 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 | 83 | 0.0 | 0 | 0 | |
| TOTAL NANTES | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 83 | 0.0 | 0 | 0 | |
| TOTAL FRANCE | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 83 | 0.0 | 0 | 0 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| CORFU | TUI AIRWAYS LTD | C | 16 | 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 | 76.5 | 20 | 17 | |
| TOTAL CORFU | | | 16 | 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 | 76.5 | 20 | 17 | |
| HERAKLION | TUI AIRWAYS LTD | C | 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 | 8 | 100.0 | 2 | 7 | |
| TOTAL HERAKLION | | | 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 | 8 | 100.0 | 2 | 7 | |
| RHODES | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 14.3 | 71.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 7 | |
| TOTAL RHODES | | | 7 | 0 | 0 | 0.0 | 14.3 | 71.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 7 | |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 47.1 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 57.1 | 24 | 14 | |
| TOTAL ZAKINTHOS | | | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 47.1 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 57.1 | 24 | 14 | |
| TOTAL GREECE | | | 47 | 0 | 0 | 0.0 | 23.4 | 40.4 | 25.5 | 8.5 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.8 | 15 | 45 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | EMERALD AIRLINES (IRELAND) LIMITED | S | 44 | 0 | 0 | 4.5 | 70.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 52.3 | 29 | 43 | |
| TOTAL DUBLIN | | | 44 | 0 | 0 | 4.5 | 70.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 52.3 | 29 | 43 | |
| TOTAL IRISH REPUBLIC | | | 44 | 0 | 0 | 4.5 | 70.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 52.3 | 29 | 43 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 61.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 6 | 16 | |
| TOTAL FARO | | | 18 | 0 | 0 | 0.0 | 16.7 | 61.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 6 | 16 | |
| TOTAL PORTUGAL | | | 18 | 0 | 0 | 0.0 | 16.7 | 61.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 6 | 16 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 26 | 0 | 0 | 0.0 | 19.2 | 57.7 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 11 | 18 | |
| TOTAL ALICANTE | | | 26 | 0 | 0 | 0.0 | 19.2 | 57.7 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 11 | 18 | |
| MAHON | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 11.1 | 55.6 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.7 | 55 | 17 | |
| TOTAL MAHON | | | 18 | 0 | 0 | 11.1 | 55.6 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.7 | 55 | 17 | |
| MALAGA | RYANAIR | S | 17 | 0 | 0 | 0.0 | 11.8 | 17.6 | 17.6 | 29.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 87.5 | 6 | 16 | |
| TOTAL MALAGA | | | 17 | 0 | 0 | 0.0 | 11.8 | 17.6 | 17.6 | 29.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 87.5 | 6 | 16 | |
| PALMA DE MALLORCA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 0.0 | 22.2 | 38.9 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 60 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 27 | 0 | 0 | 3.7 | 59.3 | 25.9 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.6 | 9 | 30 | |
| TOTAL PALMA DE MALLORCA | | | 45 | 0 | 0 | 2.2 | 35.6 | 15.6 | 13.3 | 17.8 | 13.3 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 80.6 | 9 | 30 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: EXETER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 SPAIN | | | 106 | 0 | 0 | 2.8 | 31.1 | 27.4 | 11.3 | 17.0 | 9.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 78.0 | 19 | 81 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | TUI AIRWAYS LTD | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 2 | 7 |
| TOTAL ARRECIFE | | | 0 | 0 | 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 | 2 | 7 |
| TOTAL SPAIN(CANARY 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 | 66.7 | 2 | 7 |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| 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 | 76.9 | 20 | 13 |
| ANTALYA | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 |
| TOTAL ANTALYA | | | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 40 | 76.9 | 20 | 13 |
| DALAMAN | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 12.5 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 31 | 14 |
| TOTAL DALAMAN | | | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 12.5 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 31 | 14 |
| TOTAL TURKEY | | | 25 | 0 | 0 | 0.0 | 28.0 | 40.0 | 12.0 | 4.0 | 12.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 28 | 62.1 | 26 | 27 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | 59 | 0 | 0 | 6.8 | 40.7 | 32.2 | 3.4 | 3.4 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 14 | 60 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 59 | 0 | 0 | 6.8 | 40.7 | 32.2 | 3.4 | 3.4 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 14 | 60 |
| BLACKPOOL | 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 | 0.0 | 10 | 0.0 | 0 | 0 |
| TOTAL BLACKPOOL | | | 1 | 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 |
| DUNKESWELL | EMERALD AIRLINES 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 DUNKESWELL | | | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| EDINBURGH | LOGANAIR LTD | S | 59 | 1 | 0 | 3.3 | 43.3 | 35.0 | 6.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 9 | 54.5 | 28 | 72 |
| TOTAL EDINBURGH | | | 59 | 1 | 0 | 3.3 | 43.3 | 35.0 | 6.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 9 | 54.5 | 28 | 72 |
| 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 | 79.2 | 6 | 44 |
| 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 | 79.2 | 6 | 44 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 32 | 0 | 0 | 3.1 | 12.5 | 34.4 | 6.3 | 21.9 | 18.8 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 48.6 | 88 | 34 |
| TOTAL GUERNSEY | | | 32 | 0 | 0 | 3.1 | 12.5 | 34.4 | 6.3 | 21.9 | 18.8 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 48.6 | 88 | 34 |
| HEATHROW | 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 |
| TOTAL HEATHROW | | | 0 | 0 | 0 | 0.0 | 0.0 | 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 | 89 | 0 | 16 | 3.8 | 26.7 | 40.0 | 3.8 | 4.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 15.2 | 13 | 65.0 | 15 | 121 |
| TOTAL ISLES OF SCILLY (ST.MARYS) | | | 89 | 0 | 16 | 3.8 | 26.7 | 40.0 | 3.8 | 4.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 15.2 | 13 | 65.0 | 15 | 121 |
| JERSEY | BLUE ISLANDS LIMITED | S | 60 | 0 | 0 | 0.0 | 21.7 | 38.3 | 11.7 | 8.3 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 30 | 64.4 | 20 | 57 |
| TOTAL JERSEY | | | 60 | 0 | 0 | 0.0 | 21.7 | 38.3 | 11.7 | 8.3 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 30 | 64.4 | 20 | 57 |
| LANDS END (ST JUST) | 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 | 55 | 1 |
| TOTAL LANDS END (ST JUST) | | | 0 | 0 | 0 | 0.0 | 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 |
| 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 |

Reporting Airport: EXETER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 |
| NEWCASTLE | LOGANAIR LTD | S | 45 | 0 | 0 | 8.9 | 48.9 | 42.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 48.6 | 23 | 33 |
| TOTAL NEWCASTLE | | | 46 | 0 | 0 | 10.9 | 47.8 | 41.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 48.6 | 23 | 33 |
| 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 | 1 |
| 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 | 1 |
| TOTAL UNITED KINGDOM | | | 347 | 1 | 16 | 4.4 | 32.4 | 37.4 | 5.2 | 6.6 | 6.9 | 1.9 | 0.5 | 0.0 | 0.3 | 4.4 | 17 | 63.4 | 23 | 424 |
| TOTAL EXETER | | | 596 | 1 | 16 | 3.8 | 33.3 | 35.9 | 8.3 | 7.7 | 6.5 | 1.3 | 0.5 | 0.0 | 0.2 | 2.6 | 16 | 66.2 | 22 | 653 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | ALBA STAR | 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 | 40 | 0.0 | 0 | 0 | |
| 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 | 48.1 | 29 | 27 | |
| 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 | 25.0 | 53 | 4 | |
| TOTAL TIRANA | | | 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 | 40 | 45.2 | 32 | 31 | |
| TOTAL ALBANIA | | | 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 | 40 | 45.2 | 32 | 31 | |
| ALGERIA | | | | | | | | | | | | | | | | | | | | | |
| ALGIERS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 54 | 0 | 0 | 1.9 | 11.1 | 20.4 | 24.1 | 20.4 | 11.1 | 5.6 | 3.7 | 1.9 | 0.0 | 0.0 | 71 | 0.0 | 0 | 0 | |
| ALGIERS | 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 ALGIERS | | | 54 | 0 | 4 | 1.7 | 10.3 | 19.0 | 22.4 | 19.0 | 10.3 | 5.2 | 3.4 | 1.7 | 0.0 | 6.9 | 71 | 0.0 | 0 | 0 | |
| TOTAL ALGERIA | | | 54 | 0 | 4 | 1.7 | 10.3 | 19.0 | 22.4 | 19.0 | 10.3 | 5.2 | 3.4 | 1.7 | 0.0 | 6.9 | 71 | 0.0 | 0 | 0 | |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | | | | | | | |
| ANTIGUA | BRITISH AIRWAYS PLC | S | 14 | 0 | 0 | 14.3 | 14.3 | 35.7 | 7.1 | 7.1 | 0.0 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 55 | 50.0 | 19 | 6 | |
| TOTAL ANTIGUA | | | 14 | 0 | 0 | 14.3 | 14.3 | 35.7 | 7.1 | 7.1 | 0.0 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 55 | 50.0 | 19 | 6 | |
| TOTAL ANTIGUA AND BARBUDA | | | 14 | 0 | 0 | 14.3 | 14.3 | 35.7 | 7.1 | 7.1 | 0.0 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 55 | 50.0 | 19 | 6 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 8.3 | 20.8 | 33.3 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 34.6 | 42 | 26 | |
| TOTAL INNSBRUCK | | | 24 | 0 | 0 | 0.0 | 8.3 | 20.8 | 33.3 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 34.6 | 42 | 26 | |
| SALZBURG | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 46 | 0 | 0 | 2.2 | 4.3 | 39.1 | 21.7 | 19.6 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.2 | 28 | 34 | |
| SALZBURG | BRITISH AIRWAYS PLC | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| SALZBURG | 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 | 30 | 18 | |
| SALZBURG | TUI AIRWAYS LTD | C | 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 | 24 | 40.0 | 35 | 5 | |
| TOTAL SALZBURG | | | 49 | 0 | 2 | 2.0 | 3.9 | 37.3 | 21.6 | 19.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 28 | 38.6 | 29 | 57 | |
| VIENNA | WIZZ AIR MALTA | S | 120 | 0 | 1 | 0.8 | 9.9 | 15.7 | 14.9 | 26.4 | 15.7 | 9.9 | 5.8 | 0.0 | 0.0 | 0.8 | 59 | 41.2 | 39 | 119 | |
| TOTAL VIENNA | | | 120 | 0 | 1 | 0.8 | 9.9 | 15.7 | 14.9 | 26.4 | 15.7 | 9.9 | 5.8 | 0.0 | 0.0 | 0.8 | 59 | 41.2 | 39 | 119 | |
| TOTAL AUSTRIA | | | 193 | 0 | 3 | 1.0 | 8.2 | 21.9 | 18.9 | 23.0 | 15.8 | 6.1 | 3.6 | 0.0 | 0.0 | 1.5 | 48 | 39.6 | 37 | 202 | |
| AZERBAIJAN | | | | | | | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | S | 28 | 0 | 0 | 25.0 | 14.3 | 21.4 | 3.6 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 28 | 0 | 0 | 25.0 | 14.3 | 21.4 | 3.6 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL AZERBAIJAN | | | 28 | 0 | 0 | 25.0 | 14.3 | 21.4 | 3.6 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| BRAZIL | | | | | | | | | | | | | | | | | | | | | |
| BRASILIA | HI FLY MALTA | 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 BRASILIA | | | 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 BRAZIL | | | 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 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 28.6 | 36 | 5 | | |
| BURGAS | 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 | 50.0 | 26 | 2 | | | |
| BURGAS | TUI AIRWAYS LTD | C | 23 | 0 | 0 | 0.0 | 0.0 | 4.3 | 26.1 | 43.5 | 17.4 | 8.7 | 0.0 | 0.0 | 0.0 | 54 | 13.3 | 69 | 30 | | |
| BURGAS | 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 | 35 | 1 | | | |
| TOTAL BURGAS | | | 28 | 0 | 0 | 0.0 | 0.0 | 7.1 | 21.4 | 42.9 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 54 | 17.5 | 61 | 38 | | |
| SOFIA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 31.3 | 18.8 | 18.8 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 27 | 57.7 | 19 | 52 | | |
| TOTAL SOFIA | | | 16 | 0 | 0 | 0.0 | 31.3 | 18.8 | 18.8 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 27 | 57.7 | 19 | 52 | | |
| VARNA | 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 | 29.4 | 59 | 17 | | | |
| VARNA | WIZZ AIR UK LTD | S | 24 | 0 | 1 | 12.0 | 20.0 | 12.0 | 20.0 | 12.0 | 8.0 | 8.0 | 4.0 | 0.0 | 4.0 | 43 | 0.0 | 0 | 0 | | |
| TOTAL VARNA | | | 24 | 0 | 1 | 12.0 | 20.0 | 12.0 | 20.0 | 12.0 | 8.0 | 8.0 | 4.0 | 0.0 | 4.0 | 43 | 29.4 | 59 | 17 | | |
| TOTAL BULGARIA | | | 68 | 0 | 1 | 4.3 | 14.5 | 11.6 | 20.3 | 26.1 | 13.0 | 7.2 | 1.4 | 0.0 | 1.4 | 44 | 38.5 | 40 | 107 | | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| CALGARY | WEST JET AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 28.3 | 30 | 60 | | | |
| TOTAL CALGARY | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 28.3 | 30 | 60 | | | |
| HALIFAX INT | WEST JET AIRLINES | S | 34 | 0 | 0 | 8.8 | 26.5 | 47.1 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | |
| TOTAL HALIFAX INT | | | 34 | 0 | 0 | 8.8 | 26.5 | 47.1 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | |
| MONTREAL (DORVAL) | AIR TRANSAT | S | 54 | 0 | 0 | 9.3 | 46.3 | 22.2 | 11.1 | 5.6 | 3.7 | 1.9 | 0.0 | 0.0 | 12 | 78.6 | 8 | 55 | | | |
| TOTAL MONTREAL (DORVAL) | | | 54 | 0 | 0 | 9.3 | 46.3 | 22.2 | 11.1 | 5.6 | 3.7 | 1.9 | 0.0 | 0.0 | 12 | 78.6 | 8 | 55 | | | |
| QUEBEC | AIR TRANSAT | S | 2 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 13 | 6 | | | |
| TOTAL QUEBEC | | | 2 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 13 | 6 | | | |
| ST JOHNS | WEST JET AIRLINES | S | 26 | 0 | 0 | 11.5 | 11.5 | 46.2 | 11.5 | 7.7 | 0.0 | 11.5 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | | |
| TOTAL ST JOHNS | | | 26 | 0 | 0 | 11.5 | 11.5 | 46.2 | 11.5 | 7.7 | 0.0 | 11.5 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | | |
| TORONTO | AIR TRANSAT | S | 106 | 0 | 2 | 0.9 | 15.7 | 40.7 | 16.7 | 18.5 | 5.6 | 0.0 | 0.0 | 1.9 | 20 | 60.2 | 23 | 118 | | | |
| TOTAL TORONTO | | | 106 | 0 | 2 | 0.9 | 15.7 | 40.7 | 16.7 | 18.5 | 5.6 | 0.0 | 0.0 | 1.9 | 20 | 60.2 | 23 | 118 | | | |
| VANCOUVER | BRITISH AIRWAYS PLC | S | 59 | 0 | 0 | 5.1 | 11.9 | 30.5 | 16.9 | 20.3 | 11.9 | 0.0 | 3.4 | 0.0 | 36 | 65.1 | 30 | 43 | | | |
| TOTAL VANCOUVER | | | 59 | 0 | 0 | 5.1 | 11.9 | 30.5 | 16.9 | 20.3 | 11.9 | 0.0 | 3.4 | 0.0 | 36 | 65.1 | 30 | 43 | | | |
| TOTAL CANADA | | | 281 | 0 | 2 | 5.7 | 21.9 | 36.0 | 14.5 | 13.8 | 5.3 | 1.4 | 0.7 | 0.0 | 0.7 | 21 | 58.0 | 22 | 282 | | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | TUI AIRWAYS LTD | S | 34 | 0 | 0 | 0.0 | 5.9 | 23.5 | 26.5 | 29.4 | 11.8 | 0.0 | 2.9 | 0.0 | 36 | 47.2 | 31 | 36 | | | |
| TOTAL BOA VISTA (RABIL) | | | 34 | 0 | 0 | 0.0 | 5.9 | 23.5 | 26.5 | 29.4 | 11.8 | 0.0 | 2.9 | 0.0 | 36 | 47.2 | 31 | 36 | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 18 | 0 | 3 | 0.0 | 0.0 | 23.8 | 9.5 | 9.5 | 28.6 | 9.5 | 0.0 | 14.3 | 150 | 29.4 | 43 | 17 | | | |
| TOTAL ILHA DO SAL C.VERDE | | | 18 | 0 | 3 | 0.0 | 0.0 | 23.8 | 9.5 | 9.5 | 28.6 | 9.5 | 0.0 | 14.3 | 150 | 29.4 | 43 | 17 | | | |
| TOTAL CAPE VERDE | | | 52 | 0 | 3 | 0.0 | 3.6 | 23.6 | 20.0 | 21.8 | 18.2 | 3.6 | 1.8 | 1.8 | 0.0 | 76 | 41.5 | 35 | 53 | | |
| CHINA | | | | | | | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 60 | 0 | 0 | 1.7 | 21.7 | 33.3 | 21.7 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | |
| TOTAL BEIJING | | | 60 | 0 | 0 | 1.7 | 21.7 | 33.3 | 21.7 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| GUANGZHOU BAIYUN INTERNATIONAL | CHINA SOUTHERN | S | 24 | 0 | 0 | 12.5 | 16.7 | 29.2 | 12.5 | 20.8 | 0.0 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | |
| TOTAL GUANGZHOU BAIYUN INTERNATIONAL | | | 24 | 0 | 0 | 12.5 | 16.7 | 29.2 | 12.5 | 20.8 | 0.0 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | |
| SHANGHAI (PU DONG) | AIR CHINA | S | 58 | 0 | 3 | 3.3 | 13.1 | 44.3 | 14.8 | 11.5 | 6.6 | 1.6 | 0.0 | 0.0 | 0.0 | 4.9 | 20 | 76.7 | 18 | 60 | |
| SHANGHAI (PU DONG) | CHINA EASTERN AIRLINES | S | 120 | 0 | 1 | 1.7 | 27.3 | 30.6 | 15.7 | 14.9 | 3.3 | 1.7 | 1.7 | 2.5 | 0.0 | 0.8 | 40 | 70.6 | 10 | 34 | |
| TOTAL SHANGHAI (PU DONG) | | | 178 | 0 | 4 | 2.2 | 22.5 | 35.2 | 15.4 | 13.7 | 4.4 | 1.6 | 1.1 | 1.6 | 0.0 | 2.2 | 33 | 74.5 | 15 | 94 | |
| ZHENGZHOU XINZHENG | CHINA SOUTHERN | 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 | 4 | 0.0 | 0 | 0 | |
| TOTAL ZHENGZHOU XINZHENG | | | 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 | 4 | 0.0 | 0 | 0 | |
| TOTAL CHINA | | | 278 | 0 | 4 | 4.6 | 22.3 | 34.0 | 16.0 | 14.2 | 3.5 | 1.4 | 1.1 | 1.4 | 0.0 | 1.4 | 30 | 74.5 | 15 | 94 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 74 | 0 | 0 | 0.0 | 5.4 | 25.7 | 28.4 | 23.0 | 12.2 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 37 | 40.7 | 31 | 86 | |
| DUBROVNIK | EASYJET UK LTD | S | 154 | 0 | 5 | 0.6 | 5.7 | 25.2 | 22.0 | 19.5 | 20.1 | 1.9 | 1.9 | 0.0 | 0.0 | 3.1 | 41 | 40.7 | 37 | 143 | |
| DUBROVNIK | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 11.1 | 22.2 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 34 | 16 | |
| TOTAL DUBROVNIK | | | 246 | 0 | 5 | 0.4 | 6.4 | 25.5 | 23.1 | 20.7 | 17.5 | 2.8 | 1.6 | 0.0 | 0.0 | 2.0 | 39 | 41.3 | 35 | 245 | |
| PULA | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 38.9 | 5.6 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 26.7 | 45 | 30 | |
| PULA | TUI AIRWAYS LTD | C | 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 | 7 | 64.7 | 19 | 17 | |
| TOTAL PULA | | | 34 | 0 | 0 | 0.0 | 23.5 | 41.2 | 8.8 | 17.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.4 | 36 | 47 | |
| RIJEKA | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 80.0 | 11 | 10 | |
| 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 | 80.0 | 11 | 10 | |
| SPLIT | CROATIA AIRLINES | S | 18 | 0 | 0 | 0.0 | 0.0 | 27.8 | 22.2 | 27.8 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 38.9 | 31 | 18 | |
| SPLIT | EASYJET UK LTD | S | 140 | 0 | 0 | 0.7 | 12.9 | 33.6 | 14.3 | 21.4 | 13.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 43.8 | 38 | 144 | |
| SPLIT | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 16.7 | 54 | 18 | |
| TOTAL SPLIT | | | 176 | 0 | 0 | 0.6 | 10.8 | 32.4 | 15.9 | 22.2 | 14.2 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 40.6 | 39 | 180 | |
| ZADAR | 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 | 32 | 2 | |
| TOTAL ZADAR | | | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL CROATIA | | | 456 | 0 | 5 | 0.4 | 9.3 | 29.3 | 19.3 | 21.0 | 15.6 | 3.0 | 0.9 | 0.0 | 0.0 | 1.1 | 36 | 41.6 | 36 | 484 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 88 | 0 | 2 | 1.1 | 3.3 | 18.9 | 24.4 | 25.6 | 22.2 | 2.2 | 0.0 | 0.0 | 0.0 | 2.2 | 39 | 16.7 | 49 | 72 | |
| LARNACA | TUI AIRWAYS LTD | C | 53 | 0 | 0 | 1.9 | 11.3 | 24.5 | 17.0 | 22.6 | 20.8 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 38 | 37.5 | 75 | 48 | |
| LARNACA | WIZZ AIR | S | 60 | 0 | 0 | 1.7 | 10.0 | 21.7 | 16.7 | 26.7 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 51.7 | 28 | 60 | |
| LARNACA | WIZZ AIR UK LTD | S | 41 | 1 | 0 | 2.4 | 11.9 | 19.0 | 16.7 | 19.0 | 23.8 | 2.4 | 2.4 | 0.0 | 2.4 | 0.0 | 43 | 23.7 | 42 | 37 | |
| TOTAL LARNACA | | | 242 | 1 | 2 | 1.6 | 8.2 | 20.8 | 19.6 | 24.1 | 21.6 | 2.0 | 0.8 | 0.0 | 0.4 | 0.8 | 39 | 31.7 | 48 | 217 | |
| PAPHOS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 59 | 0 | 0 | 0.0 | 6.8 | 23.7 | 22.0 | 15.3 | 22.0 | 5.1 | 3.4 | 1.7 | 0.0 | 0.0 | 72 | 27.6 | 47 | 58 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| PAPHOS | BRITISH AIRWAYS PLC | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| PAPHOS | EASYJET UK LTD | S | 162 | 0 | 3 | 2.4 | 6.1 | 26.1 | 23.0 | 26.1 | 10.3 | 2.4 | 1.8 | 0.0 | 0.0 | 1.8 | 35 | 25.0 | 42 | 154 | |
| PAPHOS | TUI AIRWAYS LTD | C | 59 | 0 | 0 | 0.0 | 10.2 | 18.6 | 23.7 | 30.5 | 15.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 39.3 | 49 | 56 | |
| TOTAL PAPHOS | | | 280 | 0 | 5 | 1.4 | 7.0 | 23.9 | 22.8 | 24.6 | 13.7 | 2.8 | 1.8 | 0.4 | 0.0 | 1.8 | 42 | 28.5 | 45 | 268 | |
| TOTAL CYPRUS | | | 522 | 1 | 7 | 1.5 | 7.5 | 22.5 | 21.3 | 24.3 | 17.4 | 2.5 | 1.3 | 0.2 | 0.2 | 1.3 | 41 | 30.0 | 46 | 485 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 52 | 0 | 0 | 0.0 | 5.8 | 15.4 | 11.5 | 23.1 | 21.2 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 66 | 17.3 | 77 | 50 | |
| PRAGUE | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 0.0 | 5.0 | 33.3 | 11.7 | 23.3 | 23.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | |
| TOTAL PRAGUE | | | 112 | 0 | 0 | 0.0 | 5.4 | 25.0 | 11.6 | 23.2 | 22.3 | 10.7 | 1.8 | 0.0 | 0.0 | 0.0 | 53 | 17.3 | 77 | 50 | |
| TOTAL CZECH REPUBLIC | | | 112 | 0 | 0 | 0.0 | 5.4 | 25.0 | 11.6 | 23.2 | 22.3 | 10.7 | 1.8 | 0.0 | 0.0 | 0.0 | 53 | 17.3 | 77 | 50 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | | |
| COPENHAGEN | EASYJET UK LTD | S | 74 | 0 | 2 | 1.3 | 13.2 | 31.6 | 15.8 | 10.5 | 17.1 | 5.3 | 2.6 | 0.0 | 0.0 | 2.6 | 41 | 50.9 | 27 | 104 | |
| COPENHAGEN | NORWEGIAN AIR 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 | 52.9 | 23 | 276 | |
| COPENHAGEN | NORWEGIAN AIR SHUTTLE | S | 29 | 0 | 0 | 10.3 | 41.4 | 24.1 | 13.8 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| COPENHAGEN | NORWEGIAN AIR SWEDEN AB | S | 245 | 0 | 3 | 3.2 | 17.7 | 34.3 | 17.7 | 13.3 | 10.9 | 1.2 | 0.4 | 0.0 | 0.0 | 1.2 | 24 | 0.0 | 0 | 0 | |
| TOTAL COPENHAGEN | | | 348 | 0 | 5 | 3.4 | 18.7 | 32.9 | 17.0 | 12.2 | 11.6 | 2.0 | 0.8 | 0.0 | 0.0 | 1.4 | 26 | 52.3 | 24 | 380 | |
| TOTAL DENMARK | | | 348 | 0 | 5 | 3.4 | 18.7 | 32.9 | 17.0 | 12.2 | 11.6 | 2.0 | 0.8 | 0.0 | 0.0 | 1.4 | 26 | 52.3 | 24 | 380 | |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PUNTA CANA | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 0.0 | 8.0 | 48.0 | 24.0 | 8.0 | 8.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 61 | 46.2 | 32 | 26 | |
| PUNTA CANA | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 2.9 | 14.3 | 31.4 | 31.4 | 11.4 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 23 | 25 | |
| TOTAL PUNTA CANA | | | 60 | 0 | 0 | 1.7 | 11.7 | 38.3 | 28.3 | 10.0 | 6.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 38 | 48.1 | 28 | 51 | |
| TOTAL DOMINICAN | | | 60 | 0 | 0 | 1.7 | 11.7 | 38.3 | 28.3 | 10.0 | 6.7 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 38 | 48.1 | 28 | 51 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 81 | 0 | 4 | 0.0 | 7.1 | 14.1 | 30.6 | 27.1 | 12.9 | 2.4 | 1.2 | 0.0 | 0.0 | 4.7 | 38 | 19.6 | 42 | 50 | |
| HURGHADA | TUI AIRWAYS LTD | S | 34 | 0 | 0 | 0.0 | 5.9 | 23.5 | 32.4 | 17.6 | 8.8 | 0.0 | 2.9 | 8.8 | 0.0 | 0.0 | 115 | 26.9 | 98 | 26 | |
| TOTAL HURGHADA | | | 115 | 0 | 4 | 0.0 | 6.7 | 16.8 | 31.1 | 24.4 | 11.8 | 1.7 | 1.7 | 2.5 | 0.0 | 3.4 | 61 | 22.1 | 61 | 76 | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 76 | 0 | 1 | 0.0 | 6.5 | 15.6 | 31.2 | 22.1 | 15.6 | 1.3 | 6.5 | 0.0 | 0.0 | 1.3 | 44 | 27.9 | 35 | 65 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 35 | 0 | 0 | 0.0 | 2.9 | 40.0 | 11.4 | 28.6 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 28.0 | 33 | 25 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 111 | 0 | 1 | 0.0 | 5.4 | 23.2 | 25.0 | 24.1 | 16.1 | 0.9 | 4.5 | 0.0 | 0.0 | 0.9 | 40 | 28.0 | 35 | 90 | |
| TOTAL EGYPT | | | 226 | 0 | 5 | 0.0 | 6.1 | 19.9 | 28.1 | 24.2 | 13.9 | 1.3 | 3.0 | 1.3 | 0.0 | 2.2 | 51 | 25.3 | 47 | 166 | |
| ESTONIA | | | | | | | | | | | | | | | | | | | | | |
| TALLIN | AIR BALTIC | S | 28 | 0 | 0 | 0.0 | 17.9 | 35.7 | 10.7 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 42.3 | 49 | 24 | |
| TOTAL TALLIN | | | 28 | 0 | 0 | 0.0 | 17.9 | 35.7 | 10.7 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 42.3 | 49 | 24 | |
| TOTAL ESTONIA | | | 28 | 0 | 0 | 0.0 | 17.9 | 35.7 | 10.7 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 42.3 | 49 | 24 | |
| ETHIOPIA | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 36 | 0 | 0 | 0.0 | 11.1 | 19.4 | 44.4 | 19.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL ADDIS ABABA | | | 36 | 0 | 0 | 0.0 | 11.1 | 19.4 | 44.4 | 19.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL ETHIOPIA | | | 36 | 0 | 0 | 0.0 | 11.1 | 19.4 | 44.4 | 19.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| FINLAND | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | NORWEGIAN AIR 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 | 19.0 | 30 | 42 |
| HELSINKI | NORWEGIAN AIR SHUTTLE | 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 | 2 | 0.0 | 0 | 0 |
| HELSINKI | NORWEGIAN AIR SWEDEN AB | S | 42 | 0 | 0 | 0.0 | 7.1 | 40.5 | 21.4 | 21.4 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 |
| TOTAL HELSINKI | | | 44 | 0 | 0 | 0.0 | 9.1 | 40.9 | 20.5 | 20.5 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 29 | 19.0 | 30 | 42 |
| TOTAL FINLAND | | | 44 | 0 | 0 | 0.0 | 9.1 | 40.9 | 20.5 | 20.5 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 29 | 19.0 | 30 | 42 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BASTIA | EASYJET UK LTD | S | 20 | 0 | 0 | 0.0 | 15.0 | 20.0 | 30.0 | 20.0 | 5.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 56 | 44.4 | 27 | 18 |
| TOTAL BASTIA | | | 20 | 0 | 0 | 0.0 | 15.0 | 20.0 | 30.0 | 20.0 | 5.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 56 | 44.4 | 27 | 18 |
| BIARRITZ | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 16.7 | 47 | 24 |
| TOTAL BIARRITZ | | | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 16.7 | 47 | 24 |
| BORDEAUX | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 80 | 0 | 0 | 7.5 | 23.8 | 27.5 | 13.8 | 11.3 | 8.8 | 5.0 | 0.0 | 2.5 | 0.0 | 0.0 | 35 | 51.2 | 27 | 82 |
| BORDEAUX | 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 |
| BORDEAUX | EASYJET EUROPE | 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 |
| BORDEAUX | EASYJET UK LTD | S | 103 | 1 | 4 | 4.6 | 13.0 | 15.7 | 14.8 | 27.8 | 11.1 | 8.3 | 0.0 | 0.0 | 0.9 | 3.7 | 40 | 46.7 | 31 | 118 |
| TOTAL BORDEAUX | | | 183 | 1 | 9 | 5.7 | 17.1 | 20.2 | 14.0 | 20.2 | 9.8 | 6.7 | 0.0 | 1.0 | 0.5 | 4.7 | 38 | 48.0 | 30 | 200 |
| CALVI | 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 | 5 | 0.0 | 43 | 2 |
| TOTAL CALVI | | | 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 | 43 | 2 |
| FIGARI | EASYJET UK LTD | S | 12 | 0 | 0 | 0.0 | 8.3 | 50.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 11 | 2 |
| TOTAL FIGARI | | | 12 | 0 | 0 | 0.0 | 8.3 | 50.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 11 | 2 |
| LA ROCHELLE | EASYJET UK LTD | S | 10 | 0 | 0 | 0.0 | 10.0 | 60.0 | 10.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 34 | 32.1 | 33 | 26 |
| TOTAL LA ROCHELLE | | | 10 | 0 | 0 | 0.0 | 10.0 | 60.0 | 10.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 34 | 32.1 | 33 | 26 |
| 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 | 34.6 | 33 | 26 |
| 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 | 34.6 | 33 | 26 |
| LYON | EASYJET EUROPE | S | 0 | 0 | 5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| LYON | EASYJET UK LTD | S | 108 | 0 | 0 | 0.9 | 12.0 | 23.1 | 18.5 | 22.2 | 15.7 | 4.6 | 2.8 | 0.0 | 0.0 | 0.0 | 42 | 43.6 | 34 | 110 |
| TOTAL LYON | | | 108 | 0 | 5 | 0.9 | 11.5 | 22.1 | 17.7 | 21.2 | 15.0 | 4.4 | 2.7 | 0.0 | 0.0 | 4.4 | 42 | 43.6 | 34 | 110 |
| MARSEILLE | 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 | 33.3 | 15 | 3 |
| MARSEILLE | CORSAIR | C | 0 | 0 | 0 | 0.0 | 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 |
| MARSEILLE | EASYJET UK LTD | S | 94 | 1 | 2 | 0.0 | 2.1 | 20.6 | 21.6 | 23.7 | 25.8 | 2.1 | 1.0 | 0.0 | 1.0 | 2.1 | 46 | 21.2 | 63 | 100 |
| TOTAL MARSEILLE | | | 94 | 1 | 2 | 0.0 | 2.1 | 20.6 | 21.6 | 23.7 | 25.8 | 2.1 | 1.0 | 0.0 | 1.0 | 2.1 | 46 | 21.3 | 62 | 104 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| MONTPELLIER | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 40 | 0 | 0 | 0.0 | 12.5 | 37.5 | 20.0 | 5.0 | 7.5 | 15.0 | 2.5 | 0.0 | 0.0 | 0.0 | 41 | 41.7 | 26 | 24 | |
| MONTPELLIER | BRITISH AIRWAYS PLC | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| MONTPELLIER | EASYJET UK LTD | S | 72 | 0 | 4 | 3.9 | 21.1 | 19.7 | 21.1 | 14.5 | 9.2 | 2.6 | 2.6 | 0.0 | 0.0 | 5.3 | 31 | 29.8 | 45 | 98 | |
| TOTAL MONTPELLIER | | | 112 | 0 | 6 | 2.5 | 17.8 | 25.4 | 20.3 | 11.0 | 8.5 | 6.8 | 2.5 | 0.0 | 0.0 | 5.1 | 35 | 32.0 | 41 | 122 | |
| NANTES | EASYJET UK LTD | S | 84 | 0 | 2 | 0.0 | 11.6 | 27.9 | 12.8 | 24.4 | 16.3 | 4.7 | 0.0 | 0.0 | 0.0 | 2.3 | 38 | 46.8 | 27 | 92 | |
| TOTAL NANTES | | | 84 | 0 | 2 | 0.0 | 11.6 | 27.9 | 12.8 | 24.4 | 16.3 | 4.7 | 0.0 | 0.0 | 0.0 | 2.3 | 38 | 46.8 | 27 | 92 | |
| NICE | 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 | 109 | 3 | |
| NICE | 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 | 9 | 1 | |
| NICE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 86 | 0 | 0 | 2.3 | 3.5 | 23.3 | 17.4 | 34.9 | 11.6 | 4.7 | 1.2 | 1.2 | 0.0 | 0.0 | 48 | 28.7 | 41 | 94 | |
| NICE | 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 | |
| NICE | EASYJET EUROPE | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| NICE | EASYJET UK LTD | S | 290 | 0 | 9 | 1.3 | 11.7 | 21.7 | 17.4 | 21.1 | 15.1 | 7.4 | 1.3 | 0.0 | 0.0 | 3.0 | 42 | 33.0 | 40 | 276 | |
| NICE | 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 | 285 | 1 | |
| NICE | WEST ATLANTIC 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 | 121 | 1 | |
| NICE | 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 | 25.0 | 75 | 58 | |
| TOTAL NICE | | | 376 | 0 | 15 | 1.5 | 9.7 | 21.7 | 17.1 | 23.8 | 14.1 | 6.6 | 1.3 | 0.3 | 0.0 | 3.8 | 44 | 30.5 | 46 | 434 | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 0 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 262 | 0 | 5 | 1.1 | 13.1 | 16.9 | 16.9 | 25.8 | 18.0 | 4.5 | 1.5 | 0.4 | 0.0 | 1.9 | 45 | 34.9 | 37 | 222 | |
| PARIS (CHARLES DE GAULLE) | VUELING AIRLINES | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 211 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 263 | 0 | 8 | 1.1 | 12.9 | 16.6 | 16.6 | 25.5 | 17.7 | 4.4 | 1.8 | 0.4 | 0.0 | 3.0 | 45 | 34.9 | 37 | 222 | |
| PARIS (ORLY) | VUELING AIRLINES | S | 131 | 0 | 4 | 1.5 | 17.0 | 25.9 | 25.2 | 14.1 | 11.1 | 1.5 | 0.7 | 0.0 | 0.0 | 3.0 | 28 | 44.0 | 33 | 132 | |
| TOTAL PARIS (ORLY) | | | 131 | 0 | 4 | 1.5 | 17.0 | 25.9 | 25.2 | 14.1 | 11.1 | 1.5 | 0.7 | 0.0 | 0.0 | 3.0 | 28 | 44.0 | 33 | 132 | |
| RENNES | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 11.1 | 5.6 | 11.1 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 90 | 35.0 | 60 | 18 | |
| TOTAL RENNES | | | 18 | 0 | 0 | 0.0 | 5.6 | 11.1 | 5.6 | 11.1 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 90 | 35.0 | 60 | 18 | |
| STRASBOURG | VOLOTEA | S | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 27.8 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| TOTAL STRASBOURG | | | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 27.8 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| TOULON / HYERES | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 18.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 47.6 | 34 | 18 | |
| TOTAL TOULON / HYERES | | | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 18.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 47.6 | 34 | 18 | |
| TOULOUSE (BLAGNAC) | EASYJET UK LTD | S | 50 | 0 | 2 | 0.0 | 11.5 | 21.2 | 17.3 | 19.2 | 21.2 | 5.8 | 0.0 | 0.0 | 0.0 | 3.8 | 42 | 23.6 | 61 | 54 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 50 | 0 | 2 | 0.0 | 11.5 | 21.2 | 17.3 | 19.2 | 21.2 | 5.8 | 0.0 | 0.0 | 0.0 | 3.8 | 42 | 23.6 | 61 | 54 | |
| TOTAL FRANCE | | | 1515 | 2 | 53 | 1.7 | 12.7 | 22.4 | 17.8 | 21.0 | 14.3 | 5.0 | 1.5 | 0.3 | 0.1 | 3.4 | 40 | 35.8 | 40 | 1604 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | 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 | 0.0 | 17 | 1 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| 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 | 0.0 | 0 | 0 | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 162 | 0 | 0 | 3.1 | 21.0 | 29.6 | 17.3 | 16.7 | 11.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 43.4 | 31 | 156 | |
| TOTAL BERLIN BRANDENBURG | | | 162 | 0 | 2 | 3.0 | 20.7 | 29.3 | 17.1 | 16.5 | 11.0 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 23 | 43.1 | 31 | 157 | |
| 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 | 52.9 | 25 | 116 | |
| FRANKFURT MAIN | UNITED AIRLINES | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL FRANKFURT MAIN | | | 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 | 52.9 | 25 | 116 | |
| HAMBURG | EASYJET UK LTD | S | 66 | 0 | 9 | 0.0 | 6.7 | 17.3 | 13.3 | 30.7 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 12.0 | 43 | 27.2 | 44 | 70 | |
| TOTAL HAMBURG | | | 66 | 0 | 9 | 0.0 | 6.7 | 17.3 | 13.3 | 30.7 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 12.0 | 43 | 27.2 | 44 | 70 | |
| MUNICH | EASYJET UK LTD | S | 92 | 0 | 6 | 1.0 | 14.3 | 32.7 | 17.3 | 15.3 | 12.2 | 1.0 | 0.0 | 0.0 | 0.0 | 6.1 | 26 | 43.4 | 33 | 96 | |
| TOTAL MUNICH | | | 92 | 0 | 6 | 1.0 | 14.3 | 32.7 | 17.3 | 15.3 | 12.2 | 1.0 | 0.0 | 0.0 | 0.0 | 6.1 | 26 | 43.4 | 33 | 96 | |
| TOTAL GERMANY | | | 321 | 0 | 17 | 1.8 | 15.7 | 27.5 | 16.6 | 19.2 | 12.4 | 1.8 | 0.0 | 0.0 | 0.0 | 5.0 | 28 | 42.9 | 32 | 439 | |
| GHANA | | | | | | | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 31 | 0 | 5 | 0.0 | 5.6 | 8.3 | 22.2 | 30.6 | 16.7 | 0.0 | 2.8 | 0.0 | 0.0 | 13.9 | 45 | 0.0 | 0 | 0 | |
| TOTAL ACCRA | | | 31 | 0 | 5 | 0.0 | 5.6 | 8.3 | 22.2 | 30.6 | 16.7 | 0.0 | 2.8 | 0.0 | 0.0 | 13.9 | 45 | 0.0 | 0 | 0 | |
| TOTAL GHANA | | | 31 | 0 | 5 | 0.0 | 5.6 | 8.3 | 22.2 | 30.6 | 16.7 | 0.0 | 2.8 | 0.0 | 0.0 | 13.9 | 45 | 0.0 | 0 | 0 | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET UK LTD | S | 78 | 0 | 0 | 2.6 | 7.7 | 38.5 | 24.4 | 16.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 42.5 | 31 | 112 | |
| TOTAL GIBRALTAR | | | 78 | 0 | 0 | 2.6 | 7.7 | 38.5 | 24.4 | 16.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 42.5 | 31 | 112 | |
| TOTAL GIBRALTAR | | | 78 | 0 | 0 | 2.6 | 7.7 | 38.5 | 24.4 | 16.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 42.5 | 31 | 112 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN 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 | 36 | 2 | |
| ATHENS | 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 | 35 | 1 | |
| ATHENS | EASYJET UK LTD | S | 145 | 0 | 2 | 0.7 | 10.2 | 23.1 | 19.0 | 25.9 | 14.3 | 2.7 | 2.7 | 0.0 | 0.0 | 1.4 | 39 | 34.5 | 39 | 146 | |
| ATHENS | SKY EXPRESS | S | 60 | 0 | 0 | 0.0 | 3.3 | 25.0 | 28.3 | 35.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 56.7 | 27 | 60 | |
| ATHENS | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 0.0 | 0.0 | 16.7 | 33.3 | 33.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 47.4 | 52 | 76 | |
| TOTAL ATHENS | | | 265 | 0 | 2 | 0.4 | 6.4 | 22.1 | 24.3 | 29.6 | 12.7 | 2.2 | 1.5 | 0.0 | 0.0 | 0.7 | 37 | 42.5 | 40 | 285 | |
| CHANIA | EASYJET UK LTD | S | 119 | 0 | 0 | 0.0 | 3.4 | 14.3 | 22.7 | 31.9 | 21.8 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 46 | 16.7 | 57 | 113 | |
| CHANIA | TUI AIRWAYS LTD | C | 23 | 0 | 0 | 0.0 | 4.3 | 17.4 | 21.7 | 26.1 | 21.7 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 | 52 | 28.0 | 50 | 25 | |
| TOTAL CHANIA | | | 142 | 0 | 0 | 0.0 | 3.5 | 14.8 | 22.5 | 31.0 | 21.8 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 47 | 18.7 | 56 | 138 | |
| CORFU | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 59 | 0 | 0 | 3.4 | 5.1 | 25.4 | 25.4 | 23.7 | 13.6 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 38.5 | 27 | 26 | |
| CORFU | 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 | |
| CORFU | EASYJET UK LTD | S | 208 | 1 | 4 | 0.0 | 9.9 | 25.4 | 16.9 | 18.3 | 21.1 | 5.6 | 0.5 | 0.0 | 0.5 | 1.9 | 42 | 29.6 | 49 | 205 | |
| CORFU | ENTER AIR | S | 10 | 0 | 0 | 0.0 | 0.0 | 20.0 | 30.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 37.5 | 54 | 8 | |
| CORFU | TUI AIRWAYS LTD | C | 44 | 0 | 0 | 2.3 | 11.4 | 27.3 | 4.5 | 25.0 | 22.7 | 4.5 | 2.3 | 0.0 | 0.0 | 0.0 | 47 | 36.6 | 53 | 41 | |
| TOTAL CORFU | | | 321 | 1 | 5 | 0.9 | 8.9 | 25.4 | 17.1 | 21.1 | 19.3 | 4.9 | 0.6 | 0.0 | 0.3 | 1.5 | 41 | 31.7 | 48 | 280 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| HERAKLION | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 78 | 0 | 0 | 0.0 | 5.1 | 23.1 | 30.8 | 26.9 | 10.3 | 1.3 | 2.6 | 0.0 | 0.0 | 0.0 | 36 | 37.1 | 38 | 70 | |
| HERAKLION | 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 | |
| HERAKLION | CORENDON AIRLINES EUROPE | S | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| HERAKLION | EASYJET UK LTD | S | 149 | 0 | 7 | 1.3 | 7.1 | 9.6 | 28.2 | 31.4 | 12.8 | 3.2 | 0.6 | 1.3 | 0.0 | 4.5 | 44 | 31.4 | 33 | 135 | |
| HERAKLION | TUI AIRWAYS LTD | C | 49 | 0 | 0 | 4.1 | 4.1 | 12.2 | 14.3 | 26.5 | 30.6 | 6.1 | 2.0 | 0.0 | 0.0 | 0.0 | 53 | 30.6 | 44 | 36 | |
| HERAKLION | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 10 | 1 | |
| TOTAL HERAKLION | | | 294 | 0 | 8 | 1.3 | 6.3 | 14.2 | 26.8 | 29.1 | 14.6 | 3.0 | 1.3 | 0.7 | 0.0 | 2.6 | 42 | 33.2 | 36 | 242 | |
| KALAMATA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 12.5 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 77.8 | 14 | 18 | |
| KALAMATA | ENTER AIR | S | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 0.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 75.0 | 16 | 8 | |
| TOTAL KALAMATA | | | 24 | 0 | 0 | 0.0 | 20.8 | 33.3 | 8.3 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 76.9 | 15 | 26 | |
| KAVALA | 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 | 24 | 75.0 | 71 | 12 | |
| TOTAL KAVALA | | | 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 | 24 | 75.0 | 71 | 12 | |
| KEFALLINIA | EASYJET UK LTD | S | 114 | 0 | 1 | 0.0 | 7.0 | 23.5 | 20.0 | 24.3 | 13.9 | 9.6 | 0.9 | 0.0 | 0.0 | 0.9 | 45 | 39.3 | 35 | 122 | |
| KEFALLINIA | TUI AIRWAYS LTD | C | 41 | 0 | 0 | 0.0 | 2.4 | 0.0 | 24.4 | 51.2 | 17.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 53 | 33.3 | 45 | 24 | |
| TOTAL KEFALLINIA | | | 155 | 0 | 1 | 0.0 | 5.8 | 17.3 | 21.2 | 31.4 | 14.7 | 7.7 | 1.3 | 0.0 | 0.0 | 0.6 | 47 | 38.4 | 36 | 146 | |
| KOS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 60 | 0 | 0 | 1.7 | 5.0 | 23.3 | 36.7 | 15.0 | 15.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 42.3 | 29 | 52 | |
| KOS | EASYJET UK LTD | S | 34 | 0 | 1 | 0.0 | 8.6 | 14.3 | 25.7 | 17.1 | 22.9 | 2.9 | 2.9 | 2.9 | 0.0 | 2.9 | 59 | 33.3 | 51 | 69 | |
| KOS | TUI AIRWAYS LTD | C | 58 | 0 | 0 | 5.2 | 20.7 | 22.4 | 12.1 | 15.5 | 17.2 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 42.6 | 31 | 54 | |
| TOTAL KOS | | | 152 | 0 | 1 | 2.6 | 11.8 | 20.9 | 24.8 | 15.7 | 17.6 | 4.6 | 0.7 | 0.7 | 0.0 | 0.7 | 39 | 38.9 | 38 | 175 | |
| LEMNOS | ENTER AIR | S | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 12.5 | 45 | 8 | |
| TOTAL LEMNOS | | | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 12.5 | 45 | 8 | |
| MIKONOS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 7 | 10 | |
| MIKONOS | EASYJET UK LTD | S | 84 | 0 | 0 | 3.6 | 13.1 | 22.6 | 19.0 | 16.7 | 19.0 | 4.8 | 1.2 | 0.0 | 0.0 | 0.0 | 37 | 28.4 | 43 | 88 | |
| TOTAL MIKONOS | | | 100 | 0 | 0 | 3.0 | 16.0 | 25.0 | 20.0 | 15.0 | 16.0 | 4.0 | 1.0 | 0.0 | 0.0 | 0.0 | 33 | 32.7 | 39 | 98 | |
| MYTILINI | ENTER AIR | S | 8 | 0 | 0 | 12.5 | 0.0 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 36 | 8 | |
| TOTAL MYTILINI | | | 8 | 0 | 0 | 12.5 | 0.0 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 36 | 8 | |
| NEA ANCHIALOS | 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 | 26.3 | 52 | 18 | |
| TOTAL NEA ANCHIALOS | | | 0 | 0 | 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 | 18 | |
| PREVEZA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 10 | 0 | 0 | 0.0 | 0.0 | 20.0 | 10.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 52 | 8 | |
| PREVEZA | EASYJET UK LTD | S | 70 | 1 | 0 | 2.8 | 7.0 | 31.0 | 8.5 | 25.4 | 15.5 | 7.0 | 1.4 | 0.0 | 1.4 | 0.0 | 42 | 38.2 | 39 | 68 | |
| PREVEZA | ENTER AIR | C | 10 | 0 | 0 | 0.0 | 10.0 | 10.0 | 30.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 75.0 | 11 | 8 | |
| PREVEZA | ENTER AIR | S | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 0.0 | 70.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 37.5 | 23 | 8 | |
| PREVEZA | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 20.0 | 10.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73 | 25.0 | 38 | 8 | |
| TOTAL PREVEZA | | | 110 | 1 | 0 | 1.8 | 5.4 | 24.3 | 10.8 | 31.5 | 18.0 | 6.3 | 0.9 | 0.0 | 0.9 | 0.0 | 45 | 37.0 | 37 | 100 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| RHODES | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 48 | 0 | 0 | 0.0 | 4.2 | 20.8 | 18.8 | 27.1 | 16.7 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 56 | 35.6 | 50 | 45 | |
| RHODES | BRITISH AIRWAYS PLC | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| RHODES | EASYJET UK LTD | S | 186 | 1 | 1 | 0.0 | 5.3 | 14.9 | 22.9 | 30.3 | 19.7 | 2.7 | 2.1 | 1.1 | 0.5 | 0.5 | 49 | 30.3 | 40 | 198 | |
| RHODES | ENTER AIR | C | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 60.0 | 15 | 5 | |
| RHODES | ENTER AIR | S | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 40 | 5 | |
| RHODES | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 0.0 | 2.9 | 25.7 | 28.6 | 17.1 | 17.1 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 37.8 | 44 | 36 | |
| TOTAL RHODES | | | 277 | 1 | 3 | 0.0 | 4.6 | 16.7 | 23.1 | 28.1 | 18.9 | 3.9 | 2.5 | 0.7 | 0.4 | 1.1 | 49 | 32.1 | 42 | 289 | |
| SALONIKA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 58 | 0 | 0 | 3.4 | 5.2 | 32.8 | 19.0 | 17.2 | 13.8 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 34.6 | 35 | 52 | |
| SALONIKA | EASYJET UK LTD | S | 66 | 1 | 0 | 0.0 | 10.4 | 29.9 | 17.9 | 14.9 | 20.9 | 1.5 | 3.0 | 0.0 | 1.5 | 0.0 | 41 | 49.1 | 42 | 112 | |
| SALONIKA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 15.4 | 30.8 | 11.5 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 51 | 31.3 | 35 | 16 | |
| TOTAL SALONIKA | | | 150 | 1 | 0 | 1.3 | 6.6 | 31.1 | 17.9 | 18.5 | 16.6 | 4.6 | 2.6 | 0.0 | 0.7 | 0.0 | 42 | 43.3 | 39 | 180 | |
| SAMOS | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 12.5 | 46 | 8 | |
| TOTAL SAMOS | | | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 12.5 | 46 | 8 | |
| SKIATHOS | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 12.5 | 31.3 | 31.3 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| SKIATHOS | ENTER 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 | 60.0 | 21 | 10 | |
| SKIATHOS | TUI AIRWAYS LTD | C | 23 | 0 | 0 | 0.0 | 4.3 | 39.1 | 30.4 | 13.0 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 17.4 | 49 | 21 | |
| TOTAL SKIATHOS | | | 39 | 0 | 0 | 2.6 | 7.7 | 35.9 | 30.8 | 10.3 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 30.3 | 40 | 31 | |
| THIRA (SANTORINI) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 42 | 0 | 0 | 14.3 | 11.9 | 28.6 | 14.3 | 19.0 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 35.0 | 33 | 40 | |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 110 | 0 | 1 | 0.9 | 6.3 | 24.3 | 25.2 | 26.1 | 12.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.9 | 35 | 27.7 | 46 | 112 | |
| TOTAL THIRA (SANTORINI) | | | 152 | 0 | 1 | 4.6 | 7.8 | 25.5 | 22.2 | 24.2 | 11.1 | 3.9 | 0.0 | 0.0 | 0.7 | 32 | 29.6 | 43 | 152 | | |
| ZAKINTHOS | EASYJET UK LTD | S | 88 | 0 | 0 | 1.1 | 9.1 | 31.8 | 19.3 | 25.0 | 9.1 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 33 | 34.5 | 41 | 85 | |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 51 | 0 | 0 | 2.0 | 3.9 | 11.8 | 13.7 | 31.4 | 27.5 | 3.9 | 5.9 | 0.0 | 0.0 | 0.0 | 62 | 20.8 | 45 | 47 | |
| TOTAL ZAKINTHOS | | | 139 | 0 | 0 | 1.4 | 7.2 | 24.5 | 17.3 | 27.3 | 15.8 | 2.9 | 3.6 | 0.0 | 0.0 | 0.0 | 44 | 29.6 | 43 | 132 | |
| TOTAL GREECE | | | 2360 | 4 | 21 | 1.3 | 7.3 | 21.8 | 21.4 | 25.3 | 16.1 | 4.1 | 1.4 | 0.2 | 0.2 | 0.9 | 41 | 34.8 | 41 | 2328 | |
| GRENADA | | | | | | | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 23 | 0 | 0 | 17.4 | 8.7 | 39.1 | 8.7 | 13.0 | 4.3 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 32 | 73.9 | 20 | 23 | |
| TOTAL GRENADA | | | 23 | 0 | 0 | 17.4 | 8.7 | 39.1 | 8.7 | 13.0 | 4.3 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 32 | 73.9 | 20 | 23 | |
| TOTAL GRENADA | | | 23 | 0 | 0 | 17.4 | 8.7 | 39.1 | 8.7 | 13.0 | 4.3 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 32 | 73.9 | 20 | 23 | |
| GUYANA | | | | | | | | | | | | | | | | | | | | | |
| GEORGETOWN (GUYANA) | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 0.0 | 17.6 | 5.9 | 17.6 | 17.6 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 58.8 | 25 | 17 | |
| TOTAL GEORGETOWN (GUYANA) | | | 17 | 0 | 0 | 0.0 | 17.6 | 5.9 | 17.6 | 17.6 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 58.8 | 25 | 17 | |
| TOTAL GUYANA | | | 17 | 0 | 0 | 0.0 | 17.6 | 5.9 | 17.6 | 17.6 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 58.8 | 25 | 17 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | EASYJET UK LTD | S | 54 | 0 | 0 | 3.7 | 18.5 | 16.7 | 22.2 | 22.2 | 13.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 31.0 | 43 | 58 | |
| BUDAPEST | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 0.0 | 30.0 | 20.0 | 30.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 67 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 43 | 0 | 1 | 0.0 | 2.3 | 11.4 | 22.7 | 25.0 | 25.0 | 6.8 | 4.5 | 0.0 | 0.0 | 2.3 | 61 | 52.5 | 29 | 40 | |
| TOTAL BUDAPEST | | | 107 | 0 | 1 | 1.9 | 10.2 | 15.7 | 22.2 | 24.1 | 16.7 | 4.6 | 3.7 | 0.0 | 0.0 | 0.9 | 47 | 39.8 | 38 | 98 | |
| TOTAL HUNGARY | | | 107 | 0 | 1 | 1.9 | 10.2 | 15.7 | 22.2 | 24.1 | 16.7 | 4.6 | 3.7 | 0.0 | 0.0 | 0.9 | 47 | 39.8 | 38 | 98 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | 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 | 81.3 | 7 | 16 | |
| KEFLAVIK | ICELANDAIR | S | 60 | 0 | 0 | 8.3 | 28.3 | 40.0 | 10.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 48.3 | 19 | 60 | |
| TOTAL KEFLAVIK | | | 60 | 0 | 0 | 8.3 | 28.3 | 40.0 | 10.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.3 | 17 | 76 | |
| TOTAL ICELAND | | | 60 | 0 | 0 | 8.3 | 28.3 | 40.0 | 10.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.3 | 17 | 76 | |
| INDIA | | | | | | | | | | | | | | | | | | | | | |
| AHMEDABAD | AIR INDIA | S | 25 | 0 | 0 | 8.0 | 4.0 | 20.0 | 16.0 | 32.0 | 16.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 43 | 59.3 | 22 | 26 | |
| TOTAL AHMEDABAD | | | 25 | 0 | 0 | 8.0 | 4.0 | 20.0 | 16.0 | 32.0 | 16.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 43 | 59.3 | 22 | 26 | |
| AMRITSAR | AIR INDIA | S | 25 | 0 | 0 | 8.0 | 12.0 | 16.0 | 12.0 | 24.0 | 24.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 57.7 | 26 | 26 | |
| TOTAL AMRITSAR | | | 25 | 0 | 0 | 8.0 | 12.0 | 16.0 | 12.0 | 24.0 | 24.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 57.7 | 26 | 26 | |
| BANGALORE (BENGALURU) | AIR INDIA | S | 44 | 0 | 0 | 0.0 | 2.3 | 2.3 | 11.4 | 22.7 | 45.5 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 84 | 0.0 | 0 | 0 | |
| TOTAL BANGALORE (BENGALURU) | | | 44 | 0 | 0 | 0.0 | 2.3 | 2.3 | 11.4 | 22.7 | 45.5 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 84 | 0.0 | 0 | 0 | |
| COCHIN | AIR INDIA | S | 23 | 0 | 2 | 0.0 | 4.0 | 20.0 | 20.0 | 16.0 | 24.0 | 8.0 | 0.0 | 0.0 | 0.0 | 8.0 | 49 | 57.7 | 21 | 26 | |
| TOTAL COCHIN | | | 23 | 0 | 2 | 0.0 | 4.0 | 20.0 | 20.0 | 16.0 | 24.0 | 8.0 | 0.0 | 0.0 | 0.0 | 8.0 | 49 | 57.7 | 21 | 26 | |
| GOA INTERNATIONAL | AIR INDIA | S | 25 | 0 | 0 | 0.0 | 20.0 | 28.0 | 16.0 | 20.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 76.0 | 32 | 25 | |
| TOTAL GOA INTERNATIONAL | | | 25 | 0 | 0 | 0.0 | 20.0 | 28.0 | 16.0 | 20.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 76.0 | 32 | 25 | |
| MUMBAI | 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 | 0.0 | 41 | 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 | 0.0 | 41 | 1 | |
| TOTAL INDIA | | | 142 | 0 | 2 | 2.8 | 7.6 | 15.3 | 14.6 | 22.9 | 27.1 | 6.3 | 2.1 | 0.0 | 0.0 | 1.4 | 54 | 61.9 | 26 | 104 | |
| IRAQ | | | | | | | | | | | | | | | | | | | | | |
| ERBIL INTERNATIONAL | BH AIR | S | 6 | 0 | 0 | 0.0 | 16.7 | 16.7 | 16.7 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | |
| ERBIL INTERNATIONAL | HEX AIR | 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 ERBIL INTERNATIONAL | | | 6 | 0 | 2 | 0.0 | 12.5 | 12.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 40 | 0.0 | 0 | 0 | |
| TOTAL IRAQ | | | 6 | 0 | 2 | 0.0 | 12.5 | 12.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 40 | 0.0 | 0 | 0 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 60 | 0 | 0 | 1.7 | 18.3 | 21.7 | 21.7 | 23.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 33 | 53.3 | 35 | 60 | |
| TOTAL CORK | | | 60 | 0 | 0 | 1.7 | 18.3 | 21.7 | 21.7 | 23.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 33 | 53.3 | 35 | 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 | 0.0 | 0 | 33.0 | 39 | 208 | |
| DUBLIN | BRITISH AIRWAYS PLC | S | 96 | 0 | 2 | 0.0 | 4.1 | 13.3 | 21.4 | 34.7 | 15.3 | 4.1 | 5.1 | 0.0 | 0.0 | 2.0 | 50 | 0.0 | 0 | 0 | |
| DUBLIN | RYANAIR | S | 446 | 0 | 0 | 0.2 | 10.1 | 21.1 | 19.5 | 25.6 | 17.9 | 3.6 | 2.0 | 0.0 | 0.0 | 0.0 | 42 | 34.1 | 47 | 444 | |
| TOTAL DUBLIN | | | 542 | 0 | 2 | 0.2 | 9.0 | 19.7 | 19.9 | 27.2 | 17.5 | 3.7 | 2.6 | 0.0 | 0.0 | 0.4 | 44 | 33.7 | 45 | 652 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | |
| SHANNON | RYANAIR | S | 60 | 0 | 0 | 3.3 | 13.3 | 23.3 | 15.0 | 31.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 30 | 38.3 | 31 | 60 | |
| TOTAL SHANNON | | | 60 | 0 | 0 | 3.3 | 13.3 | 23.3 | 15.0 | 31.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 30 | 38.3 | 31 | 60 | |
| TOTAL IRISH REPUBLIC ISLE OF CURACAO | | | 662 | 0 | 2 | 0.6 | 10.2 | 20.2 | 19.6 | 27.3 | 15.8 | 3.6 | 2.4 | 0.0 | 0.0 | 0.3 | 41 | 35.6 | 43 | 772 |
| ARUBA | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 0.0 | 30.0 | 10.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 41.2 | 106 | 17 | |
| TOTAL ARUBA | | | 10 | 0 | 0 | 0.0 | 30.0 | 10.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 41.2 | 106 | 17 | |
| TOTAL ISLE OF CURACAO | | | 10 | 0 | 0 | 0.0 | 30.0 | 10.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 41.2 | 106 | 17 | |
| ISRAEL | | | | | | | | | | | | | | | | | | | | |
| TEL AVIV | 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 | 13.3 | 62 | 45 | |
| 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 | 13.3 | 62 | 45 | |
| 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 | 13.3 | 62 | 45 | |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| ANCONA | 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 | 38.9 | 37 | 18 | |
| TOTAL ANCONA | | | 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 | |
| BARI (PALESE) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 58 | 0 | 0 | 3.4 | 3.4 | 22.4 | 24.1 | 27.6 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 51.0 | 41 | 49 | |
| BARI (PALESE) | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 8.3 | 19.4 | 11.1 | 36.1 | 22.2 | 2.8 | 0.0 | 0.0 | 0.0 | 44 | 33.9 | 43 | 56 | |
| TOTAL BARI (PALESE) | | | 94 | 0 | 0 | 2.1 | 5.3 | 21.3 | 19.1 | 30.9 | 20.2 | 1.1 | 0.0 | 0.0 | 0.0 | 39 | 41.1 | 42 | 105 | |
| BERGAMO | EASYJET UK LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 40 | 40 | |
| TOTAL BERGAMO | | | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 40 | 40 | |
| BOLOGNA | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 22.2 | 27.8 | 11.1 | 19.4 | 13.9 | 2.8 | 2.8 | 0.0 | 0.0 | 33 | 42.9 | 28 | 42 | |
| TOTAL BOLOGNA | | | 36 | 0 | 0 | 0.0 | 22.2 | 27.8 | 11.1 | 19.4 | 13.9 | 2.8 | 2.8 | 0.0 | 0.0 | 33 | 42.9 | 28 | 42 | |
| BOLZANO | SKYALPS | S | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| TOTAL BOLZANO | | | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| BRINDISI | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 7.7 | 26.9 | 30.8 | 19.2 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 33 | 25.7 | 49 | 35 | |
| TOTAL BRINDISI | | | 26 | 0 | 0 | 0.0 | 7.7 | 26.9 | 30.8 | 19.2 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 33 | 25.7 | 49 | 35 | |
| CAGLIARI (ELMAS) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 64 | 0 | 0 | 3.1 | 6.3 | 23.4 | 34.4 | 15.6 | 14.1 | 3.1 | 0.0 | 0.0 | 0.0 | 33 | 53.6 | 30 | 56 | |
| CAGLIARI (ELMAS) | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 27.8 | 25.0 | 11.1 | 22.2 | 5.6 | 5.6 | 2.8 | 0.0 | 0.0 | 31 | 26.2 | 50 | 40 | |
| TOTAL CAGLIARI (ELMAS) | | | 100 | 0 | 0 | 2.0 | 14.0 | 24.0 | 26.0 | 18.0 | 11.0 | 4.0 | 1.0 | 0.0 | 0.0 | 32 | 41.8 | 38 | 96 | |
| CATANIA (FONTANAROSSA) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 68 | 0 | 0 | 0.0 | 7.4 | 25.0 | 19.1 | 25.0 | 19.1 | 1.5 | 2.9 | 0.0 | 0.0 | 40 | 29.3 | 43 | 58 | |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 108 | 0 | 0 | 0.0 | 14.8 | 22.2 | 17.6 | 24.1 | 13.9 | 4.6 | 2.8 | 0.0 | 0.0 | 41 | 44.4 | 28 | 96 | |
| CATANIA (FONTANAROSSA) | WIZZ AIR UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 31.3 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 30.8 | 59 | 26 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 192 | 0 | 0 | 0.0 | 12.5 | 24.0 | 19.8 | 23.4 | 14.6 | 3.1 | 2.6 | 0.0 | 0.0 | 39 | 37.5 | 37 | 180 | |
| FLORENCE | VUELING AIRLINES | S | 126 | 0 | 10 | 2.9 | 11.0 | 21.3 | 25.0 | 20.6 | 11.0 | 0.7 | 0.0 | 0.0 | 7.4 | 28 | 38.6 | 33 | 120 | |
| TOTAL FLORENCE | | | 126 | 0 | 10 | 2.9 | 11.0 | 21.3 | 25.0 | 20.6 | 11.0 | 0.7 | 0.0 | 0.0 | 7.4 | 28 | 38.6 | 33 | 120 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| 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 | 56.3 | 14 | 16 | |
| 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 | 56.3 | 14 | 16 | |
| LAMETIA-TERME | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 60.0 | 23 | 10 | |
| TOTAL LAMETIA-TERME | | | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 60.0 | 23 | 10 | |
| MILAN (LINATE) | (ITA) ITALIA TRASPOTO AEREO | S | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| MILAN (LINATE) | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 13.3 | 30.0 | 21.7 | 16.7 | 11.7 | 6.7 | 0.0 | 0.0 | 0.0 | 33 | 33.9 | 39 | 58 | |
| TOTAL MILAN (LINATE) | | | 62 | 0 | 0 | 0.0 | 12.9 | 32.3 | 21.0 | 16.1 | 11.3 | 6.5 | 0.0 | 0.0 | 0.0 | 32 | 33.9 | 39 | 58 | |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 0 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 346 | 0 | 3 | 0.9 | 13.8 | 25.8 | 17.5 | 16.6 | 18.6 | 4.0 | 2.0 | 0.0 | 0.9 | 40 | 34.4 | 47 | 296 | |
| MILAN (MALPENSA) | WIZZ AIR MALTA | S | 100 | 0 | 2 | 1.0 | 10.8 | 28.4 | 17.6 | 14.7 | 16.7 | 4.9 | 3.9 | 0.0 | 2.0 | 44 | 38.2 | 58 | 98 | |
| TOTAL MILAN (MALPENSA) | | | 446 | 0 | 8 | 0.9 | 13.0 | 26.2 | 17.4 | 16.1 | 18.1 | 4.2 | 2.4 | 0.0 | 1.8 | 41 | 35.6 | 50 | 395 | |
| 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 | 100.0 | 0 | 0.0 | 0 | 0 | |
| NAPLES | EASYJET UK LTD | S | 202 | 0 | 2 | 2.9 | 18.1 | 26.5 | 21.6 | 17.6 | 9.3 | 2.0 | 0.5 | 0.5 | 1.0 | 28 | 45.4 | 39 | 130 | |
| NAPLES | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 16.7 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 41 | 22.2 | 66 | 18 | |
| NAPLES | WIZZ AIR MALTA | S | 60 | 0 | 6 | 3.0 | 13.6 | 24.2 | 15.2 | 16.7 | 16.7 | 1.5 | 0.0 | 0.0 | 9.1 | 29 | 50.0 | 30 | 34 | |
| TOTAL NAPLES | | | 280 | 0 | 12 | 2.7 | 16.4 | 25.3 | 19.5 | 18.2 | 11.0 | 2.1 | 0.3 | 0.3 | 4.1 | 29 | 44.0 | 40 | 182 | |
| OLBIA | EASYJET UK LTD | S | 92 | 0 | 0 | 1.1 | 7.6 | 26.1 | 18.5 | 23.9 | 16.3 | 4.3 | 2.2 | 0.0 | 0.0 | 42 | 34.0 | 42 | 94 | |
| OLBIA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 31.3 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 30.0 | 27 | 10 | |
| TOTAL OLBIA | | | 108 | 0 | 0 | 0.9 | 6.5 | 25.0 | 20.4 | 26.9 | 14.8 | 3.7 | 1.9 | 0.0 | 0.0 | 41 | 33.6 | 41 | 104 | |
| PALERMO | EASYJET UK LTD | S | 50 | 0 | 2 | 0.0 | 23.1 | 23.1 | 21.2 | 19.2 | 9.6 | 0.0 | 0.0 | 0.0 | 3.8 | 24 | 50.0 | 33 | 52 | |
| TOTAL PALERMO | | | 50 | 0 | 2 | 0.0 | 23.1 | 23.1 | 21.2 | 19.2 | 9.6 | 0.0 | 0.0 | 0.0 | 3.8 | 24 | 50.0 | 33 | 52 | |
| PISA | EASYJET UK LTD | S | 152 | 0 | 2 | 0.0 | 12.3 | 22.7 | 16.2 | 18.2 | 22.7 | 3.9 | 2.6 | 0.0 | 1.3 | 43 | 40.0 | 42 | 138 | |
| TOTAL PISA | | | 152 | 0 | 2 | 0.0 | 12.3 | 22.7 | 16.2 | 18.2 | 22.7 | 3.9 | 2.6 | 0.0 | 1.3 | 43 | 40.0 | 42 | 138 | |
| ROME (FIUMICINO) | (ITA) ITALIA TRASPOTO AEREO | S | 59 | 0 | 0 | 3.4 | 18.6 | 25.4 | 23.7 | 22.0 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| ROME (FIUMICINO) | EASYJET UK LTD | S | 179 | 0 | 0 | 2.2 | 5.6 | 28.5 | 21.8 | 27.9 | 11.2 | 1.7 | 1.1 | 0.0 | 0.0 | 35 | 32.7 | 39 | 164 | |
| ROME (FIUMICINO) | TUI AIRWAYS LTD | C | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 173 | 0.0 | 0 | 0 | |
| ROME (FIUMICINO) | VUELING AIRLINES | S | 166 | 0 | 4 | 0.6 | 14.7 | 23.5 | 24.7 | 20.6 | 11.8 | 0.6 | 1.2 | 0.0 | 2.4 | 30 | 53.9 | 28 | 163 | |
| ROME (FIUMICINO) | WIZZ AIR MALTA | S | 120 | 0 | 0 | 0.8 | 8.3 | 22.5 | 26.7 | 20.8 | 16.7 | 0.8 | 2.5 | 0.8 | 0.0 | 44 | 35.9 | 33 | 92 | |
| TOTAL ROME (FIUMICINO) | | | 528 | 0 | 4 | 1.5 | 10.5 | 25.2 | 24.1 | 23.1 | 12.0 | 0.9 | 1.7 | 0.2 | 0.8 | 35 | 41.6 | 33 | 419 | |
| SALERNO COSTA AMALFI | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 18.8 | 25.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| TOTAL SALERNO COSTA AMALFI | | | 16 | 0 | 0 | 0.0 | 25.0 | 18.8 | 25.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| TRIESTE (RONCHI DEI LEGIONARI) | 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 | 22 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 TRIESTE (RONCHI DEI LEGIONARI) | | | 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 | |
| TURIN | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 44 | 0 | 0 | 2.3 | 25.0 | 34.1 | 15.9 | 4.5 | 15.9 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 47.6 | 38 | 42 | |
| TURIN | BRITISH AIRWAYS PLC | S | 0 | 0 | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| 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 | 35.0 | 33 | 36 | |
| TOTAL TURIN | | | 44 | 0 | 8 | 1.9 | 21.2 | 28.8 | 13.5 | 3.8 | 13.5 | 1.9 | 0.0 | 0.0 | 0.0 | 15.4 | 25 | 41.5 | 35 | 78 | |
| 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 | 25.0 | 54 | 36 | |
| VENICE | EASYJET UK LTD | S | 146 | 0 | 2 | 2.0 | 18.2 | 25.0 | 14.9 | 20.9 | 9.5 | 6.1 | 2.0 | 0.0 | 0.0 | 1.4 | 36 | 38.4 | 33 | 138 | |
| VENICE | WIZZ AIR MALTA | S | 42 | 0 | 3 | 0.0 | 0.0 | 2.2 | 13.3 | 48.9 | 26.7 | 2.2 | 0.0 | 0.0 | 0.0 | 6.7 | 57 | 21.4 | 42 | 42 | |
| TOTAL VENICE | | | 188 | 0 | 5 | 1.6 | 14.0 | 19.7 | 14.5 | 27.5 | 13.5 | 5.2 | 1.6 | 0.0 | 0.0 | 2.6 | 41 | 32.7 | 38 | 216 | |
| VERONA VILLAFRANCA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 68 | 0 | 0 | 0.0 | 2.9 | 32.4 | 27.9 | 17.6 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 54.2 | 35 | 48 | |
| VERONA VILLAFRANCA | BRITISH AIRWAYS PLC | S | 0 | 0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| VERONA VILLAFRANCA | EASYJET UK LTD | S | 70 | 0 | 0 | 0.0 | 14.3 | 34.3 | 17.1 | 15.7 | 8.6 | 2.9 | 7.1 | 0.0 | 0.0 | 0.0 | 41 | 35.7 | 47 | 88 | |
| VERONA VILLAFRANCA | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 10.0 | 30.0 | 50.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 42.9 | 29 | 14 | |
| TOTAL VERONA VILLAFRANCA | | | 148 | 0 | 6 | 0.0 | 8.4 | 31.8 | 23.4 | 14.9 | 13.0 | 1.3 | 3.2 | 0.0 | 0.0 | 3.9 | 36 | 40.9 | 42 | 150 | |
| TOTAL ITALY | | | 2624 | 0 | 57 | 1.2 | 12.5 | 25.1 | 20.5 | 20.2 | 14.1 | 2.6 | 1.6 | 0.1 | 0.0 | 2.1 | 36 | 39.2 | 39 | 2454 | |
| JAMAICA | | | | | | | | | | | | | | | | | | | | | |
| KINGSTON | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 0.0 | 7.7 | 23.1 | 15.4 | 23.1 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 61 | 11.5 | 44 | 26 | |
| TOTAL KINGSTON | | | 26 | 0 | 0 | 0.0 | 7.7 | 23.1 | 15.4 | 23.1 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 61 | 11.5 | 44 | 26 | |
| MONTEGO BAY | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 0.0 | 16.0 | 16.0 | 28.0 | 12.0 | 16.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 46 | 55.6 | 22 | 27 | |
| TOTAL MONTEGO BAY | | | 25 | 0 | 0 | 0.0 | 16.0 | 16.0 | 28.0 | 12.0 | 16.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 46 | 55.6 | 22 | 27 | |
| TOTAL JAMAICA | | | 51 | 0 | 0 | 0.0 | 11.8 | 19.6 | 21.6 | 17.6 | 15.7 | 7.8 | 5.9 | 0.0 | 0.0 | 0.0 | 53 | 34.0 | 33 | 53 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | AIR BALTIC | S | 102 | 0 | 0 | 1.0 | 6.9 | 35.3 | 22.5 | 22.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 31.4 | 32 | 102 | |
| TOTAL RIGA | | | 102 | 0 | 0 | 1.0 | 6.9 | 35.3 | 22.5 | 22.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 31.4 | 32 | 102 | |
| TOTAL LATVIA | | | 102 | 0 | 0 | 1.0 | 6.9 | 35.3 | 22.5 | 22.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 31.4 | 32 | 102 | |
| MACEDONIA | | | | | | | | | | | | | | | | | | | | | |
| OHRID | 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 | 40.0 | 16 | 4 | |
| TOTAL OHRID | | | 0 | 0 | 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 | 16 | 4 | |
| TOTAL MACEDONIA | | | 0 | 0 | 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 | 16 | 4 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 60 | 0 | 0 | 25.0 | 33.3 | 26.7 | 8.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 53.3 | 23 | 60 | |
| MALTA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 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 | 39 | 0.0 | 0 | 0 | |
| MALTA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 78 | 0 | 0 | 0.0 | 6.4 | 23.1 | 21.8 | 21.8 | 17.9 | 5.1 | 2.6 | 1.3 | 0.0 | 0.0 | 60 | 40.6 | 27 | 69 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| MALTA | EASYJET UK LTD | S | 127 | 0 | 0 | 0.0 | 14.2 | 22.0 | 17.3 | 26.0 | 16.5 | 3.1 | 0.8 | 0.0 | 0.0 | 0.0 | 37 | 45.0 | 35 | 120 | |
| MALTA | ENTER AIR | S | 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 | 0.0 | 0 | 0 | |
| MALTA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 0.0 | 6.3 | 18.8 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 12.5 | 78 | 16 | |
| TOTAL MALTA | | | 297 | 0 | 0 | 5.1 | 14.5 | 22.9 | 17.5 | 20.5 | 15.5 | 2.7 | 1.0 | 0.3 | 0.0 | 0.0 | 38 | 43.8 | 33 | 265 | |
| TOTAL MALTA | | | 297 | 0 | 0 | 5.1 | 14.5 | 22.9 | 17.5 | 20.5 | 15.5 | 2.7 | 1.0 | 0.3 | 0.0 | 0.0 | 38 | 43.8 | 33 | 265 | |
| MAURITIUS | | | | | | | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 60 | 0 | 1 | 16.4 | 14.8 | 21.3 | 23.0 | 16.4 | 4.9 | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 | 22 | 0.0 | 0 | 0 | |
| MAURITIUS | BRITISH AIRWAYS PLC | S | 25 | 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 | 61.5 | 91 | 26 | |
| TOTAL MAURITIUS | | | 85 | 0 | 1 | 11.6 | 27.9 | 20.9 | 22.1 | 11.6 | 3.5 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | 17 | 61.5 | 91 | 26 | |
| TOTAL MAURITIUS | | | 85 | 0 | 1 | 11.6 | 27.9 | 20.9 | 22.1 | 11.6 | 3.5 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | 17 | 61.5 | 91 | 26 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| CANCUN | BRITISH AIRWAYS PLC | S | 51 | 0 | 2 | 3.8 | 22.6 | 24.5 | 5.7 | 13.2 | 22.6 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 37 | 71.7 | 14 | 60 | |
| CANCUN | TUI AIRWAYS LTD | S | 43 | 0 | 1 | 6.8 | 13.6 | 31.8 | 22.7 | 9.1 | 11.4 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 24 | 30.8 | 38 | 52 | |
| TOTAL CANCUN | | | 94 | 0 | 3 | 5.2 | 18.6 | 27.8 | 13.4 | 11.3 | 17.5 | 3.1 | 0.0 | 0.0 | 0.0 | 3.1 | 31 | 52.7 | 25 | 112 | |
| TOTAL MEXICO | | | 94 | 0 | 3 | 5.2 | 18.6 | 27.8 | 13.4 | 11.3 | 17.5 | 3.1 | 0.0 | 0.0 | 0.0 | 3.1 | 31 | 52.7 | 25 | 112 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 32 | 0 | 0 | 0.0 | 18.8 | 25.0 | 18.8 | 15.6 | 12.5 | 3.1 | 0.0 | 6.3 | 0.0 | 0.0 | 54 | 0.0 | 0 | 0 | |
| AGADIR (AL MASSIRA) | EASYJET UK LTD | S | 40 | 0 | 0 | 2.5 | 5.0 | 32.5 | 27.5 | 17.5 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 51.2 | 31 | 41 | |
| AGADIR (AL MASSIRA) | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 0.0 | 5.9 | 17.6 | 5.9 | 17.6 | 35.3 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 75 | 41.2 | 57 | 17 | |
| TOTAL AGADIR (AL MASSIRA) | | | 89 | 0 | 0 | 1.1 | 10.1 | 27.0 | 20.2 | 16.9 | 15.7 | 4.5 | 2.2 | 2.2 | 0.0 | 0.0 | 49 | 48.3 | 39 | 58 | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 56 | 0 | 2 | 0.0 | 1.7 | 8.6 | 15.5 | 44.8 | 19.0 | 5.2 | 1.7 | 0.0 | 0.0 | 3.4 | 53 | 18.3 | 53 | 60 | |
| TOTAL CASABLANCA MOHAMED V | | | 56 | 0 | 2 | 0.0 | 1.7 | 8.6 | 15.5 | 44.8 | 19.0 | 5.2 | 1.7 | 0.0 | 0.0 | 3.4 | 53 | 18.3 | 53 | 60 | |
| MARRAKESH | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 70 | 0 | 0 | 4.3 | 14.3 | 24.3 | 27.1 | 14.3 | 8.6 | 4.3 | 0.0 | 2.9 | 0.0 | 0.0 | 40 | 38.0 | 34 | 50 | |
| MARRAKESH | 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 | |
| MARRAKESH | EASYJET UK LTD | S | 170 | 0 | 0 | 3.5 | 11.8 | 31.8 | 16.5 | 16.5 | 10.6 | 7.6 | 1.8 | 0.0 | 0.0 | 0.0 | 37 | 47.6 | 26 | 145 | |
| MARRAKESH | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 0.0 | 5.9 | 35.3 | 11.8 | 17.6 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 36.8 | 49 | 19 | |
| MARRAKESH | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 30.8 | 15.4 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 65.0 | 32 | 20 | |
| TOTAL MARRAKESH | | | 283 | 0 | 4 | 3.1 | 13.9 | 29.6 | 18.5 | 16.0 | 9.8 | 5.9 | 1.0 | 0.7 | 0.0 | 1.4 | 36 | 46.0 | 30 | 234 | |
| TANGIERS (IBN BATUTA) | AIR ARABIA MAROC | S | 24 | 0 | 0 | 0.0 | 4.2 | 20.8 | 33.3 | 29.2 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 25 | 30 | |
| TANGIERS (IBN BATUTA) | ROYAL AIR MAROC | S | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 100.0 | 5 | 2 | |
| TOTAL TANGIERS (IBN BATUTA) | | | 29 | 0 | 0 | 0.0 | 6.9 | 24.1 | 31.0 | 24.1 | 10.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 53.1 | 23 | 32 | |
| TOTAL MOROCCO | | | 457 | 0 | 6 | 2.2 | 11.2 | 26.1 | 19.2 | 20.3 | 12.1 | 5.4 | 1.3 | 0.9 | 0.0 | 1.3 | 40 | 42.6 | 35 | 384 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | BA CITYFLYER LTD | S | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 1 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| AMSTERDAM | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 78 | 0 | 0 | 1.3 | 11.5 | 28.2 | 19.2 | 16.7 | 15.4 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 37 | 44.9 | 36 | 136 | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 0 | 0 | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| AMSTERDAM | EASYJET EUROPE | S | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| AMSTERDAM | EASYJET UK LTD | S | 350 | 0 | 12 | 1.4 | 13.0 | 21.5 | 21.5 | 21.5 | 13.8 | 3.3 | 0.6 | 0.0 | 0.0 | 3.3 | 35 | 42.2 | 31 | 310 | |
| TOTAL AMSTERDAM | | | 429 | 0 | 24 | 1.3 | 12.6 | 22.1 | 20.5 | 20.1 | 13.7 | 3.5 | 0.9 | 0.0 | 0.0 | 5.3 | 35 | 42.1 | 32 | 447 | |
| TOTAL NETHERLANDS | | | 429 | 0 | 24 | 1.3 | 12.6 | 22.1 | 20.5 | 20.1 | 13.7 | 3.5 | 0.9 | 0.0 | 0.0 | 5.3 | 35 | 42.1 | 32 | 447 | |
| NIGERIA | | | | | | | | | | | | | | | | | | | | | |
| LAGOS | AIR PEACE | S | 58 | 0 | 0 | 3.4 | 17.2 | 25.9 | 19.0 | 27.6 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL LAGOS | | | 58 | 0 | 0 | 3.4 | 17.2 | 25.9 | 19.0 | 27.6 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL NIGERIA | | | 58 | 0 | 0 | 3.4 | 17.2 | 25.9 | 19.0 | 27.6 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | NORWEGIAN AIR SHUTTLE | S | 110 | 0 | 2 | 8.9 | 28.6 | 30.4 | 14.3 | 11.6 | 2.7 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 | 17 | 50.0 | 24 | 108 | |
| TOTAL BERGEN | | | 110 | 0 | 2 | 8.9 | 28.6 | 30.4 | 14.3 | 11.6 | 2.7 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 | 17 | 50.0 | 24 | 108 | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 223 | 0 | 3 | 1.3 | 16.8 | 22.6 | 19.9 | 25.7 | 8.8 | 2.7 | 0.9 | 0.0 | 0.0 | 1.3 | 32 | 45.0 | 28 | 216 | |
| TOTAL OSLO (GARDERMOEN) | | | 223 | 0 | 3 | 1.3 | 16.8 | 22.6 | 19.9 | 25.7 | 8.8 | 2.7 | 0.9 | 0.0 | 0.0 | 1.3 | 32 | 45.0 | 28 | 216 | |
| STAVANGER | NORWEGIAN AIR SHUTTLE | S | 78 | 0 | 2 | 6.3 | 33.8 | 27.5 | 12.5 | 8.8 | 7.5 | 1.3 | 0.0 | 0.0 | 0.0 | 2.5 | 17 | 60.5 | 18 | 74 | |
| TOTAL STAVANGER | | | 78 | 0 | 2 | 6.3 | 33.8 | 27.5 | 12.5 | 8.8 | 7.5 | 1.3 | 0.0 | 0.0 | 0.0 | 2.5 | 17 | 60.5 | 18 | 74 | |
| TRONDHEIM (VAERNES) | NORWEGIAN AIR SHUTTLE | S | 40 | 0 | 4 | 0.0 | 20.5 | 31.8 | 20.5 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 18 | 59.5 | 18 | 42 | |
| TOTAL TRONDHEIM (VAERNES) | | | 40 | 0 | 4 | 0.0 | 20.5 | 31.8 | 20.5 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 18 | 59.5 | 18 | 42 | |
| TOTAL NORWAY | | | 451 | 0 | 11 | 3.9 | 22.9 | 26.2 | 17.3 | 18.2 | 6.7 | 1.5 | 0.9 | 0.0 | 0.0 | 2.4 | 24 | 50.2 | 25 | 440 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | EASYJET UK LTD | S | 69 | 0 | 0 | 0.0 | 11.6 | 27.5 | 17.4 | 15.9 | 20.3 | 4.3 | 2.9 | 0.0 | 0.0 | 0.0 | 43 | 38.3 | 39 | 60 | |
| KRAKOW | WIZZ AIR | S | 60 | 0 | 0 | 1.7 | 5.0 | 20.0 | 13.3 | 38.3 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 19.0 | 64 | 59 | |
| TOTAL KRAKOW | | | 129 | 0 | 0 | 0.8 | 8.5 | 24.0 | 15.5 | 26.4 | 19.4 | 3.9 | 1.6 | 0.0 | 0.0 | 0.0 | 43 | 28.5 | 51 | 119 | |
| TOTAL POLAND | | | 129 | 0 | 0 | 0.8 | 8.5 | 24.0 | 15.5 | 26.4 | 19.4 | 3.9 | 1.6 | 0.0 | 0.0 | 0.0 | 43 | 28.5 | 51 | 119 | |
| PORTUGAL(EXCLUDING AZORES PONTA DELGADA) | | | | | | | | | | | | | | | | | | | | | |
| FARO | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 115 | 1 | 0 | 0.9 | 6.9 | 28.4 | 24.1 | 22.4 | 12.1 | 4.3 | 0.0 | 0.0 | 0.9 | 0.0 | 34 | 34.8 | 41 | 138 | |
| FARO | BRITISH AIRWAYS PLC | 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 | |
| FARO | EASYJET EUROPE | S | 0 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| FARO | EASYJET UK 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 | 16 | 0.0 | 0 | 0 | |
| FARO | EASYJET UK LTD | S | 404 | 0 | 2 | 1.0 | 8.9 | 27.3 | 23.9 | 22.7 | 12.8 | 2.2 | 0.5 | 0.2 | 0.0 | 0.5 | 33 | 40.7 | 35 | 374 | |
| FARO | TUI AIRWAYS LTD | C | 26 | 0 | 1 | 0.0 | 11.1 | 33.3 | 18.5 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 32 | 68.8 | 11 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 2023 | | | |
|----------------------------------|--------------------------------------|-------------------|-------------|----------|-----------|----------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|------------|--|
| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | MAT | UNMAT | CAN | More than 15 m early | 15 m to 16 m early | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | |
| FARO | WIZZ AIR UK LTD | S | 84 | 0 | 0 | 2.4 | 9.5 | 21.4 | 28.6 | 21.4 | 14.3 | 2.4 | 0.0 | 0.0 | 0.0 | 34 | 37.6 | 50 | 92 | | |
| TOTAL FARO | | | 630 | 1 | 9 | 1.1 | 8.6 | 26.7 | 24.2 | 21.7 | 13.1 | 2.5 | 0.3 | 0.2 | 0.2 | 1.4 | 34 | 39.6 | 38 | 620 | |
| LISBON | AIR PORTUGAL | S | 102 | 0 | 1 | 0.0 | 3.9 | 17.5 | 15.5 | 35.9 | 23.3 | 2.9 | 0.0 | 0.0 | 1.0 | 43 | 35.3 | 31 | 102 | | |
| LISBON | EASYJET EUROPE | 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 | | |
| LISBON | EASYJET UK LTD | S | 177 | 0 | 0 | 0.0 | 3.4 | 20.9 | 21.5 | 24.9 | 22.6 | 5.1 | 0.0 | 1.7 | 0.0 | 52 | 24.2 | 57 | 176 | | |
| LISBON | 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 | 18 | 0.0 | 0 | 0 | | |
| TOTAL LISBON | | | 280 | 0 | 9 | 0.0 | 3.5 | 19.0 | 19.0 | 28.0 | 22.1 | 4.2 | 0.0 | 1.0 | 0.0 | 48 | 28.2 | 47 | 278 | | |
| OPORTO (PORTUGAL) | AIR PORTUGAL | S | 112 | 0 | 3 | 0.0 | 7.0 | 28.7 | 20.0 | 24.3 | 12.2 | 5.2 | 0.0 | 0.0 | 2.6 | 36 | 47.5 | 31 | 120 | | |
| OPORTO (PORTUGAL) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 54 | 0 | 0 | 0.0 | 1.9 | 22.2 | 22.2 | 18.5 | 20.4 | 9.3 | 1.9 | 3.7 | 0.0 | 67 | 0.0 | 0 | 0 | | |
| OPORTO (PORTUGAL) | EASYJET EUROPE | S | 0 | 0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 100 | 0 | 3 | 1.0 | 6.8 | 18.4 | 21.4 | 28.2 | 14.6 | 2.9 | 1.0 | 2.9 | 0.0 | 53 | 42.5 | 37 | 105 | | |
| OPORTO (PORTUGAL) | NORWEGIAN AIR SWEDEN AB | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 552 | 0.0 | 0 | 0 | | |
| TOTAL OPORTO (PORTUGAL) | | | 267 | 0 | 12 | 0.4 | 5.7 | 22.9 | 20.4 | 24.0 | 14.3 | 5.0 | 0.7 | 2.2 | 0.0 | 50 | 45.1 | 33 | 225 | | |
| TOTAL PORTUGAL | | | 1187 | 1 | 30 | 0.7 | 6.7 | 23.9 | 22.0 | 23.8 | 15.8 | 3.4 | 0.3 | 0.8 | 0.1 | 41 | 37.9 | 39 | 1123 | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET UK LTD | S | 94 | 1 | 0 | 2.1 | 8.4 | 27.4 | 16.8 | 31.6 | 10.5 | 2.1 | 0.0 | 0.0 | 1.1 | 32 | 29.8 | 45 | 102 | | |
| TOTAL FUNCHAL | | | 94 | 1 | 0 | 2.1 | 8.4 | 27.4 | 16.8 | 31.6 | 10.5 | 2.1 | 0.0 | 0.0 | 1.1 | 32 | 29.8 | 45 | 102 | | |
| PORTO SANTO | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 11 | 8 | | |
| TOTAL PORTO SANTO | | | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 11 | 8 | | |
| TOTAL PORTUGAL | | | 102 | 1 | 0 | 1.9 | 7.8 | 30.1 | 17.5 | 30.1 | 9.7 | 1.9 | 0.0 | 0.0 | 1.0 | 31 | 32.1 | 43 | 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 | 50.8 | 32 | 60 | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 116 | 0 | 0 | 6.9 | 25.0 | 31.0 | 20.7 | 10.3 | 4.3 | 1.7 | 0.0 | 0.0 | 0.0 | 17 | 67.9 | 13 | 78 | | |
| TOTAL DOHA HAMAD | | | 116 | 0 | 0 | 6.9 | 25.0 | 31.0 | 20.7 | 10.3 | 4.3 | 1.7 | 0.0 | 0.0 | 0.0 | 17 | 60.4 | 21 | 138 | | |
| TOTAL QATAR | | | 116 | 0 | 0 | 6.9 | 25.0 | 31.0 | 20.7 | 10.3 | 4.3 | 1.7 | 0.0 | 0.0 | 0.0 | 17 | 60.4 | 21 | 138 | | |
| REPUBLIC OF | | | | | | | | | | | | | | | | | | | | | |
| PODGORICA | WIZZ AIR UK LTD | S | 36 | 0 | 0 | 0.0 | 25.0 | 41.7 | 19.4 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 45.8 | 27 | 24 | | |
| TOTAL PODGORICA | | | 36 | 0 | 0 | 0.0 | 25.0 | 41.7 | 19.4 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 45.8 | 27 | 24 | | |
| TIVAT | EASYJET UK LTD | S | 51 | 0 | 2 | 0.0 | 3.8 | 26.4 | 30.2 | 18.9 | 13.2 | 1.9 | 0.0 | 1.9 | 0.0 | 41 | 31.3 | 33 | 31 | | |
| TOTAL TIVAT | | | 51 | 0 | 2 | 0.0 | 3.8 | 26.4 | 30.2 | 18.9 | 13.2 | 1.9 | 0.0 | 1.9 | 0.0 | 41 | 31.3 | 33 | 31 | | |
| TOTAL REPUBLIC OF ROMANIA | | | 87 | 0 | 2 | 0.0 | 12.4 | 32.6 | 25.8 | 16.9 | 7.9 | 1.1 | 0.0 | 1.1 | 0.0 | 30 | 37.5 | 30 | 55 | | |
| BRASOV-GHIMBAV | DAN AIR (AOC) S.R.L | S | 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 | 9 | | |
| TOTAL BRASOV-GHIMBAV | | | 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 | 9 | | |
| BUCHAREST (OTOPENI) | DAN AIR (AOC) S.R.L | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 323 | 1 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| BUCHAREST (OTOPENI) | 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 |
| BUCHAREST (OTOPENI) | TITAN 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 | 98 | 0.0 | 0 | 0 |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 60 | 0 | 0 | 5.0 | 6.7 | 23.3 | 23.3 | 26.7 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 41.7 | 42 | 60 |
| TOTAL BUCHAREST (OTOPENI) | | | 61 | 0 | 0 | 4.9 | 6.6 | 23.0 | 23.0 | 26.2 | 13.1 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 41.3 | 45 | 62 |
| TOTAL ROMANIA | | | 61 | 0 | 0 | 4.9 | 6.6 | 23.0 | 23.0 | 26.2 | 13.1 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 42.5 | 46 | 71 |
| SAINT KITTS AND NEVIS | | | | | | | | | | | | | | | | | | | | |
| ST KITTS | BRITISH AIRWAYS PLC | S | 13 | 0 | 0 | 7.7 | 30.8 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 35 | 13 |
| TOTAL ST KITTS | | | 13 | 0 | 0 | 7.7 | 30.8 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 35 | 13 |
| TOTAL SAINT KITTS AND SAUDI ARABIA | | | 13 | 0 | 0 | 7.7 | 30.8 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 35 | 13 |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 52 | 0 | 0 | 5.8 | 7.7 | 26.9 | 13.5 | 23.1 | 17.3 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 40 | 45.0 | 40 | 60 |
| TOTAL JEDDAH | | | 52 | 0 | 0 | 5.8 | 7.7 | 26.9 | 13.5 | 23.1 | 17.3 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 40 | 45.0 | 40 | 60 |
| TOTAL SAUDI ARABIA | | | 52 | 0 | 0 | 5.8 | 7.7 | 26.9 | 13.5 | 23.1 | 17.3 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 40 | 45.0 | 40 | 60 |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 44 | 0 | 0 | 0.0 | 2.3 | 22.7 | 38.6 | 29.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| TOTAL SINGAPORE | | | 44 | 0 | 0 | 0.0 | 2.3 | 22.7 | 38.6 | 29.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| TOTAL SINGAPORE | | | 44 | 0 | 0 | 0.0 | 2.3 | 22.7 | 38.6 | 29.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| SLOVENIA | | | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | EASYJET UK LTD | S | 49 | 0 | 2 | 0.0 | 5.9 | 31.4 | 23.5 | 19.6 | 11.8 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 | 34 | 54.0 | 33 | 50 |
| TOTAL LJUBLJANA | | | 49 | 0 | 2 | 0.0 | 5.9 | 31.4 | 23.5 | 19.6 | 11.8 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 | 34 | 54.0 | 33 | 50 |
| TOTAL SLOVENIA | | | 49 | 0 | 2 | 0.0 | 5.9 | 31.4 | 23.5 | 19.6 | 11.8 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 | 34 | 54.0 | 33 | 50 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| A CORUNA | VUELING AIRLINES | S | 36 | 0 | 0 | 0.0 | 13.9 | 36.1 | 30.6 | 11.1 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.8 | 28 | 34 |
| TOTAL A CORUNA | | | 36 | 0 | 0 | 0.0 | 13.9 | 36.1 | 30.6 | 11.1 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.8 | 28 | 34 |
| ALICANTE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 64 | 0 | 0 | 0.0 | 0.0 | 31.3 | 25.0 | 17.2 | 15.6 | 7.8 | 0.0 | 3.1 | 0.0 | 0.0 | 73 | 28.9 | 40 | 76 |
| ALICANTE | BRITISH AIRWAYS PLC | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| ALICANTE | EASYJET UK LTD | S | 313 | 0 | 1 | 0.6 | 13.7 | 21.7 | 15.9 | 22.9 | 16.6 | 6.7 | 1.6 | 0.0 | 0.0 | 0.3 | 42 | 37.9 | 38 | 315 |
| ALICANTE | 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 |
| ALICANTE | RYANAIR | S | 32 | 0 | 0 | 3.1 | 6.3 | 28.1 | 12.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 27.8 | 38 | 36 |
| ALICANTE | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 18.8 | 25.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 77.8 | 11 | 18 |
| ALICANTE | VUELING AIRLINES | S | 32 | 0 | 0 | 3.1 | 21.9 | 28.1 | 9.4 | 15.6 | 15.6 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 40 | 69.2 | 19 | 26 |
| TOTAL ALICANTE | | | 457 | 0 | 3 | 0.9 | 11.5 | 24.3 | 16.5 | 21.7 | 16.5 | 5.9 | 1.5 | 0.4 | 0.0 | 0.7 | 46 | 39.1 | 37 | 472 |
| ALMERIA | EASYJET UK LTD | S | 20 | 0 | 0 | 5.0 | 35.0 | 20.0 | 20.0 | 10.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 53.3 | 22 | 58 |
| TOTAL ALMERIA | | | 20 | 0 | 0 | 5.0 | 35.0 | 20.0 | 20.0 | 10.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 53.3 | 22 | 58 |
| ASTURIAS | VUELING AIRLINES | S | 50 | 0 | 2 | 5.8 | 11.5 | 25.0 | 23.1 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 31 | 45.5 | 44 | 44 |
| TOTAL ASTURIAS | | | 50 | 0 | 2 | 5.8 | 11.5 | 25.0 | 23.1 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 31 | 45.5 | 44 | 44 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| BARCELONA | EASYJET UK LTD | S | 246 | 0 | 0 | 2.8 | 9.8 | 31.3 | 21.5 | 17.9 | 9.8 | 4.1 | 2.8 | 0.0 | 0.0 | 0.0 | 35 | 40.6 | 35 | 248 | |
| BARCELONA | TUI AIRWAYS LTD | C | 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 | 49 | 0.0 | 0 | 0 | |
| BARCELONA | VUELING AIRLINES | S | 540 | 0 | 10 | 3.6 | 13.5 | 22.9 | 20.9 | 19.1 | 13.1 | 3.8 | 1.3 | 0.0 | 0.0 | 1.8 | 34 | 50.7 | 28 | 429 | |
| TOTAL BARCELONA | | | 790 | 0 | 10 | 3.4 | 12.3 | 25.4 | 21.1 | 18.8 | 12.3 | 3.9 | 1.8 | 0.0 | 0.0 | 1.3 | 34 | 47.0 | 30 | 677 | |
| BILBAO | EASYJET UK LTD | S | 36 | 0 | 0 | 2.8 | 22.2 | 33.3 | 19.4 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 64.7 | 15 | 32 | |
| BILBAO | VUELING AIRLINES | S | 196 | 0 | 4 | 4.0 | 18.5 | 34.5 | 18.5 | 16.0 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 20 | 65.0 | 19 | 178 | |
| TOTAL BILBAO | | | 232 | 0 | 4 | 3.8 | 19.1 | 34.3 | 18.6 | 15.3 | 6.4 | 0.8 | 0.0 | 0.0 | 0.0 | 1.7 | 20 | 65.0 | 18 | 210 | |
| GIRONA | TUI AIRWAYS LTD | C | 13 | 0 | 0 | 0.0 | 0.0 | 92.3 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 15 | 15 | |
| TOTAL GIRONA | | | 13 | 0 | 0 | 0.0 | 0.0 | 92.3 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 15 | 15 | |
| GRANADA | VUELING AIRLINES | S | 16 | 0 | 0 | 12.5 | 6.3 | 18.8 | 25.0 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 42 | 53.8 | 24 | 26 | |
| TOTAL GRANADA | | | 16 | 0 | 0 | 12.5 | 6.3 | 18.8 | 25.0 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 42 | 53.8 | 24 | 26 | |
| IBIZA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 110 | 0 | 0 | 1.8 | 3.6 | 28.2 | 17.3 | 25.5 | 19.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 28.8 | 66 | 111 | |
| IBIZA | EASYJET UK LTD | S | 164 | 1 | 2 | 0.6 | 22.2 | 21.6 | 12.0 | 22.8 | 15.6 | 3.0 | 0.6 | 0.0 | 0.6 | 1.2 | 34 | 49.7 | 31 | 157 | |
| IBIZA | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 0.0 | 4.8 | 21.4 | 26.2 | 23.8 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 36.5 | 56 | 52 | |
| TOTAL IBIZA | | | 316 | 1 | 2 | 0.9 | 13.5 | 23.8 | 15.7 | 23.8 | 17.2 | 3.8 | 0.3 | 0.0 | 0.3 | 0.6 | 37 | 39.9 | 47 | 320 | |
| JEREZ | 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 | 17 | 40.0 | 29 | 10 | |
| TOTAL JEREZ | | | 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 | 40.0 | 29 | 10 | |
| MADRID | AIR EUROPA | S | 120 | 0 | 0 | 2.5 | 11.7 | 41.7 | 22.5 | 16.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 56.7 | 22 | 118 | |
| MADRID | EASYJET UK LTD | S | 97 | 0 | 2 | 3.0 | 13.1 | 27.3 | 17.2 | 13.1 | 19.2 | 4.0 | 1.0 | 0.0 | 0.0 | 2.0 | 38 | 41.1 | 38 | 92 | |
| MADRID | IBERIA EXPRESS | S | 116 | 0 | 0 | 2.6 | 19.0 | 29.3 | 23.3 | 17.2 | 6.0 | 0.9 | 1.7 | 0.0 | 0.0 | 0.0 | 26 | 61.3 | 19 | 118 | |
| TOTAL MADRID | | | 333 | 0 | 2 | 2.7 | 14.6 | 33.1 | 21.2 | 15.8 | 9.6 | 1.5 | 0.9 | 0.0 | 0.0 | 0.6 | 27 | 54.0 | 26 | 328 | |
| MAHON | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 62 | 0 | 0 | 4.8 | 6.5 | 32.3 | 16.1 | 27.4 | 6.5 | 1.6 | 4.8 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 25 | 60 | |
| MAHON | EASYJET UK LTD | S | 132 | 0 | 0 | 0.0 | 15.9 | 28.8 | 23.5 | 22.0 | 6.8 | 0.8 | 2.3 | 0.0 | 0.0 | 0.0 | 28 | 39.0 | 36 | 154 | |
| MAHON | TUI AIRWAYS LTD | C | 36 | 0 | 0 | 0.0 | 16.7 | 33.3 | 19.4 | 19.4 | 8.3 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 26 | 36 | |
| 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 | 23.1 | 57 | 26 | |
| TOTAL MAHON | | | 230 | 0 | 0 | 1.3 | 13.5 | 30.4 | 20.9 | 23.0 | 7.0 | 0.9 | 3.0 | 0.0 | 0.0 | 0.0 | 30 | 41.3 | 35 | 276 | |
| MALAGA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 134 | 1 | 0 | 0.0 | 5.2 | 21.5 | 23.7 | 27.4 | 12.6 | 4.4 | 4.4 | 0.0 | 0.7 | 0.0 | 47 | 46.2 | 45 | 158 | |
| MALAGA | BRITISH AIRWAYS PLC | S | 0 | 0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| MALAGA | 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 | |
| MALAGA | EASYJET UK LTD | S | 320 | 1 | 1 | 0.9 | 13.7 | 20.8 | 23.0 | 18.9 | 17.7 | 3.1 | 0.9 | 0.3 | 0.3 | 0.3 | 40 | 43.2 | 37 | 314 | |
| MALAGA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 0.0 | 26.9 | 26.9 | 26.9 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 62.5 | 21 | 24 | |
| MALAGA | VUELING AIRLINES | S | 120 | 0 | 0 | 0.0 | 5.8 | 22.5 | 25.8 | 28.3 | 14.2 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 38 | 49.2 | 28 | 120 | |
| MALAGA | WIZZ AIR UK LTD | S | 86 | 0 | 0 | 0.0 | 14.0 | 36.0 | 19.8 | 19.8 | 8.1 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 60 | 83 | |
| TOTAL MALAGA | | | 686 | 2 | 8 | 0.4 | 10.1 | 23.1 | 23.1 | 22.4 | 14.7 | 2.9 | 1.7 | 0.1 | 0.3 | 1.1 | 39 | 46.1 | 39 | 699 | |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 62 | 0 | 2 | 6.3 | 21.9 | 20.3 | 20.3 | 14.1 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 24 | 32.0 | 38 | 115 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | |
| TOTAL MURCIA INTERNATIONAL | | | 62 | 0 | 2 | 6.3 | 21.9 | 20.3 | 20.3 | 14.1 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 24 | 32.0 | 38 | 115 | |
| PALMA DE MALLORCA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 86 | 0 | 0 | 0.0 | 7.0 | 20.9 | 23.3 | 33.7 | 8.1 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 23.8 | 51 | 84 | |
| PALMA DE MALLORCA | 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 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 0 | 0 | 12 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 372 | 1 | 1 | 0.3 | 6.1 | 15.2 | 19.0 | 29.7 | 20.1 | 5.6 | 3.2 | 0.3 | 0.3 | 0.3 | 53 | 34.0 | 41 | 345 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 81 | 0 | 0 | 1.2 | 6.2 | 30.9 | 14.8 | 37.0 | 7.4 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 32 | 47.1 | 30 | 87 | |
| TOTAL PALMA DE MALLORCA | | | 539 | 1 | 17 | 0.4 | 6.1 | 18.0 | 18.5 | 30.5 | 15.8 | 5.0 | 2.3 | 0.2 | 0.2 | 3.1 | 48 | 34.6 | 41 | 516 | |
| REUS | TUI AIRWAYS LTD | C | 23 | 0 | 0 | 0.0 | 4.3 | 30.4 | 34.8 | 21.7 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 48.1 | 25 | 27 | |
| REUS | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 9 | 1 | |
| TOTAL REUS | | | 23 | 0 | 0 | 0.0 | 4.3 | 30.4 | 34.8 | 21.7 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 24 | 28 | |
| SANTIAGO DE COMPOSTELA (SPAIN) | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 72.2 | 17 | 18 | |
| SANTIAGO DE COMPOSTELA (SPAIN) | VUELING AIRLINES | S | 58 | 0 | 2 | 1.7 | 13.3 | 26.7 | 21.7 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 27 | 43.3 | 47 | 58 | |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 58 | 0 | 2 | 1.7 | 13.3 | 26.7 | 21.7 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 27 | 50.0 | 40 | 76 | |
| SEVILLE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 44 | 0 | 0 | 0.0 | 4.5 | 18.2 | 13.6 | 29.5 | 13.6 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 58 | 22.0 | 50 | 50 | |
| SEVILLE | EASYJET UK LTD | S | 128 | 0 | 0 | 0.0 | 7.8 | 26.6 | 24.2 | 24.2 | 10.2 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 39 | 48.4 | 31 | 122 | |
| SEVILLE | VUELING AIRLINES | S | 58 | 0 | 2 | 3.3 | 25.0 | 25.0 | 20.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 19 | 65.4 | 24 | 50 | |
| TOTAL SEVILLE | | | 230 | 0 | 2 | 0.9 | 11.6 | 24.6 | 21.1 | 23.3 | 9.9 | 6.5 | 1.3 | 0.0 | 0.0 | 0.9 | 38 | 46.2 | 34 | 222 | |
| VALENCIA | EASYJET UK LTD | S | 144 | 0 | 1 | 0.0 | 11.7 | 29.7 | 20.7 | 14.5 | 15.9 | 3.4 | 2.8 | 0.7 | 0.0 | 0.7 | 43 | 29.1 | 52 | 169 | |
| VALENCIA | VUELING AIRLINES | S | 24 | 0 | 0 | 0.0 | 25.0 | 20.8 | 29.2 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 33.3 | 51 | 56 | |
| TOTAL VALENCIA | | | 168 | 0 | 1 | 0.0 | 13.6 | 28.4 | 21.9 | 13.6 | 16.0 | 3.0 | 2.4 | 0.6 | 0.0 | 0.6 | 41 | 30.2 | 52 | 225 | |
| TOTAL SPAIN | | | 4267 | 4 | 55 | 1.7 | 11.9 | 25.5 | 20.3 | 21.2 | 13.0 | 3.5 | 1.5 | 0.1 | 0.1 | 1.3 | 36 | 44.1 | 36 | 4351 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 59 | 1 | 0 | 0.0 | 6.7 | 18.3 | 10.0 | 33.3 | 20.0 | 10.0 | 0.0 | 0.0 | 1.7 | 0.0 | 51 | 36.1 | 42 | 61 | |
| ARRECIFE | 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 | |
| ARRECIFE | EASYJET UK LTD | S | 153 | 0 | 1 | 0.6 | 7.1 | 20.8 | 26.6 | 26.6 | 13.0 | 3.2 | 1.3 | 0.0 | 0.0 | 0.6 | 38 | 35.6 | 31 | 146 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 0.0 | 8.6 | 14.3 | 20.0 | 31.4 | 20.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 43.8 | 36 | 32 | |
| TOTAL ARRECIFE | | | 247 | 1 | 2 | 0.4 | 7.2 | 19.2 | 21.6 | 28.8 | 15.6 | 5.2 | 0.8 | 0.0 | 0.4 | 0.8 | 42 | 36.8 | 34 | 239 | |
| FUERTEVENTURA | EASYJET UK LTD | S | 67 | 0 | 0 | 0.0 | 9.0 | 22.4 | 22.4 | 22.4 | 14.9 | 7.5 | 1.5 | 0.0 | 0.0 | 0.0 | 43 | 58.8 | 27 | 67 | |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 24 | 1 | 0 | 0.0 | 8.0 | 28.0 | 32.0 | 4.0 | 12.0 | 12.0 | 0.0 | 0.0 | 4.0 | 0.0 | 43 | 40.0 | 25 | 25 | |
| TOTAL FUERTEVENTURA | | | 91 | 1 | 0 | 0.0 | 8.7 | 23.9 | 25.0 | 17.4 | 14.1 | 8.7 | 1.1 | 0.0 | 1.1 | 0.0 | 43 | 53.8 | 26 | 92 | |
| LAS PALMAS | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 5.6 | 27.8 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 74 | 31.3 | 33 | 16 | |
| LAS PALMAS | EASYJET UK LTD | S | 66 | 0 | 1 | 0.0 | 4.5 | 14.9 | 17.9 | 37.3 | 17.9 | 6.0 | 0.0 | 0.0 | 0.0 | 1.5 | 47 | 18.5 | 47 | 65 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 0.0 | 0.0 | 21.2 | 21.2 | 15.2 | 30.3 | 9.1 | 0.0 | 3.0 | 0.0 | 0.0 | 66 | 21.6 | 51 | 37 |
| LAS PALMAS | VUELING AIRLINES | S | 28 | 0 | 0 | 3.6 | 25.0 | 39.3 | 14.3 | 14.3 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 38.9 | 30 | 18 |
| TOTAL LAS PALMAS | | | 145 | 0 | 1 | 0.7 | 6.8 | 20.5 | 16.4 | 26.7 | 19.2 | 7.5 | 0.7 | 0.7 | 0.0 | 0.7 | 49 | 23.5 | 44 | 136 |
| SANTA CRUZ DE LA PALMA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 90 | 0.0 | 74 | 8 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 90 | 0.0 | 74 | 8 |
| TENERIFE (SURREINA SOFIA) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 59 | 0 | 0 | 0.0 | 1.7 | 18.6 | 15.3 | 25.4 | 27.1 | 8.5 | 0.0 | 3.4 | 0.0 | 0.0 | 90 | 22.4 | 43 | 58 |
| TENERIFE (SURREINA SOFIA) | 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 |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 179 | 0 | 3 | 2.2 | 8.8 | 25.8 | 23.6 | 19.8 | 14.3 | 1.6 | 2.2 | 0.0 | 0.0 | 1.6 | 34 | 27.9 | 47 | 175 |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 66 | 0 | 0 | 0.0 | 1.5 | 18.2 | 19.7 | 25.8 | 18.2 | 9.1 | 1.5 | 6.1 | 0.0 | 0.0 | 80 | 31.4 | 44 | 51 |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| 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 | 12.5 | 50 | 16 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 304 | 0 | 4 | 1.3 | 5.8 | 22.7 | 21.1 | 22.1 | 17.5 | 4.5 | 1.6 | 1.9 | 0.0 | 1.3 | 55 | 26.9 | 46 | 301 |
| TOTAL SPAIN(CANARY ST LUCIA) | | | 795 | 2 | 7 | 0.7 | 6.7 | 21.1 | 20.6 | 24.6 | 17.0 | 5.8 | 1.2 | 0.9 | 0.2 | 0.9 | 49 | 32.3 | 40 | 776 |
| ST LUCIA (HEWANORRA) | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 37.5 | 79 | 8 |
| TOTAL ST LUCIA (HEWANORRA) | | | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 37.5 | 79 | 8 |
| TOTAL ST LUCIA | | | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 37.5 | 79 | 8 |
| SWEDEN | | | | | | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | NORWEGIAN AIR SWEDEN AB | S | 34 | 0 | 0 | 0.0 | 14.7 | 32.4 | 20.6 | 32.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| TOTAL GOTEBORG (LANDVETTER) | | | 34 | 0 | 0 | 0.0 | 14.7 | 32.4 | 20.6 | 32.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR 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 | 53.2 | 31 | 201 |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR SHUTTLE | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 406 | 0.0 | 0 | 0 |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR SWEDEN AB | S | 181 | 0 | 0 | 8.3 | 26.0 | 32.0 | 11.6 | 12.2 | 8.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL STOCKHOLM (ARLANDA) | | | 182 | 0 | 0 | 8.2 | 25.8 | 31.9 | 11.5 | 12.1 | 8.8 | 1.1 | 0.0 | 0.5 | 0.0 | 0.0 | 21 | 53.2 | 31 | 201 |
| TOTAL SWEDEN | | | 216 | 0 | 0 | 6.9 | 24.1 | 31.9 | 13.0 | 15.3 | 7.4 | 0.9 | 0.0 | 0.5 | 0.0 | 0.0 | 21 | 53.2 | 31 | 201 |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET UK LTD | S | 112 | 0 | 8 | 10.0 | 21.7 | 20.8 | 10.0 | 20.0 | 10.0 | 0.8 | 0.0 | 0.0 | 0.0 | 6.7 | 23 | 45.5 | 34 | 110 |
| TOTAL BALE MULHOUSE | | | 112 | 0 | 8 | 10.0 | 21.7 | 20.8 | 10.0 | 20.0 | 10.0 | 0.8 | 0.0 | 0.0 | 0.0 | 6.7 | 23 | 43.3 | 34 | 110 |
| GENEVA | EASYJET SWITZERLAND | 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 |
| GENEVA | EASYJET UK LTD | S | 310 | 0 | 4 | 0.0 | 11.1 | 27.1 | 22.0 | 20.7 | 15.0 | 1.9 | 1.0 | 0.0 | 0.0 | 1.3 | 33 | 40.2 | 35 | 288 |
| TOTAL GENEVA | | | 310 | 0 | 8 | 0.0 | 11.0 | 26.7 | 21.7 | 20.4 | 14.8 | 1.9 | 0.9 | 0.0 | 0.0 | 2.5 | 33 | 38.4 | 35 | 288 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| ZURICH | EASYJET UK LTD | S | 118 | 0 | 2 | 0.8 | 13.3 | 27.5 | 19.2 | 17.5 | 17.5 | 1.7 | 0.8 | 0.0 | 0.0 | 1.7 | 33 | 34.5 | 34 | 104 |
| ZURICH | SWISS AIRLINES | S | 56 | 0 | 4 | 1.7 | 13.3 | 25.0 | 11.7 | 20.0 | 16.7 | 5.0 | 0.0 | 0.0 | 0.0 | 6.7 | 36 | 0.0 | 0 | 0 |
| TOTAL ZURICH | | | 174 | 0 | 6 | 1.1 | 13.3 | 26.7 | 16.7 | 18.3 | 17.2 | 2.8 | 0.6 | 0.0 | 0.0 | 3.3 | 34 | 34.5 | 34 | 104 |
| TOTAL SWITZERLAND | | | 596 | 0 | 22 | 2.3 | 13.8 | 25.6 | 18.0 | 19.7 | 14.6 | 1.9 | 0.6 | 0.0 | 0.0 | 3.6 | 32 | 38.7 | 34 | 502 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 0.0 | 15.4 | 19.2 | 19.2 | 26.9 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 45 | 64.0 | 23 | 25 |
| TOTAL PORT OF SPAIN | | | 26 | 0 | 0 | 0.0 | 15.4 | 19.2 | 19.2 | 26.9 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 45 | 64.0 | 23 | 25 |
| TOBAGO | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 10.0 | 20.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 55 | 91.7 | 8 | 12 |
| TOTAL TOBAGO | | | 10 | 0 | 0 | 10.0 | 20.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 55 | 91.7 | 8 | 12 |
| TOTAL TRINIDAD AND TOBAGO | | | 36 | 0 | 0 | 2.8 | 16.7 | 22.2 | 16.7 | 22.2 | 5.6 | 5.6 | 8.3 | 0.0 | 0.0 | 0.0 | 48 | 73.0 | 19 | 37 |
| TUNISIA | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 77 | 0 | 0 | 1.3 | 10.4 | 23.4 | 26.0 | 20.8 | 7.8 | 5.2 | 5.2 | 0.0 | 0.0 | 0.0 | 41 | 36.4 | 39 | 44 |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 3.8 | 38.5 | 19.2 | 19.2 | 11.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 40 | 16.7 | 103 | 18 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 103 | 0 | 0 | 1.0 | 8.7 | 27.2 | 24.3 | 20.4 | 8.7 | 4.9 | 4.9 | 0.0 | 0.0 | 0.0 | 41 | 30.6 | 58 | 62 |
| TUNIS | NOUVELAIR TUNISIE | S | 36 | 0 | 0 | 0.0 | 16.7 | 13.9 | 11.1 | 27.8 | 30.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 26.5 | 70 | 34 |
| TUNIS | TUNISAIR | S | 44 | 0 | 0 | 0.0 | 0.0 | 29.5 | 13.6 | 20.5 | 29.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 29.4 | 49 | 34 |
| TOTAL TUNIS | | | 80 | 0 | 0 | 0.0 | 7.5 | 22.5 | 12.5 | 23.8 | 30.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 27.9 | 60 | 68 |
| TOTAL TUNISIA | | | 183 | 0 | 0 | 0.5 | 8.2 | 25.1 | 19.1 | 21.9 | 18.0 | 4.4 | 2.7 | 0.0 | 0.0 | 0.0 | 43 | 29.2 | 59 | 130 |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 41 | 0 | 0 | 2.4 | 0.0 | 9.8 | 26.8 | 24.4 | 24.4 | 4.9 | 4.9 | 2.4 | 0.0 | 0.0 | 87 | 23.8 | 53 | 42 |
| ANTALYA | 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 |
| 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 | 100.0 | 3 | 1 |
| ANTALYA | CORENDON AIRLINES | S | 45 | 0 | 0 | 0.0 | 4.4 | 8.9 | 35.6 | 24.4 | 22.2 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 30.5 | 38 | 59 |
| ANTALYA | EASYJET UK LTD | S | 146 | 0 | 0 | 1.4 | 2.1 | 10.3 | 23.3 | 38.4 | 19.2 | 4.8 | 0.7 | 0.0 | 0.0 | 0.0 | 48 | 16.4 | 49 | 155 |
| 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 | 42 | 1 |
| ANTALYA | FREEBIRD AIRLINES | S | 64 | 0 | 2 | 1.5 | 1.5 | 19.7 | 22.7 | 28.8 | 19.7 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 43 | 24.0 | 43 | 50 |
| ANTALYA | SUNEXPRESS | S | 120 | 0 | 0 | 3.3 | 15.0 | 24.2 | 25.0 | 19.2 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 43.6 | 25 | 94 |
| ANTALYA | THY TURKISH AIRLINES | S | 30 | 0 | 0 | 6.7 | 20.0 | 33.3 | 20.0 | 6.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 27 | 16.7 | 51 | 36 |
| ANTALYA | TUI AIRWAYS LTD | C | 58 | 1 | 0 | 1.7 | 6.8 | 16.9 | 18.6 | 18.6 | 27.1 | 3.4 | 3.4 | 1.7 | 1.7 | 0.0 | 70 | 30.1 | 57 | 73 |
| ANTALYA | 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 |
| ANTALYA | WIZZ AIR UK LTD | S | 35 | 0 | 0 | 0.0 | 0.0 | 14.3 | 22.9 | 31.4 | 28.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 44.1 | 33 | 34 |
| TOTAL ANTALYA | | | 539 | 1 | 4 | 2.0 | 6.3 | 16.5 | 24.1 | 26.3 | 18.9 | 3.5 | 1.1 | 0.4 | 0.2 | 0.7 | 47 | 27.5 | 43 | 545 |
| BODRUM (MILAS) | EASYJET UK LTD | S | 103 | 1 | 0 | 0.0 | 4.8 | 21.2 | 24.0 | 27.9 | 19.2 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 42 | 29.8 | 47 | 103 |
| BODRUM (MILAS) | THY TURKISH AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 37.5 | 28 | 8 |
| BODRUM (MILAS) | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 17.6 | 23.5 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 52 | 17.6 | 155 | 17 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 BODRUM (MILAS) | | | 120 | 1 | 0 | 0.0 | 5.0 | 21.5 | 23.1 | 27.3 | 19.0 | 1.7 | 0.8 | 0.8 | 0.8 | 0.0 | 44 | 28.7 | 60 | 128 | |
| DALAMAN | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 57 | 0 | 0 | 3.5 | 1.8 | 17.5 | 24.6 | 21.1 | 21.1 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 54 | 35.4 | 56 | 65 | |
| DALAMAN | BRITISH AIRWAYS PLC | 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 | |
| DALAMAN | CORENDON AIRLINES | S | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 27.8 | 41 | 18 | |
| DALAMAN | EASYJET UK LTD | S | 178 | 0 | 0 | 0.6 | 7.9 | 21.3 | 20.8 | 28.1 | 18.5 | 2.2 | 0.0 | 0.6 | 0.0 | 0.0 | 41 | 22.5 | 49 | 179 | |
| DALAMAN | SUNEXPRESS | S | 75 | 0 | 0 | 0.0 | 5.3 | 20.0 | 26.7 | 28.0 | 13.3 | 2.7 | 2.7 | 1.3 | 0.0 | 0.0 | 49 | 45.5 | 33 | 44 | |
| DALAMAN | TUI AIRWAYS LTD | C | 70 | 0 | 0 | 2.9 | 18.6 | 38.6 | 15.7 | 12.9 | 5.7 | 2.9 | 1.4 | 1.4 | 0.0 | 0.0 | 40 | 31.9 | 111 | 94 | |
| DALAMAN | TUI AIRWAYS LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 1 | |
| DALAMAN | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 0.0 | 2.9 | 32.4 | 26.5 | 23.5 | 8.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 36 | 37.1 | 95 | 34 | |
| TOTAL DALAMAN | | | 432 | 0 | 3 | 1.1 | 7.8 | 24.4 | 21.8 | 23.9 | 15.2 | 2.8 | 1.6 | 0.7 | 0.0 | 0.7 | 43 | 30.3 | 65 | 435 | |
| ISTANBUL | THY TURKISH AIRLINES | S | 194 | 0 | 0 | 2.6 | 15.5 | 26.3 | 17.0 | 23.7 | 10.3 | 2.6 | 2.1 | 0.0 | 0.0 | 0.0 | 33 | 34.9 | 38 | 172 | |
| ISTANBUL | WIZZ AIR UK LTD | S | 96 | 0 | 0 | 5.2 | 19.8 | 31.3 | 13.5 | 10.4 | 14.6 | 4.2 | 1.0 | 0.0 | 0.0 | 0.0 | 29 | 36.7 | 61 | 60 | |
| TOTAL ISTANBUL | | | 290 | 0 | 0 | 3.4 | 16.9 | 27.9 | 15.9 | 19.3 | 11.7 | 3.1 | 1.7 | 0.0 | 0.0 | 0.0 | 32 | 35.3 | 44 | 232 | |
| IZMIR (ADNAN MENDERES) | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C | 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 | 32 | 0.0 | 0 | 0 | |
| IZMIR (ADNAN MENDERES) | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 4.2 | 20.8 | 25.0 | 16.7 | 29.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 24.0 | 40 | 25 | |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 16 | 0 | 0 | 6.3 | 43.8 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 14 | 18 | |
| IZMIR (ADNAN MENDERES) | TUI AIRWAYS LTD | C | 16 | 1 | 0 | 0.0 | 0.0 | 17.6 | 11.8 | 41.2 | 11.8 | 0.0 | 11.8 | 0.0 | 5.9 | 0.0 | 58 | 27.8 | 42 | 18 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 64 | 1 | 0 | 1.5 | 12.3 | 20.0 | 21.5 | 21.5 | 16.9 | 1.5 | 3.1 | 0.0 | 1.5 | 0.0 | 37 | 37.7 | 33 | 61 | |
| 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 | 5 | 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 | 5 | 1 | |
| TOTAL TURKEY | | | 1445 | 3 | 7 | 1.9 | 9.0 | 21.7 | 21.6 | 24.1 | 16.3 | 3.0 | 1.4 | 0.4 | 0.2 | 0.5 | 42 | 30.3 | 51 | 1402 | |
| TURKMENISTAN | | | | | | | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL ASHKHABAD | | | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL TURKMENISTAN | | | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | | |
| DUBAI | 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 | 5 | 1 | |
| DUBAI | EMIRATES | S | 180 | 0 | 0 | 2.8 | 20.6 | 35.0 | 25.6 | 12.2 | 3.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 65.0 | 17 | 180 | |
| TOTAL DUBAI | | | 180 | 0 | 0 | 2.8 | 20.6 | 35.0 | 25.6 | 12.2 | 3.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 65.2 | 17 | 181 | |
| TOTAL UNITED ARAB | | | 180 | 0 | 0 | 2.8 | 20.6 | 35.0 | 25.6 | 12.2 | 3.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 65.2 | 17 | 181 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET UK LTD | S | 116 | 0 | 4 | 0.8 | 19.2 | 20.8 | 15.0 | 17.5 | 15.8 | 6.7 | 0.0 | 0.8 | 0.0 | 3.3 | 43 | 43.4 | 33 | 120 | |
| TOTAL ABERDEEN | | | 116 | 0 | 4 | 0.8 | 19.2 | 20.8 | 15.0 | 17.5 | 15.8 | 6.7 | 0.0 | 0.8 | 0.0 | 3.3 | 43 | 43.4 | 33 | 120 | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 175 | 0 | 5 | 2.2 | 16.1 | 10.0 | 16.7 | 21.7 | 21.1 | 8.3 | 1.1 | 0.0 | 0.0 | 2.8 | 49 | 45.9 | 33 | 170 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 BELFAST CITY (GEORGE BEST) | | | 175 | 0 | 5 | 2.2 | 16.1 | 10.0 | 16.7 | 21.7 | 21.1 | 8.3 | 1.1 | 0.0 | 0.0 | 2.8 | 49 | 45.9 | 33 | 170 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 312 | 0 | 2 | 1.6 | 14.3 | 25.2 | 14.3 | 18.2 | 17.2 | 5.1 | 3.5 | 0.0 | 0.0 | 0.6 | 43 | 38.4 | 48 | 294 |
| TOTAL BELFAST INTERNATIONAL | | | 312 | 0 | 2 | 1.6 | 14.3 | 25.2 | 14.3 | 18.2 | 17.2 | 5.1 | 3.5 | 0.0 | 0.0 | 0.6 | 43 | 38.4 | 48 | 294 |
| BIRMINGHAM | 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 | 0.0 | 25 | 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 | 0.0 | 25 | 1 |
| BRISTOL | 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 | 5 | 0.0 | 0 | 0 |
| TOTAL BRISTOL | | | 1 | 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 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 30 | 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 | 30 | 1 |
| EDINBURGH | BA CITYFLYER LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 20.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| EDINBURGH | EASYJET UK LTD | S | 282 | 0 | 6 | 4.9 | 11.8 | 23.3 | 17.4 | 20.1 | 17.4 | 2.1 | 0.7 | 0.3 | 0.0 | 2.1 | 36 | 34.8 | 45 | 268 |
| TOTAL EDINBURGH | | | 292 | 0 | 6 | 4.7 | 11.4 | 23.2 | 18.1 | 20.8 | 16.8 | 2.0 | 0.7 | 0.3 | 0.0 | 2.0 | 36 | 34.8 | 45 | 268 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 0.0 | 15.0 | 45.0 | 23.3 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 16 | 46.7 | 30 | 58 |
| GLASGOW | EASYJET UK LTD | S | 276 | 0 | 2 | 1.8 | 14.4 | 24.1 | 18.0 | 19.8 | 15.1 | 2.5 | 3.2 | 0.4 | 0.0 | 0.7 | 39 | 34.2 | 45 | 268 |
| GLASGOW | 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 | 54 | 1 |
| TOTAL GLASGOW | | | 334 | 0 | 4 | 1.5 | 14.5 | 27.8 | 18.9 | 18.3 | 12.7 | 2.1 | 2.7 | 0.3 | 0.0 | 1.2 | 35 | 36.3 | 42 | 327 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 353 | 0 | 8 | 0.0 | 6.6 | 27.7 | 16.9 | 22.7 | 16.1 | 5.0 | 2.8 | 0.0 | 0.0 | 2.2 | 43 | 54.8 | 28 | 342 |
| TOTAL GUERNSEY | | | 353 | 0 | 8 | 0.0 | 6.6 | 27.7 | 16.9 | 22.7 | 16.1 | 5.0 | 2.8 | 0.0 | 0.0 | 2.2 | 43 | 54.8 | 28 | 342 |
| HEATHROW | 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 | 29 | 1 |
| TOTAL HEATHROW | | | 0 | 0 | 0 | 0.0 | 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 |
| INVERNESS | EASYJET UK LTD | S | 162 | 0 | 0 | 0.6 | 10.5 | 24.1 | 19.8 | 24.1 | 14.8 | 4.3 | 1.9 | 0.0 | 0.0 | 0.0 | 40 | 29.4 | 42 | 153 |
| TOTAL INVERNESS | | | 162 | 0 | 0 | 0.6 | 10.5 | 24.1 | 19.8 | 24.1 | 14.8 | 4.3 | 1.9 | 0.0 | 0.0 | 0.0 | 40 | 29.4 | 42 | 153 |
| ISLE OF MAN | EASYJET UK LTD | S | 110 | 0 | 10 | 1.7 | 10.0 | 20.8 | 16.7 | 23.3 | 17.5 | 1.7 | 0.0 | 0.0 | 0.0 | 8.3 | 36 | 33.6 | 32 | 100 |
| TOTAL ISLE OF MAN | | | 110 | 0 | 10 | 1.7 | 10.0 | 20.8 | 16.7 | 23.3 | 17.5 | 1.7 | 0.0 | 0.0 | 0.0 | 8.3 | 36 | 33.6 | 32 | 100 |
| JERSEY | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 38 | 0 | 0 | 7.9 | 23.7 | 31.6 | 18.4 | 15.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| JERSEY | 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 |
| JERSEY | EASYJET UK LTD | S | 244 | 0 | 5 | 0.8 | 18.9 | 30.9 | 14.1 | 21.3 | 9.6 | 0.8 | 1.6 | 0.0 | 0.0 | 2.0 | 27 | 52.0 | 26 | 244 |
| TOTAL JERSEY | | | 282 | 0 | 9 | 1.7 | 19.2 | 30.6 | 14.4 | 20.3 | 8.6 | 0.7 | 1.4 | 0.0 | 0.0 | 3.1 | 26 | 52.0 | 26 | 244 |
| LONDON CITY | AURIGNY AIR SERVICES | 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 LONDON CITY | | | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| LUTON | EASYJET UK LTD | S | 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 | 138 | 0.0 | 0 | 0 |
| TOTAL LUTON | | | 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 | 138 | 0.0 | 0 | 0 |
| NEWQUAY | EASTERN AIRWAYS | S | 145 | 0 | 9 | 0.0 | 13.0 | 36.4 | 13.6 | 16.2 | 7.8 | 4.5 | 1.9 | 0.6 | 0.0 | 5.8 | 35 | 50.0 | 27 | 156 |
| TOTAL NEWQUAY | | | 145 | 0 | 9 | 0.0 | 13.0 | 36.4 | 13.6 | 16.2 | 7.8 | 4.5 | 1.9 | 0.6 | 0.0 | 5.8 | 35 | 50.0 | 27 | 156 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GATWICK (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 UNITED KINGDOM | | | 2283 | 0 | 58 | 1.6 | 13.2 | 25.4 | 16.5 | 20.2 | 14.7 | 3.8 | 1.9 | 0.2 | 0.0 | 2.5 | 38 | 42.4 | 37 | 2177 |
| USA | | | | | | | | | | | | | | | | | | | | |
| BOSTON | JETBLUE AIRWAYS CORPORATION | S | 59 | 0 | 1 | 15.0 | 35.0 | 30.0 | 6.7 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 10 | 79.5 | 14 | 44 |
| BOSTON | NORSE ATLANTIC 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 | 82.1 | 8 | 39 |
| TOTAL BOSTON | | | 59 | 0 | 1 | 15.0 | 35.0 | 30.0 | 6.7 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 10 | 80.7 | 11 | 83 |
| CHICAGO (O'HARE) | UNITED AIRLINES | S | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL CHICAGO (O'HARE) | | | 1 | 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 |
| FORT LAUDERDALE | NORSE ATLANTIC 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 | 65.0 | 15 | 20 |
| TOTAL FORT LAUDERDALE | | | 0 | 0 | 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 | 15 | 20 |
| LAS VEGAS | BRITISH AIRWAYS PLC | S | 36 | 0 | 6 | 0.0 | 7.1 | 16.7 | 14.3 | 19.0 | 11.9 | 16.7 | 0.0 | 0.0 | 0.0 | 14.3 | 51 | 43.8 | 32 | 32 |
| LAS VEGAS | NORSE ATLANTIC UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 6.3 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL LAS VEGAS | | | 52 | 0 | 6 | 0.0 | 8.6 | 24.1 | 12.1 | 20.7 | 12.1 | 12.1 | 0.0 | 0.0 | 0.0 | 10.3 | 43 | 43.8 | 32 | 32 |
| LOS ANGELES INTERNATIONAL | NORSE ATLANTIC UK LTD | S | 40 | 0 | 0 | 0.0 | 15.0 | 45.0 | 20.0 | 10.0 | 2.5 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 83.3 | 10 | 60 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 40 | 0 | 0 | 0.0 | 15.0 | 45.0 | 20.0 | 10.0 | 2.5 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 83.3 | 10 | 60 |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 5.6 | 38.9 | 27.8 | 11.1 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 30 | 56.0 | 21 | 25 |
| TOTAL MELBOURNE FLATS | | | 18 | 0 | 0 | 5.6 | 5.6 | 38.9 | 27.8 | 11.1 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 30 | 56.0 | 21 | 25 |
| MIAMI INTERNATIONAL | NORSE ATLANTIC UK LTD | S | 29 | 0 | 0 | 17.2 | 27.6 | 41.4 | 10.3 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 78.6 | 12 | 14 |
| TOTAL MIAMI INTERNATIONAL | | | 29 | 0 | 0 | 17.2 | 27.6 | 41.4 | 10.3 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 78.6 | 12 | 14 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 55 | 0 | 5 | 1.7 | 11.7 | 30.0 | 13.3 | 10.0 | 18.3 | 1.7 | 5.0 | 0.0 | 0.0 | 8.3 | 43 | 33.3 | 52 | 51 |
| NEW YORK (JF KENNEDY) | DELTA AIRLINES | S | 60 | 0 | 0 | 11.7 | 36.7 | 36.7 | 10.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.7 | 21 | 56 |
| NEW YORK (JF KENNEDY) | JETBLUE AIRWAYS CORPORATION | S | 60 | 0 | 0 | 5.0 | 38.3 | 41.7 | 8.3 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 12 | 60 |
| NEW YORK (JF KENNEDY) | NORSE ATLANTIC UK LTD | S | 91 | 0 | 0 | 7.7 | 33.0 | 28.6 | 16.5 | 12.1 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 18 | 60 |
| TOTAL NEW YORK (JF KENNEDY) | | | 266 | 0 | 5 | 6.6 | 30.3 | 33.6 | 12.5 | 8.1 | 5.2 | 0.7 | 1.1 | 0.0 | 0.0 | 1.8 | 17 | 60.4 | 25 | 227 |
| ORLANDO | BRITISH AIRWAYS PLC | S | 109 | 0 | 14 | 2.4 | 8.9 | 17.9 | 21.1 | 17.9 | 13.0 | 4.1 | 3.3 | 0.0 | 0.0 | 11.4 | 44 | 34.8 | 45 | 109 |
| ORLANDO | NORSE ATLANTIC UK LTD | S | 58 | 0 | 0 | 10.3 | 20.7 | 39.7 | 17.2 | 5.2 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.6 | 12 | 36 |
| TOTAL ORLANDO | | | 167 | 0 | 14 | 5.0 | 12.7 | 24.9 | 19.9 | 13.8 | 11.0 | 2.8 | 2.2 | 0.0 | 0.0 | 7.7 | 33 | 45.9 | 37 | 145 |
| SAN FRANCISCO | NORSE ATLANTIC 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 | 15 | 26 |
| TOTAL SAN FRANCISCO | | | 0 | 0 | 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 | 15 | 26 |
| TAMPA | BRITISH AIRWAYS PLC | S | 50 | 0 | 10 | 1.7 | 15.0 | 21.7 | 8.3 | 11.7 | 13.3 | 8.3 | 1.7 | 1.7 | 0.0 | 16.7 | 69 | 36.7 | 44 | 52 |
| TOTAL TAMPA | | | 50 | 0 | 10 | 1.7 | 15.0 | 21.7 | 8.3 | 11.7 | 13.3 | 8.3 | 1.7 | 1.7 | 0.0 | 16.7 | 69 | 36.7 | 44 | 52 |
| WASHINGTON (DULLES) | NORSE ATLANTIC 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 | 73.5 | 14 | 34 |
| TOTAL WASHINGTON (DULLES) | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.5 | 14 | 34 |
| TOTAL USA | | | 682 | 0 | 36 | 6.0 | 21.6 | 30.5 | 14.2 | 10.7 | 7.5 | 3.1 | 1.3 | 0.1 | 0.0 | 5.0 | 27 | 60.4 | 25 | 718 |

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| UZBEKISTAN | | | | | | | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 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 | 0.0 | 16 | 0.0 | 0 | 0 |
| TOTAL TASHKENT | | | 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 | 0.0 | 16 | 0.0 | 0 | 0 |
| TOTAL UZBEKISTAN | | | 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 | 0.0 | 16 | 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 | 10 | 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 | 10 | 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 | 5 | 6 | |
| 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 | 5 | 6 | |
| 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 | 93.8 | 8 | 16 | |
| TOTAL GATWICK | | | 25340 | 18 | 463 | 1.9 | 11.9 | 24.9 | 19.5 | 21.1 | 13.8 | 3.4 | 1.4 | 0.2 | 0.1 | 1.8 | 37 | 40.7 | 38 | 24617 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| SALZBURG | BA CITYFLYER LTD | C | 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 | 18 | 100.0 | 2 | 3 | |
| TOTAL SALZBURG | | | 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 | 18 | 100.0 | 2 | 3 | |
| TOTAL AUSTRIA | | | 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 | 18 | 100.0 | 2 | 3 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | AERO4M | C | 0 | 0 | 0 | 0.0 | 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 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 | 0.0 | 38 | 1 | |
| CHARLEROI | RYANAIR | S | 16 | 0 | 2 | 5.6 | 38.9 | 22.2 | 5.6 | 0.0 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 11.1 | 32 | 94.4 | 3 | 18 | |
| TOTAL CHARLEROI | | | 16 | 0 | 2 | 5.6 | 38.9 | 22.2 | 5.6 | 0.0 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 11.1 | 32 | 94.4 | 3 | 18 | |
| TOTAL BELGIUM | | | 16 | 0 | 2 | 5.6 | 38.9 | 22.2 | 5.6 | 0.0 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 11.1 | 32 | 89.5 | 5 | 19 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | 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 | 8 | 100.0 | 1 | 3 | |
| BURGAS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 31.3 | 31.3 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 2 | 8 | |
| TOTAL BURGAS | | | 19 | 0 | 0 | 0.0 | 31.6 | 31.6 | 15.8 | 10.5 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 2 | 11 | |
| TOTAL BULGARIA | | | 19 | 0 | 0 | 0.0 | 31.6 | 31.6 | 15.8 | 10.5 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 2 | 11 | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| TORONTO | AIR TRANSAT | S | 54 | 0 | 0 | 3.7 | 38.9 | 33.3 | 13.0 | 9.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.0 | 12 | 50 | |
| TOTAL TORONTO | | | 54 | 0 | 0 | 3.7 | 38.9 | 33.3 | 13.0 | 9.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.0 | 12 | 50 | |
| TOTAL CANADA | | | 54 | 0 | 0 | 3.7 | 38.9 | 33.3 | 13.0 | 9.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.0 | 12 | 50 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS 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 ILHA DO SAL C.VERDE | | | 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 CAPE VERDE | | | 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 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81 | 0.0 | 0 | 0 | |
| DUBROVNIK | TUI AIRWAYS LTD | S | 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 | 26 | 100.0 | 5 | 8 | |
| TOTAL DUBROVNIK | | | 10 | 0 | 0 | 0.0 | 0.0 | 40.0 | 30.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 100.0 | 5 | 8 | |
| OSIJEK | ALBA STAR | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 1 | |
| OSIJEK | LOT-POLISH AIRLINES | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| TOTAL OSIJEK | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 100.0 | 2 | 1 | |
| SPLIT | EASYJET UK LTD | 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 | 7 | 68.8 | 14 | 16 | |
| TOTAL SPLIT | | | 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 | 7 | 68.8 | 14 | 16 | |
| TOTAL CROATIA | | | 29 | 0 | 0 | 0.0 | 24.1 | 37.9 | 27.6 | 3.4 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 80.0 | 11 | 25 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | 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 | 24 | 2 | |
| LARNACA | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 12.5 | 37.5 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| LARNACA | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 62.5 | 16 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 LARNACA | | | 34 | 0 | 0 | 8.8 | 23.5 | 29.4 | 26.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 18 | 10 |
| PAPHOS | JET2.COM LTD | S | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 35.3 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 70.6 | 13 | 17 |
| PAPHOS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 11.1 | 16.7 | 33.3 | 22.2 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 43.8 | 20 | 16 |
| TOTAL PAPHOS | | | 35 | 0 | 0 | 5.7 | 11.4 | 28.6 | 28.6 | 14.3 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 57.6 | 16 | 33 |
| TOTAL CYPRUS | | | 69 | 0 | 0 | 7.2 | 17.4 | 29.0 | 27.5 | 10.1 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 55.8 | 17 | 43 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | 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 PRAGUE | | | 0 | 0 | 0 | 0.0 | 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 CZECH 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 | 2 |
| EGYPT | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 17 | 0 | 0 | 11.8 | 17.6 | 29.4 | 17.6 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL HURGHADA | | | 17 | 0 | 0 | 11.8 | 17.6 | 29.4 | 17.6 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| TOTAL EGYPT | | | 17 | 0 | 0 | 11.8 | 17.6 | 29.4 | 17.6 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BORDEAUX | 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 | 14 | 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 | 0.0 | 0 | 50.0 | 14 | 2 |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 120 | 0 | 0 | 0.0 | 21.7 | 33.3 | 15.0 | 16.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 51.9 | 25 | 106 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 120 | 0 | 0 | 0.0 | 21.7 | 33.3 | 15.0 | 16.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 51.9 | 25 | 106 |
| PARIS (LE BOURGET) | AERO4M | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 28 | 1 |
| 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 | 0.0 | 0 | 0.0 | 28 | 1 |
| TOTAL FRANCE | | | 120 | 0 | 0 | 0.0 | 21.7 | 33.3 | 15.0 | 16.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 51.4 | 25 | 109 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 17.6 | 38.2 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 24 | 24 |
| TOTAL BERLIN BRANDENBURG | | | 34 | 0 | 0 | 2.9 | 17.6 | 38.2 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 24 | 24 |
| DORTMUND | AIR HORIZONT | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| DORTMUND | 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 | 0 | 0 |
| TOTAL DORTMUND | | | 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 |
| FRANKFURT MAIN | AIR CANADA | 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 | |
| FRANKFURT MAIN | LUFTHANSA | S | 104 | 0 | 0 | 1.0 | 30.8 | 51.0 | 15.4 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 68.8 | 17 | 110 | |
| TOTAL FRANKFURT MAIN | | | 104 | 0 | 1 | 1.0 | 30.5 | 50.5 | 15.2 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 8 | 68.8 | 17 | 110 |
| TOTAL GERMANY | | | 140 | 0 | 1 | 1.4 | 27.7 | 47.5 | 14.2 | 5.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 12 | 67.6 | 18 | 134 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| CHANIA | 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 | 291 | 2 | |
| TOTAL CHANIA | | | 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 | 291 | 2 |
| CORFU | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 38.9 | 11.1 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 81.3 | 16 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| CORFU | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 18.8 | 31.3 | 12.5 | 18.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 58.8 | 16 | 17 | |
| TOTAL CORFU | | | 34 | 0 | 0 | 0.0 | 20.6 | 35.3 | 11.8 | 20.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 69.7 | 16 | 33 | |
| HERAKLION | JET2.COM LTD | S | 26 | 0 | 0 | 11.5 | 19.2 | 30.8 | 11.5 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 52.0 | 30 | 25 | |
| TOTAL HERAKLION | | | 26 | 0 | 0 | 11.5 | 19.2 | 30.8 | 11.5 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 52.0 | 30 | 25 | |
| KEFALLINIA | JET2.COM LTD | 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 | 87.5 | 7 | 8 | |
| TOTAL KEFALLINIA | | | 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 | 87.5 | 7 | 8 | |
| KOS | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 12.5 | 31.3 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 22.2 | 32 | 18 | |
| TOTAL KOS | | | 16 | 0 | 0 | 0.0 | 0.0 | 12.5 | 31.3 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 22.2 | 32 | 18 | |
| RHODES | JET2.COM LTD | S | 25 | 0 | 0 | 8.0 | 4.0 | 48.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 17 | 26 | |
| RHODES | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 0.0 | 47.1 | 17.6 | 11.8 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 82.4 | 13 | 17 | |
| TOTAL RHODES | | | 42 | 0 | 0 | 4.8 | 2.4 | 47.6 | 19.0 | 16.7 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.8 | 15 | 43 | |
| ZAKINTHOS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 31.3 | 62.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.3 | 10 | 16 | |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 27.8 | 38.9 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 38 | 85.7 | 13 | 7 | |
| TOTAL ZAKINTHOS | | | 34 | 0 | 0 | 0.0 | 14.7 | 41.2 | 14.7 | 23.5 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 23 | 82.6 | 11 | 23 | |
| TOTAL GREECE | | | 162 | 0 | 0 | 3.1 | 13.6 | 37.0 | 16.0 | 21.6 | 6.8 | 1.2 | 0.6 | 0.0 | 0.0 | 0.0 | 24 | 60.8 | 22 | 152 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 24 | 0 | 0 | 4.2 | 20.8 | 20.8 | 8.3 | 29.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | |
| TOTAL BUDAPEST | | | 24 | 0 | 0 | 4.2 | 20.8 | 20.8 | 8.3 | 29.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | |
| TOTAL HUNGARY | | | 24 | 0 | 0 | 4.2 | 20.8 | 20.8 | 8.3 | 29.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET UK LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| KEFLAVIK | FLY PLAY HF | S | 0 | 0 | 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 | 2 | 18 | |
| KEFLAVIK | ICELANDAIR | S | 52 | 0 | 0 | 7.7 | 36.5 | 42.3 | 9.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 14 | 50 | |
| TOTAL KEFLAVIK | | | 54 | 0 | 0 | 7.4 | 35.2 | 42.6 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 74.3 | 11 | 68 | |
| TOTAL ICELAND | | | 54 | 0 | 0 | 7.4 | 35.2 | 42.6 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 74.3 | 11 | 68 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DONEGAL | LOGANAIR LTD | S | 26 | 0 | 0 | 26.9 | 30.8 | 19.2 | 11.5 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.6 | 51 | 22 | |
| TOTAL DONEGAL | | | 26 | 0 | 0 | 26.9 | 30.8 | 19.2 | 11.5 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.6 | 51 | 22 | |
| DUBLIN | AER LINGUS | S | 264 | 0 | 4 | 2.6 | 24.6 | 33.2 | 18.3 | 10.4 | 6.7 | 1.9 | 0.7 | 0.0 | 0.0 | 1.5 | 21 | 59.3 | 21 | 246 | |
| DUBLIN | RYANAIR | S | 190 | 0 | 0 | 2.1 | 30.0 | 32.1 | 15.3 | 15.3 | 2.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 69.7 | 20 | 188 | |
| TOTAL DUBLIN | | | 454 | 0 | 4 | 2.4 | 26.9 | 32.8 | 17.0 | 12.4 | 4.8 | 2.4 | 0.4 | 0.0 | 0.0 | 0.9 | 20 | 63.8 | 20 | 434 | |
| TOTAL IRISH REPUBLIC | | | 480 | 0 | 4 | 3.7 | 27.1 | 32.0 | 16.7 | 12.0 | 5.0 | 2.3 | 0.4 | 0.0 | 0.0 | 0.8 | 20 | 63.8 | 22 | 456 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BOLOGNA | BA CITYFLYER LTD | C | 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 | 8 | 37.5 | 40 | 8 | |
| TOTAL BOLOGNA | | | 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 | 8 | 37.5 | 40 | 8 | |
| NAPLES | 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 | 3 | 50.0 | 31 | 10 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 | |
| NAPLES | TUI AIRWAYS LTD | C | 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 | 28 | 0.0 | 0 | 0 | |
| TOTAL NAPLES | | | 16 | 0 | 0 | 0.0 | 18.8 | 43.8 | 25.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 31 | 10 | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.8 | 15 | 18 | |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.8 | 15 | 18 | |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| VERONA VILLAFRANCA | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 50.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 4 | 3 | |
| TOTAL VERONA VILLAFRANCA | | | 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 | 100.0 | 4 | 3 | |
| TOTAL ITALY | | | 57 | 0 | 0 | 0.0 | 28.1 | 40.4 | 17.5 | 12.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 64.1 | 23 | 39 | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | | |
| SIAULIAI | NYXAIR OU | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 11 | 2 | |
| TOTAL SIAULIAI | | | 0 | 0 | 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 LITHUANIA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 11 | 2 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 43 | 68.8 | 11 | 16 | |
| TOTAL MALTA | | | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 43 | 68.8 | 11 | 16 | |
| TOTAL MALTA | | | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 43 | 68.8 | 11 | 16 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| CANCUN | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 23.5 | 0.0 | 11.8 | 0.0 | 11.8 | 11.8 | 0.0 | 0.0 | 154 | 50.0 | 19 | 17 | |
| TOTAL CANCUN | | | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 23.5 | 0.0 | 11.8 | 0.0 | 11.8 | 11.8 | 0.0 | 0.0 | 154 | 50.0 | 19 | 17 | |
| TOTAL MEXICO | | | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 23.5 | 0.0 | 11.8 | 0.0 | 11.8 | 11.8 | 0.0 | 0.0 | 154 | 50.0 | 19 | 17 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | 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 | 0.0 | 0 | 100.0 | 0 | 1 | |
| AMSTERDAM | EASYJET UK LTD | S | 52 | 0 | 0 | 1.9 | 13.5 | 34.6 | 21.2 | 19.2 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 67.2 | 11 | 58 | |
| AMSTERDAM | KLM | S | 133 | 0 | 1 | 0.7 | 13.4 | 41.0 | 20.9 | 20.1 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 18 | 58.5 | 15 | 78 | |
| AMSTERDAM | KLM CITYHOPPER | S | 142 | 0 | 0 | 1.4 | 18.3 | 43.0 | 19.0 | 12.0 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 82.5 | 12 | 126 | |
| TOTAL AMSTERDAM | | | 327 | 0 | 1 | 1.2 | 15.5 | 40.9 | 20.1 | 16.5 | 4.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.3 | 19 | 71.9 | 13 | 263 | |
| ROTTERDAM | 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 | 2 | 2 | |
| TOTAL ROTTERDAM | | | 0 | 0 | 0 | 0.0 | 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 NETHERLANDS | | | 327 | 0 | 1 | 1.2 | 15.5 | 40.9 | 20.1 | 16.5 | 4.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.3 | 19 | 72.1 | 12 | 265 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| STAVANGER | LOGANAIR LTD | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| TOTAL STAVANGER | | | 1 | 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 NORWAY | | | 1 | 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 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 50.0 | 22.2 | 16.7 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 87.5 | 9 | 16 | |
| KRAKOW | RYANAIR | S | 28 | 0 | 0 | 3.6 | 32.1 | 39.3 | 10.7 | 7.1 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 25.0 | 55 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 KRAKOW | | | 46 | 0 | 0 | 2.2 | 39.1 | 32.6 | 13.0 | 4.3 | 2.2 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 56.3 | 32 | 32 |
| WARSAW (CHOPIN) | LOT-POLISH AIRLINES | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| TOTAL WARSAW (CHOPIN) | | | 1 | 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 |
| 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 | 83.3 | 13 | 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 | 83.3 | 13 | 18 |
| WROCLAW | RYANAIR | S | 16 | 0 | 0 | 6.3 | 31.3 | 18.8 | 12.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 93.8 | 4 | 16 |
| TOTAL WROCLAW | | | 16 | 0 | 0 | 6.3 | 31.3 | 18.8 | 12.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 93.8 | 4 | 16 |
| TOTAL POLAND | | | 63 | 0 | 0 | 3.2 | 36.5 | 30.2 | 12.7 | 11.1 | 1.6 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.7 | 20 | 66 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| BEJA | AIR HORIZONT | 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 | 48 | 0.0 | 0 | 0 |
| TOTAL BEJA | | | 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 | 48 | 0.0 | 0 | 0 |
| FARO | EASYJET UK LTD | S | 40 | 0 | 0 | 0.0 | 20.0 | 42.5 | 12.5 | 10.0 | 7.5 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 39.3 | 28 | 28 |
| FARO | JET2.COM LTD | S | 60 | 0 | 0 | 20.0 | 33.3 | 40.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 93.1 | 6 | 58 |
| TOTAL FARO | | | 100 | 0 | 0 | 12.0 | 28.0 | 41.0 | 9.0 | 4.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.6 | 14 | 86 |
| LISBON | EASYJET UK LTD | S | 16 | 0 | 0 | 25.0 | 12.5 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.6 | 29 | 18 |
| TOTAL LISBON | | | 16 | 0 | 0 | 25.0 | 12.5 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.6 | 29 | 18 |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 18 | 0 | 0 | 16.7 | 16.7 | 27.8 | 5.6 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 44 | 83.3 | 10 | 18 |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 16.7 | 16.7 | 27.8 | 5.6 | 16.7 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 44 | 83.3 | 10 | 18 |
| TOTAL PORTUGAL | | | 136 | 0 | 0 | 14.0 | 25.0 | 38.2 | 8.8 | 5.1 | 5.1 | 2.2 | 1.5 | 0.0 | 0.0 | 0.0 | 17 | 73.8 | 15 | 122 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 10.0 | 60.0 | 20.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 6 | 8 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 10.0 | 60.0 | 20.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 6 | 8 |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 10.0 | 60.0 | 20.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 87.5 | 6 | 8 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | CSA CZECH AIRLINES | 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 |
| BRATISLAVA | ENTER AIR | C | 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 | 0.0 | 0 | 0 |
| BRATISLAVA | LOT-POLISH AIRLINES | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL BRATISLAVA | | | 4 | 0 | 0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| TOTAL SLOVAK REPUBLIC | | | 4 | 0 | 0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | 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 | 0.0 | 0 | 60.0 | 22 | 10 |
| ALICANTE | EASYJET EUROPE | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| ALICANTE | EASYJET UK LTD | S | 58 | 0 | 0 | 3.4 | 20.7 | 32.8 | 27.6 | 12.1 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 71.7 | 11 | 58 |
| ALICANTE | JET2.COM LTD | S | 60 | 0 | 0 | 3.3 | 28.3 | 43.3 | 18.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.3 | 9 | 60 |
| ALICANTE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 18.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 22 | 16 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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|--------------------------------|------------------|-------------------|------------|----------|----------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|--------------|-----------|------------|
| 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 | | |
| ALICANTE | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 62.5 | 16 | 8 |
| TOTAL ALICANTE | | | 150 | 0 | 2 | 2.6 | 21.7 | 36.2 | 23.0 | 11.2 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 15 | 72.7 | 12 | 152 |
| BARCELONA | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 8.8 | 44.1 | 23.5 | 8.8 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 73.5 | 10 | 34 |
| TOTAL BARCELONA | | | 34 | 0 | 0 | 0.0 | 8.8 | 44.1 | 23.5 | 8.8 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 73.5 | 10 | 34 |
| GIRONA | JET2.COM LTD | S | 10 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 |
| TOTAL GIRONA | | | 10 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 8 |
| IBIZA | JET2.COM LTD | S | 48 | 0 | 0 | 8.3 | 37.5 | 41.7 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.0 | 16 | 40 |
| IBIZA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 4.2 | 12.5 | 70.8 | 4.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 7 | 18 |
| TOTAL IBIZA | | | 72 | 0 | 0 | 6.9 | 29.2 | 51.4 | 5.6 | 2.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.9 | 13 | 58 |
| MAHON | BA CITYFLYER 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 | 12 | 40.0 | 30 | 5 |
| MAHON | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 43.8 | 12.5 | 0.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 56.3 | 82 | 16 |
| TOTAL MAHON | | | 24 | 0 | 0 | 0.0 | 20.8 | 45.8 | 12.5 | 4.2 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.4 | 70 | 21 |
| MALAGA | BA CITYFLYER LTD | C | 10 | 0 | 0 | 0.0 | 50.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 25.0 | 30 | 8 |
| MALAGA | EASYJET UK LTD | S | 60 | 0 | 0 | 1.7 | 10.0 | 38.3 | 20.0 | 21.7 | 5.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 30 | 60.4 | 19 | 52 |
| MALAGA | JET2.COM LTD | S | 52 | 0 | 0 | 0.0 | 26.9 | 40.4 | 17.3 | 13.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 81.0 | 8 | 42 |
| MALAGA | RYANAIR | S | 34 | 0 | 0 | 0.0 | 11.8 | 23.5 | 32.4 | 26.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 71.9 | 13 | 32 |
| MALAGA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 12 | 8 |
| TOTAL MALAGA | | | 164 | 0 | 0 | 0.6 | 17.7 | 34.8 | 21.3 | 20.7 | 3.7 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 23 | 67.1 | 15 | 142 |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 40 | 0 | 0 | 5.0 | 20.0 | 25.0 | 25.0 | 15.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 48.6 | 32 | 34 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 102 | 0 | 0 | 1.0 | 20.6 | 46.1 | 17.6 | 8.8 | 2.9 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 18 | 81.0 | 12 | 84 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 0.0 | 9.5 | 35.7 | 26.2 | 19.0 | 4.8 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 52 | 32.0 | 35 | 25 |
| TOTAL PALMA DE MALLORCA | | | 184 | 0 | 2 | 1.6 | 17.7 | 38.7 | 21.0 | 12.4 | 4.8 | 1.6 | 0.5 | 0.5 | 0.0 | 1.1 | 27 | 64.6 | 21 | 143 |
| REUS | JET2.COM LTD | S | 26 | 0 | 0 | 3.8 | 50.0 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 81.8 | 10 | 22 |
| REUS | TUI AIRWAYS LTD | C | 32 | 0 | 0 | 9.4 | 25.0 | 40.6 | 21.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 82.1 | 12 | 28 |
| TOTAL REUS | | | 58 | 0 | 0 | 6.9 | 36.2 | 39.7 | 15.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 82.0 | 11 | 50 |
| SEVILLE | 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 | 49 | 2 |
| TOTAL SEVILLE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 49 | 2 |
| TOTAL SPAIN | | | 696 | 0 | 4 | 2.4 | 21.3 | 39.4 | 19.0 | 11.6 | 4.6 | 0.6 | 0.4 | 0.1 | 0.0 | 0.6 | 19 | 70.0 | 17 | 610 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 43 | 0 | 0 | 20.9 | 18.6 | 27.9 | 20.9 | 9.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.6 | 22 | 34 |
| ARRECIFE | TUI AIRWAYS LTD | C | 27 | 0 | 0 | 0.0 | 14.8 | 55.6 | 14.8 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 58.8 | 26 | 17 |
| TOTAL ARRECIFE | | | 70 | 0 | 0 | 12.9 | 17.1 | 38.6 | 18.6 | 10.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 64.7 | 23 | 51 |
| FUERTEVENTURA | JET2.COM LTD | S | 17 | 0 | 0 | 0.0 | 35.3 | 64.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.7 | 18 | 17 |
| TOTAL FUERTEVENTURA | | | 17 | 0 | 0 | 0.0 | 35.3 | 64.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.7 | 18 | 17 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| LAS PALMAS | JET2.COM LTD | S | 34 | 0 | 0 | 14.7 | 17.6 | 29.4 | 26.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 7 | 25 | | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 33.3 | 16.7 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 36 | 41.2 | 19 | 16 | | |
| TOTAL LAS PALMAS | | | 52 | 0 | 0 | 9.6 | 13.5 | 28.8 | 28.8 | 13.5 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 20 | 64.3 | 12 | 41 | | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 84 | 0 | 0 | 10.7 | 25.0 | 33.3 | 14.3 | 9.5 | 4.8 | 2.4 | 0.0 | 0.0 | 17 | 96.0 | 3 | 75 | | | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 0.0 | 14.3 | 38.1 | 14.3 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 23 | 80.8 | 19 | 26 | | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 126 | 0 | 0 | 7.1 | 21.4 | 34.9 | 14.3 | 14.3 | 6.3 | 1.6 | 0.0 | 0.0 | 19 | 92.1 | 7 | 101 | | | |
| TOTAL SPAIN(CANARY SWEDEN) | | | 265 | 0 | 0 | 8.7 | 19.6 | 36.6 | 17.4 | 12.1 | 4.2 | 1.5 | 0.0 | 0.0 | 17 | 77.7 | 13 | 210 | | | |
| MALMO | ALBA STAR | C | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | |
| MALMO | ENTER AIR | C | 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 | | | |
| MALMO | 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 | 41 | 0.0 | 0 | 0 | | | |
| TOTAL MALMO | | | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | |
| STOCKHOLM (ARLANDA) | SAS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 54 | 2 | | | |
| TOTAL STOCKHOLM (ARLANDA) | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 54 | 2 | | | |
| TOTAL SWEDEN | | | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 54 | 2 | | | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 22.2 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 3 | 8 | | | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 36 | 0 | 0 | 2.8 | 30.6 | 41.7 | 13.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 3 | 8 | | | |
| TOTAL TUNISIA | | | 36 | 0 | 0 | 2.8 | 30.6 | 41.7 | 13.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 3 | 8 | | | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 18 | 0 | 0 | 5.6 | 27.8 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.2 | 10 | 18 | | | |
| ANTALYA | FREEBIRD AIRLINES | C | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 57 | 0.0 | 0 | 0 | | | |
| ANTALYA | JET2.COM LTD | S | 52 | 0 | 0 | 7.7 | 23.1 | 32.7 | 23.1 | 11.5 | 0.0 | 1.9 | 0.0 | 0.0 | 15 | 59.5 | 16 | 42 | | | |
| ANTALYA | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 3.0 | 3.0 | 30.3 | 36.4 | 9.1 | 18.2 | 0.0 | 0.0 | 0.0 | 29 | 41.7 | 21 | 24 | | | |
| TOTAL ANTALYA | | | 111 | 0 | 0 | 5.4 | 16.2 | 31.5 | 27.0 | 11.7 | 7.2 | 0.9 | 0.0 | 0.0 | 21 | 57.1 | 16 | 84 | | | |
| BODRUM (MILAS) | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 18.8 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 40.0 | 33 | 15 | | | |
| TOTAL BODRUM (MILAS) | | | 16 | 0 | 0 | 18.8 | 18.8 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 40.0 | 33 | 15 | | | |
| DALAMAN | EASYJET UK LTD | S | 16 | 1 | 0 | 5.9 | 17.6 | 17.6 | 5.9 | 29.4 | 17.6 | 0.0 | 0.0 | 5.9 | 32 | 44.4 | 29 | 18 | | | |
| DALAMAN | JET2.COM LTD | S | 59 | 0 | 0 | 5.1 | 6.8 | 40.7 | 20.3 | 18.6 | 8.5 | 0.0 | 0.0 | 0.0 | 21 | 65.3 | 16 | 49 | | | |
| DALAMAN | TUI AIRWAYS LTD | C | 36 | 0 | 0 | 2.8 | 13.9 | 52.8 | 13.9 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 29.7 | 92 | 37 | | | |
| TOTAL DALAMAN | | | 111 | 1 | 0 | 4.5 | 10.7 | 41.1 | 16.1 | 19.6 | 7.1 | 0.0 | 0.0 | 0.9 | 19 | 49.0 | 45 | 104 | | | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 17 | 0 | 0 | 0.0 | 11.8 | 47.1 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 17 | 10 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 IZMIR (ADNAN MENDERES) | | | 17 | 0 | 0 | 0.0 | 11.8 | 47.1 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 17 | 10 |
| TOTAL TURKEY | | | 255 | 1 | 0 | 5.5 | 13.7 | 37.5 | 21.1 | 15.2 | 6.3 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 19 | 53.1 | 32 | 213 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 60 | 0 | 0 | 3.3 | 21.7 | 48.3 | 18.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.3 | 14 | 60 |
| TOTAL DUBAI | | | 60 | 0 | 0 | 3.3 | 21.7 | 48.3 | 18.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.3 | 14 | 60 |
| TOTAL UNITED ARAB EMIRATES | | | 60 | 0 | 0 | 3.3 | 21.7 | 48.3 | 18.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.3 | 14 | 60 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 | 12 | 0.0 | 0 | 0 |
| ABERDEEN | 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 | 68 | 0.0 | 0 | 0 |
| ABERDEEN | LOGANAIR LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL ABERDEEN | | | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| BARRA | LOGANAIR LTD | S | 111 | 0 | 9 | 6.7 | 43.3 | 28.3 | 9.2 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 8 | 77.2 | 10 | 112 |
| TOTAL BARRA | | | 111 | 0 | 9 | 6.7 | 43.3 | 28.3 | 9.2 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 8 | 77.2 | 10 | 112 |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 112 | 0 | 2 | 5.3 | 56.1 | 17.5 | 5.3 | 0.0 | 5.3 | 1.8 | 5.3 | 1.8 | 0.0 | 1.8 | 28 | 84.2 | 8 | 120 |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 50 | 0 | 2 | 13.5 | 34.6 | 19.2 | 5.8 | 17.3 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 16 | 65.7 | 23 | 34 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 162 | 0 | 4 | 7.8 | 49.4 | 18.1 | 5.4 | 5.4 | 5.4 | 1.2 | 3.6 | 1.2 | 0.0 | 2.4 | 24 | 80.0 | 11 | 154 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 260 | 0 | 6 | 3.8 | 47.7 | 14.3 | 11.7 | 10.9 | 6.4 | 2.3 | 0.8 | 0.0 | 0.0 | 2.3 | 20 | 56.6 | 27 | 242 |
| TOTAL BELFAST INTERNATIONAL | | | 260 | 0 | 6 | 3.8 | 47.7 | 14.3 | 11.7 | 10.9 | 6.4 | 2.3 | 0.8 | 0.0 | 0.0 | 2.3 | 20 | 56.6 | 27 | 242 |
| BENBECULA | LOGANAIR LTD | S | 78 | 0 | 6 | 8.3 | 32.1 | 28.6 | 8.3 | 11.9 | 1.2 | 1.2 | 1.2 | 0.0 | 0.0 | 7.1 | 15 | 77.4 | 24 | 60 |
| TOTAL BENBECULA | | | 78 | 0 | 6 | 8.3 | 32.1 | 28.6 | 8.3 | 11.9 | 1.2 | 1.2 | 1.2 | 0.0 | 0.0 | 7.1 | 15 | 77.4 | 24 | 60 |
| BIRMINGHAM | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 21 | 1 |
| BIRMINGHAM | EASYJET UK LTD | S | 156 | 0 | 0 | 3.2 | 53.2 | 23.1 | 5.1 | 6.4 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.6 | 15 | 142 |
| TOTAL BIRMINGHAM | | | 156 | 0 | 0 | 3.2 | 53.2 | 23.1 | 5.1 | 6.4 | 6.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.1 | 15 | 143 |
| BRISTOL | EASYJET UK LTD | S | 189 | 0 | 1 | 1.1 | 23.2 | 29.5 | 14.2 | 16.8 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.5 | 27 | 73.6 | 15 | 214 |
| TOTAL BRISTOL | | | 189 | 0 | 1 | 1.1 | 23.2 | 29.5 | 14.2 | 16.8 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.5 | 27 | 73.6 | 15 | 214 |
| CAMPBELTOWN | LOGANAIR LTD | S | 92 | 0 | 3 | 14.7 | 31.6 | 41.1 | 6.3 | 1.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 6 | 87.9 | 8 | 85 |
| TOTAL CAMPBELTOWN | | | 92 | 0 | 3 | 14.7 | 31.6 | 41.1 | 6.3 | 1.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 6 | 87.9 | 8 | 85 |
| CITY OF DERRY (EGLINTON) | LOGANAIR LTD | S | 34 | 0 | 0 | 14.7 | 50.0 | 17.6 | 11.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 70.6 | 10 | 34 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 34 | 0 | 0 | 14.7 | 50.0 | 17.6 | 11.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 70.6 | 10 | 34 |
| EDINBURGH | AIR FRANCE | S | 0 | 0 | 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 |
| EDINBURGH | 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 | 13 | 0.0 | 0 | 0 |
| EDINBURGH | 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 | 22 | 2 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 |
| EDINBURGH | 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 | 27 | 4 |
| TOTAL EDINBURGH | | | 1 | 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 | 37.5 | 21 | 8 |
| 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 | 90.9 | 5 | 43 |
| 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 | 90.9 | 5 | 43 |
| GATWICK | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 3.3 | 25.0 | 48.3 | 15.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 58.3 | 25 | 58 |
| GATWICK | EASYJET UK LTD | S | 277 | 0 | 2 | 1.8 | 11.8 | 30.5 | 18.3 | 16.5 | 14.3 | 2.9 | 2.9 | 0.4 | 0.0 | 0.7 | 38 | 41.7 | 41 | 267 |
| TOTAL GATWICK | | | 335 | 0 | 4 | 2.1 | 14.2 | 33.6 | 17.7 | 14.2 | 12.1 | 2.4 | 2.4 | 0.3 | 0.0 | 1.2 | 33 | 44.6 | 38 | 325 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 536 | 0 | 22 | 1.3 | 14.2 | 34.4 | 17.0 | 16.8 | 9.5 | 2.2 | 0.7 | 0.0 | 0.0 | 3.9 | 28 | 45.7 | 28 | 474 |
| TOTAL HEATHROW | | | 536 | 0 | 22 | 1.3 | 14.2 | 34.4 | 17.0 | 16.8 | 9.5 | 2.2 | 0.7 | 0.0 | 0.0 | 3.9 | 28 | 45.7 | 28 | 474 |
| ISLAY | LOGANAIR LTD | S | 100 | 0 | 2 | 9.8 | 36.3 | 32.4 | 12.7 | 4.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 68.0 | 20 | 100 |
| TOTAL ISLAY | | | 100 | 0 | 2 | 9.8 | 36.3 | 32.4 | 12.7 | 4.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 68.0 | 20 | 100 |
| JERSEY | EASYJET UK LTD | S | 42 | 0 | 0 | 4.8 | 21.4 | 42.9 | 19.0 | 7.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.5 | 17 | 44 |
| TOTAL JERSEY | | | 42 | 0 | 0 | 4.8 | 21.4 | 42.9 | 19.0 | 7.1 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.5 | 17 | 44 |
| KIRKWALL | LOGANAIR LTD | S | 66 | 0 | 3 | 15.9 | 44.9 | 15.9 | 5.8 | 7.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 11 | 47.8 | 34 | 68 |
| TOTAL KIRKWALL | | | 66 | 0 | 3 | 15.9 | 44.9 | 15.9 | 5.8 | 7.2 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 11 | 47.8 | 34 | 68 |
| LONDON CITY | BA CITYFLYER LTD | S | 221 | 0 | 0 | 1.8 | 51.6 | 27.1 | 9.5 | 6.3 | 3.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 74.9 | 11 | 235 |
| LONDON CITY | BRITISH AIRWAYS PLC | S | 0 | 0 | 13 | 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 | | | 221 | 0 | 13 | 1.7 | 48.7 | 25.6 | 9.0 | 6.0 | 3.0 | 0.4 | 0.0 | 0.0 | 0.0 | 5.6 | 9 | 71.8 | 11 | 235 |
| LUTON | EASYJET UK LTD | S | 181 | 0 | 0 | 2.2 | 37.6 | 23.2 | 8.3 | 14.4 | 8.8 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 27 | 67.7 | 15 | 158 |
| TOTAL LUTON | | | 181 | 0 | 0 | 2.2 | 37.6 | 23.2 | 8.3 | 14.4 | 8.8 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 27 | 67.7 | 15 | 158 |
| NEWQUAY | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 |
| 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 | 100.0 | 0 | 2 |
| SOUTHAMPTON | EASYJET UK LTD | S | 59 | 0 | 1 | 1.7 | 36.7 | 25.0 | 18.3 | 8.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 0.0 | 0 | 0 |
| 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 | 74.0 | 14 | 199 |
| TOTAL SOUTHAMPTON | | | 59 | 0 | 1 | 1.7 | 36.7 | 25.0 | 18.3 | 8.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 74.0 | 14 | 199 |
| STANSTED | EASYJET UK LTD | S | 172 | 0 | 0 | 3.5 | 39.0 | 27.9 | 12.2 | 7.0 | 5.8 | 2.9 | 1.7 | 0.0 | 0.0 | 0.0 | 20 | 61.3 | 20 | 168 |
| TOTAL STANSTED | | | 172 | 0 | 0 | 3.5 | 39.0 | 27.9 | 12.2 | 7.0 | 5.8 | 2.9 | 1.7 | 0.0 | 0.0 | 0.0 | 20 | 61.3 | 20 | 168 |
| STORNOWAY | LOGANAIR LTD | S | 152 | 0 | 11 | 6.1 | 42.9 | 30.7 | 3.1 | 3.7 | 5.5 | 1.2 | 0.0 | 0.0 | 0.0 | 6.7 | 11 | 78.4 | 11 | 160 |
| TOTAL STORNOWAY | | | 152 | 0 | 11 | 6.1 | 42.9 | 30.7 | 3.1 | 3.7 | 5.5 | 1.2 | 0.0 | 0.0 | 0.0 | 6.7 | 11 | 78.4 | 11 | 160 |
| SUMBURGH | LOGANAIR LTD | S | 54 | 0 | 6 | 8.3 | 36.7 | 28.3 | 5.0 | 5.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 13 | 66.1 | 17 | 55 |
| TOTAL SUMBURGH | | | 54 | 0 | 6 | 8.3 | 36.7 | 28.3 | 5.0 | 5.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 13 | 66.1 | 17 | 55 |
| TIREE | LOGANAIR LTD | S | 123 | 0 | 1 | 12.1 | 37.9 | 31.5 | 9.7 | 4.8 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 8 | 70.1 | 9 | 112 |
| TOTAL TIREE | | | 123 | 0 | 1 | 12.1 | 37.9 | 31.5 | 9.7 | 4.8 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 8 | 70.1 | 9 | 112 |
| TOTAL UNITED KINGDOM | | | 3127 | 0 | 92 | 4.5 | 33.4 | 28.1 | 11.6 | 10.0 | 6.8 | 1.8 | 0.8 | 0.1 | 0.0 | 2.9 | 20 | 64.2 | 20 | 3195 |
| USA | | | | | | | | | | | | | | | | | | | | |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 11.1 | 16.7 | 16.7 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 38.9 | 36 | 18 |

Reporting Airport: GLASGOW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 MELBOURNE FLATS | | | 18 | 0 | 0 | 11.1 | 16.7 | 16.7 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 38.9 | 36 | 18 |
| TOTAL USA | | | 18 | 0 | 0 | 11.1 | 16.7 | 16.7 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 38.9 | 36 | 18 |
| TOTAL GLASGOW | | | 6289 | 1 | 104 | 4.3 | 27.8 | 32.6 | 14.5 | 11.1 | 5.9 | 1.5 | 0.6 | 0.1 | 0.0 | 1.6 | 20 | 65.6 | 19 | 5923 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 10.0 | 33.3 | 30.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 54.7 | 21 | 64 | |
| TOTAL TIRANA | | | 60 | 0 | 0 | 0.0 | 10.0 | 33.3 | 30.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 54.7 | 21 | 64 | |
| TOTAL ALBANIA | | | 60 | 0 | 0 | 0.0 | 10.0 | 33.3 | 30.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 54.7 | 21 | 64 | |
| ALGERIA | | | | | | | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 44 | 0 | 0 | 4.5 | 15.9 | 25.0 | 11.4 | 29.5 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 61.5 | 29 | 52 | |
| 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 | 85.4 | 18 | 48 | |
| TOTAL ALGIERS | | | 44 | 0 | 0 | 4.5 | 15.9 | 25.0 | 11.4 | 29.5 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 73.0 | 24 | 100 | |
| TOTAL ALGERIA | | | 44 | 0 | 0 | 4.5 | 15.9 | 25.0 | 11.4 | 29.5 | 6.8 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 73.0 | 24 | 100 | |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | | | | | | | |
| ANTIGUA | VIRGIN ATLANTIC AIRWAYS 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 | 23 | 75.0 | 9 | 4 | |
| ANTIGUA | VIRGIN ATLANTIC INTERNATIONAL | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 40.0 | 25 | 5 | |
| TOTAL ANTIGUA | | | 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 | 23 | 55.6 | 18 | 9 | |
| TOTAL ANTIGUA AND BARBUDA | | | 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 | 23 | 55.6 | 18 | 9 | |
| ARGENTINA | | | | | | | | | | | | | | | | | | | | | |
| BUENOS AIRES | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 3.3 | 18.3 | 46.7 | 18.3 | 10.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 69.8 | 14 | 41 | |
| TOTAL BUENOS AIRES | | | 60 | 0 | 0 | 3.3 | 18.3 | 46.7 | 18.3 | 10.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 69.8 | 14 | 41 | |
| TOTAL ARGENTINA | | | 60 | 0 | 0 | 3.3 | 18.3 | 46.7 | 18.3 | 10.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 69.8 | 14 | 41 | |
| AUSTRALIA | | | | | | | | | | | | | | | | | | | | | |
| MELBOURNE | QANTAS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 58.6 | 50 | 58 | |
| TOTAL MELBOURNE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 58.6 | 50 | 58 | |
| PERTH (AUSTRALIA) | QANTAS | S | 60 | 0 | 1 | 19.7 | 16.4 | 32.8 | 13.1 | 6.6 | 8.2 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 | 36 | 50.0 | 15 | 2 | |
| TOTAL PERTH (AUSTRALIA) | | | 60 | 0 | 1 | 19.7 | 16.4 | 32.8 | 13.1 | 6.6 | 8.2 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 | 36 | 50.0 | 15 | 2 | |
| SYDNEY | BRITISH AIRWAYS PLC | S | 57 | 0 | 3 | 20.0 | 23.3 | 26.7 | 13.3 | 6.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 13 | 58.3 | 101 | 60 | |
| SYDNEY | QANTAS | S | 60 | 0 | 0 | 6.7 | 13.3 | 31.7 | 25.0 | 8.3 | 10.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 33 | 65.0 | 26 | 60 | |
| TOTAL SYDNEY | | | 117 | 0 | 3 | 13.3 | 18.3 | 29.2 | 19.2 | 7.5 | 7.5 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 23 | 61.7 | 64 | 120 | |
| TOTAL AUSTRALIA | | | 177 | 0 | 4 | 15.5 | 17.7 | 30.4 | 17.1 | 7.2 | 7.7 | 0.0 | 1.7 | 0.6 | 0.0 | 2.2 | 27 | 60.6 | 59 | 180 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 296 | 0 | 4 | 4.3 | 22.0 | 31.7 | 19.0 | 14.7 | 5.7 | 1.3 | 0.0 | 0.0 | 0.0 | 1.3 | 19 | 76.3 | 10 | 240 | |
| VIENNA | BRITISH AIRWAYS PLC | S | 198 | 0 | 10 | 0.5 | 20.7 | 28.8 | 17.8 | 17.8 | 7.2 | 1.9 | 0.5 | 0.0 | 0.0 | 4.8 | 25 | 59.7 | 18 | 156 | |
| TOTAL VIENNA | | | 494 | 0 | 14 | 2.8 | 21.5 | 30.5 | 18.5 | 15.9 | 6.3 | 1.6 | 0.2 | 0.0 | 0.0 | 2.8 | 21 | 69.7 | 13 | 396 | |
| TOTAL AUSTRIA | | | 494 | 0 | 14 | 2.8 | 21.5 | 30.5 | 18.5 | 15.9 | 6.3 | 1.6 | 0.2 | 0.0 | 0.0 | 2.8 | 21 | 69.7 | 13 | 396 | |
| AZERBAIJAN | | | | | | | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | S | 24 | 0 | 0 | 25.0 | 20.8 | 37.5 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 17 | 26 | |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 24 | 0 | 0 | 25.0 | 20.8 | 37.5 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 17 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 AZERBAIJAN | | | 24 | 0 | 0 | 25.0 | 20.8 | 37.5 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 53.8 | 17 | 26 | |
| BAHAMAS | | | | | | | | | | | | | | | | | | | | | |
| NASSAU | 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 | 9 | 0.0 | 0 | 0 | |
| TOTAL NASSAU | | | 1 | 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 BAHAMAS | | | 1 | 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 | |
| BAHRAIN | | | | | | | | | | | | | | | | | | | | | |
| BAHRAIN | BRITISH AIRWAYS PLC | S | 56 | 0 | 4 | 0.0 | 13.3 | 30.0 | 21.7 | 16.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 25 | 73.3 | 15 | 60 | |
| BAHRAIN | GULF AIR | S | 120 | 0 | 0 | 3.3 | 31.7 | 49.2 | 5.8 | 7.5 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.5 | 16 | 120 | |
| TOTAL BAHRAIN | | | 176 | 0 | 4 | 2.2 | 25.6 | 42.8 | 11.1 | 10.6 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 2.2 | 16 | 76.1 | 16 | 180 | |
| TOTAL BAHRAIN | | | 176 | 0 | 4 | 2.2 | 25.6 | 42.8 | 11.1 | 10.6 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 2.2 | 16 | 76.1 | 16 | 180 | |
| BANGLADESH | | | | | | | | | | | | | | | | | | | | | |
| DHAKHA | BIMAN BANGLADESH AIRLINES | S | 33 | 0 | 0 | 0.0 | 24.2 | 48.5 | 12.1 | 9.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 24 | 36 | |
| TOTAL DHAKHA | | | 33 | 0 | 0 | 0.0 | 24.2 | 48.5 | 12.1 | 9.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 24 | 36 | |
| SYLHET | BIMAN BANGLADESH AIRLINES | 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 | 117 | 0.0 | 0 | 0 | |
| TOTAL SYLHET | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 117 | 0.0 | 0 | 0 | |
| TOTAL BANGLADESH | | | 34 | 0 | 0 | 0.0 | 23.5 | 47.1 | 11.8 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 24 | 36 | |
| BARBADOS | | | | | | | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 20.0 | 41.7 | 11.7 | 11.7 | 8.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 59.3 | 22 | 54 | |
| BRIDGETOWN | VIRGIN ATLANTIC AIRWAYS LTD | S | 8 | 0 | 0 | 12.5 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.4 | 17 | 14 | |
| BRIDGETOWN | VIRGIN ATLANTIC INTERNATIONAL | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 26 | 4 | |
| TOTAL BRIDGETOWN | | | 68 | 0 | 0 | 1.5 | 19.1 | 42.6 | 13.2 | 10.3 | 7.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 61.1 | 21 | 72 | |
| TOTAL BARBADOS | | | 68 | 0 | 0 | 1.5 | 19.1 | 42.6 | 13.2 | 10.3 | 7.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 61.1 | 21 | 72 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 154 | 0 | 20 | 0.0 | 14.4 | 29.3 | 12.6 | 14.9 | 12.6 | 4.6 | 0.0 | 0.0 | 0.0 | 11.5 | 32 | 55.6 | 27 | 202 | |
| BRUSSELS | BRUSSELS AIRLINES | S | 229 | 0 | 2 | 0.0 | 19.0 | 38.5 | 16.9 | 19.0 | 4.8 | 0.4 | 0.4 | 0.0 | 0.0 | 0.9 | 20 | 44.8 | 28 | 165 | |
| TOTAL BRUSSELS | | | 383 | 0 | 22 | 0.0 | 17.0 | 34.6 | 15.1 | 17.3 | 8.1 | 2.2 | 0.2 | 0.0 | 0.0 | 5.4 | 25 | 50.8 | 28 | 367 | |
| TOTAL BELGIUM | | | 383 | 0 | 22 | 0.0 | 17.0 | 34.6 | 15.1 | 17.3 | 8.1 | 2.2 | 0.2 | 0.0 | 0.0 | 5.4 | 25 | 50.8 | 28 | 367 | |
| BERMUDA | | | | | | | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 59 | 0 | 1 | 1.7 | 15.0 | 26.7 | 18.3 | 13.3 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 1.7 | 37 | 25.0 | 35 | 58 | |
| TOTAL BERMUDA | | | 59 | 0 | 1 | 1.7 | 15.0 | 26.7 | 18.3 | 13.3 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 1.7 | 37 | 25.0 | 35 | 58 | |
| TOTAL BERMUDA | | | 59 | 0 | 1 | 1.7 | 15.0 | 26.7 | 18.3 | 13.3 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 1.7 | 37 | 25.0 | 35 | 58 | |
| 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 | 61.9 | 60 | 42 | |
| 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 | 61.9 | 60 | 42 | |
| SAO PAULO (GUARULHOS) | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 8.3 | 23.3 | 28.3 | 18.3 | 15.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 68.3 | 45 | 60 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| SAO PAULO (GUARULHOS) | TAM LINHAS AEREAS | S | 60 | 0 | 0 | 0.0 | 26.7 | 21.7 | 26.7 | 15.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 73.3 | 15 | 60 | |
| TOTAL SAO PAULO (GUARULHOS) | | | 118 | 0 | 2 | 4.2 | 25.0 | 25.0 | 22.5 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 20 | 70.8 | 30 | 120 | |
| TOTAL BRAZIL | | | 118 | 0 | 2 | 4.2 | 25.0 | 25.0 | 22.5 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 20 | 68.5 | 38 | 162 | |
| BRUNEI | | | | | | | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 26 | 0 | 0 | 3.8 | 19.2 | 34.6 | 26.9 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 84.6 | 7 | 26 | |
| TOTAL BANDAR SERI BEGAWAN | | | 26 | 0 | 0 | 3.8 | 19.2 | 34.6 | 26.9 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 84.6 | 7 | 26 | |
| TOTAL BRUNEI | | | 26 | 0 | 0 | 3.8 | 19.2 | 34.6 | 26.9 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 84.6 | 7 | 26 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| SOFIA | BRITISH AIRWAYS PLC | S | 50 | 0 | 2 | 0.0 | 11.5 | 26.9 | 26.9 | 9.6 | 17.3 | 1.9 | 0.0 | 1.9 | 0.0 | 3.8 | 46 | 37.5 | 166 | 46 | |
| SOFIA | BULGARIA AIR | S | 32 | 0 | 0 | 0.0 | 3.1 | 21.9 | 21.9 | 25.0 | 21.9 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 46 | 47.4 | 18 | 38 | |
| TOTAL SOFIA | | | 82 | 0 | 2 | 0.0 | 8.3 | 25.0 | 25.0 | 15.5 | 19.0 | 2.4 | 1.2 | 1.2 | 0.0 | 2.4 | 46 | 41.9 | 99 | 84 | |
| TOTAL BULGARIA | | | 82 | 0 | 2 | 0.0 | 8.3 | 25.0 | 25.0 | 15.5 | 19.0 | 2.4 | 1.2 | 1.2 | 0.0 | 2.4 | 46 | 41.9 | 99 | 84 | |
| CANADA | | | | | | | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 60 | 0 | 0 | 20.0 | 28.3 | 30.0 | 11.7 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 58.3 | 20 | 60 | |
| CALGARY | WEST JET AIRLINES | S | 59 | 0 | 0 | 10.2 | 33.9 | 25.4 | 13.6 | 6.8 | 5.1 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 21 | 70.0 | 14 | 60 | |
| TOTAL CALGARY | | | 119 | 0 | 0 | 15.1 | 31.1 | 27.7 | 12.6 | 7.6 | 3.4 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 64.2 | 17 | 120 | |
| HALIFAX INT | AIR CANADA | S | 58 | 0 | 2 | 10.0 | 31.7 | 33.3 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 75.0 | 15 | 58 | |
| TOTAL HALIFAX INT | | | 58 | 0 | 2 | 10.0 | 31.7 | 33.3 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 75.0 | 15 | 58 | |
| MONTREAL (DORVAL) | AIR CANADA | S | 115 | 0 | 3 | 8.5 | 44.9 | 25.4 | 11.9 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 7 | 76.1 | 19 | 116 | |
| MONTREAL (DORVAL) | BRITISH AIRWAYS PLC | S | 56 | 0 | 4 | 0.0 | 13.3 | 30.0 | 15.0 | 21.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | 31 | 55.0 | 22 | 60 | |
| TOTAL MONTREAL (DORVAL) | | | 171 | 0 | 7 | 5.6 | 34.3 | 27.0 | 12.9 | 11.8 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 3.9 | 15 | 68.9 | 20 | 176 | |
| TORONTO | AIR CANADA | S | 238 | 0 | 0 | 5.5 | 27.7 | 39.5 | 13.4 | 7.6 | 4.2 | 1.7 | 0.4 | 0.0 | 0.0 | 0.0 | 16 | 63.6 | 30 | 240 | |
| TORONTO | BRITISH AIRWAYS PLC | S | 118 | 0 | 2 | 5.0 | 19.2 | 35.0 | 17.5 | 12.5 | 6.7 | 0.8 | 1.7 | 0.0 | 0.0 | 1.7 | 22 | 44.2 | 29 | 120 | |
| TOTAL TORONTO | | | 356 | 0 | 2 | 5.3 | 24.9 | 38.0 | 14.8 | 9.2 | 5.0 | 1.4 | 0.8 | 0.0 | 0.0 | 0.6 | 18 | 57.2 | 30 | 360 | |
| VANCOUVER | AIR CANADA | S | 60 | 0 | 0 | 26.7 | 30.0 | 25.0 | 10.0 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.7 | 22 | 60 | |
| VANCOUVER | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 13.3 | 15.0 | 21.7 | 13.3 | 18.3 | 15.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 35.6 | 34 | 58 | |
| TOTAL VANCOUVER | | | 120 | 0 | 0 | 20.0 | 22.5 | 23.3 | 11.7 | 11.7 | 9.2 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.8 | 28 | 118 | |
| TOTAL CANADA | | | 824 | 0 | 11 | 9.2 | 27.9 | 31.7 | 13.7 | 9.6 | 4.6 | 1.4 | 0.6 | 0.0 | 0.0 | 1.3 | 16 | 62.2 | 25 | 832 | |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 41 | 0 | 0 | 19.5 | 9.8 | 53.7 | 4.9 | 4.9 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.4 | 16 | 43 | |
| TOTAL GRAND CAYMAN | | | 41 | 0 | 0 | 19.5 | 9.8 | 53.7 | 4.9 | 4.9 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.4 | 16 | 43 | |
| TOTAL CAYMAN ISLANDS | | | 41 | 0 | 0 | 19.5 | 9.8 | 53.7 | 4.9 | 4.9 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.4 | 16 | 43 | |
| CHILE | | | | | | | | | | | | | | | | | | | | | |
| SANTIAGO DE CHILE | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 11.8 | 26.5 | 23.5 | 17.6 | 11.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.1 | 18 | 33 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | than 360 m late | | | | | | |
| TOTAL SANTIAGO DE CHILE | | | 34 | 0 | 0 | 11.8 | 26.5 | 23.5 | 17.6 | 11.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.1 | 18 | 33 |
| TOTAL CHILE | | | 34 | 0 | 0 | 11.8 | 26.5 | 23.5 | 17.6 | 11.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.1 | 18 | 33 |
| CHINA | | | | | | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 120 | 0 | 0 | 19.2 | 33.3 | 30.8 | 6.7 | 9.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.2 | 8 | 120 |
| TOTAL BEIJING | | | 120 | 0 | 0 | 19.2 | 33.3 | 30.8 | 6.7 | 9.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.2 | 8 | 120 |
| BEIJING DAXING INTERNATIONAL AIRPORT | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 0.0 | 14.7 | 32.4 | 14.7 | 14.7 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 20.6 | 55 | 34 |
| BEIJING DAXING INTERNATIONAL AIRPORT | CHINA SOUTHERN | S | 60 | 0 | 0 | 15.0 | 30.0 | 41.7 | 8.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 7 | 60 |
| TOTAL BEIJING DAXING INTERNATIONAL AIRPORT | | | 94 | 0 | 0 | 9.6 | 24.5 | 38.3 | 10.6 | 8.5 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.6 | 25 | 94 |
| CHENGDU TIANFU | AIR CHINA | S | 24 | 0 | 0 | 12.5 | 29.2 | 12.5 | 29.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 48 | 26 |
| TOTAL CHENGDU TIANFU | | | 24 | 0 | 0 | 12.5 | 29.2 | 12.5 | 29.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 48 | 26 |
| CHONGQING JIANGBEI INTERNATIONAL | TIANJIN AIRLINES | S | 15 | 0 | 0 | 20.0 | 26.7 | 26.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 10 | 18 |
| TOTAL CHONGQING JIANGBEI INTERNATIONAL | | | 15 | 0 | 0 | 20.0 | 26.7 | 26.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 10 | 18 |
| GUANGZHOU BAIYUN INTERNATIONAL | CHINA SOUTHERN | S | 60 | 0 | 0 | 15.0 | 46.7 | 21.7 | 8.3 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 15 | 60 |
| TOTAL GUANGZHOU BAIYUN INTERNATIONAL | | | 60 | 0 | 0 | 15.0 | 46.7 | 21.7 | 8.3 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 15 | 60 |
| HAIKOU | HAINAN AIRLINES | S | 26 | 0 | 0 | 15.4 | 42.3 | 23.1 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 57.7 | 15 | 26 |
| TOTAL HAIKOU | | | 26 | 0 | 0 | 15.4 | 42.3 | 23.1 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 57.7 | 15 | 26 |
| QINGDAO | BEIJING CAPITAL AIRLINES | S | 16 | 0 | 0 | 6.3 | 56.3 | 25.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 6 | 26 |
| TOTAL QINGDAO | | | 16 | 0 | 0 | 6.3 | 56.3 | 25.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 6 | 26 |
| SANYA PHOENIX INTERNATIONAL | CHINA EASTERN AIRLINES | S | 60 | 0 | 0 | 25.0 | 43.3 | 16.7 | 6.7 | 1.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| TOTAL SANYA PHOENIX INTERNATIONAL | | | 60 | 0 | 0 | 25.0 | 43.3 | 16.7 | 6.7 | 1.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| SHANGHAI (PU DONG) | BRITISH AIRWAYS PLC | S | 52 | 0 | 7 | 11.9 | 22.0 | 23.7 | 8.5 | 15.3 | 0.0 | 3.4 | 0.0 | 3.4 | 0.0 | 11.9 | 43 | 56.7 | 22 | 60 |
| SHANGHAI (PU DONG) | CHINA EASTERN 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 | 68.6 | 13 | 86 |
| SHANGHAI (PU DONG) | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 0.0 | 8.3 | 28.3 | 6.7 | 35.0 | 18.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 58 | 56.7 | 23 | 58 |
| TOTAL SHANGHAI (PU DONG) | | | 112 | 0 | 7 | 5.9 | 15.1 | 26.1 | 7.6 | 25.2 | 9.2 | 1.7 | 0.0 | 3.4 | 0.0 | 5.9 | 51 | 61.7 | 18 | 204 |
| SHENZHEN (HUANGTIAN) | SHENZHEN AIRLINES | S | 44 | 0 | 0 | 29.5 | 38.6 | 20.5 | 0.0 | 9.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.2 | 10 | 44 |
| TOTAL SHENZHEN (HUANGTIAN) | | | 44 | 0 | 0 | 29.5 | 38.6 | 20.5 | 0.0 | 9.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.2 | 10 | 44 |
| TIANJIN | TIANJIN AIRLINES | S | 19 | 0 | 0 | 15.8 | 47.4 | 15.8 | 5.3 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 65 | 26 |
| TOTAL TIANJIN | | | 19 | 0 | 0 | 15.8 | 47.4 | 15.8 | 5.3 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 65 | 26 |
| WUHAN TIANHE INTERNATIONAL | CHINA SOUTHERN | S | 18 | 0 | 0 | 0.0 | 61.1 | 16.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 26 | 10 |
| TOTAL WUHAN TIANHE INTERNATIONAL | | | 18 | 0 | 0 | 0.0 | 61.1 | 16.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 26 | 10 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 CHINA | | | 608 | 0 | 7 | 14.6 | 33.0 | 25.9 | 8.6 | 11.4 | 4.1 | 0.7 | 0.0 | 0.7 | 0.0 | 1.1 | 17 | 67.8 | 19 | 654 |
| COLOMBIA | | | | | | | | | | | | | | | | | | | | |
| BOGOTA | AVIANCA COLOMBIA | S | 60 | 0 | 0 | 5.0 | 25.0 | 46.7 | 15.0 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.7 | 128 | 60 |
| TOTAL BOGOTA | | | 60 | 0 | 0 | 5.0 | 25.0 | 46.7 | 15.0 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.7 | 128 | 60 |
| TOTAL COLOMBIA | | | 60 | 0 | 0 | 5.0 | 25.0 | 46.7 | 15.0 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.7 | 128 | 60 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | BRITISH AIRWAYS PLC | S | 54 | 0 | 2 | 1.8 | 8.9 | 50.0 | 12.5 | 16.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 20 | 63.9 | 48 | 36 |
| TOTAL DUBROVNIK | | | 54 | 0 | 2 | 1.8 | 8.9 | 50.0 | 12.5 | 16.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 20 | 63.9 | 48 | 36 |
| PULA | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 5 | 10 |
| TOTAL PULA | | | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 90.0 | 5 | 10 |
| SPLIT | BRITISH AIRWAYS PLC | S | 84 | 0 | 2 | 0.0 | 8.1 | 36.0 | 26.7 | 23.3 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 22 | 53.6 | 20 | 84 |
| 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 | 13 | 80.0 | 14 | 10 |
| TOTAL SPLIT | | | 92 | 0 | 2 | 0.0 | 9.6 | 37.2 | 25.5 | 22.3 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 21 | 56.4 | 19 | 94 |
| ZAGREB | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 1.7 | 18.3 | 26.7 | 26.7 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 21 | 60.0 | 16 | 49 |
| ZAGREB | CROATIA AIRLINES | S | 26 | 0 | 0 | 0.0 | 0.0 | 3.8 | 15.4 | 53.8 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 15.4 | 41 | 26 |
| TOTAL ZAGREB | | | 84 | 0 | 2 | 1.2 | 12.8 | 19.8 | 23.3 | 25.6 | 14.0 | 1.2 | 0.0 | 0.0 | 0.0 | 2.3 | 31 | 44.7 | 24 | 75 |
| TOTAL CROATIA | | | 238 | 0 | 6 | 0.8 | 10.7 | 35.2 | 20.9 | 21.7 | 7.8 | 0.4 | 0.0 | 0.0 | 0.0 | 2.5 | 24 | 55.1 | 25 | 215 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 240 | 0 | 3 | 0.4 | 9.9 | 40.3 | 20.6 | 19.3 | 7.0 | 0.0 | 0.4 | 0.8 | 0.0 | 1.2 | 33 | 65.7 | 15 | 231 |
| TOTAL LARNACA | | | 240 | 0 | 3 | 0.4 | 9.9 | 40.3 | 20.6 | 19.3 | 7.0 | 0.0 | 0.4 | 0.8 | 0.0 | 1.2 | 33 | 65.7 | 15 | 231 |
| PAPHOS | BRITISH AIRWAYS PLC | S | 16 | 1 | 0 | 5.9 | 17.6 | 41.2 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 11 | 100.0 | 5 | 10 |
| TOTAL PAPHOS | | | 16 | 1 | 0 | 5.9 | 17.6 | 41.2 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 11 | 100.0 | 5 | 10 |
| TOTAL CYPRUS | | | 256 | 1 | 3 | 0.8 | 10.4 | 40.4 | 20.8 | 18.5 | 6.5 | 0.0 | 0.4 | 0.8 | 0.4 | 1.2 | 32 | 67.1 | 14 | 241 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | BRITISH AIRWAYS PLC | S | 282 | 0 | 10 | 6.2 | 21.9 | 30.8 | 19.2 | 9.2 | 8.2 | 1.0 | 0.0 | 0.0 | 0.0 | 3.4 | 19 | 60.7 | 21 | 256 |
| TOTAL PRAGUE | | | 282 | 0 | 10 | 6.2 | 21.9 | 30.8 | 19.2 | 9.2 | 8.2 | 1.0 | 0.0 | 0.0 | 0.0 | 3.4 | 19 | 60.7 | 21 | 256 |
| TOTAL CZECH REPUBLIC | | | 282 | 0 | 10 | 6.2 | 21.9 | 30.8 | 19.2 | 9.2 | 8.2 | 1.0 | 0.0 | 0.0 | 0.0 | 3.4 | 19 | 60.7 | 21 | 256 |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| BILLUND | BRITISH AIRWAYS PLC | S | 52 | 0 | 2 | 1.9 | 22.2 | 25.9 | 27.8 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 18 | 55.4 | 21 | 56 |
| TOTAL BILLUND | | | 52 | 0 | 2 | 1.9 | 22.2 | 25.9 | 27.8 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 18 | 55.4 | 21 | 56 |
| COPENHAGEN | BRITISH AIRWAYS PLC | S | 293 | 0 | 19 | 1.9 | 21.2 | 27.2 | 16.3 | 14.7 | 9.9 | 1.6 | 1.0 | 0.0 | 0.0 | 6.1 | 26 | 58.1 | 19 | 276 |
| COPENHAGEN | SAS | S | 229 | 0 | 2 | 2.2 | 32.0 | 41.1 | 12.6 | 7.4 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 11 | 76.3 | 12 | 256 |
| COPENHAGEN | SCANDINAVIAN AIRLINES IRELAND LTD | S | 44 | 0 | 0 | 2.3 | 34.1 | 36.4 | 9.1 | 11.4 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.1 | 20 | 14 |
| TOTAL COPENHAGEN | | | 566 | 0 | 21 | 2.0 | 26.4 | 33.4 | 14.3 | 11.6 | 7.3 | 0.9 | 0.5 | 0.0 | 0.0 | 3.6 | 19 | 66.3 | 16 | 546 |
| TOTAL DENMARK | | | 618 | 0 | 23 | 2.0 | 26.1 | 32.8 | 15.4 | 11.9 | 7.0 | 0.8 | 0.5 | 0.0 | 0.0 | 3.6 | 19 | 65.3 | 16 | 602 |
| EGYPT | | | | | | | | | | | | | | | | | | | | |
| CAIRO | BRITISH AIRWAYS PLC | S | 118 | 0 | 2 | 4.2 | 19.2 | 40.0 | 18.3 | 10.0 | 5.8 | 0.8 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 55.4 | 32 | 112 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| CAIRO | EGYPT AIR | S | 178 | 0 | 0 | 1.1 | 0.6 | 24.2 | 29.2 | 32.0 | 10.1 | 1.7 | 1.1 | 0.0 | 0.0 | 0.0 | 36 | 65.0 | 14 | 120 | |
| TOTAL CAIRO | | | 296 | 0 | 2 | 2.3 | 8.1 | 30.5 | 24.8 | 23.2 | 8.4 | 1.3 | 0.7 | 0.0 | 0.0 | 0.7 | 28 | 60.3 | 23 | 232 | |
| LUXOR | EGYPT AIR | S | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 85.7 | 16 | 7 | |
| TOTAL LUXOR | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 85.7 | 16 | 7 | |
| TOTAL EGYPT | | | 306 | 0 | 2 | 2.3 | 8.1 | 30.8 | 25.0 | 22.7 | 8.4 | 1.3 | 0.6 | 0.0 | 0.0 | 0.6 | 28 | 61.1 | 22 | 239 | |
| ETHIOPIA | | | | | | | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 60 | 0 | 0 | 13.3 | 31.7 | 36.7 | 13.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 85.0 | 7 | 60 | |
| TOTAL ADDIS ABABA | | | 60 | 0 | 0 | 13.3 | 31.7 | 36.7 | 13.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 85.0 | 7 | 60 | |
| TOTAL ETHIOPIA | | | 60 | 0 | 0 | 13.3 | 31.7 | 36.7 | 13.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 85.0 | 7 | 60 | |
| FINLAND | | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 241 | 0 | 0 | 2.9 | 38.6 | 31.1 | 16.2 | 9.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.2 | 13 | 246 | |
| TOTAL HELSINKI | | | 241 | 0 | 0 | 2.9 | 38.6 | 31.1 | 16.2 | 9.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.2 | 13 | 246 | |
| TOTAL FINLAND | | | 241 | 0 | 0 | 2.9 | 38.6 | 31.1 | 16.2 | 9.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.2 | 13 | 246 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BASTIA | 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 | 60.0 | 247 | 10 | |
| TOTAL BASTIA | | | 0 | 0 | 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 | 247 | 10 | |
| FIGARI | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 0.0 | 15.4 | 38.5 | 26.9 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 61.1 | 14 | 18 | |
| TOTAL FIGARI | | | 26 | 0 | 0 | 0.0 | 15.4 | 38.5 | 26.9 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 61.1 | 14 | 18 | |
| LYON | BRITISH AIRWAYS PLC | S | 106 | 0 | 14 | 0.8 | 21.7 | 25.0 | 15.0 | 15.0 | 10.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11.7 | 24 | 58.6 | 17 | 124 | |
| TOTAL LYON | | | 106 | 0 | 14 | 0.8 | 21.7 | 25.0 | 15.0 | 15.0 | 10.0 | 0.8 | 0.0 | 0.0 | 11.7 | 24 | 58.6 | 17 | 124 | | |
| MARSEILLE | 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 | 50.0 | 14 | 2 | |
| MARSEILLE | BRITISH AIRWAYS PLC | S | 218 | 0 | 12 | 2.2 | 17.0 | 33.5 | 18.3 | 15.7 | 7.4 | 0.9 | 0.0 | 0.0 | 0.0 | 5.2 | 21 | 51.2 | 23 | 239 | |
| TOTAL MARSEILLE | | | 218 | 0 | 12 | 2.2 | 17.0 | 33.5 | 18.3 | 15.7 | 7.4 | 0.9 | 0.0 | 0.0 | 5.2 | 21 | 51.2 | 23 | 241 | | |
| NICE | AIR FRANCE | S | 60 | 0 | 0 | 1.7 | 28.3 | 51.7 | 8.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 80.0 | 8 | 50 | |
| NICE | 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 | 88 | 3 | |
| NICE | BRITISH AIRWAYS PLC | S | 388 | 0 | 31 | 0.7 | 13.6 | 28.2 | 20.8 | 16.5 | 10.5 | 2.1 | 0.2 | 0.0 | 0.0 | 7.4 | 28 | 49.6 | 22 | 365 | |
| NICE | TITAN AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| TOTAL NICE | | | 450 | 0 | 31 | 0.8 | 15.4 | 31.0 | 19.5 | 15.6 | 9.1 | 1.9 | 0.2 | 0.0 | 0.0 | 6.4 | 25 | 52.8 | 21 | 418 | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 358 | 0 | 0 | 2.5 | 25.7 | 36.9 | 13.4 | 12.8 | 7.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 68.3 | 15 | 339 | |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 355 | 0 | 45 | 1.0 | 15.5 | 23.8 | 18.0 | 18.0 | 9.3 | 2.5 | 0.5 | 0.3 | 0.0 | 11.3 | 33 | 46.4 | 25 | 317 | |
| PARIS (CHARLES DE GAULLE) | TITAN AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 715 | 0 | 45 | 1.7 | 20.3 | 29.9 | 16.1 | 15.5 | 8.2 | 2.1 | 0.3 | 0.1 | 0.0 | 5.9 | 26 | 57.5 | 20 | 657 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| PARIS (ORLY) | VUELING AIRLINES | S | 60 | 0 | 0 | 0.0 | 3.3 | 28.3 | 20.0 | 26.7 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |
| TOTAL PARIS (ORLY) | | | 60 | 0 | 0 | 0.0 | 3.3 | 28.3 | 20.0 | 26.7 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |
| TOULOUSE (BLAGNAC) | BRITISH AIRWAYS PLC | S | 150 | 0 | 10 | 1.3 | 18.8 | 33.1 | 11.3 | 17.5 | 6.3 | 5.0 | 0.6 | 0.0 | 0.0 | 6.3 | 28 | 55.6 | 22 | 156 | |
| TOULOUSE (BLAGNAC) | TITAN AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 0.0 | 0 | 0 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 152 | 0 | 10 | 1.2 | 18.5 | 32.7 | 11.1 | 18.5 | 6.2 | 4.9 | 0.6 | 0.0 | 0.0 | 6.2 | 28 | 55.6 | 22 | 156 | |
| TOTAL FRANCE | | | 1727 | 0 | 112 | 1.4 | 17.9 | 30.6 | 17.0 | 16.1 | 8.6 | 2.1 | 0.2 | 0.1 | 0.0 | 6.1 | 26 | 55.3 | 22 | 1624 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | BRITISH AIRWAYS PLC | S | 340 | 0 | 20 | 1.9 | 20.8 | 31.1 | 15.6 | 13.3 | 9.4 | 1.7 | 0.0 | 0.6 | 0.0 | 5.6 | 27 | 55.3 | 21 | 286 | |
| BERLIN BRANDENBURG | TITAN AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| TOTAL BERLIN BRANDENBURG | | | 342 | 0 | 20 | 1.9 | 20.7 | 31.2 | 15.7 | 13.3 | 9.4 | 1.7 | 0.0 | 0.6 | 0.0 | 5.5 | 27 | 55.3 | 21 | 286 | |
| COLOGNE BONN | BRITISH AIRWAYS PLC | S | 88 | 0 | 16 | 1.0 | 28.8 | 23.1 | 6.7 | 19.2 | 2.9 | 1.9 | 1.0 | 0.0 | 0.0 | 15.4 | 22 | 0.0 | 0 | 0 | |
| COLOGNE BONN | EUROWINGS LUFTVERKEHRS | S | 152 | 0 | 2 | 0.0 | 4.5 | 23.4 | 26.0 | 26.6 | 12.3 | 5.8 | 0.0 | 0.0 | 0.0 | 1.3 | 39 | 71.7 | 15 | 152 | |
| TOTAL COLOGNE BONN | | | 240 | 0 | 18 | 0.4 | 14.3 | 23.3 | 18.2 | 23.6 | 8.5 | 4.3 | 0.4 | 0.0 | 0.0 | 7.0 | 33 | 71.7 | 15 | 152 | |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 148 | 0 | 8 | 1.3 | 14.7 | 34.0 | 12.8 | 14.7 | 12.2 | 2.6 | 2.6 | 0.0 | 0.0 | 5.1 | 32 | 45.8 | 32 | 206 | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 228 | 0 | 4 | 0.0 | 13.8 | 35.3 | 18.5 | 19.4 | 10.3 | 0.9 | 0.0 | 0.0 | 0.0 | 1.7 | 25 | 51.4 | 23 | 220 | |
| TOTAL DUSSELDORF | | | 376 | 0 | 12 | 0.5 | 14.2 | 34.8 | 16.2 | 17.5 | 11.1 | 1.5 | 1.0 | 0.0 | 0.0 | 3.1 | 28 | 48.6 | 27 | 426 | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 219 | 0 | 7 | 0.9 | 17.3 | 30.5 | 15.0 | 21.2 | 10.2 | 1.3 | 0.0 | 0.4 | 0.0 | 3.1 | 31 | 54.0 | 23 | 237 | |
| FRANKFURT MAIN | LUFTHANSA | S | 716 | 0 | 4 | 1.3 | 19.4 | 36.0 | 20.3 | 18.3 | 4.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.6 | 19 | 58.1 | 18 | 612 | |
| TOTAL FRANKFURT MAIN | | | 935 | 0 | 11 | 1.2 | 18.9 | 34.7 | 19.0 | 19.0 | 5.5 | 0.4 | 0.0 | 0.1 | 0.0 | 1.2 | 22 | 57.0 | 19 | 849 | |
| HAMBURG | BRITISH AIRWAYS PLC | S | 207 | 0 | 4 | 2.4 | 19.4 | 27.0 | 16.1 | 19.0 | 13.3 | 0.5 | 0.0 | 0.5 | 0.0 | 1.9 | 29 | 50.5 | 28 | 195 | |
| HAMBURG | EUROWINGS LUFTVERKEHRS | S | 162 | 0 | 0 | 0.0 | 6.8 | 26.5 | 17.9 | 26.5 | 20.4 | 1.2 | 0.6 | 0.0 | 0.0 | 0.0 | 37 | 46.9 | 24 | 158 | |
| TOTAL HAMBURG | | | 369 | 0 | 4 | 1.3 | 13.9 | 26.8 | 16.9 | 22.3 | 16.4 | 0.8 | 0.3 | 0.3 | 0.0 | 1.1 | 33 | 48.9 | 26 | 353 | |
| HANOVER | BRITISH AIRWAYS PLC | S | 112 | 0 | 2 | 0.0 | 16.7 | 32.5 | 18.4 | 21.9 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 23 | 50.8 | 24 | 118 | |
| HANOVER | EUROWINGS LUFTVERKEHRS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 114 | 1 | |
| TOTAL HANOVER | | | 112 | 0 | 2 | 0.0 | 16.7 | 32.5 | 18.4 | 21.9 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 23 | 50.4 | 25 | 119 | |
| MUNICH | BRITISH AIRWAYS PLC | S | 266 | 0 | 22 | 0.0 | 13.9 | 22.9 | 17.4 | 24.0 | 10.8 | 3.1 | 0.3 | 0.0 | 0.0 | 7.6 | 32 | 48.2 | 26 | 274 | |
| MUNICH | LUFTHANSA | S | 529 | 0 | 2 | 0.0 | 12.8 | 31.5 | 19.6 | 23.9 | 10.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.4 | 27 | 57.0 | 19 | 519 | |
| MUNICH | TITAN AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |
| TOTAL MUNICH | | | 797 | 0 | 24 | 0.0 | 13.2 | 28.4 | 18.8 | 24.1 | 10.8 | 1.7 | 0.1 | 0.0 | 0.0 | 2.9 | 29 | 53.9 | 21 | 793 | |
| 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 | 74.5 | 10 | 46 | |
| 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 | 74.5 | 10 | 46 | |
| STUTTART | BRITISH AIRWAYS PLC | S | 111 | 0 | 3 | 5.3 | 22.8 | 30.7 | 13.2 | 16.7 | 6.1 | 1.8 | 0.0 | 0.9 | 0.0 | 2.6 | 28 | 68.0 | 27 | 120 | |
| STUTTART | EUROWINGS LUFTVERKEHRS | S | 154 | 0 | 0 | 0.6 | 13.6 | 37.0 | 17.5 | 22.7 | 7.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 74.3 | 13 | 150 | |
| TOTAL STUTTART | | | 265 | 0 | 3 | 2.6 | 17.5 | 34.3 | 15.7 | 20.1 | 6.7 | 1.5 | 0.0 | 0.4 | 0.0 | 1.1 | 26 | 71.5 | 19 | 270 | |
| TOTAL GERMANY | | | 3436 | 0 | 94 | 0.9 | 16.2 | 31.1 | 17.8 | 20.3 | 9.3 | 1.4 | 0.2 | 0.1 | 0.0 | 2.7 | 27 | 56.0 | 21 | 3294 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| GHANA | | | | | | | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 36.7 | 26.7 | 16.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 22 | 60 | |
| TOTAL ACCRA | | | 60 | 0 | 0 | 0.0 | 36.7 | 26.7 | 16.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 22 | 60 | |
| TOTAL GHANA | | | 60 | 0 | 0 | 0.0 | 36.7 | 26.7 | 16.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.3 | 22 | 60 | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | BRITISH AIRWAYS PLC | S | 126 | 0 | 2 | 1.6 | 16.4 | 44.5 | 18.8 | 9.4 | 3.9 | 1.6 | 1.6 | 0.8 | 0.0 | 1.6 | 32 | 61.9 | 14 | 126 | |
| TOTAL GIBRALTAR | | | 126 | 0 | 2 | 1.6 | 16.4 | 44.5 | 18.8 | 9.4 | 3.9 | 1.6 | 1.6 | 0.8 | 0.0 | 1.6 | 32 | 61.9 | 14 | 126 | |
| TOTAL GIBRALTAR | | | 126 | 0 | 2 | 1.6 | 16.4 | 44.5 | 18.8 | 9.4 | 3.9 | 1.6 | 1.6 | 0.8 | 0.0 | 1.6 | 32 | 61.9 | 14 | 126 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN 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 | 34 | 1 | |
| ATHENS | AEGEAN AIRLINES | S | 232 | 0 | 0 | 2.2 | 11.6 | 26.7 | 24.1 | 27.2 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 70.6 | 13 | 179 | |
| ATHENS | BRITISH AIRWAYS PLC | S | 297 | 0 | 10 | 0.3 | 7.8 | 30.9 | 20.8 | 23.1 | 10.7 | 2.6 | 0.0 | 0.3 | 0.0 | 3.3 | 33 | 53.0 | 32 | 273 | |
| TOTAL ATHENS | | | 529 | 0 | 10 | 1.1 | 9.5 | 29.1 | 22.3 | 24.9 | 9.6 | 1.5 | 0.0 | 0.2 | 0.0 | 1.9 | 30 | 59.7 | 24 | 453 | |
| CHANIA | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 4.0 | 10.0 | 40.0 | 26.0 | 18.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 78.8 | 16 | 52 | |
| TOTAL CHANIA | | | 50 | 0 | 0 | 4.0 | 10.0 | 40.0 | 26.0 | 18.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 78.8 | 16 | 52 | |
| CORFU | BRITISH AIRWAYS PLC | S | 129 | 0 | 1 | 3.1 | 18.5 | 39.2 | 20.8 | 11.5 | 4.6 | 1.5 | 0.0 | 0.0 | 0.0 | 0.8 | 19 | 56.4 | 19 | 138 | |
| TOTAL CORFU | | | 129 | 0 | 1 | 3.1 | 18.5 | 39.2 | 20.8 | 11.5 | 4.6 | 1.5 | 0.0 | 0.0 | 0.0 | 0.8 | 19 | 56.4 | 19 | 138 | |
| HERAKLION | BRITISH AIRWAYS PLC | S | 32 | 0 | 0 | 3.1 | 15.6 | 40.6 | 31.3 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.7 | 10 | 38 | |
| TOTAL HERAKLION | | | 32 | 0 | 0 | 3.1 | 15.6 | 40.6 | 31.3 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.7 | 10 | 38 | |
| KALAMATA | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 0.0 | 8.8 | 32.4 | 11.8 | 38.2 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 30 | 61.5 | 17 | 26 | |
| TOTAL KALAMATA | | | 34 | 0 | 0 | 0.0 | 8.8 | 32.4 | 11.8 | 38.2 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 30 | 61.5 | 17 | 26 | |
| KEFALLINIA | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 12.5 | 16.7 | 33.3 | 29.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 35.7 | 29 | 28 | |
| TOTAL KEFALLINIA | | | 24 | 0 | 0 | 12.5 | 16.7 | 33.3 | 29.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 35.7 | 29 | 28 | |
| KOS | BRITISH AIRWAYS PLC | 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 | 6 | 0.0 | 0 | 0 | |
| TOTAL KOS | | | 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 | 6 | 0.0 | 0 | 0 | |
| MIKONOS | BRITISH AIRWAYS PLC | S | 84 | 0 | 0 | 2.4 | 22.6 | 42.9 | 13.1 | 15.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.1 | 9 | 88 | |
| TOTAL MIKONOS | | | 84 | 0 | 0 | 2.4 | 22.6 | 42.9 | 13.1 | 15.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.1 | 9 | 88 | |
| PREVEZA | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 0.0 | 22.2 | 47.2 | 19.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.6 | 14 | 34 | |
| TOTAL PREVEZA | | | 36 | 0 | 0 | 0.0 | 22.2 | 47.2 | 19.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 67.6 | 14 | 34 | |
| RHODES | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 18.8 | 18.8 | 31.3 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 4 | 10 | |
| TOTAL RHODES | | | 16 | 0 | 0 | 18.8 | 18.8 | 31.3 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 4 | 10 | |
| SALONIKA | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 0.0 | 15.9 | 36.4 | 20.5 | 20.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 57.1 | 32 | 42 | |
| TOTAL SALONIKA | | | 44 | 0 | 0 | 0.0 | 15.9 | 36.4 | 20.5 | 20.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 57.1 | 32 | 42 | |
| THIRA (SANTORINI) | BRITISH AIRWAYS PLC | S | 76 | 0 | 2 | 1.3 | 17.9 | 39.7 | 12.8 | 12.8 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 23 | 61.5 | 59 | 76 | |
| TOTAL THIRA (SANTORINI) | | | 76 | 0 | 2 | 1.3 | 17.9 | 39.7 | 12.8 | 12.8 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 23 | 61.5 | 59 | 76 | |
| ZAKINTHOS | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 0.0 | 19.2 | 30.8 | 23.1 | 19.2 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 76 | 42.3 | 29 | 26 | |
| TOTAL ZAKINTHOS | | | 26 | 0 | 0 | 0.0 | 19.2 | 30.8 | 23.1 | 19.2 | 3.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 76 | 42.3 | 29 | 26 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 GREECE | | | 1088 | 0 | 13 | 2.0 | 13.8 | 34.1 | 20.8 | 19.8 | 7.0 | 1.1 | 0.1 | 0.2 | 0.0 | 1.2 | 25 | 61.8 | 24 | 1011 |
| GRENADA | | | | | | | | | | | | | | | | | | | | |
| GRENADA | VIRGIN ATLANTIC AIRWAYS LTD | S | 15 | 0 | 0 | 26.7 | 6.7 | 26.7 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.6 | 32 | 11 |
| GRENADA | VIRGIN ATLANTIC INTERNATIONAL | 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 | 66.7 | 15 | 6 |
| TOTAL GRENADA | | | 17 | 0 | 0 | 29.4 | 5.9 | 29.4 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 64.7 | 26 | 17 |
| TOTAL GRENADA | | | 17 | 0 | 0 | 29.4 | 5.9 | 29.4 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 64.7 | 26 | 17 |
| HONG KONG | | | | | | | | | | | | | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | BRITISH AIRWAYS PLC | S | 118 | 0 | 0 | 5.1 | 20.3 | 33.9 | 16.1 | 13.6 | 8.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.0 | 49 | 113 |
| HONG KONG (CHEK LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 298 | 0 | 0 | 12.1 | 16.4 | 34.2 | 16.1 | 15.4 | 3.7 | 1.7 | 0.3 | 0.0 | 0.0 | 0.0 | 19 | 56.1 | 30 | 292 |
| TOTAL HONG KONG (CHEK LAP KOK) | | | 416 | 0 | 0 | 10.1 | 17.5 | 34.1 | 16.1 | 14.9 | 5.0 | 1.9 | 0.2 | 0.0 | 0.0 | 0.0 | 19 | 55.8 | 35 | 405 |
| TOTAL HONG KONG | | | 416 | 0 | 0 | 10.1 | 17.5 | 34.1 | 16.1 | 14.9 | 5.0 | 1.9 | 0.2 | 0.0 | 0.0 | 0.0 | 19 | 55.8 | 35 | 405 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 232 | 0 | 7 | 2.5 | 18.0 | 31.4 | 15.1 | 19.7 | 7.5 | 0.4 | 2.1 | 0.4 | 0.0 | 2.9 | 29 | 54.8 | 21 | 213 |
| TOTAL BUDAPEST | | | 232 | 0 | 7 | 2.5 | 18.0 | 31.4 | 15.1 | 19.7 | 7.5 | 0.4 | 2.1 | 0.4 | 0.0 | 2.9 | 29 | 54.8 | 21 | 213 |
| TOTAL HUNGARY | | | 232 | 0 | 7 | 2.5 | 18.0 | 31.4 | 15.1 | 19.7 | 7.5 | 0.4 | 2.1 | 0.4 | 0.0 | 2.9 | 29 | 54.8 | 21 | 213 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 5.0 | 31.7 | 48.3 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 6 | 78.9 | 8 | 38 |
| KEFLAVIK | ICELANDAIR | S | 120 | 0 | 0 | 12.5 | 27.5 | 31.7 | 14.2 | 7.5 | 3.3 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 22 | 71.7 | 11 | 120 |
| TOTAL KEFLAVIK | | | 178 | 0 | 2 | 10.0 | 28.9 | 37.2 | 12.2 | 6.1 | 2.2 | 1.1 | 0.0 | 1.1 | 0.0 | 1.1 | 17 | 73.4 | 11 | 158 |
| TOTAL ICELAND | | | 178 | 0 | 2 | 10.0 | 28.9 | 37.2 | 12.2 | 6.1 | 2.2 | 1.1 | 0.0 | 1.1 | 0.0 | 1.1 | 17 | 73.4 | 11 | 158 |
| INDIA | | | | | | | | | | | | | | | | | | | | |
| AHMEDABAD | AIR INDIA | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| TOTAL AHMEDABAD | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| AMRITSAR | 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 | 0.0 | 19 | 1 |
| TOTAL AMRITSAR | | | 0 | 0 | 0 | 0.0 | 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 |
| BANGALORE (BENGALURU) | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 19.0 | 11.9 | 26.2 | 21.4 | 11.9 | 4.8 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 26 | 41.7 | 32 | 60 |
| BANGALORE (BENGALURU) | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 3.3 | 10.0 | 31.7 | 21.7 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL BANGALORE (BENGALURU) | | | 102 | 0 | 0 | 9.8 | 10.8 | 29.4 | 21.6 | 18.6 | 7.8 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 25 | 41.7 | 32 | 60 |
| CHENNAI | BRITISH AIRWAYS PLC | S | 43 | 0 | 2 | 6.7 | 24.4 | 33.3 | 8.9 | 6.7 | 8.9 | 2.2 | 4.4 | 0.0 | 0.0 | 4.4 | 29 | 57.6 | 31 | 59 |
| TOTAL CHENNAI | | | 43 | 0 | 2 | 6.7 | 24.4 | 33.3 | 8.9 | 6.7 | 8.9 | 2.2 | 4.4 | 0.0 | 0.0 | 4.4 | 29 | 57.6 | 31 | 59 |
| DELHI | AIR INDIA | S | 144 | 0 | 0 | 10.4 | 16.0 | 38.9 | 20.8 | 10.4 | 0.7 | 0.7 | 2.1 | 0.0 | 0.0 | 0.0 | 18 | 67.8 | 25 | 146 |
| DELHI | BRITISH AIRWAYS PLC | S | 112 | 0 | 6 | 12.7 | 18.6 | 33.1 | 10.2 | 10.2 | 8.5 | 1.7 | 0.0 | 0.0 | 0.0 | 5.1 | 20 | 62.5 | 29 | 120 |
| DELHI | TATA SIA AIRLINES LTD (VISTARA) | S | 60 | 0 | 0 | 6.7 | 20.0 | 40.0 | 21.7 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 90.0 | 5 | 60 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| DELHI | VIRGIN ATLANTIC AIRWAYS LTD | S | 120 | 0 | 0 | 8.3 | 15.0 | 38.3 | 13.3 | 11.7 | 10.0 | 0.8 | 1.7 | 0.8 | 0.0 | 0.0 | 36 | 81.7 | 10 | 120 | |
| TOTAL DELHI | | | 436 | 0 | 6 | 10.0 | 17.0 | 37.3 | 16.1 | 10.6 | 5.4 | 0.9 | 1.1 | 0.2 | 0.0 | 1.4 | 23 | 73.1 | 19 | 446 | |
| HYDERABAD (RAJIV GHANDI) | BRITISH AIRWAYS PLC | S | 40 | 0 | 0 | 0.0 | 27.5 | 22.5 | 20.0 | 17.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 56.7 | 26 | 60 | |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | 40 | 0 | 0 | 0.0 | 27.5 | 22.5 | 20.0 | 17.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 56.7 | 26 | 60 | |
| MUMBAI | AIR INDIA | S | 118 | 0 | 2 | 4.2 | 3.3 | 18.3 | 7.5 | 17.5 | 25.8 | 9.2 | 9.2 | 3.3 | 0.0 | 1.7 | 97 | 63.9 | 22 | 119 | |
| MUMBAI | BRITISH AIRWAYS PLC | S | 178 | 0 | 1 | 3.4 | 19.6 | 44.1 | 14.0 | 10.1 | 5.0 | 2.2 | 1.1 | 0.0 | 0.0 | 0.6 | 21 | 58.9 | 49 | 175 | |
| MUMBAI | TATA SIA AIRLINES LTD (VISTARA) | S | 0 | 0 | 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 | 42 | |
| MUMBAI | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 0.0 | 15.0 | 26.7 | 10.0 | 33.3 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 73.3 | 12 | 60 | |
| TOTAL MUMBAI | | | 356 | 0 | 3 | 3.1 | 13.4 | 32.6 | 11.1 | 16.4 | 13.6 | 4.2 | 3.6 | 1.1 | 0.0 | 0.8 | 48 | 65.1 | 31 | 396 | |
| TOTAL INDIA | | | 977 | 0 | 11 | 6.9 | 15.8 | 34.0 | 14.7 | 13.7 | 9.1 | 2.1 | 2.1 | 0.5 | 0.0 | 1.1 | 32 | 66.2 | 26 | 1023 | |
| IRAN | | | | | | | | | | | | | | | | | | | | | |
| TEHRAN IMAM KHOMEINI | IRAN AIR | S | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 19.2 | 34.6 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 53.1 | 19 | 32 | |
| TOTAL TEHRAN IMAM KHOMEINI | | | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 19.2 | 34.6 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 53.1 | 19 | 32 | |
| TOTAL IRAN | | | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 19.2 | 34.6 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 53.1 | 19 | 32 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 238 | 0 | 2 | 2.5 | 25.8 | 35.0 | 16.3 | 11.3 | 7.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 17 | 85.0 | 6 | 225 | |
| TOTAL CORK | | | 238 | 0 | 2 | 2.5 | 25.8 | 35.0 | 16.3 | 11.3 | 7.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 17 | 85.0 | 6 | 225 | |
| DUBLIN | AER LINGUS | S | 818 | 0 | 3 | 2.1 | 25.3 | 27.6 | 17.9 | 16.8 | 8.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.4 | 22 | 57.2 | 23 | 716 | |
| DUBLIN | AIR FRANCE | S | 0 | 0 | 0 | 0.0 | 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 | |
| DUBLIN | BRITISH AIRWAYS PLC | S | 336 | 0 | 22 | 1.4 | 17.0 | 26.3 | 16.2 | 20.9 | 10.3 | 1.1 | 0.6 | 0.0 | 0.0 | 6.1 | 28 | 52.2 | 21 | 283 | |
| DUBLIN | SWISS AIRLINES | 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 | 35 | 0.0 | 0 | 0 | |
| TOTAL DUBLIN | | | 1155 | 0 | 25 | 1.9 | 22.8 | 27.2 | 17.4 | 18.1 | 9.0 | 1.4 | 0.2 | 0.0 | 0.0 | 2.1 | 24 | 55.8 | 22 | 1000 | |
| IRELAND WEST(KNOCK) | AER LINGUS | S | 60 | 0 | 0 | 1.7 | 20.0 | 28.3 | 20.0 | 16.7 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 70.0 | 17 | 60 | |
| TOTAL IRELAND WEST (KNOCK) | | | 60 | 0 | 0 | 1.7 | 20.0 | 28.3 | 20.0 | 16.7 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 70.0 | 17 | 60 | |
| SHANNON | AER LINGUS | S | 169 | 0 | 3 | 5.8 | 13.4 | 22.1 | 20.9 | 22.1 | 12.2 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 28 | 71.2 | 11 | 168 | |
| TOTAL SHANNON | | | 169 | 0 | 3 | 5.8 | 13.4 | 22.1 | 20.9 | 22.1 | 12.2 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 28 | 71.2 | 11 | 168 | |
| TOTAL IRISH REPUBLIC | | | 1622 | 0 | 30 | 2.4 | 22.2 | 27.8 | 17.7 | 17.5 | 9.2 | 1.3 | 0.1 | 0.0 | 0.0 | 1.8 | 23 | 62.7 | 18 | 1453 | |
| ISRAEL | | | | | | | | | | | | | | | | | | | | | |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 46 | 0 | 8 | 5.6 | 7.4 | 42.6 | 11.1 | 16.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14.8 | 16 | 53.1 | 25 | 111 | |
| TEL AVIV | EL AL | S | 123 | 0 | 0 | 2.4 | 7.3 | 23.6 | 23.6 | 33.3 | 8.9 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 63.8 | 13 | 80 | |
| TEL AVIV | VIRGIN ATLANTIC AIRWAYS LTD | S | 0 | 0 | 11 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 67.7 | 17 | 65 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | |
| TEL AVIV | 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 | 73.5 | 9 | 49 |
| TOTAL TEL AVIV | | | 169 | 0 | 19 | 3.2 | 6.9 | 27.7 | 18.6 | 26.6 | 6.4 | 0.5 | 0.0 | 0.0 | 0.0 | 10.1 | 26 | 62.2 | 18 | 305 |
| TOTAL ISRAEL | | | 169 | 0 | 19 | 3.2 | 6.9 | 27.7 | 18.6 | 26.6 | 6.4 | 0.5 | 0.0 | 0.0 | 0.0 | 10.1 | 26 | 62.2 | 18 | 305 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BOLOGNA | BRITISH AIRWAYS PLC | S | 156 | 0 | 8 | 1.8 | 16.5 | 28.0 | 18.3 | 14.6 | 12.8 | 1.8 | 1.2 | 0.0 | 0.0 | 4.9 | 30 | 45.4 | 27 | 113 |
| TOTAL BOLOGNA | | | 156 | 0 | 8 | 1.8 | 16.5 | 28.0 | 18.3 | 14.6 | 12.8 | 1.8 | 1.2 | 0.0 | 0.0 | 4.9 | 30 | 45.4 | 27 | 113 |
| BRINDISI | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 0.0 | 5.9 | 41.2 | 14.7 | 14.7 | 14.7 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 65 | 64.3 | 22 | 42 |
| TOTAL BRINDISI | | | 34 | 0 | 0 | 0.0 | 5.9 | 41.2 | 14.7 | 14.7 | 14.7 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 65 | 64.3 | 22 | 42 |
| FLORENCE | BRITISH AIRWAYS PLC | S | 55 | 0 | 2 | 0.0 | 17.5 | 40.4 | 19.3 | 15.8 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 3.5 | 20 | 64.1 | 16 | 39 |
| TOTAL FLORENCE | | | 55 | 0 | 2 | 0.0 | 17.5 | 40.4 | 19.3 | 15.8 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 3.5 | 20 | 64.1 | 16 | 39 |
| 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 | 65.7 | 17 | 140 | |
| MILAN (LINATE) | BRITISH AIRWAYS PLC | S | 244 | 0 | 14 | 1.2 | 10.5 | 31.4 | 24.0 | 17.1 | 8.5 | 1.9 | 0.0 | 0.0 | 0.0 | 5.4 | 27 | 50.8 | 26 | 239 |
| TOTAL MILAN (LINATE) | | | 244 | 0 | 14 | 1.2 | 10.5 | 31.4 | 24.0 | 17.1 | 8.5 | 1.9 | 0.0 | 0.0 | 0.0 | 5.4 | 27 | 56.2 | 22 | 379 |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 234 | 0 | 16 | 0.8 | 6.4 | 29.2 | 17.6 | 26.4 | 10.4 | 2.4 | 0.0 | 0.4 | 0.0 | 6.4 | 36 | 40.0 | 32 | 207 |
| TOTAL MILAN (MALPENSA) | | | 234 | 0 | 16 | 0.8 | 6.4 | 29.2 | 17.6 | 26.4 | 10.4 | 2.4 | 0.0 | 0.4 | 0.0 | 6.4 | 36 | 40.0 | 32 | 207 |
| NAPLES | AMERICAN AIRLINES | 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 | 53 | 0.0 | 0 | 0 |
| NAPLES | BRITISH AIRWAYS PLC | S | 169 | 0 | 11 | 0.0 | 9.4 | 31.1 | 23.3 | 13.9 | 13.3 | 2.2 | 0.6 | 0.0 | 0.0 | 6.1 | 31 | 34.4 | 30 | 157 |
| TOTAL NAPLES | | | 170 | 0 | 11 | 0.0 | 9.4 | 30.9 | 23.2 | 14.4 | 13.3 | 2.2 | 0.6 | 0.0 | 0.0 | 6.1 | 31 | 34.4 | 30 | 157 |
| OLBIA | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 2.0 | 32.0 | 24.0 | 12.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 71.7 | 11 | 46 |
| TOTAL OLBIA | | | 50 | 0 | 0 | 2.0 | 32.0 | 24.0 | 12.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 71.7 | 11 | 46 |
| PALERMO | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 2.3 | 34.1 | 40.9 | 13.6 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.8 | 23 | 34 |
| TOTAL PALERMO | | | 44 | 0 | 0 | 2.3 | 34.1 | 40.9 | 13.6 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.8 | 23 | 34 |
| PERUGIA | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 0.0 | 2.9 | 47.1 | 17.6 | 14.7 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 46.2 | 29 | 26 |
| TOTAL PERUGIA | | | 34 | 0 | 0 | 0.0 | 2.9 | 47.1 | 17.6 | 14.7 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 46.2 | 29 | 26 |
| PISA | BRITISH AIRWAYS PLC | S | 119 | 0 | 5 | 0.0 | 12.1 | 33.1 | 18.5 | 19.4 | 10.5 | 1.6 | 0.0 | 0.8 | 0.0 | 4.0 | 30 | 44.5 | 41 | 126 |
| TOTAL PISA | | | 119 | 0 | 5 | 0.0 | 12.1 | 33.1 | 18.5 | 19.4 | 10.5 | 1.6 | 0.0 | 0.8 | 0.0 | 4.0 | 30 | 44.5 | 41 | 126 |
| 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 | 58.3 | 14 | 60 | |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 410 | 0 | 28 | 0.5 | 11.6 | 33.6 | 15.5 | 18.3 | 11.4 | 2.1 | 0.5 | 0.2 | 0.0 | 6.4 | 31 | 54.8 | 21 | 388 |
| TOTAL ROME (FIUMICINO) | | | 410 | 0 | 28 | 0.5 | 11.6 | 33.6 | 15.5 | 18.3 | 11.4 | 2.1 | 0.5 | 0.2 | 0.0 | 6.4 | 31 | 55.2 | 20 | 448 |
| VENICE | BRITISH AIRWAYS PLC | S | 300 | 0 | 17 | 2.2 | 11.4 | 25.9 | 17.0 | 25.6 | 10.1 | 2.2 | 0.3 | 0.0 | 0.0 | 5.4 | 31 | 53.0 | 25 | 214 |
| TOTAL VENICE | | | 300 | 0 | 17 | 2.2 | 11.4 | 25.9 | 17.0 | 25.6 | 10.1 | 2.2 | 0.3 | 0.0 | 0.0 | 5.4 | 31 | 53.0 | 25 | 214 |
| TOTAL ITALY | | | 1850 | 0 | 101 | 1.0 | 11.9 | 31.2 | 18.3 | 19.3 | 10.6 | 2.1 | 0.3 | 0.2 | 0.0 | 5.2 | 31 | 51.0 | 25 | 1831 |
| JAMAICA | | | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | VIRGIN ATLANTIC AIRWAYS LTD | S | 59 | 0 | 1 | 25.0 | 30.0 | 33.3 | 5.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 5 | 67.4 | 12 | 43 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 MONTEGO BAY | | | 59 | 0 | 1 | 25.0 | 30.0 | 33.3 | 5.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 5 | 67.4 | 12 | 43 |
| TOTAL JAMAICA | | | 59 | 0 | 1 | 25.0 | 30.0 | 33.3 | 5.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 5 | 67.4 | 12 | 43 |
| JAPAN | | | | | | | | | | | | | | | | | | | | |
| NAGOYA | KOREAN 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 NAGOYA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| TOKYO (HANEDA) | ALL NIPPON AIRWAYS | S | 60 | 0 | 0 | 16.7 | 23.3 | 28.3 | 10.0 | 11.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.3 | 10 | 60 |
| TOKYO (HANEDA) | BRITISH AIRWAYS PLC | S | 114 | 0 | 4 | 24.6 | 9.3 | 31.4 | 14.4 | 9.3 | 5.9 | 1.7 | 0.0 | 0.0 | 0.0 | 3.4 | 17 | 46.7 | 33 | 86 |
| TOKYO (HANEDA) | JAPAN AIRLINES | S | 120 | 0 | 0 | 4.2 | 23.3 | 45.8 | 15.8 | 9.2 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 12 | 120 |
| TOTAL TOKYO (HANEDA) | | | 294 | 0 | 4 | 14.8 | 17.8 | 36.6 | 14.1 | 9.7 | 5.0 | 0.7 | 0.0 | 0.0 | 0.0 | 1.3 | 15 | 67.6 | 18 | 266 |
| TOTAL JAPAN | | | 294 | 0 | 4 | 14.8 | 17.8 | 36.6 | 14.1 | 9.7 | 5.0 | 0.7 | 0.0 | 0.0 | 0.0 | 1.3 | 15 | 67.8 | 18 | 267 |
| JORDAN | | | | | | | | | | | | | | | | | | | | |
| AMMAN | BRITISH AIRWAYS PLC | S | 59 | 0 | 1 | 10.0 | 25.0 | 28.3 | 13.3 | 10.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 19 | 65.5 | 16 | 58 |
| AMMAN | ROYAL JORDANIAN | S | 60 | 0 | 0 | 10.0 | 16.7 | 36.7 | 20.0 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 86.5 | 6 | 89 |
| TOTAL AMMAN | | | 119 | 0 | 1 | 10.0 | 20.8 | 32.5 | 16.7 | 10.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 17 | 78.2 | 10 | 147 |
| TOTAL JORDAN | | | 119 | 0 | 1 | 10.0 | 20.8 | 32.5 | 16.7 | 10.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 17 | 78.2 | 10 | 147 |
| KAZAKHSTAN | | | | | | | | | | | | | | | | | | | | |
| ALMATY | AIR ASTANA | S | 34 | 0 | 0 | 2.9 | 11.8 | 38.2 | 8.8 | 20.6 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 46 | 66.7 | 13 | 42 |
| TOTAL ALMATY | | | 34 | 0 | 0 | 2.9 | 11.8 | 38.2 | 8.8 | 20.6 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 46 | 66.7 | 13 | 42 |
| TOTAL KAZAKHSTAN | | | 34 | 0 | 0 | 2.9 | 11.8 | 38.2 | 8.8 | 20.6 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 46 | 66.7 | 13 | 42 |
| KENYA | | | | | | | | | | | | | | | | | | | | |
| NAIROBI | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 6.7 | 28.3 | 40.0 | 6.7 | 6.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 18 | 55.0 | 18 | 60 |
| NAIROBI | KENYA AIRWAYS | S | 61 | 0 | 0 | 1.6 | 34.4 | 19.7 | 14.8 | 11.5 | 4.9 | 1.6 | 9.8 | 1.6 | 0.0 | 0.0 | 55 | 79.1 | 8 | 86 |
| TOTAL NAIROBI | | | 119 | 0 | 2 | 4.1 | 31.4 | 29.8 | 10.7 | 9.1 | 5.0 | 2.5 | 5.0 | 0.8 | 0.0 | 1.7 | 37 | 69.2 | 12 | 146 |
| TOTAL KENYA | | | 119 | 0 | 2 | 4.1 | 31.4 | 29.8 | 10.7 | 9.1 | 5.0 | 2.5 | 5.0 | 0.8 | 0.0 | 1.7 | 37 | 69.2 | 12 | 146 |
| KUWAIT | | | | | | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 6.7 | 20.0 | 28.3 | 16.7 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 20 | 40.7 | 47 | 57 |
| KUWAIT | KUWAIT AIRWAYS | S | 112 | 0 | 0 | 9.8 | 25.0 | 41.1 | 13.4 | 4.5 | 4.5 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.3 | 23 | 120 |
| TOTAL KUWAIT | | | 170 | 0 | 2 | 8.7 | 23.3 | 36.6 | 14.5 | 8.7 | 5.8 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 17 | 49.2 | 31 | 177 |
| TOTAL KUWAIT | | | 170 | 0 | 2 | 8.7 | 23.3 | 36.6 | 14.5 | 8.7 | 5.8 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 17 | 49.2 | 31 | 177 |
| LATVIA | | | | | | | | | | | | | | | | | | | | |
| RIGA | BRITISH AIRWAYS PLC | S | 24 | 0 | 2 | 0.0 | 19.2 | 26.9 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 17 | 0.0 | 0 | 0 |
| TOTAL RIGA | | | 24 | 0 | 2 | 0.0 | 19.2 | 26.9 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 17 | 0.0 | 0 | 0 |
| TOTAL LATVIA | | | 24 | 0 | 2 | 0.0 | 19.2 | 26.9 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 17 | 0.0 | 0 | 0 |
| LEBANON | | | | | | | | | | | | | | | | | | | | |
| BEIRUT | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | 96 | 0 | 0 | 0.0 | 15.6 | 39.6 | 31.3 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 86.6 | 5 | 119 |
| TOTAL BEIRUT | | | 96 | 0 | 0 | 0.0 | 15.6 | 39.6 | 31.3 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 86.6 | 5 | 119 |
| TOTAL LEBANON | | | 96 | 0 | 0 | 0.0 | 15.6 | 39.6 | 31.3 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 86.6 | 5 | 119 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | BRITISH AIRWAYS PLC | S | 82 | 0 | 8 | 1.1 | 21.1 | 31.1 | 11.1 | 17.8 | 7.8 | 1.1 | 0.0 | 0.0 | 0.0 | 8.9 | 22 | 64.3 | 18 | 80 | |
| TOTAL LUXEMBOURG | | | 82 | 0 | 8 | 1.1 | 21.1 | 31.1 | 11.1 | 17.8 | 7.8 | 1.1 | 0.0 | 0.0 | 0.0 | 8.9 | 22 | 64.3 | 18 | 80 | |
| TOTAL LUXEMBOURG | | | 82 | 0 | 8 | 1.1 | 21.1 | 31.1 | 11.1 | 17.8 | 7.8 | 1.1 | 0.0 | 0.0 | 0.0 | 8.9 | 22 | 64.3 | 18 | 80 | |
| MALAYSIA | | | | | | | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALAYSIAN AIRLINES SYSTEM-MAS | S | 119 | 0 | 2 | 0.8 | 13.2 | 46.3 | 17.4 | 14.9 | 4.1 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | 22 | 81.7 | 10 | 120 | |
| TOTAL KUALA LUMPUR (SEPANG) | | | 119 | 0 | 2 | 0.8 | 13.2 | 46.3 | 17.4 | 14.9 | 4.1 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | 22 | 81.7 | 10 | 120 | |
| TOTAL MALAYSIA | | | 119 | 0 | 2 | 0.8 | 13.2 | 46.3 | 17.4 | 14.9 | 4.1 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | 22 | 81.7 | 10 | 120 | |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 4.0 | 24.0 | 20.0 | 12.0 | 20.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 69.2 | 38 | 26 | |
| TOTAL MALE INTERNATIONAL | | | 25 | 0 | 0 | 4.0 | 24.0 | 20.0 | 12.0 | 20.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 69.2 | 38 | 26 | |
| TOTAL MALDIVE ISLANDS | | | 25 | 0 | 0 | 4.0 | 24.0 | 20.0 | 12.0 | 20.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 69.2 | 38 | 26 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 128 | 0 | 0 | 9.4 | 18.0 | 39.1 | 17.2 | 13.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 51.5 | 20 | 130 | |
| TOTAL MALTA | | | 128 | 0 | 0 | 9.4 | 18.0 | 39.1 | 17.2 | 13.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 51.5 | 20 | 130 | |
| TOTAL MALTA | | | 128 | 0 | 0 | 9.4 | 18.0 | 39.1 | 17.2 | 13.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 51.5 | 20 | 130 | |
| 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 | 77.8 | 26 | 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 | 77.8 | 26 | 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 | 77.8 | 26 | 44 | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| MEXICO CITY | AEROMEXICO | S | 60 | 0 | 0 | 16.7 | 38.3 | 23.3 | 5.0 | 11.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.0 | 9 | 60 | |
| MEXICO CITY | BRITISH AIRWAYS PLC | S | 59 | 0 | 0 | 8.5 | 11.9 | 30.5 | 13.6 | 18.6 | 13.6 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 31 | 40.7 | 51 | 57 | |
| TOTAL MEXICO CITY | | | 119 | 0 | 0 | 12.6 | 25.2 | 26.9 | 9.2 | 15.1 | 8.4 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 22 | 63.0 | 29 | 117 | |
| TOTAL MEXICO | | | 119 | 0 | 0 | 12.6 | 25.2 | 26.9 | 9.2 | 15.1 | 8.4 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 22 | 63.0 | 29 | 117 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 74 | 0 | 0 | 0.0 | 4.1 | 43.2 | 25.7 | 16.2 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 57.7 | 34 | 78 | |
| TOTAL CASABLANCA MOHAMED V | | | 74 | 0 | 0 | 0.0 | 4.1 | 43.2 | 25.7 | 16.2 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 57.7 | 34 | 78 | |
| MARRAKESH | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 56.3 | 22 | 14 | |
| TOTAL MARRAKESH | | | 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 | 32 | 56.3 | 22 | 14 | |
| TOTAL MOROCCO | | | 76 | 0 | 0 | 0.0 | 5.3 | 42.1 | 25.0 | 15.8 | 9.2 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 57.4 | 32 | 92 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 441 | 0 | 37 | 0.6 | 14.2 | 32.6 | 15.3 | 18.2 | 9.0 | 1.7 | 0.6 | 0.0 | 0.0 | 7.7 | 27 | 45.3 | 25 | 446 | |
| AMSTERDAM | KLM | S | 445 | 0 | 8 | 2.4 | 21.0 | 36.4 | 17.7 | 14.3 | 5.5 | 0.9 | 0.0 | 0.0 | 0.0 | 1.8 | 19 | 70.2 | 13 | 458 | |
| TOTAL AMSTERDAM | | | 886 | 0 | 45 | 1.5 | 17.5 | 34.5 | 16.4 | 16.3 | 7.3 | 1.3 | 0.3 | 0.0 | 0.0 | 4.8 | 23 | 57.8 | 19 | 904 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 NETHERLANDS | | | 886 | 0 | 45 | 1.5 | 17.5 | 34.5 | 16.4 | 16.3 | 7.3 | 1.3 | 0.3 | 0.0 | 0.0 | 4.8 | 23 | 57.8 | 19 | 904 |
| NIGERIA | | | | | | | | | | | | | | | | | | | | |
| ABUJA | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 8.3 | 26.7 | 33.3 | 10.0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 70.0 | 11 | 60 |
| TOTAL ABUJA | | | 58 | 0 | 2 | 8.3 | 26.7 | 33.3 | 10.0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 70.0 | 11 | 60 |
| LAGOS | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 35.0 | 13.3 | 23.3 | 13.3 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 58.3 | 21 | 60 |
| LAGOS | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 36.7 | 16.7 | 31.7 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.7 | 14 | 60 |
| TOTAL LAGOS | | | 120 | 0 | 0 | 35.8 | 15.0 | 27.5 | 11.7 | 7.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.0 | 17 | 120 |
| TOTAL NIGERIA | | | 178 | 0 | 2 | 26.7 | 18.9 | 29.4 | 11.1 | 11.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 11 | 70.0 | 15 | 180 |
| NORWAY | | | | | | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS PLC | S | 156 | 0 | 2 | 5.1 | 25.3 | 31.6 | 16.5 | 10.1 | 6.3 | 3.8 | 0.0 | 0.0 | 0.0 | 1.3 | 21 | 52.2 | 22 | 157 |
| OSLO (GARDERMOEN) | SAS | S | 210 | 0 | 2 | 3.3 | 37.7 | 31.6 | 14.6 | 8.5 | 2.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 12 | 72.6 | 12 | 266 |
| OSLO (GARDERMOEN) | SCANDINAVIAN AIRLINES IRELAND LTD | S | 63 | 0 | 0 | 7.9 | 42.9 | 30.2 | 4.8 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 0 | 1 |
| TOTAL OSLO (GARDERMOEN) | | | 429 | 0 | 4 | 4.6 | 33.9 | 31.4 | 13.9 | 9.9 | 3.5 | 1.8 | 0.0 | 0.0 | 0.0 | 0.9 | 15 | 65.0 | 16 | 424 |
| STAVANGER | SAS | S | 52 | 0 | 0 | 9.6 | 28.8 | 36.5 | 13.5 | 5.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.0 | 11 | 50 |
| TOTAL STAVANGER | | | 52 | 0 | 0 | 9.6 | 28.8 | 36.5 | 13.5 | 5.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.0 | 11 | 50 |
| TOTAL NORWAY | | | 481 | 0 | 4 | 5.2 | 33.4 | 32.0 | 13.8 | 9.5 | 3.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.8 | 15 | 66.2 | 15 | 474 |
| OMAN | | | | | | | | | | | | | | | | | | | | |
| MUSCAT | OMAN AIR | S | 60 | 0 | 0 | 6.7 | 40.0 | 38.3 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.0 | 3 | 60 |
| TOTAL MUSCAT | | | 60 | 0 | 0 | 6.7 | 40.0 | 38.3 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.0 | 3 | 60 |
| TOTAL OMAN | | | 60 | 0 | 0 | 6.7 | 40.0 | 38.3 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.0 | 3 | 60 |
| PAKISTAN | | | | | | | | | | | | | | | | | | | | |
| ISLAMABAD INTERNATIONAL AIRPORT | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 0.0 | 15.4 | 19.2 | 11.5 | 19.2 | 11.5 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 72 | 26.9 | 73 | 26 |
| TOTAL ISLAMABAD INTERNATIONAL AIRPORT | | | 26 | 0 | 0 | 0.0 | 15.4 | 19.2 | 11.5 | 19.2 | 11.5 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 72 | 26.9 | 73 | 26 |
| TOTAL PAKISTAN | | | 26 | 0 | 0 | 0.0 | 15.4 | 19.2 | 11.5 | 19.2 | 11.5 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 72 | 26.9 | 73 | 26 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| KRAKOW | BRITISH AIRWAYS PLC | S | 42 | 0 | 2 | 0.0 | 13.6 | 36.4 | 18.2 | 22.7 | 2.3 | 0.0 | 0.0 | 2.3 | 0.0 | 4.5 | 42 | 57.1 | 23 | 42 |
| TOTAL KRAKOW | | | 42 | 0 | 2 | 0.0 | 13.6 | 36.4 | 18.2 | 22.7 | 2.3 | 0.0 | 0.0 | 2.3 | 0.0 | 4.5 | 42 | 57.1 | 23 | 42 |
| WARSAW (CHOPIN) | BRITISH AIRWAYS PLC | S | 172 | 0 | 0 | 1.2 | 22.7 | 31.4 | 17.4 | 13.4 | 9.3 | 2.9 | 1.7 | 0.0 | 0.0 | 0.0 | 27 | 53.4 | 21 | 161 |
| WARSAW (CHOPIN) | LOT-POLISH AIRLINES | S | 180 | 0 | 0 | 0.6 | 12.2 | 35.6 | 28.3 | 16.7 | 6.1 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 57.8 | 23 | 180 |
| TOTAL WARSAW (CHOPIN) | | | 352 | 0 | 0 | 0.9 | 17.3 | 33.5 | 23.0 | 15.1 | 7.7 | 1.7 | 0.9 | 0.0 | 0.0 | 0.0 | 24 | 55.7 | 22 | 341 |
| TOTAL POLAND | | | 394 | 0 | 2 | 0.8 | 16.9 | 33.8 | 22.5 | 15.9 | 7.1 | 1.5 | 0.8 | 0.3 | 0.0 | 0.5 | 26 | 55.8 | 22 | 383 |
| PORTUGAL(EXCLUDING AZORES PONTA DELGADA) | | | | | | | | | | | | | | | | | | | | |
| AZORES PONTA DELGADA | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 0.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 100.0 | 8 | 2 |
| TOTAL AZORES PONTA DELGADA | | | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 0.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 100.0 | 8 | 2 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | |
| FARO | BRITISH AIRWAYS PLC | S | 118 | 0 | 3 | 1.7 | 13.2 | 38.8 | 21.5 | 14.0 | 5.8 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 22 | 55.7 | 42 | 110 |
| TOTAL FARO | | | 118 | 0 | 3 | 1.7 | 13.2 | 38.8 | 21.5 | 14.0 | 5.8 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 22 | 55.7 | 42 | 110 |
| LISBON | AIR PORTUGAL | S | 377 | 0 | 1 | 0.0 | 7.7 | 22.8 | 24.1 | 29.4 | 14.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.3 | 34 | 52.9 | 23 | 374 |
| LISBON | BRITISH AIRWAYS PLC | S | 250 | 0 | 14 | 0.0 | 9.5 | 28.4 | 21.6 | 20.1 | 13.6 | 1.5 | 0.0 | 0.0 | 0.0 | 5.3 | 30 | 47.7 | 24 | 233 |
| TOTAL LISBON | | | 627 | 0 | 15 | 0.0 | 8.4 | 25.1 | 23.1 | 25.5 | 13.9 | 1.7 | 0.0 | 0.0 | 0.0 | 2.3 | 32 | 50.9 | 23 | 607 |
| 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 | 55.8 | 18 | 82 |
| 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 | 55.8 | 18 | 82 |
| TOTAL PORTUGAL PORTUGAL(MADEIRA) | | | 753 | 0 | 18 | 0.3 | 9.3 | 27.1 | 22.6 | 23.7 | 12.8 | 1.8 | 0.0 | 0.0 | 0.0 | 2.3 | 31 | 52.2 | 25 | 801 |
| FUNCHAL | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 6.7 | 23.3 | 40.0 | 10.0 | 15.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 76.0 | 16 | 50 |
| TOTAL FUNCHAL | | | 58 | 0 | 2 | 6.7 | 23.3 | 40.0 | 10.0 | 15.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 76.0 | 16 | 50 |
| TOTAL PORTUGAL | | | 58 | 0 | 2 | 6.7 | 23.3 | 40.0 | 10.0 | 15.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 76.0 | 16 | 50 |
| QATAR | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | BRITISH AIRWAYS PLC | S | 116 | 0 | 4 | 20.8 | 15.8 | 28.3 | 12.5 | 10.0 | 6.7 | 1.7 | 0.0 | 0.8 | 0.0 | 3.3 | 29 | 0.0 | 0 | 0 |
| DOHA HAMAD | QATAR AIRWAYS | S | 420 | 0 | 0 | 5.0 | 31.0 | 39.0 | 12.4 | 8.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.2 | 13 | 403 |
| TOTAL DOHA HAMAD | | | 536 | 0 | 4 | 8.5 | 27.6 | 36.7 | 12.4 | 9.1 | 4.4 | 0.4 | 0.0 | 0.2 | 0.0 | 0.7 | 15 | 77.2 | 13 | 403 |
| TOTAL QATAR | | | 536 | 0 | 4 | 8.5 | 27.6 | 36.7 | 12.4 | 9.1 | 4.4 | 0.4 | 0.0 | 0.2 | 0.0 | 0.7 | 15 | 77.2 | 13 | 403 |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | | | | | | |
| SEOUL (INCHEON) | ASIANA AIRLINES | S | 60 | 0 | 0 | 5.0 | 3.3 | 33.3 | 13.3 | 28.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 25.0 | 34 | 60 |
| SEOUL (INCHEON) | KOREAN AIR | S | 60 | 0 | 0 | 18.3 | 10.0 | 43.3 | 6.7 | 8.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.7 | 13 | 60 |
| TOTAL SEOUL (INCHEON) | | | 120 | 0 | 0 | 11.7 | 6.7 | 38.3 | 10.0 | 18.3 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.8 | 24 | 120 |
| TOTAL REPUBLIC OF KOREA | | | 120 | 0 | 0 | 11.7 | 6.7 | 38.3 | 10.0 | 18.3 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.8 | 24 | 120 |
| REPUBLIC OF SERBIA | | | | | | | | | | | | | | | | | | | | |
| BELGRADE | AIR SERBIA | S | 77 | 0 | 0 | 0.0 | 3.9 | 16.9 | 29.9 | 37.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 59.0 | 18 | 78 |
| BELGRADE | BRITISH AIRWAYS PLC | S | 24 | 0 | 2 | 3.8 | 19.2 | 42.3 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 12 | 0.0 | 0 | 0 |
| TOTAL BELGRADE | | | 101 | 0 | 2 | 1.0 | 7.8 | 23.3 | 26.2 | 31.1 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 28 | 59.0 | 18 | 78 |
| TOTAL REPUBLIC OF SERBIA | | | 101 | 0 | 2 | 1.0 | 7.8 | 23.3 | 26.2 | 31.1 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 28 | 59.0 | 18 | 78 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 21.7 | 40.0 | 21.7 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 8 | 60 |
| TOTAL CAPE TOWN | | | 60 | 0 | 0 | 21.7 | 40.0 | 21.7 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 8 | 60 |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 118 | 0 | 2 | 15.0 | 29.2 | 26.7 | 13.3 | 5.8 | 4.2 | 0.8 | 1.7 | 1.7 | 0.0 | 1.7 | 27 | 55.0 | 57 | 120 |
| JOHANNESBURG | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 6.7 | 56.7 | 28.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 6 | 60 |
| TOTAL JOHANNESBURG | | | 178 | 0 | 2 | 12.2 | 38.3 | 27.2 | 10.0 | 5.6 | 2.8 | 0.6 | 1.1 | 1.1 | 0.0 | 1.1 | 20 | 66.7 | 40 | 180 |
| TOTAL REPUBLIC OF ROMANIA | | | 238 | 0 | 2 | 14.6 | 38.8 | 25.8 | 10.4 | 5.4 | 2.1 | 0.4 | 0.8 | 0.8 | 0.0 | 0.8 | 16 | 70.0 | 32 | 240 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS PLC | S | 118 | 0 | 2 | 3.3 | 14.2 | 28.3 | 21.7 | 21.7 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 24 | 52.5 | 24 | 119 |
| BUCHAREST (OTOPENI) | TAROM | S | 60 | 0 | 0 | 0.0 | 5.0 | 28.3 | 25.0 | 26.7 | 10.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 36 | 65.0 | 15 | 60 |
| TOTAL BUCHAREST (OTOPENI) | | | 178 | 0 | 2 | 2.2 | 11.1 | 28.3 | 22.8 | 23.3 | 9.4 | 1.1 | 0.6 | 0.0 | 0.0 | 1.1 | 28 | 56.7 | 21 | 179 |
| TOTAL ROMANIA | | | 178 | 0 | 2 | 2.2 | 11.1 | 28.3 | 22.8 | 23.3 | 9.4 | 1.1 | 0.6 | 0.0 | 0.0 | 1.1 | 28 | 56.7 | 21 | 179 |
| RWANDA | | | | | | | | | | | | | | | | | | | | |
| KIGALI | RWANDAIR EXPRESS | S | 60 | 0 | 0 | 11.7 | 26.7 | 28.3 | 11.7 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.5 | 14 | 34 |
| TOTAL KIGALI | | | 60 | 0 | 0 | 11.7 | 26.7 | 28.3 | 11.7 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.5 | 14 | 34 |
| TOTAL RWANDA | | | 60 | 0 | 0 | 11.7 | 26.7 | 28.3 | 11.7 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.5 | 14 | 34 |
| SAINT VINCENT AND THE | | | | | | | | | | | | | | | | | | | | |
| E T JOSHUA | VIRGIN ATLANTIC AIRWAYS LTD | S | 25 | 0 | 0 | 8.0 | 24.0 | 44.0 | 8.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.1 | 20 | 14 |
| E T JOSHUA | VIRGIN ATLANTIC INTERNATIONAL | S | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 5 | 2 |
| TOTAL E T JOSHUA | | | 27 | 0 | 0 | 7.4 | 22.2 | 48.1 | 7.4 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 18 | 16 |
| TOTAL SAINT VINCENT | | | 27 | 0 | 0 | 7.4 | 22.2 | 48.1 | 7.4 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 18 | 16 |
| SAUDI ARABIA | | | | | | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 127 | 0 | 0 | 7.9 | 27.6 | 36.2 | 11.0 | 9.4 | 5.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.1 | 16 | 67 |
| TOTAL JEDDAH | | | 127 | 0 | 0 | 7.9 | 27.6 | 36.2 | 11.0 | 9.4 | 5.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.1 | 16 | 67 |
| NEOM BAY | SAUDI ARABIAN AIRLINES | S | 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 | 12 | 50.0 | 67 | 8 |
| TOTAL NEOM BAY | | | 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 | 12 | 50.0 | 67 | 8 |
| RIYADH | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 11.7 | 20.0 | 38.3 | 16.7 | 8.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 56.7 | 46 | 60 |
| RIYADH | SAUDI ARABIAN AIRLINES | S | 172 | 0 | 0 | 15.1 | 20.3 | 39.5 | 15.1 | 6.4 | 2.3 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 13 | 82.2 | 8 | 179 |
| TOTAL RIYADH | | | 232 | 0 | 0 | 14.2 | 20.3 | 39.2 | 15.5 | 6.9 | 3.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 13 | 75.8 | 18 | 239 |
| TOTAL SAUDI ARABIA | | | 368 | 0 | 0 | 12.2 | 22.8 | 38.0 | 13.9 | 7.9 | 3.8 | 0.8 | 0.5 | 0.0 | 0.0 | 0.0 | 14 | 74.4 | 19 | 314 |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | |
| SINGAPORE | BRITISH AIRWAYS PLC | S | 56 | 0 | 4 | 11.7 | 23.3 | 25.0 | 18.3 | 10.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 17 | 48.3 | 61 | 60 |
| SINGAPORE | SINGAPORE AIRLINES | S | 240 | 0 | 0 | 0.4 | 14.6 | 42.1 | 22.1 | 17.5 | 2.5 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 20 | 78.8 | 12 | 239 |
| TOTAL SINGAPORE | | | 296 | 0 | 4 | 2.7 | 16.3 | 38.7 | 21.3 | 16.0 | 2.3 | 0.7 | 0.7 | 0.0 | 0.0 | 1.3 | 19 | 72.7 | 22 | 299 |
| TOTAL SINGAPORE | | | 296 | 0 | 4 | 2.7 | 16.3 | 38.7 | 21.3 | 16.0 | 2.3 | 0.7 | 0.7 | 0.0 | 0.0 | 1.3 | 19 | 72.7 | 22 | 299 |
| SLOVENIA | | | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 6.7 | 30.0 | 25.0 | 28.3 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 53 | 52.9 | 20 | 50 |
| TOTAL LJUBLJANA | | | 60 | 0 | 0 | 0.0 | 6.7 | 30.0 | 25.0 | 28.3 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 53 | 52.9 | 20 | 50 |
| TOTAL SLOVENIA | | | 60 | 0 | 0 | 0.0 | 6.7 | 30.0 | 25.0 | 28.3 | 5.0 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 53 | 52.9 | 20 | 50 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| BARCELONA | BRITISH AIRWAYS PLC | S | 459 | 0 | 25 | 0.8 | 12.8 | 33.1 | 16.1 | 19.8 | 9.1 | 1.7 | 1.4 | 0.0 | 0.0 | 5.2 | 28 | 48.9 | 24 | 410 |
| BARCELONA | VUELING AIRLINES | S | 120 | 0 | 0 | 0.0 | 1.7 | 25.0 | 20.8 | 35.8 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 |
| TOTAL BARCELONA | | | 579 | 0 | 25 | 0.7 | 10.6 | 31.5 | 17.1 | 23.0 | 9.8 | 2.2 | 1.2 | 0.0 | 0.0 | 4.1 | 30 | 48.9 | 24 | 410 |
| IBIZA | BRITISH AIRWAYS PLC | S | 116 | 0 | 6 | 0.0 | 9.0 | 31.1 | 21.3 | 23.0 | 6.6 | 4.1 | 0.0 | 0.0 | 0.0 | 4.9 | 30 | 52.6 | 32 | 130 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 IBIZA | | | 116 | 0 | 6 | 0.0 | 9.0 | 31.1 | 21.3 | 23.0 | 6.6 | 4.1 | 0.0 | 0.0 | 0.0 | 4.9 | 30 | 52.6 | 32 | 130 |
| MADRID | BRITISH AIRWAYS PLC | S | 152 | 1 | 12 | 0.6 | 13.9 | 32.1 | 17.6 | 16.4 | 10.3 | 0.0 | 1.2 | 0.0 | 0.6 | 7.3 | 27 | 53.2 | 29 | 234 |
| MADRID | IBERIA | S | 560 | 0 | 2 | 1.2 | 17.6 | 38.8 | 20.3 | 14.2 | 6.9 | 0.5 | 0.0 | 0.0 | 0.0 | 0.4 | 20 | 73.5 | 13 | 476 |
| TOTAL MADRID | | | 712 | 1 | 14 | 1.1 | 16.8 | 37.3 | 19.7 | 14.7 | 7.7 | 0.4 | 0.3 | 0.0 | 0.1 | 1.9 | 21 | 66.5 | 18 | 710 |
| MALAGA | BRITISH AIRWAYS PLC | S | 140 | 0 | 8 | 0.7 | 18.2 | 33.8 | 16.2 | 17.6 | 7.4 | 0.7 | 0.0 | 0.0 | 0.0 | 5.4 | 21 | 56.1 | 29 | 146 |
| TOTAL MALAGA | | | 140 | 0 | 8 | 0.7 | 18.2 | 33.8 | 16.2 | 17.6 | 7.4 | 0.7 | 0.0 | 0.0 | 0.0 | 5.4 | 21 | 56.1 | 29 | 146 |
| PALMA DE MALLORCA | BRITISH AIRWAYS PLC | S | 153 | 0 | 9 | 0.0 | 6.2 | 36.4 | 25.9 | 14.2 | 9.3 | 1.9 | 0.6 | 0.0 | 0.0 | 5.6 | 28 | 47.7 | 26 | 166 |
| TOTAL PALMA DE MALLORCA | | | 153 | 0 | 9 | 0.0 | 6.2 | 36.4 | 25.9 | 14.2 | 9.3 | 1.9 | 0.6 | 0.0 | 0.0 | 5.6 | 28 | 47.7 | 26 | 166 |
| VALENCIA | BRITISH AIRWAYS PLC | S | 100 | 0 | 4 | 1.0 | 15.4 | 32.7 | 18.3 | 20.2 | 7.7 | 1.0 | 0.0 | 0.0 | 0.0 | 3.8 | 23 | 48.8 | 23 | 78 |
| TOTAL VALENCIA | | | 100 | 0 | 4 | 1.0 | 15.4 | 32.7 | 18.3 | 20.2 | 7.7 | 1.0 | 0.0 | 0.0 | 0.0 | 3.8 | 23 | 48.8 | 23 | 78 |
| TOTAL SPAIN | | | 1800 | 1 | 66 | 0.7 | 13.4 | 34.4 | 19.1 | 18.4 | 8.4 | 1.4 | 0.5 | 0.0 | 0.1 | 3.5 | 25 | 57.3 | 23 | 1640 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | BRITISH AIRWAYS PLC | S | 40 | 0 | 2 | 2.4 | 21.4 | 33.3 | 16.7 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 17 | 86.7 | 8 | 44 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 40 | 0 | 2 | 2.4 | 21.4 | 33.3 | 16.7 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 17 | 86.7 | 8 | 44 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 40 | 0 | 2 | 2.4 | 21.4 | 33.3 | 16.7 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 17 | 86.7 | 8 | 44 |
| SRI LANKA | | | | | | | | | | | | | | | | | | | | |
| COLOMBO | SRILANKAN AIRLINES | S | 59 | 0 | 1 | 3.3 | 26.7 | 28.3 | 15.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 18 | 61.0 | 15 | 59 |
| TOTAL COLOMBO | | | 59 | 0 | 1 | 3.3 | 26.7 | 28.3 | 15.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 18 | 61.0 | 15 | 59 |
| TOTAL SRI LANKA | | | 59 | 0 | 1 | 3.3 | 26.7 | 28.3 | 15.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 18 | 61.0 | 15 | 59 |
| SWEDEN | | | | | | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | BRITISH AIRWAYS PLC | S | 144 | 0 | 4 | 8.1 | 33.1 | 31.1 | 14.9 | 6.8 | 2.0 | 1.4 | 0.0 | 0.0 | 0.0 | 2.7 | 12 | 58.2 | 17 | 159 |
| TOTAL GOTEBORG (LANDVETTER) | | | 144 | 0 | 4 | 8.1 | 33.1 | 31.1 | 14.9 | 6.8 | 2.0 | 1.4 | 0.0 | 0.0 | 0.0 | 2.7 | 12 | 58.2 | 17 | 159 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS PLC | S | 188 | 0 | 12 | 3.0 | 22.5 | 26.5 | 13.5 | 16.0 | 8.5 | 3.0 | 0.5 | 0.5 | 0.0 | 6.0 | 30 | 52.6 | 23 | 203 |
| STOCKHOLM (ARLANDA) | SAS | S | 216 | 0 | 4 | 0.9 | 31.8 | 35.0 | 15.0 | 12.3 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 13 | 65.4 | 15 | 228 |
| STOCKHOLM (ARLANDA) | SCANDINAVIAN AIRLINES IRELAND LTD | S | 64 | 0 | 0 | 1.6 | 20.3 | 42.2 | 18.8 | 9.4 | 6.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 60.3 | 12 | 58 |
| TOTAL STOCKHOLM (ARLANDA) | | | 468 | 0 | 16 | 1.9 | 26.4 | 32.4 | 14.9 | 13.4 | 5.8 | 1.4 | 0.2 | 0.2 | 0.0 | 3.3 | 21 | 59.3 | 18 | 489 |
| TOTAL SWEDEN | | | 612 | 0 | 20 | 3.3 | 28.0 | 32.1 | 14.9 | 11.9 | 4.9 | 1.4 | 0.2 | 0.2 | 0.0 | 3.2 | 19 | 59.0 | 18 | 648 |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | BRITISH AIRWAYS PLC | S | 150 | 0 | 20 | 2.9 | 21.2 | 27.6 | 17.1 | 13.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 18 | 61.4 | 19 | 147 |
| TOTAL BALE MULHOUSE | | | 150 | 0 | 20 | 2.9 | 21.2 | 27.6 | 17.1 | 13.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 18 | 61.4 | 19 | 147 |
| GENEVA | BRITISH AIRWAYS PLC | S | 367 | 0 | 21 | 0.8 | 18.3 | 31.4 | 18.0 | 17.8 | 7.0 | 1.3 | 0.0 | 0.0 | 0.0 | 5.4 | 22 | 50.8 | 26 | 371 |
| GENEVA | SWISS AIRLINES | S | 275 | 0 | 11 | 0.7 | 15.7 | 36.0 | 18.5 | 15.4 | 8.7 | 1.0 | 0.0 | 0.0 | 0.0 | 3.8 | 23 | 74.2 | 11 | 287 |
| TOTAL GENEVA | | | 642 | 0 | 32 | 0.7 | 17.2 | 33.4 | 18.2 | 16.8 | 7.7 | 1.2 | 0.0 | 0.0 | 0.0 | 4.7 | 23 | 60.7 | 19 | 658 |
| ZURICH | BRITISH AIRWAYS PLC | S | 246 | 0 | 14 | 0.8 | 12.7 | 29.2 | 15.0 | 20.4 | 13.1 | 2.7 | 0.8 | 0.0 | 0.0 | 5.4 | 32 | 51.4 | 22 | 231 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| ZURICH | SWISS AIRLINES | S | 413 | 0 | 5 | 0.5 | 13.2 | 30.6 | 16.7 | 22.5 | 14.4 | 1.0 | 0.0 | 0.0 | 0.0 | 1.2 | 29 | 47.6 | 22 | 419 |
| TOTAL ZURICH | | | 659 | 0 | 19 | 0.6 | 13.0 | 30.1 | 16.1 | 21.7 | 13.9 | 1.6 | 0.3 | 0.0 | 0.0 | 2.8 | 30 | 49.0 | 22 | 650 |
| TOTAL SWITZERLAND | | | 1451 | 0 | 71 | 0.9 | 15.8 | 31.3 | 17.1 | 18.6 | 10.2 | 1.2 | 0.1 | 0.0 | 0.0 | 4.7 | 26 | 55.6 | 21 | 1455 |
| TAIWAN | | | | | | | | | | | | | | | | | | | | |
| TAIPEI | CHINA AIRLINES | S | 42 | 0 | 0 | 2.4 | 11.9 | 28.6 | 23.8 | 21.4 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 19 | 44 |
| TAIPEI | EVA AIR | S | 60 | 0 | 0 | 1.7 | 16.7 | 33.3 | 26.7 | 16.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 63.3 | 17 | 60 |
| TOTAL TAIPEI | | | 102 | 0 | 0 | 2.0 | 14.7 | 31.4 | 25.5 | 18.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 57.7 | 18 | 104 |
| TOTAL TAIWAN | | | 102 | 0 | 0 | 2.0 | 14.7 | 31.4 | 25.5 | 18.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 57.7 | 18 | 104 |
| THAILAND | | | | | | | | | | | | | | | | | | | | |
| BANGKOK SUVARNABHUMI | THAI AIRWAYS INTERNATIONAL | S | 120 | 0 | 0 | 2.5 | 18.3 | 44.2 | 20.8 | 12.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.8 | 11 | 120 |
| TOTAL BANGKOK SUVARNABHUMI | | | 120 | 0 | 0 | 2.5 | 18.3 | 44.2 | 20.8 | 12.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.8 | 11 | 120 |
| TOTAL THAILAND | | | 120 | 0 | 0 | 2.5 | 18.3 | 44.2 | 20.8 | 12.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.8 | 11 | 120 |
| TUNISIA | | | | | | | | | | | | | | | | | | | | |
| TUNIS | TUNISAIR | S | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 55.6 | 53 | 18 |
| TOTAL TUNIS | | | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 55.6 | 53 | 18 |
| TOTAL TUNISIA | | | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 55.6 | 53 | 18 |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| BODRUM (MILAS) | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 7.7 | 15.4 | 30.8 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 82 | 18 |
| TOTAL BODRUM (MILAS) | | | 26 | 0 | 0 | 7.7 | 15.4 | 30.8 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 82 | 18 |
| DALAMAN | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 0.0 | 26.2 | 42.9 | 11.9 | 16.7 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 49 | 70.3 | 50 | 36 |
| TOTAL DALAMAN | | | 42 | 0 | 0 | 0.0 | 26.2 | 42.9 | 11.9 | 16.7 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 49 | 70.3 | 50 | 36 |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 168 | 0 | 3 | 2.9 | 14.0 | 35.7 | 22.2 | 15.8 | 4.7 | 2.9 | 0.0 | 0.0 | 0.0 | 1.8 | 23 | 63.1 | 15 | 177 |
| ISTANBUL | THY TURKISH AIRLINES | S | 386 | 0 | 0 | 4.4 | 16.8 | 31.9 | 21.2 | 17.1 | 7.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 49.6 | 26 | 381 |
| TOTAL ISTANBUL | | | 554 | 0 | 3 | 3.9 | 16.0 | 33.0 | 21.5 | 16.7 | 6.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.5 | 22 | 53.9 | 23 | 558 |
| ISTANBUL (SABIHA GOKCEN) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 5.0 | 11.7 | 48.3 | 13.3 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.5 | 12 | 34 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 60 | 0 | 0 | 5.0 | 11.7 | 48.3 | 13.3 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.5 | 12 | 34 |
| IZMIR (ADNAN MENDERES) | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 25.0 | 12.5 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 8 | 0 | 0 | 25.0 | 12.5 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| TOTAL TURKEY | | | 690 | 0 | 3 | 4.2 | 16.2 | 34.6 | 20.2 | 16.9 | 6.2 | 1.2 | 0.0 | 0.1 | 0.0 | 0.4 | 23 | 56.7 | 25 | 646 |
| TURKS AND CAICOS | | | | | | | | | | | | | | | | | | | | |
| PROVIDENCIALES | BRITISH AIRWAYS PLC | S | 12 | 0 | 0 | 0.0 | 33.3 | 41.7 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 12 | 15 |
| PROVIDENCIALES | VIRGIN ATLANTIC AIRWAYS LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 296 | 0.0 | 0 | 0 |
| TOTAL PROVIDENCIALES | | | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 12 | 15 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 TURKS AND CAICOS | | | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 12 | 15 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | BRITISH AIRWAYS PLC | S | 53 | 0 | 7 | 18.3 | 20.0 | 25.0 | 16.7 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 11.7 | 13 | 0.0 | 0 | 0 |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 240 | 0 | 0 | 6.3 | 31.7 | 36.7 | 12.1 | 7.9 | 4.2 | 0.8 | 0.4 | 0.0 | 0.0 | 0.0 | 13 | 84.6 | 9 | 239 |
| TOTAL ABU DHABI INTERNATIONAL | | | 293 | 0 | 7 | 8.7 | 29.3 | 34.3 | 13.0 | 7.3 | 3.7 | 1.0 | 0.3 | 0.0 | 0.0 | 2.3 | 13 | 84.6 | 9 | 239 |
| DUBAI | BRITISH AIRWAYS PLC | S | 149 | 0 | 11 | 13.1 | 23.8 | 19.4 | 14.4 | 13.1 | 6.3 | 2.5 | 0.6 | 0.0 | 0.0 | 6.9 | 22 | 66.0 | 34 | 159 |
| DUBAI | EMIRATES | S | 419 | 0 | 2 | 2.1 | 19.5 | 40.6 | 20.7 | 12.4 | 3.6 | 0.5 | 0.2 | 0.0 | 0.0 | 0.5 | 17 | 70.6 | 14 | 360 |
| TOTAL DUBAI | | | 568 | 0 | 13 | 5.2 | 20.7 | 34.8 | 18.9 | 12.6 | 4.3 | 1.0 | 0.3 | 0.0 | 0.0 | 2.2 | 18 | 69.2 | 20 | 519 |
| TOTAL UNITED ARAB | | | 861 | 0 | 20 | 6.4 | 23.6 | 34.6 | 16.9 | 10.8 | 4.1 | 1.0 | 0.3 | 0.0 | 0.0 | 2.3 | 16 | 74.0 | 16 | 758 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 362 | 0 | 24 | 3.1 | 22.0 | 26.4 | 15.0 | 16.1 | 10.4 | 0.8 | 0.0 | 0.0 | 0.0 | 6.2 | 23 | 57.6 | 21 | 297 |
| ABERDEEN | LOGANAIR LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 181 | 0.0 | 0 | 0 |
| TOTAL ABERDEEN | | | 363 | 0 | 24 | 3.1 | 22.0 | 26.4 | 15.0 | 16.0 | 10.3 | 0.8 | 0.3 | 0.0 | 0.0 | 6.2 | 24 | 57.6 | 21 | 297 |
| BELFAST CITY (GEORGE BEST) | BRITISH AIRWAYS PLC | S | 359 | 0 | 21 | 1.8 | 22.6 | 26.1 | 18.4 | 15.5 | 8.4 | 1.3 | 0.3 | 0.0 | 0.0 | 5.5 | 23 | 58.9 | 19 | 338 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 359 | 0 | 21 | 1.8 | 22.6 | 26.1 | 18.4 | 15.5 | 8.4 | 1.3 | 0.3 | 0.0 | 0.0 | 5.5 | 23 | 58.9 | 19 | 338 |
| CITY OF DERRY (EGLINTON) | LOGANAIR LTD | S | 171 | 0 | 1 | 5.8 | 22.1 | 34.3 | 12.8 | 12.8 | 9.9 | 1.7 | 0.0 | 0.0 | 0.0 | 0.6 | 21 | 79.0 | 9 | 162 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 171 | 0 | 1 | 5.8 | 22.1 | 34.3 | 12.8 | 12.8 | 9.9 | 1.7 | 0.0 | 0.0 | 0.0 | 0.6 | 21 | 79.0 | 9 | 162 |
| DUNDEE | LOGANAIR LTD | S | 60 | 0 | 0 | 3.3 | 18.3 | 45.0 | 21.7 | 5.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.4 | 24 | 57 |
| TOTAL DUNDEE | | | 60 | 0 | 0 | 3.3 | 18.3 | 45.0 | 21.7 | 5.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.4 | 24 | 57 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 676 | 0 | 36 | 1.8 | 14.0 | 30.1 | 18.1 | 18.8 | 10.3 | 0.8 | 0.7 | 0.3 | 0.0 | 5.1 | 28 | 41.5 | 28 | 622 |
| EDINBURGH | TITAN AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 0.0 | 0 | 0 |
| TOTAL EDINBURGH | | | 678 | 0 | 36 | 1.8 | 14.0 | 30.0 | 18.1 | 18.9 | 10.4 | 0.8 | 0.7 | 0.3 | 0.0 | 5.0 | 28 | 41.5 | 28 | 622 |
| GATWICK | 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 | 50.0 | 11 | 2 |
| GATWICK | THY TURKISH AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 32 | 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 | 33.3 | 18 | 3 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 536 | 0 | 22 | 1.6 | 15.8 | 29.7 | 16.3 | 19.9 | 9.9 | 1.8 | 1.1 | 0.0 | 0.0 | 3.9 | 29 | 44.4 | 30 | 474 |
| TOTAL GLASGOW | | | 536 | 0 | 22 | 1.6 | 15.8 | 29.7 | 16.3 | 19.9 | 9.9 | 1.8 | 1.1 | 0.0 | 0.0 | 3.9 | 29 | 44.4 | 30 | 474 |
| INVERNESS | BRITISH AIRWAYS PLC | S | 118 | 0 | 2 | 0.0 | 14.2 | 28.3 | 27.5 | 20.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 25 | 45.7 | 24 | 114 |
| TOTAL INVERNESS | | | 118 | 0 | 2 | 0.0 | 14.2 | 28.3 | 27.5 | 20.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 25 | 45.7 | 24 | 114 |
| ISLE OF MAN | LOGANAIR LTD | S | 78 | 0 | 0 | 3.8 | 23.1 | 26.9 | 16.7 | 19.2 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 61.7 | 28 | 60 |
| TOTAL ISLE OF MAN | | | 78 | 0 | 0 | 3.8 | 23.1 | 26.9 | 16.7 | 19.2 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 61.7 | 28 | 60 |
| JERSEY | BRITISH AIRWAYS PLC | S | 254 | 0 | 8 | 1.9 | 18.7 | 29.0 | 13.4 | 15.6 | 15.6 | 1.9 | 0.8 | 0.0 | 0.0 | 3.1 | 30 | 60.6 | 20 | 256 |
| TOTAL JERSEY | | | 254 | 0 | 8 | 1.9 | 18.7 | 29.0 | 13.4 | 15.6 | 15.6 | 1.9 | 0.8 | 0.0 | 0.0 | 3.1 | 30 | 60.6 | 20 | 256 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| KIRKWALL | LOGANAIR LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 61.1 | 37 | 18 | |
| TOTAL KIRKWALL | | | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 61.1 | 37 | 18 | |
| MANCHESTER | BRITISH AIRWAYS PLC | S | 354 | 0 | 20 | 0.3 | 10.2 | 25.9 | 20.9 | 22.5 | 10.4 | 2.9 | 1.3 | 0.3 | 0.0 | 5.3 | 36 | 47.4 | 24 | 316 | |
| TOTAL MANCHESTER | | | 354 | 0 | 20 | 0.3 | 10.2 | 25.9 | 20.9 | 22.5 | 10.4 | 2.9 | 1.3 | 0.3 | 0.0 | 5.3 | 36 | 47.4 | 24 | 316 | |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 257 | 0 | 16 | 0.4 | 18.7 | 28.2 | 17.9 | 19.4 | 7.7 | 1.8 | 0.0 | 0.0 | 0.0 | 5.9 | 25 | 53.7 | 24 | 240 | |
| TOTAL NEWCASTLE | | | 257 | 0 | 16 | 0.4 | 18.7 | 28.2 | 17.9 | 19.4 | 7.7 | 1.8 | 0.0 | 0.0 | 0.0 | 5.9 | 25 | 53.7 | 24 | 240 | |
| SUMBURGH | LOGANAIR LTD | S | 15 | 0 | 0 | 13.3 | 6.7 | 33.3 | 13.3 | 20.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 22 | 16 | |
| TOTAL SUMBURGH | | | 15 | 0 | 0 | 13.3 | 6.7 | 33.3 | 13.3 | 20.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 22 | 16 | |
| TOTAL UNITED KINGDOM | | | 3261 | 0 | 150 | 1.9 | 17.2 | 28.8 | 17.5 | 18.0 | 10.1 | 1.4 | 0.6 | 0.1 | 0.0 | 4.4 | 27 | 51.9 | 24 | 2973 | |
| USA | | | | | | | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 1.7 | 6.7 | 20.0 | 30.0 | 26.7 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 45.8 | 26 | 52 | |
| ATLANTA | DELTA AIRLINES | S | 181 | 0 | 3 | 4.9 | 29.9 | 37.5 | 12.0 | 5.4 | 4.9 | 1.6 | 1.1 | 1.1 | 0.0 | 1.6 | 22 | 64.2 | 22 | 117 | |
| ATLANTA | 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 | |
| ATLANTA | VIRGIN ATLANTIC AIRWAYS LTD | S | 58 | 0 | 2 | 0.0 | 11.7 | 30.0 | 16.7 | 30.0 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 3.3 | 29 | 86.9 | 5 | 61 | |
| TOTAL ATLANTA | | | 299 | 0 | 5 | 3.3 | 21.7 | 32.6 | 16.4 | 14.5 | 6.3 | 2.3 | 0.7 | 0.7 | 0.0 | 1.6 | 26 | 65.6 | 18 | 231 | |
| AUSTIN (BERGSTROM) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 3.3 | 20.0 | 35.0 | 20.0 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.5 | 23 | 57 | |
| 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 | 55.9 | 31 | 32 | |
| TOTAL AUSTIN (BERGSTROM) | | | 60 | 0 | 0 | 3.3 | 20.0 | 35.0 | 20.0 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.5 | 26 | 89 | |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 54 | 0 | 4 | 3.4 | 5.2 | 22.4 | 19.0 | 25.9 | 15.5 | 1.7 | 0.0 | 0.0 | 0.0 | 6.9 | 35 | 55.0 | 32 | 60 | |
| TOTAL BALTIMORE | | | 54 | 0 | 4 | 3.4 | 5.2 | 22.4 | 19.0 | 25.9 | 15.5 | 1.7 | 0.0 | 0.0 | 0.0 | 6.9 | 35 | 55.0 | 32 | 60 | |
| BOSTON | AMERICAN AIRLINES | S | 60 | 0 | 0 | 13.3 | 38.3 | 31.7 | 10.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 93.3 | 4 | 60 | |
| BOSTON | BRITISH AIRWAYS PLC | S | 173 | 0 | 0 | 4.6 | 20.8 | 39.3 | 16.2 | 11.6 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 49.7 | 26 | 170 | |
| BOSTON | DELTA AIRLINES | S | 60 | 0 | 0 | 15.0 | 53.3 | 20.0 | 6.7 | 1.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 14 | 58 | |
| BOSTON | JETBLUE AIRWAYS CORPORATION | S | 59 | 0 | 2 | 1.6 | 60.7 | 24.6 | 3.3 | 1.6 | 1.6 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 | 15 | 85.0 | 8 | 60 | |
| 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 | 0.0 | 0 | 85.0 | 10 | 60 | |
| BOSTON | VIRGIN ATLANTIC AIRWAYS LTD | S | 118 | 0 | 2 | 22.5 | 17.5 | 34.2 | 13.3 | 5.8 | 4.2 | 0.8 | 0.0 | 0.0 | 0.0 | 1.7 | 13 | 89.7 | 8 | 58 | |
| BOSTON | VIRGIN ATLANTIC INTERNATIONAL | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 2 | |
| TOTAL BOSTON | | | 470 | 0 | 4 | 11.2 | 31.4 | 32.7 | 11.8 | 6.5 | 4.2 | 0.8 | 0.4 | 0.0 | 0.0 | 0.8 | 14 | 71.5 | 15 | 468 | |
| CHARLOTTE | AMERICAN AIRLINES | S | 176 | 0 | 7 | 6.6 | 28.4 | 21.3 | 11.5 | 13.7 | 7.1 | 3.3 | 0.5 | 3.8 | 0.0 | 3.8 | 63 | 75.0 | 20 | 179 | |
| TOTAL CHARLOTTE | | | 176 | 0 | 7 | 6.6 | 28.4 | 21.3 | 11.5 | 13.7 | 7.1 | 3.3 | 0.5 | 3.8 | 0.0 | 3.8 | 63 | 75.0 | 20 | 179 | |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 238 | 1 | 3 | 8.7 | 34.3 | 19.8 | 10.3 | 6.2 | 7.4 | 3.3 | 4.1 | 4.1 | 0.4 | 1.2 | 57 | 81.3 | 29 | 236 | |
| CHICAGO (O'HARE) | BRITISH AIRWAYS PLC | S | 173 | 0 | 9 | 5.5 | 6.6 | 32.4 | 18.7 | 23.6 | 3.8 | 2.7 | 1.6 | 0.0 | 0.0 | 4.9 | 28 | 39.5 | 37 | 114 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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) | ROYAL JORDANIAN | S | 0 | 0 | 0 | 0.0 | 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 |
| CHICAGO (O'HARE) | UNITED AIRLINES | S | 180 | 0 | 0 | 8.3 | 40.0 | 27.2 | 8.3 | 8.3 | 4.4 | 2.8 | 0.6 | 0.0 | 0.0 | 0.0 | 16 | 78.3 | 13 | 162 |
| TOTAL CHICAGO (O'HARE) | | | 591 | 1 | 12 | 7.6 | 27.6 | 25.8 | 12.3 | 12.1 | 5.5 | 3.0 | 2.3 | 1.7 | 0.2 | 2.0 | 36 | 70.7 | 26 | 513 |
| CINCINNATI | BRITISH AIRWAYS PLC | S | 43 | 0 | 1 | 0.0 | 18.2 | 36.4 | 9.1 | 20.5 | 11.4 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 26 | 61.9 | 17 | 42 |
| TOTAL CINCINNATI | | | 43 | 0 | 1 | 0.0 | 18.2 | 36.4 | 9.1 | 20.5 | 11.4 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 26 | 61.9 | 17 | 42 |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 237 | 1 | 9 | 9.7 | 29.6 | 27.1 | 13.0 | 7.7 | 5.7 | 2.0 | 0.4 | 0.8 | 0.4 | 3.6 | 25 | 84.9 | 11 | 238 |
| DALLAS/FORT WORTH | BRITISH AIRWAYS PLC | S | 56 | 0 | 4 | 1.7 | 10.0 | 35.0 | 20.0 | 13.3 | 10.0 | 1.7 | 1.7 | 0.0 | 0.0 | 6.7 | 30 | 31.7 | 45 | 54 |
| TOTAL DALLAS/FORT WORTH | | | 293 | 1 | 13 | 8.1 | 25.7 | 28.7 | 14.3 | 8.8 | 6.5 | 2.0 | 0.7 | 0.7 | 0.3 | 4.2 | 26 | 74.2 | 17 | 292 |
| DENVER INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 8.3 | 15.0 | 40.0 | 16.7 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 43.3 | 22 | 60 |
| DENVER INTERNATIONAL | UNITED AIRLINES | S | 120 | 0 | 0 | 5.8 | 38.3 | 35.8 | 10.0 | 5.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 13 | 120 |
| TOTAL DENVER INTERNATIONAL | | | 180 | 0 | 0 | 6.7 | 30.6 | 37.2 | 12.2 | 6.7 | 4.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.8 | 16 | 180 |
| DETROIT | DELTA AIRLINES | S | 58 | 0 | 2 | 16.7 | 33.3 | 35.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 5 | 86.3 | 8 | 100 |
| TOTAL DETROIT | | | 58 | 0 | 2 | 16.7 | 33.3 | 35.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 5 | 86.3 | 8 | 100 |
| HOUSTON | BRITISH AIRWAYS PLC | S | 115 | 0 | 5 | 7.5 | 12.5 | 30.8 | 10.0 | 19.2 | 12.5 | 1.7 | 1.7 | 0.0 | 0.0 | 4.2 | 31 | 64.2 | 13 | 112 |
| HOUSTON | UNITED AIRLINES | S | 120 | 0 | 0 | 1.7 | 19.2 | 46.7 | 18.3 | 10.0 | 3.3 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 17 | 68.1 | 14 | 114 |
| TOTAL HOUSTON | | | 235 | 0 | 5 | 4.6 | 15.8 | 38.8 | 14.2 | 14.6 | 7.9 | 0.8 | 1.3 | 0.0 | 0.0 | 2.1 | 24 | 66.1 | 14 | 226 |
| LAS VEGAS | BRITISH AIRWAYS PLC | S | 56 | 0 | 4 | 5.0 | 11.7 | 33.3 | 20.0 | 11.7 | 3.3 | 6.7 | 1.7 | 0.0 | 0.0 | 6.7 | 30 | 55.0 | 36 | 60 |
| LAS VEGAS | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 8.3 | 18.3 | 38.3 | 15.0 | 13.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 23 | 80.0 | 10 | 60 |
| TOTAL LAS VEGAS | | | 116 | 0 | 4 | 6.7 | 15.0 | 35.8 | 17.5 | 12.5 | 3.3 | 3.3 | 2.5 | 0.0 | 0.0 | 3.3 | 27 | 67.5 | 23 | 120 |
| LOS ANGELES INTERNATIONAL | AMERICAN AIRLINES | S | 177 | 0 | 5 | 7.7 | 25.3 | 26.4 | 11.5 | 15.4 | 6.0 | 0.0 | 3.3 | 1.6 | 0.0 | 2.7 | 45 | 81.8 | 20 | 175 |
| LOS ANGELES INTERNATIONAL | BRITISH AIRWAYS PLC | S | 177 | 0 | 3 | 7.8 | 17.8 | 36.1 | 13.9 | 11.7 | 8.9 | 1.1 | 1.1 | 0.0 | 0.0 | 1.7 | 23 | 61.2 | 18 | 176 |
| LOS ANGELES INTERNATIONAL | DELTA 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 | 65.0 | 31 | 56 |
| LOS ANGELES INTERNATIONAL | UNITED AIRLINES | S | 120 | 0 | 0 | 8.3 | 34.2 | 38.3 | 9.2 | 5.0 | 4.2 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 14 | 78.3 | 12 | 120 |
| LOS ANGELES INTERNATIONAL | VIRGIN ATLANTIC AIRWAYS LTD | S | 173 | 0 | 7 | 7.8 | 13.9 | 29.4 | 18.3 | 11.7 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.9 | 27 | 74.3 | 14 | 178 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 647 | 0 | 15 | 7.9 | 21.8 | 32.0 | 13.6 | 11.5 | 8.0 | 1.2 | 1.2 | 0.6 | 0.0 | 2.3 | 28 | 72.8 | 17 | 705 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 120 | 0 | 0 | 10.8 | 24.2 | 25.8 | 12.5 | 12.5 | 10.8 | 2.5 | 0.0 | 0.8 | 0.0 | 0.0 | 27 | 64.2 | 30 | 120 |
| MIAMI INTERNATIONAL | BRITISH AIRWAYS PLC | S | 56 | 0 | 4 | 13.3 | 21.7 | 31.7 | 11.7 | 5.0 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 6.7 | 18 | 30.0 | 36 | 58 |
| MIAMI INTERNATIONAL | VIRGIN ATLANTIC AIRWAYS LTD | S | 114 | 0 | 6 | 22.5 | 15.8 | 24.2 | 12.5 | 6.7 | 10.0 | 1.7 | 1.7 | 0.0 | 0.0 | 5.0 | 23 | 85.7 | 9 | 84 |
| 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 | 0.0 | 76 | 2 |
| TOTAL MIAMI INTERNATIONAL | | | 290 | 0 | 10 | 16.0 | 20.3 | 26.3 | 12.3 | 8.7 | 10.0 | 2.0 | 0.7 | 0.3 | 0.0 | 3.3 | 24 | 62.8 | 25 | 264 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| MINNEAPOLIS-ST PAUL | 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 | 0.0 | 44 | 1 |
| MINNEAPOLIS-ST PAUL | DELTA AIRLINES | S | 60 | 0 | 1 | 13.1 | 52.5 | 23.0 | 1.6 | 3.3 | 3.3 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 | 12 | 83.3 | 10 | 60 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 60 | 0 | 1 | 13.1 | 52.5 | 23.0 | 1.6 | 3.3 | 3.3 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 | 12 | 82.0 | 10 | 61 |
| NASHVILLE METROPOLITAN | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 0.0 | 13.3 | 30.0 | 23.3 | 21.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 38.3 | 50 | 54 |
| TOTAL NASHVILLE METROPOLITAN | | | 60 | 0 | 0 | 0.0 | 13.3 | 30.0 | 23.3 | 21.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 38.3 | 50 | 54 |
| NEW ORLEANS | BRITISH AIRWAYS PLC | S | 33 | 0 | 2 | 0.0 | 8.6 | 8.6 | 17.1 | 25.7 | 22.9 | 11.4 | 0.0 | 0.0 | 0.0 | 5.7 | 52 | 70.0 | 12 | 30 |
| TOTAL NEW ORLEANS | | | 33 | 0 | 2 | 0.0 | 8.6 | 8.6 | 17.1 | 25.7 | 22.9 | 11.4 | 0.0 | 0.0 | 0.0 | 5.7 | 52 | 70.0 | 12 | 30 |
| NEW YORK (JF KENNEDY) | AMERICAN AIRLINES | S | 240 | 0 | 4 | 13.1 | 36.5 | 25.0 | 8.6 | 7.4 | 3.3 | 2.5 | 0.4 | 1.6 | 0.0 | 1.6 | 28 | 80.9 | 18 | 238 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 467 | 0 | 8 | 10.7 | 22.9 | 37.3 | 14.9 | 7.8 | 4.0 | 0.6 | 0.0 | 0.0 | 0.0 | 1.7 | 13 | 72.4 | 11 | 468 |
| NEW YORK (JF KENNEDY) | DELTA AIRLINES | S | 120 | 0 | 1 | 8.3 | 27.3 | 28.1 | 14.0 | 10.7 | 7.4 | 0.0 | 3.3 | 0.0 | 0.0 | 0.8 | 23 | 69.2 | 32 | 117 |
| NEW YORK (JF KENNEDY) | JETBLUE AIRWAYS CORPORATION | S | 120 | 0 | 0 | 12.5 | 40.8 | 34.2 | 7.5 | 2.5 | 0.8 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 10 | 78.3 | 12 | 120 |
| NEW YORK (JF KENNEDY) | VIRGIN ATLANTIC AIRWAYS LTD | S | 359 | 0 | 10 | 9.2 | 27.4 | 36.3 | 10.8 | 9.2 | 3.8 | 0.5 | 0.0 | 0.0 | 0.0 | 2.7 | 13 | 83.7 | 9 | 364 |
| NEW YORK (JF KENNEDY) | 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 | 10 |
| TOTAL NEW YORK (JF KENNEDY) | | | 1306 | 0 | 23 | 10.7 | 28.7 | 33.6 | 11.9 | 7.9 | 3.8 | 0.9 | 0.4 | 0.4 | 0.0 | 1.7 | 17 | 77.5 | 13 | 1317 |
| NEW YORK (NEWARK) | BRITISH AIRWAYS PLC | S | 110 | 0 | 4 | 15.8 | 16.7 | 28.9 | 9.6 | 13.2 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 21 | 69.4 | 11 | 170 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 360 | 0 | 1 | 6.1 | 34.1 | 31.6 | 14.1 | 6.9 | 4.2 | 0.8 | 1.7 | 0.3 | 0.0 | 0.3 | 19 | 73.6 | 19 | 357 |
| TOTAL NEW YORK (NEWARK) | | | 470 | 0 | 5 | 8.4 | 29.9 | 30.9 | 13.1 | 8.4 | 6.1 | 0.6 | 1.3 | 0.2 | 0.0 | 1.1 | 20 | 72.2 | 16 | 527 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 120 | 0 | 0 | 16.7 | 13.3 | 33.3 | 11.7 | 12.5 | 8.3 | 2.5 | 1.7 | 0.0 | 0.0 | 0.0 | 25 | 66.3 | 18 | 94 |
| ORLANDO | 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 | 20.0 | 67 | 5 |
| TOTAL ORLANDO | | | 120 | 0 | 0 | 16.7 | 13.3 | 33.3 | 11.7 | 12.5 | 8.3 | 2.5 | 1.7 | 0.0 | 0.0 | 0.0 | 25 | 64.0 | 20 | 99 |
| PHILADELPHIA INTERNATIONAL | AMERICAN AIRLINES | S | 121 | 0 | 1 | 13.9 | 38.5 | 28.7 | 5.7 | 4.9 | 4.9 | 1.6 | 0.8 | 0.0 | 0.0 | 0.8 | 13 | 83.3 | 8 | 120 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 11.7 | 16.7 | 26.7 | 16.7 | 16.7 | 5.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 25 | 54 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 181 | 0 | 1 | 13.2 | 31.3 | 28.0 | 9.3 | 8.8 | 4.9 | 3.3 | 0.5 | 0.0 | 0.0 | 0.5 | 17 | 72.2 | 13 | 174 |
| PHOENIX | AMERICAN AIRLINES | S | 60 | 0 | 0 | 10.0 | 28.3 | 23.3 | 16.7 | 11.7 | 5.0 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 38 | 81.7 | 43 | 59 |
| PHOENIX | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 1.7 | 11.7 | 30.0 | 36.7 | 11.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 36.7 | 41 | 58 |
| TOTAL PHOENIX | | | 120 | 0 | 0 | 5.8 | 20.0 | 26.7 | 26.7 | 11.7 | 6.7 | 1.7 | 0.0 | 0.8 | 0.0 | 0.0 | 31 | 59.2 | 42 | 117 |
| PITTSBURGH | BRITISH AIRWAYS PLC | S | 48 | 0 | 1 | 4.1 | 14.3 | 22.4 | 18.4 | 20.4 | 16.3 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 35 | 60.0 | 27 | 49 |
| TOTAL PITTSBURGH | | | 48 | 0 | 1 | 4.1 | 14.3 | 22.4 | 18.4 | 20.4 | 16.3 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 35 | 60.0 | 27 | 49 |
| PORTLAND (OREGON) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 5.0 | 16.7 | 28.3 | 11.7 | 26.7 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.3 | 32 | 60 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 PORTLAND (OREGON) | | | 60 | 0 | 0 | 5.0 | 16.7 | 28.3 | 11.7 | 26.7 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.3 | 32 | 60 | |
| RALEIGH | AMERICAN AIRLINES | S | 60 | 0 | 0 | 6.7 | 53.3 | 13.3 | 6.7 | 3.3 | 6.7 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 74 | 80.0 | 13 | 57 | |
| TOTAL RALEIGH | | | 60 | 0 | 0 | 6.7 | 53.3 | 13.3 | 6.7 | 3.3 | 6.7 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 74 | 80.0 | 13 | 57 | |
| SALT LAKE CITY | DELTA AIRLINES | S | 42 | 0 | 1 | 4.7 | 30.2 | 34.9 | 11.6 | 7.0 | 2.3 | 0.0 | 7.0 | 0.0 | 0.0 | 2.3 | 25 | 78.0 | 17 | 54 | |
| TOTAL SALT LAKE CITY | | | 42 | 0 | 1 | 4.7 | 30.2 | 34.9 | 11.6 | 7.0 | 2.3 | 0.0 | 7.0 | 0.0 | 0.0 | 2.3 | 25 | 78.0 | 17 | 54 | |
| SAN DIEGO | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 4.2 | 17.5 | 25.8 | 19.2 | 22.5 | 8.3 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 28 | 73.3 | 15 | 60 | |
| TOTAL SAN DIEGO | | | 120 | 0 | 0 | 4.2 | 17.5 | 25.8 | 19.2 | 22.5 | 8.3 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 28 | 73.3 | 15 | 60 | |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 119 | 0 | 1 | 11.7 | 17.5 | 35.8 | 15.0 | 10.0 | 6.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.8 | 19 | 58.8 | 30 | 116 | |
| SAN FRANCISCO | UNITED AIRLINES | S | 174 | 0 | 7 | 7.7 | 29.3 | 37.6 | 11.6 | 5.0 | 3.9 | 0.6 | 0.6 | 0.0 | 0.0 | 3.9 | 14 | 75.8 | 18 | 174 | |
| SAN FRANCISCO | VIRGIN ATLANTIC AIRWAYS LTD | S | 114 | 0 | 6 | 18.3 | 25.0 | 20.8 | 6.7 | 12.5 | 8.3 | 1.7 | 0.8 | 0.8 | 0.0 | 5.0 | 23 | 80.8 | 12 | 120 | |
| TOTAL SAN FRANCISCO | | | 407 | 0 | 14 | 11.9 | 24.7 | 32.3 | 11.2 | 8.6 | 5.9 | 1.4 | 0.5 | 0.2 | 0.0 | 3.3 | 18 | 72.4 | 20 | 410 | |
| 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 | 63.3 | 17 | 60 | |
| 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 | 63.3 | 17 | 60 | |
| 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 | 90.0 | 8 | 60 | |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 118 | 0 | 1 | 5.9 | 20.2 | 37.8 | 10.1 | 15.1 | 4.2 | 2.5 | 3.4 | 0.0 | 0.0 | 0.8 | 26 | 53.3 | 20 | 116 | |
| SEATTLE (TACOMA) | DELTA AIRLINES | S | 60 | 0 | 2 | 14.5 | 25.8 | 27.4 | 11.3 | 11.3 | 4.8 | 1.6 | 0.0 | 0.0 | 0.0 | 3.2 | 18 | 66.7 | 30 | 60 | |
| SEATTLE (TACOMA) | VIRGIN ATLANTIC AIRWAYS LTD | S | 58 | 0 | 2 | 3.3 | 13.3 | 31.7 | 13.3 | 11.7 | 15.0 | 8.3 | 0.0 | 0.0 | 0.0 | 3.3 | 36 | 81.7 | 10 | 60 | |
| TOTAL SEATTLE (TACOMA) | | | 236 | 0 | 5 | 7.5 | 19.9 | 33.6 | 11.2 | 13.3 | 7.1 | 3.7 | 1.7 | 0.0 | 0.0 | 2.1 | 26 | 69.0 | 17 | 296 | |
| TAMPA | VIRGIN ATLANTIC AIRWAYS LTD | S | 55 | 0 | 5 | 16.7 | 21.7 | 26.7 | 8.3 | 8.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 16 | 72.1 | 12 | 61 | |
| TOTAL TAMPA | | | 55 | 0 | 5 | 16.7 | 21.7 | 26.7 | 8.3 | 8.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 16 | 72.1 | 12 | 61 | |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 117 | 0 | 6 | 0.8 | 17.1 | 25.2 | 22.8 | 16.3 | 8.9 | 2.4 | 1.6 | 0.0 | 0.0 | 4.9 | 27 | 51.2 | 30 | 114 | |
| WASHINGTON (DULLES) | UNITED AIRLINES | S | 118 | 0 | 1 | 0.8 | 19.3 | 31.1 | 22.7 | 19.3 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 22 | 74.3 | 16 | 176 | |
| WASHINGTON (DULLES) | VIRGIN ATLANTIC AIRWAYS LTD | S | 56 | 0 | 4 | 0.0 | 13.3 | 18.3 | 28.3 | 20.0 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 6.7 | 32 | 90.7 | 7 | 54 | |
| WASHINGTON (DULLES) | 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 | 83.3 | 6 | 6 | |
| TOTAL WASHINGTON (DULLES) | | | 291 | 0 | 11 | 0.7 | 17.2 | 26.2 | 23.8 | 18.2 | 7.9 | 1.7 | 0.7 | 0.0 | 0.0 | 3.6 | 26 | 69.0 | 19 | 350 | |
| TOTAL USA | | | 7181 | 2 | 151 | 8.6 | 25.0 | 30.7 | 13.4 | 10.9 | 6.3 | 1.6 | 0.9 | 0.5 | 0.0 | 2.1 | 24 | 71.1 | 18 | 7305 | |
| UZBEKISTAN | | | | | | | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 16 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 38.5 | 21 | 26 | |
| TOTAL TASHKENT | | | 16 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 38.5 | 21 | 26 | |
| TOTAL UZBEKISTAN | | | 16 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 38.5 | 21 | 26 | |
| VIETNAM | | | | | | | | | | | | | | | | | | | | | |
| HANOI | VIETNAM AIRLINES | S | 18 | 0 | 0 | 5.6 | 5.6 | 38.9 | 16.7 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 54.2 | 15 | 24 | |
| TOTAL HANOI | | | 18 | 0 | 0 | 5.6 | 5.6 | 38.9 | 16.7 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 54.2 | 15 | 24 | |

Reporting Airport: HEATHROW (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | 12.5 | 31.3 | 0.0 | 31.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 85.0 | 11 | 20 |
| TOTAL HO CHI MINH CITY | | | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 0.0 | 31.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 85.0 | 11 | 20 |
| TOTAL VIETNAM | | | 34 | 0 | 0 | 2.9 | 8.8 | 35.3 | 8.8 | 20.6 | 20.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 68.2 | 13 | 44 |
| TOTAL HEATHROW | | | 39838 | 4 | 1095 | 4.4 | 19.6 | 31.8 | 16.6 | 15.3 | 7.5 | 1.4 | 0.5 | 0.2 | 0.0 | 2.7 | 24 | 61.9 | 21 | 38850 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: ISLE OF MAN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| PARIS (LE BOURGET) | AIR X CHARTER | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | |
| TOTAL PARIS (LE BOURGET) | | | 1 | 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 FRANCE | | | 1 | 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 | | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | VISTAJET LTD MALTA | 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 | | |
| TOTAL ATHENS | | | 1 | 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 GREECE | | | 1 | 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 | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | EMERALD AIRLINES (IRELAND) LIMITED | S | 82 | 0 | 0 | 0.0 | 13.4 | 40.2 | 12.2 | 23.2 | 8.5 | 2.4 | 0.0 | 0.0 | 0.0 | 26 | 51.1 | 29 | 84 | | |
| DUBLIN | EMERALD AIRLINES UK LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 0.0 | 0 | 0 | | |
| TOTAL DUBLIN | | | 84 | 0 | 0 | 0.0 | 13.1 | 39.3 | 11.9 | 23.8 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 27 | 51.1 | 29 | 84 | | |
| TOTAL IRISH REPUBLIC | | | 84 | 0 | 0 | 0.0 | 13.1 | 39.3 | 11.9 | 23.8 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 27 | 51.1 | 29 | 84 | | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | BA CITYFLYER LTD | C | 7 | 0 | 0 | 0.0 | 42.9 | 0.0 | 14.3 | 0.0 | 14.3 | 0.0 | 28.6 | 0.0 | 0.0 | 67 | 0.0 | 0 | 0 | | |
| TOTAL FARO | | | 7 | 0 | 0 | 0.0 | 42.9 | 0.0 | 14.3 | 0.0 | 14.3 | 0.0 | 28.6 | 0.0 | 0.0 | 67 | 0.0 | 0 | 0 | | |
| TOTAL PORTUGAL | | | 7 | 0 | 0 | 0.0 | 42.9 | 0.0 | 14.3 | 0.0 | 14.3 | 0.0 | 28.6 | 0.0 | 0.0 | 67 | 0.0 | 0 | 0 | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| MALAGA | BA CITYFLYER 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 | 85 | 0.0 | 81 | 1 | | |
| TOTAL MALAGA | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85 | 0.0 | 81 | 1 | | |
| PALMA DE MALLORCA | BA CITYFLYER LTD | C | 7 | 0 | 0 | 0.0 | 14.3 | 0.0 | 14.3 | 0.0 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 68 | 22.2 | 30 | 9 | | |
| TOTAL PALMA DE MALLORCA | | | 7 | 0 | 0 | 0.0 | 14.3 | 0.0 | 14.3 | 0.0 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 68 | 22.2 | 30 | 9 | | |
| TOTAL SPAIN | | | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 71 | 20.0 | 35 | 10 | | |
| 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 | 90.5 | 4 | 42 | | |
| 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 | 90.5 | 4 | 42 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 61.5 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 16 | 22 | | |
| TOTAL BELFAST INTERNATIONAL | | | 26 | 0 | 0 | 0.0 | 61.5 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 16 | 22 | | |
| BIRMINGHAM | LOGANAIR LTD | S | 50 | 0 | 0 | 0.0 | 12.0 | 46.0 | 12.0 | 16.0 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 26 | 73.1 | 13 | 52 | | |
| TOTAL BIRMINGHAM | | | 50 | 0 | 0 | 0.0 | 12.0 | 46.0 | 12.0 | 16.0 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 26 | 73.1 | 13 | 52 | | |
| BRISTOL | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 38.5 | 11.5 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 31 | 52.6 | 27 | 74 | | |
| TOTAL BRISTOL | | | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 38.5 | 11.5 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 31 | 52.6 | 27 | 74 | | |
| EDINBURGH | LOGANAIR LTD | S | 36 | 0 | 0 | 5.6 | 50.0 | 30.6 | 8.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.7 | 28 | 31 | | |
| TOTAL EDINBURGH | | | 36 | 0 | 0 | 5.6 | 50.0 | 30.6 | 8.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.7 | 28 | 31 | | |

Reporting Airport: ISLE OF MAN (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| GATWICK | EASYJET UK LTD | S | 110 | 0 | 10 | 0.0 | 11.7 | 17.5 | 24.2 | 18.3 | 19.2 | 0.8 | 0.0 | 0.0 | 0.0 | 8.3 | 35 | 32.7 | 74 | 100 |
| TOTAL GATWICK | | | 110 | 0 | 10 | 0.0 | 11.7 | 17.5 | 24.2 | 18.3 | 19.2 | 0.8 | 0.0 | 0.0 | 0.0 | 8.3 | 35 | 32.7 | 74 | 100 |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 8 | 0 | 0 | 37.5 | 0.0 | 37.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| TOTAL GUERNSEY | | | 8 | 0 | 0 | 37.5 | 0.0 | 37.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| HEATHROW | LOGANAIR LTD | S | 69 | 0 | 0 | 1.4 | 26.1 | 31.9 | 13.0 | 17.4 | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 57.6 | 30 | 59 |
| TOTAL HEATHROW | | | 69 | 0 | 0 | 1.4 | 26.1 | 31.9 | 13.0 | 17.4 | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 57.6 | 30 | 59 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 80 | 0 | 0 | 6.3 | 57.5 | 20.0 | 7.5 | 3.8 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.5 | 11 | 100 |
| LIVERPOOL (JOHN LENNON) | LOGANAIR LTD | S | 102 | 0 | 0 | 1.0 | 24.5 | 33.3 | 24.5 | 14.7 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.3 | 12 | 91 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 182 | 0 | 0 | 3.3 | 39.0 | 27.5 | 17.0 | 9.9 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.4 | 12 | 191 |
| LONDON CITY | LOGANAIR LTD | S | 77 | 0 | 2 | 10.1 | 27.8 | 26.6 | 13.9 | 12.7 | 1.3 | 1.3 | 3.8 | 0.0 | 0.0 | 2.5 | 23 | 55.2 | 27 | 54 |
| TOTAL LONDON CITY | | | 77 | 0 | 2 | 10.1 | 27.8 | 26.6 | 13.9 | 12.7 | 1.3 | 1.3 | 3.8 | 0.0 | 0.0 | 2.5 | 23 | 55.2 | 27 | 54 |
| MANCHESTER | EASYJET UK LTD | S | 58 | 0 | 2 | 0.0 | 36.7 | 13.3 | 15.0 | 16.7 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 27 | 0.0 | 0 | 0 |
| MANCHESTER | LOGANAIR LTD | S | 118 | 0 | 2 | 1.7 | 33.3 | 30.8 | 10.8 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 72.7 | 15 | 110 |
| TOTAL MANCHESTER | | | 176 | 0 | 4 | 1.1 | 34.4 | 25.0 | 12.2 | 16.7 | 7.2 | 1.1 | 0.0 | 0.0 | 0.0 | 2.2 | 20 | 72.7 | 15 | 110 |
| TOTAL UNITED KINGDOM | | | 760 | 0 | 16 | 2.8 | 29.4 | 26.8 | 16.1 | 13.7 | 8.0 | 0.8 | 0.4 | 0.0 | 0.0 | 2.1 | 20 | 64.0 | 25 | 735 |
| TOTAL ISLE OF MAN | | | 861 | 0 | 16 | 2.5 | 27.7 | 27.7 | 15.6 | 14.4 | 8.7 | 1.0 | 0.6 | 0.0 | 0.0 | 1.8 | 22 | 62.1 | 26 | 829 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: JERSEY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| ZADAR | BA CITYFLYER LTD | C | 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 | 0 | 0 |
| TOTAL ZADAR | | | 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 | 0 | 0 |
| TOTAL CROATIA | | | 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 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| RENNES | 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 | 62.5 | 36 | 8 |
| TOTAL RENNES | | | 0 | 0 | 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 | 36 | 8 |
| 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 | 0.0 | 0 | 62.5 | 36 | 8 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | 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 | 50.0 | 118 | 4 |
| 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 | 50.0 | 118 | 4 |
| BREMEN | 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 | 7 | 2 |
| TOTAL BREMEN | | | 0 | 0 | 0 | 0.0 | 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 |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 3 | 6 |
| TOTAL DUSSELDORF | | | 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 | 100.0 | 3 | 6 |
| FRANKFURT MAIN | BLUE ISLANDS LIMITED | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 14 | 2 |
| 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 | 3 | 50.0 | 14 | 2 |
| HANOVER | 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 | 5 | 1 |
| TOTAL HANOVER | | | 0 | 0 | 0 | 0.0 | 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 |
| MEMMINGEN ALLGAU | BLUE ISLANDS LIMITED | C | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80 | 0.0 | 0 | 0 |
| TOTAL MEMMINGEN ALLGAU | | | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80 | 0.0 | 0 | 0 |
| MUNICH | AIR DOLOMITI | S | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 60.0 | 28 | 10 |
| TOTAL MUNICH | | | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 60.0 | 28 | 10 |
| NUREMBERG | BLUE ISLANDS LIMITED | C | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 112 | 0.0 | 0 | 0 |
| TOTAL NUREMBERG | | | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 112 | 0.0 | 0 | 0 |
| STUTTGART | BLUE ISLANDS LIMITED | C | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85 | 0.0 | 0 | 0 |
| TOTAL STUTTGART | | | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85 | 0.0 | 0 | 0 |
| TOTAL GERMANY | | | 18 | 0 | 0 | 0.0 | 0.0 | 27.8 | 11.1 | 27.8 | 27.8 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 54 | 72.0 | 33 | 25 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 4 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| DUBLIN | BLUE ISLANDS LIMITED | S | 35 | 0 | 1 | 2.8 | 19.4 | 30.6 | 11.1 | 8.3 | 13.9 | 5.6 | 5.6 | 0.0 | 0.0 | 2.8 | 42 | 61.8 | 22 | 34 |
| 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 | 0.0 | 47 | 4 |
| TOTAL DUBLIN | | | 39 | 0 | 1 | 2.5 | 22.5 | 32.5 | 10.0 | 7.5 | 12.5 | 5.0 | 5.0 | 0.0 | 0.0 | 2.5 | 39 | 55.3 | 24 | 38 |
| TOTAL IRISH REPUBLIC | | | 39 | 0 | 1 | 2.5 | 22.5 | 32.5 | 10.0 | 7.5 | 12.5 | 5.0 | 5.0 | 0.0 | 0.0 | 2.5 | 39 | 55.3 | 24 | 38 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: JERSEY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| 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 | 55.6 | 18 | 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 | 55.6 | 18 | 18 |
| ROTTERDAM | 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 | 3 | 100.0 | 12 | 2 |
| TOTAL ROTTERDAM | | | 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 | 12 | 2 |
| TOTAL NETHERLANDS | | | 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 | 60.0 | 18 | 20 |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | BA CITYFLYER LTD | C | 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 | 1 | 57.1 | 23 | 7 |
| TOTAL FARO | | | 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 | 1 | 57.1 | 23 | 7 |
| TOTAL PORTUGAL | | | 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 | 1 | 57.1 | 23 | 7 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | EUROPE AIRPOST | 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 | 11 | 83.3 | 12 | 6 |
| TOTAL FUNCHAL | | | 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 | 11 | 83.3 | 12 | 6 |
| TOTAL PORTUGAL | | | 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 | 11 | 83.3 | 12 | 6 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| IBIZA | BA CITYFLYER LTD | C | 6 | 0 | 0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 57.1 | 18 | 7 |
| IBIZA | 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 | 5 | 4 |
| TOTAL IBIZA | | | 6 | 0 | 0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.7 | 13 | 11 |
| 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 | 52 | 0.0 | 59 | 1 |
| 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 | 52 | 0.0 | 59 | 1 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | C | 7 | 0 | 0 | 14.3 | 28.6 | 14.3 | 14.3 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 77.8 | 10 | 9 |
| TOTAL PALMA DE MALLORCA | | | 7 | 0 | 0 | 14.3 | 28.6 | 14.3 | 14.3 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 77.8 | 10 | 9 |
| TOTAL SPAIN | | | 14 | 0 | 0 | 21.4 | 28.6 | 21.4 | 7.1 | 7.1 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 71.4 | 14 | 21 |
| 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 | 0.0 | 0 | 100.0 | 3 | 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 | 0.0 | 0 | 100.0 | 3 | 4 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 16 | 0 | 0 | 12.5 | 43.8 | 37.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 13 | 18 |
| TOTAL BELFAST INTERNATIONAL | | | 16 | 0 | 0 | 12.5 | 43.8 | 37.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 13 | 18 |
| BIRMINGHAM | BLUE ISLANDS LIMITED | S | 38 | 0 | 4 | 0.0 | 14.3 | 35.7 | 11.9 | 11.9 | 7.1 | 7.1 | 2.4 | 0.0 | 0.0 | 9.5 | 34 | 80.8 | 15 | 78 |
| BIRMINGHAM | EASYJET UK LTD | 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 | 0.0 | 0 | 0 |
| TOTAL BIRMINGHAM | | | 54 | 0 | 4 | 3.4 | 29.3 | 31.0 | 8.6 | 8.6 | 5.2 | 5.2 | 1.7 | 0.0 | 0.0 | 6.9 | 24 | 80.8 | 15 | 78 |
| BRISTOL | BLUE ISLANDS LIMITED | S | 69 | 0 | 6 | 0.0 | 17.3 | 29.3 | 10.7 | 6.7 | 18.7 | 6.7 | 2.7 | 0.0 | 0.0 | 8.0 | 42 | 61.0 | 20 | 77 |
| TOTAL BRISTOL | | | 69 | 0 | 6 | 0.0 | 17.3 | 29.3 | 10.7 | 6.7 | 18.7 | 6.7 | 2.7 | 0.0 | 0.0 | 8.0 | 42 | 61.0 | 20 | 77 |
| EAST MIDLANDS INTERNATIONAL | AURIGNY AIR SERVICES | 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 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: JERSEY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | BLUE ISLANDS LIMITED | S | 53 | 0 | 8 | 0.0 | 24.6 | 24.6 | 14.8 | 13.1 | 6.6 | 3.3 | 0.0 | 0.0 | 0.0 | 13.1 | 24 | 58.3 | 19 | 60 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 16.7 | 66.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 24 | 8 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 60 | 0 | 8 | 0.0 | 23.5 | 27.9 | 14.7 | 13.2 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 11.8 | 22 | 57.4 | 19 | 68 |
| EDINBURGH | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 20 | 18 |
| TOTAL EDINBURGH | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 20 | 18 |
| EXETER | BLUE ISLANDS LIMITED | S | 60 | 0 | 0 | 0.0 | 21.7 | 36.7 | 15.0 | 6.7 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 31 | 65.0 | 20 | 58 |
| TOTAL EXETER | | | 60 | 0 | 0 | 0.0 | 21.7 | 36.7 | 15.0 | 6.7 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 31 | 65.0 | 20 | 58 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | 34 | 0 | 2 | 2.8 | 30.6 | 22.2 | 27.8 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 13 | 0.0 | 0 | 0 |
| GATWICK | BRITISH AIRWAYS PLC | S | 4 | 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 |
| GATWICK | EASYJET UK LTD | S | 244 | 0 | 5 | 3.2 | 28.5 | 23.7 | 11.2 | 19.7 | 8.4 | 1.6 | 1.6 | 0.0 | 0.0 | 2.0 | 26 | 58.7 | 24 | 244 |
| TOTAL GATWICK | | | 282 | 0 | 7 | 3.1 | 29.1 | 23.2 | 13.8 | 18.0 | 7.6 | 1.4 | 1.4 | 0.0 | 0.0 | 2.4 | 24 | 58.7 | 24 | 244 |
| GLASGOW | EASYJET UK LTD | S | 42 | 0 | 0 | 7.1 | 21.4 | 40.5 | 14.3 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 68.2 | 20 | 44 |
| TOTAL GLASGOW | | | 42 | 0 | 0 | 7.1 | 21.4 | 40.5 | 14.3 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 68.2 | 20 | 44 |
| GUERNSEY | AURIGNY AIR SERVICES | 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 | 10 | 0.0 | 0 | 0 |
| GUERNSEY | 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 | 21 | 1 |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 155 | 0 | 6 | 0.0 | 31.1 | 31.1 | 9.9 | 3.7 | 13.7 | 5.0 | 1.2 | 0.6 | 0.0 | 3.7 | 31 | 79.9 | 14 | 164 |
| TOTAL GUERNSEY | | | 158 | 0 | 6 | 0.0 | 31.7 | 30.5 | 10.4 | 3.7 | 13.4 | 4.9 | 1.2 | 0.6 | 0.0 | 3.7 | 31 | 79.4 | 14 | 165 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 254 | 0 | 7 | 2.3 | 21.1 | 26.4 | 16.5 | 15.3 | 12.3 | 2.7 | 0.8 | 0.0 | 0.0 | 2.7 | 29 | 59.6 | 21 | 256 |
| TOTAL HEATHROW | | | 254 | 0 | 7 | 2.3 | 21.1 | 26.4 | 16.5 | 15.3 | 12.3 | 2.7 | 0.8 | 0.0 | 0.0 | 2.7 | 29 | 59.6 | 21 | 256 |
| HUMBERSIDE | EASTERN AIRWAYS | S | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 13 | 8 |
| TOTAL HUMBERSIDE | | | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 13 | 8 |
| ISLE OF MAN | BLUE ISLANDS LIMITED | 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 | 14 | 0.0 | 0 | 0 |
| TOTAL ISLE OF MAN | | | 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 | 14 | 0.0 | 0 | 0 |
| LEEDS BRADFORD | JET2.COM LTD | S | 20 | 0 | 0 | 0.0 | 35.0 | 5.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 65.0 | 17 | 20 |
| TOTAL LEEDS BRADFORD | | | 20 | 0 | 0 | 0.0 | 35.0 | 5.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 65.0 | 17 | 20 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | 100 | 0 | 4 | 12.5 | 51.0 | 22.1 | 0.0 | 4.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 61.7 | 20 | 94 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 100 | 0 | 4 | 12.5 | 51.0 | 22.1 | 0.0 | 4.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 61.7 | 20 | 94 |
| LONDON CITY | AURIGNY AIR SERVICES | 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 | 31 | 0.0 | 0 | 0 |
| LONDON CITY | 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 | 10 | 2 |
| TOTAL LONDON CITY | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 100.0 | 10 | 2 |
| LUTON | EASYJET UK LTD | S | 88 | 0 | 0 | 3.4 | 26.1 | 27.3 | 15.9 | 14.8 | 8.0 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 25 | 56.3 | 28 | 64 |
| TOTAL LUTON | | | 88 | 0 | 0 | 3.4 | 26.1 | 27.3 | 15.9 | 14.8 | 8.0 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 25 | 56.3 | 28 | 64 |
| MANCHESTER | EASYJET UK LTD | S | 69 | 0 | 7 | 7.9 | 35.5 | 18.4 | 13.2 | 7.9 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 9.2 | 24 | 73.3 | 15 | 60 |

Reporting Airport: JERSEY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 MANCHESTER | | | 69 | 0 | 7 | 7.9 | 35.5 | 18.4 | 13.2 | 7.9 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 9.2 | 24 | 73.3 | 15 | 60 |
| NEWCASTLE | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 50.0 | 0.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 25.0 | 41 | 8 |
| TOTAL NEWCASTLE | | | 6 | 0 | 0 | 0.0 | 50.0 | 0.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 25.0 | 41 | 8 |
| NORWICH | BLUE ISLANDS LIMITED | S | 12 | 0 | 0 | 0.0 | 41.7 | 33.3 | 8.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.3 | 12 | 14 |
| TOTAL NORWICH | | | 12 | 0 | 0 | 0.0 | 41.7 | 33.3 | 8.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.3 | 12 | 14 |
| SOUTHAMPTON | BLUE ISLANDS LIMITED | S | 175 | 0 | 11 | 4.8 | 18.3 | 32.8 | 11.3 | 9.7 | 7.5 | 8.6 | 0.0 | 1.1 | 0.0 | 5.9 | 35 | 71.1 | 13 | 190 |
| TOTAL SOUTHAMPTON | | | 175 | 0 | 11 | 4.8 | 18.3 | 32.8 | 11.3 | 9.7 | 7.5 | 8.6 | 0.0 | 1.1 | 0.0 | 5.9 | 35 | 71.1 | 13 | 190 |
| STANSTED | 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 | 50.0 | 12 | 8 |
| 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 | 50.0 | 12 | 8 |
| TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 16 | 8 |
| TOTAL TEESSIDE INTERNATIONAL AIRPORT | | | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 16 | 8 |
| TOTAL UNITED KINGDOM | | | 1503 | 0 | 60 | 3.5 | 27.3 | 27.4 | 12.7 | 11.4 | 9.1 | 3.5 | 1.0 | 0.2 | 0.0 | 3.8 | 27 | 65.1 | 19 | 1506 |
| TOTAL JERSEY | | | 1596 | 0 | 61 | 3.7 | 27.2 | 27.5 | 12.5 | 11.3 | 9.2 | 3.6 | 1.1 | 0.2 | 0.0 | 3.7 | 27 | 65.1 | 19 | 1631 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 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 | 42.9 | 30 | 7 | |
| BURGAS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 38.9 | 33.3 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 44.4 | 34 | 8 | |
| TOTAL BURGAS | | | 23 | 0 | 0 | 4.3 | 17.4 | 34.8 | 26.1 | 8.7 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 43.8 | 32 | 15 | |
| TOTAL BULGARIA | | | 23 | 0 | 0 | 4.3 | 17.4 | 34.8 | 26.1 | 8.7 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 43.8 | 32 | 15 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 22 | 0 | 0 | 13.6 | 27.3 | 36.4 | 9.1 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 93.8 | 4 | 16 | |
| DUBROVNIK | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 50.0 | 15 | 8 | |
| TOTAL DUBROVNIK | | | 30 | 0 | 0 | 10.0 | 20.0 | 30.0 | 16.7 | 6.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 79.2 | 8 | 24 | |
| SPLIT | JET2.COM LTD | S | 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 | 83.3 | 7 | 18 | |
| TOTAL SPLIT | | | 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 | 83.3 | 7 | 18 | |
| ZADAR | RYANAIR | S | 16 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.4 | 48 | 18 | |
| TOTAL ZADAR | | | 16 | 0 | 0 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.4 | 48 | 18 | |
| TOTAL CROATIA | | | 64 | 0 | 0 | 14.1 | 29.7 | 34.4 | 7.8 | 3.1 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.0 | 20 | 60 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 34 | 0 | 1 | 2.9 | 11.4 | 28.6 | 25.7 | 17.1 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 29 | 58.8 | 20 | 34 | |
| TOTAL LARNACA | | | 34 | 0 | 1 | 2.9 | 11.4 | 28.6 | 25.7 | 17.1 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 29 | 58.8 | 20 | 34 | |
| PAPHOS | JET2.COM LTD | S | 34 | 0 | 0 | 11.8 | 20.6 | 26.5 | 11.8 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 57.1 | 25 | 35 | |
| TOTAL PAPHOS | | | 34 | 0 | 0 | 11.8 | 20.6 | 26.5 | 11.8 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 57.1 | 25 | 35 | |
| TOTAL CYPRUS | | | 68 | 0 | 1 | 7.2 | 15.9 | 27.5 | 18.8 | 14.5 | 10.1 | 4.3 | 0.0 | 0.0 | 0.0 | 1.4 | 28 | 58.0 | 22 | 69 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 17 | 0 | 1 | 11.1 | 72.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0 | 93.8 | 3 | 16 | |
| TOTAL PRAGUE | | | 17 | 0 | 1 | 11.1 | 72.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0 | 93.8 | 3 | 16 | |
| TOTAL CZECH REPUBLIC | | | 17 | 0 | 1 | 11.1 | 72.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0 | 93.8 | 3 | 16 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 26 | 0 | 0 | 3.8 | 23.1 | 50.0 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.4 | 16 | 26 | |
| TOTAL BEAUVAIS | | | 26 | 0 | 0 | 3.8 | 23.1 | 50.0 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 65.4 | 16 | 26 | |
| BERGERAC | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 20 | 8 | |
| TOTAL BERGERAC | | | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 20 | 8 | |
| LIMOGES | RYANAIR | S | 25 | 0 | 1 | 0.0 | 0.0 | 42.3 | 23.1 | 26.9 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 3.8 | 75 | 69.2 | 14 | 26 | |
| TOTAL LIMOGES | | | 25 | 0 | 1 | 0.0 | 0.0 | 42.3 | 23.1 | 26.9 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 3.8 | 75 | 69.2 | 14 | 26 | |
| NICE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 50.0 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 12 | 18 | |
| TOTAL NICE | | | 18 | 0 | 0 | 0.0 | 22.2 | 50.0 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 12 | 18 | |
| PARIS (CHARLES DE GAULLE) | JET2.COM LTD | S | 36 | 0 | 0 | 0.0 | 16.7 | 30.6 | 25.0 | 13.9 | 2.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 70.6 | 15 | 34 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 36 | 0 | 0 | 0.0 | 16.7 | 30.6 | 25.0 | 13.9 | 2.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 70.6 | 15 | 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 | 0.0 | 105 | 2 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 |
| PERPIGNAN | PAN EUROPEAN AIR SERVICE | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 |
| PERPIGNAN | RYANAIR | S | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 64 | 88.2 | 3 | 16 |
| TOTAL PERPIGNAN | | | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 64 | 81.0 | 13 | 20 |
| TOTAL FRANCE | | | 127 | 0 | 1 | 0.8 | 16.4 | 39.8 | 19.5 | 15.6 | 1.6 | 3.1 | 0.0 | 2.3 | 0.0 | 0.8 | 36 | 72.2 | 15 | 132 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| CHANIA | JET2.COM LTD | S | 17 | 0 | 0 | 5.9 | 11.8 | 35.3 | 17.6 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 28 | 9 |
| CHANIA | RYANAIR | S | 10 | 0 | 0 | 0.0 | 0.0 | 30.0 | 20.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 20.0 | 77 | 10 |
| TOTAL CHANIA | | | 27 | 0 | 0 | 3.7 | 7.4 | 33.3 | 18.5 | 29.6 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 42.1 | 54 | 19 |
| CORFU | JET2.COM LTD | S | 32 | 0 | 0 | 9.4 | 15.6 | 34.4 | 25.0 | 3.1 | 6.3 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 23 | 82.4 | 10 | 34 |
| CORFU | TUI AIRWAYS LTD | C | 6 | 0 | 0 | 0.0 | 0.0 | 33.3 | 16.7 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 30.0 | 38 | 10 |
| TOTAL CORFU | | | 38 | 0 | 0 | 7.9 | 13.2 | 34.2 | 23.7 | 5.3 | 10.5 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 27 | 70.5 | 16 | 44 |
| HERAKLION | JET2.COM LTD | S | 42 | 0 | 0 | 7.1 | 19.0 | 47.6 | 7.1 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 85.4 | 11 | 48 |
| TOTAL HERAKLION | | | 42 | 0 | 0 | 7.1 | 19.0 | 47.6 | 7.1 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 85.4 | 11 | 48 |
| KEFALLINIA | JET2.COM LTD | S | 33 | 0 | 0 | 24.2 | 24.2 | 33.3 | 9.1 | 6.1 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 87.5 | 8 | 24 |
| TOTAL KEFALLINIA | | | 33 | 0 | 0 | 24.2 | 24.2 | 33.3 | 9.1 | 6.1 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 87.5 | 8 | 24 |
| KOS | JET2.COM LTD | S | 33 | 0 | 1 | 0.0 | 20.6 | 35.3 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 13 | 62.5 | 15 | 24 |
| TOTAL KOS | | | 33 | 0 | 1 | 0.0 | 20.6 | 35.3 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 13 | 62.5 | 15 | 24 |
| RHODES | JET2.COM LTD | S | 32 | 0 | 0 | 9.4 | 21.9 | 31.3 | 28.1 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.0 | 13 | 27 |
| TOTAL RHODES | | | 32 | 0 | 0 | 9.4 | 21.9 | 31.3 | 28.1 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.0 | 13 | 27 |
| SALONIKA | JET2.COM LTD | 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 | 75.0 | 12 | 8 |
| TOTAL SALONIKA | | | 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 | 75.0 | 12 | 8 |
| SKIATHOS | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 31.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 24 | 16 |
| TOTAL SKIATHOS | | | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 31.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 24 | 16 |
| THIRA (SANTORINI) | JET2.COM 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 | 14 | 62.5 | 16 | 8 |
| TOTAL THIRA (SANTORINI) | | | 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 | 14 | 62.5 | 16 | 8 |
| ZAKINTHOS | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 11.5 | 19.2 | 30.8 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 53.8 | 28 | 26 |
| TOTAL ZAKINTHOS | | | 26 | 0 | 0 | 7.7 | 11.5 | 19.2 | 30.8 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 53.8 | 28 | 26 |
| TOTAL GREECE | | | 263 | 0 | 1 | 8.3 | 17.0 | 35.6 | 20.8 | 12.5 | 3.8 | 1.1 | 0.4 | 0.0 | 0.0 | 0.4 | 18 | 67.9 | 18 | 244 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 50 | 71.4 | 11 | 14 |
| TOTAL BUDAPEST | | | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 50 | 71.4 | 11 | 14 |
| TOTAL HUNGARY | | | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 50 | 71.4 | 11 | 14 |
| 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 | 3 | 2 |
| 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 | 3 | 2 |
| 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 | 0.0 | 0 | 100.0 | 3 | 2 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | AER LINGUS | S | 142 | 0 | 7 | 2.7 | 27.5 | 37.6 | 10.7 | 10.1 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 16 | 65.3 | 21 | 118 | |
| DUBLIN | RYANAIR | S | 168 | 0 | 4 | 0.0 | 18.0 | 38.4 | 17.4 | 13.4 | 8.1 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 22 | 61.8 | 29 | 170 | |
| TOTAL DUBLIN | | | 310 | 0 | 11 | 1.2 | 22.4 | 38.0 | 14.3 | 11.8 | 7.5 | 1.2 | 0.0 | 0.0 | 0.0 | 3.4 | 19 | 63.2 | 25 | 288 | |
| TOTAL IRISH REPUBLIC | | | 310 | 0 | 11 | 1.2 | 22.4 | 38.0 | 14.3 | 11.8 | 7.5 | 1.2 | 0.0 | 0.0 | 0.0 | 3.4 | 19 | 63.2 | 25 | 288 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| CATANIA (FONTANAROSSA) | JET2.COM LTD | S | 7 | 0 | 1 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 22 | 75.0 | 28 | 8 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 7 | 0 | 1 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 22 | 75.0 | 28 | 8 | |
| NAPLES | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 27.8 | 16.7 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 93.8 | 3 | 16 | |
| TOTAL NAPLES | | | 18 | 0 | 0 | 5.6 | 22.2 | 27.8 | 16.7 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 93.8 | 3 | 16 | |
| PISA | JET2.COM LTD | S | 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 | 75.0 | 7 | 8 | |
| TOTAL PISA | | | 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 | 75.0 | 7 | 8 | |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 33.3 | 11.1 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 85.7 | 10 | 14 | |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 0.0 | 33.3 | 33.3 | 11.1 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 85.7 | 10 | 14 | |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 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 | 50.0 | 32 | 8 | |
| TOTAL VERONA VILLAFRANCA | | | 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 | 50.0 | 32 | 8 | |
| TOTAL ITALY | | | 59 | 0 | 1 | 3.3 | 26.7 | 36.7 | 13.3 | 11.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 16 | 79.6 | 13 | 54 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 50.0 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.3 | 8 | 16 | |
| TOTAL RIGA | | | 18 | 0 | 0 | 0.0 | 0.0 | 50.0 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.3 | 8 | 16 | |
| TOTAL LATVIA | | | 18 | 0 | 0 | 0.0 | 0.0 | 50.0 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.3 | 8 | 16 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 1 | 8 | |
| TOTAL MALTA | | | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 1 | 8 | |
| TOTAL MALTA | | | 16 | 0 | 0 | 0.0 | 43.8 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 1 | 8 | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| MARRAKESH | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 38.9 | 5.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| TOTAL MARRAKESH | | | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 38.9 | 5.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| TOTAL MOROCCO | | | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 38.9 | 5.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 164 | 0 | 8 | 0.0 | 15.7 | 41.3 | 20.9 | 15.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 17 | 62.9 | 16 | 158 | |
| TOTAL AMSTERDAM | | | 164 | 0 | 8 | 0.0 | 15.7 | 41.3 | 20.9 | 15.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 17 | 62.9 | 16 | 158 | |
| TOTAL NETHERLANDS | | | 164 | 0 | 8 | 0.0 | 15.7 | 41.3 | 20.9 | 15.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 17 | 62.9 | 16 | 158 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 26 | 0 | 0 | 3.8 | 61.5 | 15.4 | 3.8 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 79.2 | 10 | 24 | |
| GDANSK | WIZZ AIR | S | 22 | 0 | 0 | 4.5 | 36.4 | 40.9 | 4.5 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.6 | 10 | 26 | |
| TOTAL GDANSK | | | 48 | 0 | 0 | 4.2 | 50.0 | 27.1 | 4.2 | 6.3 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 82.0 | 10 | 50 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | |
| KATOWICE | 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 | 81 | 0.0 | 0 | 0 | |
| 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 | 63.0 | 17 | 26 | | |
| TOTAL KATOWICE | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81 | 63.0 | 17 | 26 | | |
| KRAKOW | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 12.5 | 18.8 | 18.8 | 6.3 | 37.5 | 0.0 | 0.0 | 0.0 | 43 | 94.4 | 6 | 18 | | | |
| KRAKOW | RYANAIR | S | 39 | 0 | 2 | 0.0 | 24.4 | 39.0 | 9.8 | 17.1 | 0.0 | 4.9 | 0.0 | 4.9 | 20 | 55.6 | 30 | 36 | | | |
| 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 | 11.1 | 54 | 18 | | | |
| TOTAL KRAKOW | | | 55 | 0 | 2 | 1.8 | 21.1 | 33.3 | 12.3 | 14.0 | 10.5 | 3.5 | 0.0 | 3.5 | 27 | 54.2 | 30 | 72 | | | |
| POZNAN | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 55.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 21 | 18 | | | |
| TOTAL POZNAN | | | 18 | 0 | 0 | 0.0 | 27.8 | 55.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 21 | 18 | | | |
| WARSAW (CHOPIN) | WIZZ AIR | S | 18 | 0 | 0 | 11.1 | 50.0 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 83.3 | 7 | 18 | | | |
| TOTAL WARSAW (CHOPIN) | | | 18 | 0 | 0 | 11.1 | 50.0 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 83.3 | 7 | 18 | | | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 16 | 0 | 0 | 0.0 | 43.8 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 9 | 27 | | | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 16 | 0 | 0 | 0.0 | 43.8 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 9 | 27 | | | |
| WROCLAW | RYANAIR | S | 16 | 0 | 0 | 0.0 | 18.8 | 68.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 6 | 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 | 72.2 | 14 | 18 | | | |
| TOTAL WROCLAW | | | 16 | 0 | 0 | 0.0 | 18.8 | 68.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.6 | 10 | 36 | | | |
| TOTAL POLAND | | | 172 | 0 | 2 | 2.9 | 34.5 | 36.2 | 9.8 | 8.0 | 5.2 | 2.3 | 0.0 | 1.1 | 15 | 72.6 | 17 | 247 | | | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 114 | 0 | 1 | 13.9 | 31.3 | 34.8 | 8.7 | 7.0 | 3.5 | 0.0 | 0.0 | 0.9 | 10 | 85.7 | 6 | 98 | | | |
| FARO | RYANAIR | S | 23 | 0 | 1 | 0.0 | 20.8 | 37.5 | 20.8 | 12.5 | 0.0 | 4.2 | 0.0 | 4.2 | 19 | 85.3 | 6 | 34 | | | |
| TOTAL FARO | | | 137 | 0 | 2 | 11.5 | 29.5 | 35.3 | 10.8 | 7.9 | 2.9 | 0.7 | 0.0 | 1.4 | 12 | 85.6 | 6 | 132 | | | |
| OPORTO (PORTUGAL) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 28 | 56.3 | 40 | 16 | | | |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 28 | 56.3 | 40 | 16 | | | |
| TOTAL PORTUGAL | | | 155 | 0 | 2 | 10.2 | 26.8 | 36.9 | 12.1 | 7.6 | 4.5 | 0.6 | 0.0 | 1.3 | 13 | 82.4 | 10 | 148 | | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | 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 | 6 | 87.5 | 6 | 8 | | | |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 10.0 | 30.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 6 | 8 | | | |
| TOTAL PORTUGAL | | | 10 | 0 | 0 | 10.0 | 30.0 | 50.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 6 | 8 | | | |
| ROMANIA | | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 24 | 0 | 0 | 0.0 | 4.2 | 29.2 | 12.5 | 29.2 | 16.7 | 8.3 | 0.0 | 0.0 | 44 | 0.0 | 0 | 0 | | | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 24 | 0 | 0 | 20.8 | 20.8 | 20.8 | 20.8 | 12.5 | 0.0 | 4.2 | 0.0 | 0.0 | 18 | 52.9 | 28 | 34 | | | |
| TOTAL BUCHAREST (OTOPENI) | | | 48 | 0 | 0 | 10.4 | 12.5 | 25.0 | 16.7 | 20.8 | 8.3 | 6.3 | 0.0 | 0.0 | 31 | 52.9 | 28 | 34 | | | |
| CLUJ NAPOCA | WIZZ AIR MALTA | S | 16 | 0 | 0 | 12.5 | 18.8 | 12.5 | 18.8 | 0.0 | 12.5 | 6.3 | 6.3 | 12.5 | 102 | 38.9 | 34 | 18 | | | |
| TOTAL CLUJ NAPOCA | | | 16 | 0 | 0 | 12.5 | 18.8 | 12.5 | 18.8 | 0.0 | 12.5 | 6.3 | 6.3 | 12.5 | 102 | 38.9 | 34 | 18 | | | |
| TOTAL ROMANIA | | | 64 | 0 | 0 | 10.9 | 14.1 | 21.9 | 17.2 | 15.6 | 9.4 | 6.3 | 1.6 | 3.1 | 49 | 48.1 | 30 | 52 | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 30 | 17 | | |
| TOTAL BRATISLAVA | | | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 30 | 17 | | |
| TOTAL SLOVAK REPUBLIC | | | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 30 | 17 | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 137 | 0 | 0 | 8.0 | 29.9 | 29.9 | 11.7 | 11.7 | 5.8 | 2.2 | 0.7 | 0.0 | 0.0 | 19 | 80.5 | 11 | 118 | | |
| ALICANTE | RYANAIR | S | 118 | 0 | 2 | 6.7 | 16.7 | 36.7 | 19.2 | 6.7 | 9.2 | 2.5 | 0.8 | 0.0 | 0.0 | 1.7 | 25 | 78.7 | 14 | 94 | |
| TOTAL ALICANTE | | | 255 | 0 | 2 | 7.4 | 23.7 | 33.1 | 15.2 | 9.3 | 7.4 | 2.3 | 0.8 | 0.0 | 0.0 | 2.2 | 79.7 | 12 | 212 | | |
| ALMERIA | 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 | 3 | 80.0 | 6 | 9 | | |
| TOTAL ALMERIA | | | 8 | 0 | 0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 80.0 | 6 | 9 | | |
| BARCELONA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 27.8 | 11.1 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 1 | 20 | | |
| TOTAL BARCELONA | | | 18 | 0 | 0 | 0.0 | 33.3 | 27.8 | 11.1 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 1 | 20 | | |
| GIRONA | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 38.9 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 7 | 16 | | |
| GIRONA | RYANAIR | S | 40 | 0 | 0 | 5.0 | 32.5 | 30.0 | 7.5 | 15.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 86.4 | 7 | 44 | | |
| TOTAL GIRONA | | | 58 | 0 | 0 | 8.6 | 34.5 | 34.5 | 5.2 | 10.3 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 7 | 60 | | |
| IBIZA | JET2.COM LTD | S | 79 | 0 | 0 | 8.9 | 38.0 | 30.4 | 10.1 | 7.6 | 2.5 | 0.0 | 1.3 | 1.3 | 0.0 | 27 | 82.4 | 9 | 74 | | |
| IBIZA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 5.6 | 5.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 21 | 72.2 | 27 | 18 | | |
| TOTAL IBIZA | | | 97 | 0 | 0 | 7.2 | 35.1 | 35.1 | 9.3 | 7.2 | 2.1 | 2.1 | 1.0 | 1.0 | 0.0 | 26 | 80.4 | 12 | 92 | | |
| MAHON | JET2.COM LTD | S | 42 | 0 | 0 | 7.1 | 42.9 | 33.3 | 7.1 | 2.4 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 12 | 86.7 | 7 | 44 | | |
| TOTAL MAHON | | | 42 | 0 | 0 | 7.1 | 42.9 | 33.3 | 7.1 | 2.4 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 12 | 86.7 | 7 | 44 | | |
| MALAGA | JET2.COM LTD | S | 115 | 0 | 1 | 6.9 | 26.7 | 40.5 | 9.5 | 8.6 | 6.0 | 0.9 | 0.0 | 0.0 | 0.9 | 13 | 77.3 | 14 | 110 | | |
| MALAGA | RYANAIR | S | 67 | 0 | 2 | 0.0 | 8.7 | 30.4 | 18.8 | 27.5 | 5.8 | 0.0 | 5.8 | 0.0 | 0.0 | 2.9 | 36 | 70.0 | 23 | 60 | |
| TOTAL MALAGA | | | 182 | 0 | 3 | 4.3 | 20.0 | 36.8 | 13.0 | 15.7 | 5.9 | 0.5 | 2.2 | 0.0 | 0.0 | 1.6 | 22 | 74.7 | 17 | 170 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 163 | 0 | 2 | 0.6 | 27.9 | 23.6 | 19.4 | 15.8 | 9.1 | 0.0 | 2.4 | 0.0 | 0.0 | 1.2 | 26 | 77.4 | 14 | 154 | |
| PALMA DE MALLORCA | RYANAIR | S | 94 | 0 | 0 | 6.4 | 16.0 | 30.9 | 16.0 | 9.6 | 20.2 | 1.1 | 0.0 | 0.0 | 0.0 | 29 | 60.4 | 27 | 96 | | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 60.0 | 29 | 25 | | |
| TOTAL PALMA DE MALLORCA | | | 275 | 0 | 2 | 2.5 | 22.7 | 26.4 | 19.1 | 14.1 | 12.6 | 0.4 | 1.4 | 0.0 | 0.0 | 0.7 | 27 | 69.9 | 20 | 275 | |
| REUS | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 42.3 | 38.5 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 96.2 | 1 | 26 | | |
| REUS | RYANAIR | S | 28 | 0 | 0 | 0.0 | 28.6 | 46.4 | 7.1 | 10.7 | 0.0 | 3.6 | 3.6 | 0.0 | 0.0 | 20 | 76.9 | 17 | 26 | | |
| TOTAL REUS | | | 54 | 0 | 0 | 3.7 | 35.2 | 42.6 | 5.6 | 7.4 | 1.9 | 1.9 | 1.9 | 0.0 | 0.0 | 14 | 86.5 | 9 | 52 | | |
| TOTAL SPAIN | | | 989 | 0 | 7 | 5.2 | 26.3 | 32.6 | 13.7 | 11.3 | 7.6 | 1.2 | 1.2 | 0.1 | 0.0 | 0.7 | 22 | 77.4 | 14 | 934 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 60 | 0 | 2 | 6.5 | 22.6 | 38.7 | 11.3 | 12.9 | 3.2 | 0.0 | 0.0 | 1.6 | 0.0 | 3.2 | 35 | 85.2 | 8 | 61 | |
| ARRECIFE | RYANAIR | S | 17 | 0 | 1 | 11.1 | 33.3 | 27.8 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 10 | 62.5 | 18 | 16 | |
| TOTAL ARRECIFE | | | 77 | 0 | 3 | 7.5 | 25.0 | 36.3 | 11.3 | 11.3 | 3.8 | 0.0 | 0.0 | 1.3 | 0.0 | 3.8 | 29 | 80.5 | 10 | 77 | |
| FUERTEVENTURA | JET2.COM LTD | S | 33 | 0 | 1 | 5.9 | 32.4 | 38.2 | 14.7 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 10 | 70.4 | 11 | 27 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| FUERTEVENTURA | RYANAIR | S | 17 | 0 | 1 | 5.6 | 44.4 | 33.3 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 8 | 100.0 | 2 | 16 |
| TOTAL FUERTEVENTURA | | | 50 | 0 | 2 | 5.8 | 36.5 | 36.5 | 9.6 | 1.9 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 10 | 81.4 | 8 | 43 |
| LAS PALMAS | JET2.COM LTD | S | 35 | 0 | 1 | 27.8 | 13.9 | 30.6 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 10 | 82.1 | 7 | 28 |
| TOTAL LAS PALMAS | | | 35 | 0 | 1 | 27.8 | 13.9 | 30.6 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 10 | 82.1 | 7 | 28 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 83 | 0 | 1 | 13.1 | 26.2 | 33.3 | 11.9 | 9.5 | 3.6 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 13 | 80.7 | 8 | 88 |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 17 | 0 | 0 | 0.0 | 23.5 | 35.3 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 80.8 | 28 | 26 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 100 | 0 | 1 | 10.9 | 25.7 | 33.7 | 11.9 | 11.9 | 4.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 14 | 80.7 | 12 | 114 |
| TOTAL SPAIN(CANARY TURKEY) | | | 262 | 0 | 7 | 11.2 | 26.0 | 34.6 | 11.9 | 9.3 | 3.7 | 0.4 | 0.0 | 0.4 | 0.0 | 2.6 | 17 | 80.9 | 10 | 262 |
| 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 | 83.3 | 11 | 12 |
| ANTALYA | JET2.COM LTD | S | 60 | 0 | 1 | 3.3 | 8.2 | 26.2 | 27.9 | 23.0 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 26 | 42.4 | 23 | 59 |
| ANTALYA | SUNEXPRESS | S | 26 | 0 | 0 | 11.5 | 30.8 | 38.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL ANTALYA | | | 86 | 0 | 1 | 5.7 | 14.9 | 29.9 | 23.0 | 18.4 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 20 | 49.3 | 21 | 71 |
| BODRUM (MILAS) | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 16.7 | 22.2 | 22.2 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 64.7 | 16 | 16 |
| TOTAL BODRUM (MILAS) | | | 18 | 0 | 0 | 16.7 | 16.7 | 22.2 | 22.2 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 64.7 | 16 | 16 |
| DALAMAN | FREEBIRD AIRLINES | C | 16 | 0 | 0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 9 | 12 |
| DALAMAN | JET2.COM LTD | S | 59 | 0 | 2 | 1.6 | 14.8 | 37.7 | 14.8 | 19.7 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 52.5 | 19 | 59 |
| TOTAL DALAMAN | | | 75 | 0 | 2 | 6.5 | 16.9 | 35.1 | 16.9 | 15.6 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 19 | 57.5 | 17 | 71 |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 18 | 0 | 0 | 22.2 | 38.9 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 6 | 8 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 18 | 0 | 0 | 22.2 | 38.9 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.5 | 6 | 8 |
| TOTAL TURKEY | | | 197 | 0 | 3 | 8.5 | 18.0 | 31.0 | 19.0 | 16.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 18 | 56.2 | 18 | 166 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 170 | 0 | 6 | 5.1 | 47.2 | 27.8 | 5.7 | 5.7 | 2.8 | 2.3 | 0.0 | 0.0 | 0.0 | 3.4 | 11 | 77.1 | 12 | 166 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 170 | 0 | 6 | 5.1 | 47.2 | 27.8 | 5.7 | 5.7 | 2.8 | 2.3 | 0.0 | 0.0 | 0.0 | 3.4 | 11 | 77.1 | 12 | 166 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 50 | 0 | 2 | 1.9 | 34.6 | 25.0 | 21.2 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 73.5 | 12 | 32 |
| TOTAL BELFAST INTERNATIONAL | | | 50 | 0 | 2 | 1.9 | 34.6 | 25.0 | 21.2 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 73.5 | 12 | 32 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 30.0 | 40.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 72.2 | 31 | 18 |
| TOTAL GUERNSEY | | | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 30.0 | 40.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 72.2 | 31 | 18 |
| JERSEY | JET2.COM LTD | S | 20 | 0 | 1 | 4.8 | 19.0 | 19.0 | 14.3 | 19.0 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 4.8 | 38 | 86.7 | 10 | 15 |
| TOTAL JERSEY | | | 20 | 0 | 1 | 4.8 | 19.0 | 19.0 | 14.3 | 19.0 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 4.8 | 38 | 86.7 | 10 | 15 |
| TOTAL UNITED KINGDOM | | | 250 | 0 | 9 | 4.2 | 40.5 | 25.9 | 10.4 | 9.7 | 3.5 | 1.9 | 0.4 | 0.0 | 0.0 | 3.5 | 15 | 76.8 | 13 | 231 |
| TOTAL LEEDS BRADFORD | | | 3270 | 0 | 54 | 5.6 | 24.9 | 33.9 | 14.8 | 11.3 | 5.8 | 1.4 | 0.5 | 0.2 | 0.0 | 1.6 | 20 | 72.2 | 16 | 3141 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | | | | | | |
| TIRANA | ALBA STAR | 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 | 8 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 1 | 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 ALBANIA | | | 1 | 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 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| LINZ | JETNETHERLANDS | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 2 | |
| LINZ | KLASJET UAB | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 35 | 2 | |
| TOTAL LINZ | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 21 | 4 | |
| 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 | 4 | |
| 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 | 100.0 | 0 | 16 | |
| 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 | 100.0 | 0 | 16 | |
| 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 | 100.0 | 0 | 16 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | JET2.COM LTD | S | 17 | 0 | 1 | 0.0 | 11.1 | 33.3 | 16.7 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 5.6 | 30 | 0.0 | 0 | 0 | |
| TOTAL BURGAS | | | 17 | 0 | 1 | 0.0 | 11.1 | 33.3 | 16.7 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 5.6 | 30 | 0.0 | 0 | 0 | |
| SOFIA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 77.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 8 | 16 | | |
| TOTAL SOFIA | | | 18 | 0 | 0 | 0.0 | 16.7 | 77.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 87.5 | 8 | 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 | 50.0 | 34 | 6 | | |
| 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 | 50.0 | 34 | 6 | | |
| TOTAL BULGARIA | | | 35 | 0 | 1 | 0.0 | 13.9 | 55.6 | 11.1 | 11.1 | 2.8 | 0.0 | 2.8 | 0.0 | 0.0 | 2.8 | 17 | 77.3 | 15 | 22 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| ZADAR | RYANAIR | S | 18 | 0 | 0 | 5.6 | 38.9 | 22.2 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 7 | 16 | | |
| TOTAL ZADAR | | | 18 | 0 | 0 | 5.6 | 38.9 | 22.2 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 7 | 16 | | |
| TOTAL CROATIA | | | 18 | 0 | 0 | 5.6 | 38.9 | 22.2 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 7 | 16 | | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 25 | 0 | 0 | 4.0 | 32.0 | 28.0 | 16.0 | 4.0 | 8.0 | 4.0 | 4.0 | 0.0 | 0.0 | 28 | 60.0 | 33 | 25 | | |
| TOTAL LARNACA | | | 25 | 0 | 0 | 4.0 | 32.0 | 28.0 | 16.0 | 4.0 | 8.0 | 4.0 | 4.0 | 0.0 | 0.0 | 28 | 60.0 | 33 | 25 | | |
| PAPHOS | JET2.COM 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 | 4 | 0.0 | 0 | 0 | | |
| PAPHOS | RYANAIR | S | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | |
| TOTAL PAPHOS | | | 16 | 0 | 0 | 0.0 | 25.0 | 56.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | |
| TOTAL CYPRUS | | | 41 | 0 | 0 | 2.4 | 29.3 | 39.0 | 14.6 | 4.9 | 4.9 | 2.4 | 2.4 | 0.0 | 0.0 | 20 | 60.0 | 33 | 25 | | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 18 | 0 | 1 | 5.3 | 10.5 | 47.4 | 5.3 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 16 | 0.0 | 0 | 0 | |
| TOTAL HURGHADA | | | 18 | 0 | 1 | 5.3 | 10.5 | 47.4 | 5.3 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 16 | 0.0 | 0 | 0 | |
| TOTAL EGYPT | | | 18 | 0 | 1 | 5.3 | 10.5 | 47.4 | 5.3 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 16 | 0.0 | 0 | 0 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | |
| 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 | 89.3 | 3 | 28 |
| 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 | 89.3 | 3 | 28 |
| BERGERAC | RYANAIR | S | 18 | 0 | 0 | 0.0 | 50.0 | 16.7 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.5 | 12 | 16 |
| TOTAL BERGERAC | | | 18 | 0 | 0 | 0.0 | 50.0 | 16.7 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.5 | 12 | 16 |
| NICE | EASYJET UK LTD | S | 58 | 0 | 2 | 5.0 | 43.3 | 21.7 | 10.0 | 3.3 | 5.0 | 6.7 | 1.7 | 0.0 | 0.0 | 3.3 | 22 | 74.4 | 11 | 78 |
| TOTAL NICE | | | 58 | 0 | 2 | 5.0 | 43.3 | 21.7 | 10.0 | 3.3 | 5.0 | 6.7 | 1.7 | 0.0 | 0.0 | 3.3 | 22 | 74.4 | 11 | 78 |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 42 | 0 | 0 | 0.0 | 45.2 | 33.3 | 9.5 | 7.1 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 56.3 | 17 | 32 |
| PARIS (CHARLES DE GAULLE) | THALAIR | 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 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 43 | 0 | 0 | 0.0 | 44.2 | 34.9 | 9.3 | 7.0 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 56.3 | 17 | 32 |
| PERPIGNAN | PAN EUROPEAN AIR SERVICE | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| 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 | 100.0 | 0 | 1 |
| TOTAL FRANCE | | | 119 | 0 | 2 | 2.5 | 44.6 | 25.6 | 11.6 | 5.0 | 2.5 | 5.8 | 0.8 | 0.0 | 0.0 | 1.7 | 18 | 72.3 | 11 | 155 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| COLOGNE BONN | JET2.COM 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 | 84 | 0.0 | 0 | 0 |
| TOTAL COLOGNE BONN | | | 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 | 84 | 0.0 | 0 | 0 |
| 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 | 66.0 | 13 | 50 |
| 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 | 66.0 | 13 | 50 |
| HAHN | FLEET AIR INTERNATIONAL 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 HAHN | | | 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 GERMANY | | | 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 | 84 | 66.0 | 13 | 50 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| CORFU | EASYJET UK 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 | 9 | 75.0 | 7 | 8 |
| CORFU | JET2.COM LTD | S | 17 | 0 | 0 | 0.0 | 5.9 | 47.1 | 11.8 | 5.9 | 17.6 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 |
| CORFU | RYANAIR | S | 18 | 0 | 0 | 0.0 | 33.3 | 22.2 | 11.1 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL CORFU | | | 53 | 0 | 0 | 1.9 | 26.4 | 32.1 | 15.1 | 9.4 | 11.3 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 7 | 8 |
| HERAKLION | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 18 | 8 |
| HERAKLION | JET2.COM LTD | S | 16 | 0 | 0 | 6.3 | 25.0 | 37.5 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| TOTAL HERAKLION | | | 24 | 0 | 0 | 4.2 | 25.0 | 45.8 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 18 | 8 |
| KOS | EASYJET UK LTD | S | 10 | 0 | 0 | 10.0 | 30.0 | 40.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 4 | 8 |
| KOS | JET2.COM 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 |
| TOTAL KOS | | | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 87.5 | 4 | 8 |
| RHODES | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| TOTAL RHODES | | | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| ZAKINTHOS | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 ZAKINTHOS | | | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| TOTAL GREECE | | | 121 | 0 | 0 | 2.5 | 23.1 | 38.8 | 18.2 | 8.3 | 7.4 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 19 | 70.8 | 10 | 24 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 18 | 0 | 0 | 5.6 | 11.1 | 55.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 22 | 16 | |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 5.6 | 11.1 | 55.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 22 | 16 | |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 5.6 | 11.1 | 55.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 22 | 16 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | FLY PLAY HF | S | 0 | 0 | 0 | 0.0 | 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 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 | 18 | |
| 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 | 0.0 | 0 | 100.0 | 0 | 18 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 34 | 0 | 0 | 2.9 | 38.2 | 26.5 | 11.8 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 84.9 | 12 | 53 | |
| TOTAL CORK | | | 34 | 0 | 0 | 2.9 | 38.2 | 26.5 | 11.8 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 84.9 | 12 | 53 | |
| DUBLIN | AER LINGUS | S | 92 | 0 | 4 | 6.3 | 11.5 | 28.1 | 12.5 | 18.8 | 15.6 | 2.1 | 0.0 | 1.0 | 0.0 | 4.2 | 46 | 37.2 | 29 | 92 | |
| DUBLIN | RYANAIR | S | 308 | 0 | 0 | 5.2 | 44.5 | 23.4 | 9.1 | 15.6 | 1.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.6 | 16 | 314 | |
| TOTAL DUBLIN | | | 400 | 0 | 4 | 5.4 | 36.6 | 24.5 | 9.9 | 16.3 | 5.2 | 0.7 | 0.0 | 0.2 | 0.0 | 1.0 | 20 | 65.2 | 19 | 406 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 60 | 0 | 0 | 0.0 | 6.7 | 45.0 | 26.7 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 77.1 | 11 | 70 | |
| TOTAL IRELAND WEST (KNOCK) | | | 60 | 0 | 0 | 0.0 | 6.7 | 45.0 | 26.7 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 77.1 | 11 | 70 | |
| SHANNON | RYANAIR | S | 18 | 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 | 100.0 | 0 | 18 | |
| TOTAL SHANNON | | | 18 | 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 | 100.0 | 0 | 18 | |
| TOTAL IRISH REPUBLIC | | | 512 | 0 | 4 | 4.5 | 34.3 | 26.6 | 12.0 | 16.7 | 4.5 | 0.6 | 0.0 | 0.2 | 0.0 | 0.8 | 19 | 69.8 | 16 | 547 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 2 | 18 | |
| TOTAL BERGAMO | | | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 2 | 18 | |
| MILAN (MALPENSA) | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| MILAN (MALPENSA) | BA CITYFLYER LTD | C | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | 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 | 37 | 0.0 | 0 | 0 | |
| ROME (CIAMPINO) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 16.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 27.8 | 25 | 18 | |
| TOTAL ROME (CIAMPINO) | | | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 16.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 27.8 | 25 | 18 | |
| TOTAL ITALY | | | 40 | 0 | 0 | 0.0 | 10.0 | 47.5 | 17.5 | 22.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.9 | 13 | 36 | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 26 | 0 | 0 | 3.8 | 53.8 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 7 | 18 | |
| TOTAL KAUNAS | | | 26 | 0 | 0 | 3.8 | 53.8 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 7 | 18 | |
| TOTAL LITHUANIA | | | 26 | 0 | 0 | 3.8 | 53.8 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 7 | 18 | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 5.6 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 93.8 | 4 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 MALTA | | | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 5.6 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 93.8 | 4 | 16 | |
| TOTAL MALTA NETHERLANDS | | | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 5.6 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 93.8 | 4 | 16 | |
| AMSTERDAM | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 55.0 | 38.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.3 | 26 | 58 | |
| TOTAL AMSTERDAM | | | 60 | 0 | 0 | 0.0 | 55.0 | 38.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.3 | 26 | 58 | |
| TOTAL NETHERLANDS | | | 60 | 0 | 0 | 0.0 | 55.0 | 38.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.3 | 26 | 58 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | S | 0 | 0 | 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 | 21 | 18 | |
| TOTAL BERGEN | | | 0 | 0 | 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 | 21 | 18 | |
| 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 | 61.1 | 21 | 18 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 26 | 0 | 0 | 11.5 | 53.8 | 26.9 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 84.6 | 13 | 26 | |
| TOTAL GDANSK | | | 26 | 0 | 0 | 11.5 | 53.8 | 26.9 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 84.6 | 13 | 26 | |
| KATOWICE | WIZZ AIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 22.2 | 0.0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 68.8 | 85 | 16 | |
| TOTAL KATOWICE | | | 18 | 0 | 0 | 5.6 | 27.8 | 22.2 | 0.0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 68.8 | 85 | 16 | |
| KRAKOW | RYANAIR | S | 26 | 0 | 0 | 3.8 | 30.8 | 53.8 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 12 | 24 | |
| TOTAL KRAKOW | | | 26 | 0 | 0 | 3.8 | 30.8 | 53.8 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 12 | 24 | |
| POZNAN | RYANAIR | S | 26 | 0 | 0 | 0.0 | 15.4 | 46.2 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 84.6 | 6 | 26 | |
| TOTAL POZNAN | | | 26 | 0 | 0 | 0.0 | 15.4 | 46.2 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 84.6 | 6 | 26 | |
| SZCZECIN (GOLENOW) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 3.8 | 50.0 | 19.2 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 88.9 | 6 | 18 | |
| TOTAL SZCZECIN (GOLENOW) | | | 26 | 0 | 0 | 0.0 | 3.8 | 50.0 | 19.2 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 88.9 | 6 | 18 | |
| WARSAW (CHOPIN) | WIZZ AIR | S | 36 | 0 | 0 | 8.3 | 22.2 | 44.4 | 8.3 | 13.9 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 37.5 | 47 | 16 | |
| TOTAL WARSAW (CHOPIN) | | | 36 | 0 | 0 | 8.3 | 22.2 | 44.4 | 8.3 | 13.9 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 37.5 | 47 | 16 | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 16 | 0 | 1 | 5.9 | 47.1 | 11.8 | 0.0 | 11.8 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 5.9 | 31 | 92.3 | 9 | 26 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 16 | 0 | 1 | 5.9 | 47.1 | 11.8 | 0.0 | 11.8 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 5.9 | 31 | 92.3 | 9 | 26 | |
| WROCLAW | RYANAIR | S | 17 | 0 | 0 | 5.9 | 23.5 | 29.4 | 5.9 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 62.5 | 19 | 16 | |
| TOTAL WROCLAW | | | 17 | 0 | 0 | 5.9 | 23.5 | 29.4 | 5.9 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 62.5 | 19 | 16 | |
| TOTAL POLAND | | | 191 | 0 | 1 | 5.2 | 27.1 | 38.0 | 9.9 | 10.9 | 5.7 | 2.1 | 0.5 | 0.0 | 0.0 | 0.5 | 18 | 76.8 | 21 | 168 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET UK LTD | S | 118 | 0 | 2 | 5.0 | 44.2 | 33.3 | 8.3 | 3.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 9 | 74.6 | 20 | 138 | |
| FARO | JET2.COM LTD | S | 34 | 0 | 0 | 23.5 | 29.4 | 35.3 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| FARO | RYANAIR | S | 26 | 0 | 0 | 3.8 | 15.4 | 42.3 | 11.5 | 3.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 70.8 | 19 | 24 | |
| TOTAL FARO | | | 178 | 0 | 2 | 8.3 | 37.2 | 35.0 | 8.3 | 3.9 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 10 | 74.1 | 20 | 162 | |
| OPORTO (PORTUGAL) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 16.7 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 93.8 | 5 | 16 | |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 16.7 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 93.8 | 5 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | |
| | | | | | | | 34.8 | 36.4 | 9.1 | 4.0 | 7.1 | 0.0 | 0.0 | 0.0 | | | | | | | |
| TOTAL PORTUGAL | | | 196 | 0 | 2 | 7.6 | 34.8 | 36.4 | 9.1 | 4.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 11 | 75.8 | 19 | 178 | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 9 | 0 | 0 | 22.2 | 33.3 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| TOTAL FUNCHAL | | | 9 | 0 | 0 | 22.2 | 33.3 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| TOTAL PORTUGAL | | | 9 | 0 | 0 | 22.2 | 33.3 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| ROMANIA | | | | | | | | | | | | | | | | | | | | | |
| BACAU | DAN AIR (AOC) S.R.L | S | 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 | 33 | 0.0 | 0 | 0 | |
| TOTAL BACAU | | | 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 | 33 | 0.0 | 0 | 0 | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 24 | 0 | 0 | 4.2 | 12.5 | 16.7 | 8.3 | 20.8 | 20.8 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 59 | 57.7 | 26 | 26 | |
| TOTAL BUCHAREST (OTOPENI) | | | 24 | 0 | 0 | 4.2 | 12.5 | 16.7 | 8.3 | 20.8 | 20.8 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 59 | 57.7 | 26 | 26 | |
| 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 | 62.5 | 23 | 14 | |
| 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 | 62.5 | 23 | 14 | |
| IASI | WIZZ AIR MALTA | S | 26 | 0 | 0 | 7.7 | 23.1 | 38.5 | 3.8 | 0.0 | 7.7 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 68.8 | 14 | 16 | |
| TOTAL IASI | | | 26 | 0 | 0 | 7.7 | 23.1 | 38.5 | 3.8 | 0.0 | 7.7 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 68.8 | 14 | 16 | |
| TOTAL ROMANIA | | | 58 | 0 | 0 | 5.2 | 15.5 | 27.6 | 6.9 | 15.5 | 13.8 | 13.8 | 1.7 | 0.0 | 0.0 | 0.0 | 46 | 62.1 | 22 | 56 | |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | AIR HORIZONT | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | |
| TOTAL BRATISLAVA | | | 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 | |
| KOSICE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 61.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.8 | 20 | 18 | |
| TOTAL KOSICE | | | 18 | 0 | 0 | 0.0 | 5.6 | 61.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.8 | 20 | 18 | |
| TOTAL SLOVAK REPUBLIC | | | 19 | 0 | 0 | 0.0 | 5.3 | 57.9 | 26.3 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 20 | 18 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 76 | 0 | 0 | 1.3 | 38.2 | 38.2 | 13.2 | 3.9 | 1.3 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 14 | 61.7 | 18 | 81 | |
| ALICANTE | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 35.3 | 41.2 | 8.8 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| ALICANTE | RYANAIR | S | 96 | 0 | 0 | 3.1 | 30.2 | 43.8 | 14.6 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.0 | 15 | 60 | |
| TOTAL ALICANTE | | | 206 | 0 | 0 | 2.4 | 34.0 | 41.3 | 13.1 | 6.8 | 1.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 11 | 65.2 | 17 | 141 | |
| BARCELONA | EASYJET UK LTD | S | 20 | 0 | 0 | 0.0 | 40.0 | 40.0 | 15.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.7 | 7 | 30 | |
| BARCELONA | RYANAIR | S | 42 | 0 | 0 | 7.1 | 35.7 | 33.3 | 11.9 | 0.0 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 86.4 | 6 | 44 | |
| TOTAL BARCELONA | | | 62 | 0 | 0 | 4.8 | 37.1 | 35.5 | 12.9 | 0.0 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 82.4 | 6 | 74 | |
| IBIZA | JET2.COM LTD | S | 27 | 0 | 0 | 18.5 | 51.9 | 25.9 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| IBIZA | RYANAIR | 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 | 11 | 75.0 | 8 | 8 | |
| TOTAL IBIZA | | | 35 | 0 | 0 | 14.3 | 54.3 | 22.9 | 2.9 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 8 | 8 | |
| MADRID | RYANAIR | S | 26 | 0 | 0 | 0.0 | 42.3 | 46.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 80.8 | 12 | 26 | |
| TOTAL MADRID | | | 26 | 0 | 0 | 0.0 | 42.3 | 46.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 80.8 | 12 | 26 | |
| MAHON | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 38.9 | 44.4 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL MAHON | | | 18 | 0 | 0 | 11.1 | 38.9 | 44.4 | 0.0 | 5.6 | 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 SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | EASYJET UK LTD | S | 103 | 0 | 0 | 1.9 | 44.7 | 33.0 | 12.6 | 2.9 | 1.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 79.6 | 11 | 93 | |
| MALAGA | RYANAIR | S | 94 | 0 | 0 | 0.0 | 20.2 | 26.6 | 22.3 | 20.2 | 8.5 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 83.3 | 16 | 60 | |
| TOTAL MALAGA | | | 197 | 0 | 0 | 1.0 | 33.0 | 29.9 | 17.3 | 11.2 | 5.1 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.0 | 13 | 153 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 104 | 0 | 0 | 1.9 | 39.4 | 33.7 | 12.5 | 9.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.2 | 16 | 104 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 56 | 0 | 0 | 0.0 | 35.7 | 42.9 | 12.5 | 1.8 | 5.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| PALMA DE MALLORCA | RYANAIR | S | 50 | 0 | 0 | 2.0 | 26.0 | 44.0 | 20.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 23 | 42 | |
| TOTAL PALMA DE MALLORCA | | | 218 | 0 | 0 | 1.4 | 33.9 | 37.2 | 14.2 | 6.9 | 5.0 | 0.5 | 0.9 | 0.0 | 0.0 | 0.0 | 15 | 69.9 | 18 | 146 | |
| REUS | RYANAIR | S | 32 | 0 | 0 | 3.1 | 12.5 | 59.4 | 6.3 | 15.6 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 20 | 76.9 | 8 | 26 | |
| TOTAL REUS | | | 32 | 0 | 0 | 3.1 | 12.5 | 59.4 | 6.3 | 15.6 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 20 | 76.9 | 8 | 26 | |
| TOTAL SPAIN | | | 794 | 0 | 0 | 2.6 | 34.4 | 37.0 | 13.4 | 7.4 | 3.4 | 1.3 | 0.5 | 0.0 | 0.0 | 0.0 | 14 | 74.2 | 14 | 574 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 17 | 0 | 0 | 0.0 | 17.6 | 58.8 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 41.2 | 23 | 17 | |
| ARRECIFE | JET2.COM LTD | S | 26 | 0 | 0 | 11.5 | 30.8 | 38.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| ARRECIFE | RYANAIR | S | 33 | 1 | 0 | 8.8 | 32.4 | 41.2 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL ARRECIFE | | | 76 | 1 | 0 | 7.8 | 28.6 | 44.2 | 14.3 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 7 | 41.2 | 23 | 17 | |
| FUERTEVENTURA | JET2.COM LTD | S | 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 | 0.0 | 0 | 0 | |
| FUERTEVENTURA | RYANAIR | 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 | 3 | 75.0 | 17 | 8 | |
| TOTAL FUERTEVENTURA | | | 25 | 0 | 0 | 4.0 | 36.0 | 40.0 | 8.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 17 | 8 | |
| LAS PALMAS | JET2.COM LTD | S | 17 | 0 | 0 | 23.5 | 17.6 | 23.5 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TOTAL LAS PALMAS | | | 17 | 0 | 0 | 23.5 | 17.6 | 23.5 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 34 | 0 | 0 | 23.5 | 29.4 | 29.4 | 11.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 84.0 | 6 | 25 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 43 | 0 | 0 | 16.3 | 27.9 | 46.5 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 51 | 0 | 0 | 3.9 | 19.6 | 23.5 | 29.4 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 80.8 | 11 | 26 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 128 | 0 | 0 | 13.3 | 25.0 | 32.8 | 16.4 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.4 | 8 | 51 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 246 | 1 | 0 | 11.3 | 26.7 | 36.4 | 15.8 | 7.7 | 1.6 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 10 | 72.4 | 12 | 76 | |
| SWEDEN | | | | | | | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | RYANAIR | 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 | 1 | 94.4 | 5 | 18 | |
| TOTAL STOCKHOLM (ARLANDA) | | | 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 | 1 | 94.4 | 5 | 18 | |
| TOTAL SWEDEN | | | 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 | 1 | 94.4 | 5 | 18 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 44.4 | 44.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 18 | 0 | 0 | 0.0 | 44.4 | 44.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 TUNISIA | | | 18 | 0 | 0 | 0.0 | 44.4 | 44.4 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET UK LTD | S | 32 | 0 | 0 | 12.5 | 37.5 | 21.9 | 3.1 | 3.1 | 15.6 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 86.1 | 12 | 36 | |
| ANTALYA | JET2.COM LTD | S | 35 | 0 | 0 | 0.0 | 25.7 | 48.6 | 8.6 | 8.6 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| TOTAL ANTALYA | | | 67 | 0 | 0 | 6.0 | 31.3 | 35.8 | 6.0 | 6.0 | 10.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 86.1 | 12 | 36 | |
| BODRUM (MILAS) | EASYJET 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 | 4 | 55.6 | 16 | 18 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 50.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL BODRUM (MILAS) | | | 34 | 0 | 0 | 5.9 | 29.4 | 47.1 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 55.6 | 16 | 18 | |
| DALAMAN | EASYJET UK LTD | S | 42 | 0 | 0 | 9.5 | 23.8 | 45.2 | 7.1 | 11.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.0 | 8 | 50 | |
| DALAMAN | JET2.COM LTD | S | 33 | 0 | 0 | 15.2 | 33.3 | 48.5 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| TOTAL DALAMAN | | | 75 | 0 | 0 | 12.0 | 28.0 | 46.7 | 5.3 | 6.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 88.0 | 8 | 50 | |
| IZMIR (ADNAN MENDERES) | EASYJET 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 | 4 | 87.5 | 23 | 8 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 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 | 4 | 87.5 | 23 | 8 | |
| TOTAL TURKEY | | | 184 | 0 | 0 | 8.2 | 31.5 | 41.3 | 7.1 | 6.0 | 4.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.1 | 12 | 112 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 72 | 0 | 0 | 2.8 | 73.6 | 15.3 | 0.0 | 2.8 | 4.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.7 | 4 | 110 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 72 | 0 | 0 | 2.8 | 73.6 | 15.3 | 0.0 | 2.8 | 4.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.7 | 4 | 110 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 290 | 0 | 3 | 5.8 | 53.6 | 23.5 | 6.8 | 5.5 | 3.1 | 0.7 | 0.0 | 0.0 | 1.0 | 9 | 78.9 | 9 | 320 | | |
| TOTAL BELFAST INTERNATIONAL | | | 290 | 0 | 3 | 5.8 | 53.6 | 23.5 | 6.8 | 5.5 | 3.1 | 0.7 | 0.0 | 0.0 | 1.0 | 9 | 78.9 | 9 | 320 | | |
| BIGGIN HILL | BA CITYFLYER 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 | 24 | 0.0 | 0 | 0 | |
| TOTAL BIGGIN HILL | | | 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 | |
| BOURNEMOUTH | LOGANAIR LTD | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | |
| BOURNEMOUTH | LOGANAIR 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 BOURNEMOUTH | | | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 45 | 0.0 | 0 | 0 | | |
| 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 | 100.0 | 2 | 26 | |
| 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 | 100.0 | 2 | 26 | |
| 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 | 10 | 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 | 10 | 1 | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 24 | 0 | 0 | 0.0 | 12.5 | 50.0 | 20.8 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| TOTAL GUERNSEY | | | 24 | 0 | 0 | 0.0 | 12.5 | 50.0 | 20.8 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| ISLE OF MAN | EASYJET UK LTD | S | 80 | 0 | 0 | 3.8 | 62.5 | 20.0 | 7.5 | 1.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 79.4 | 11 | 100 | |
| ISLE OF MAN | LOGANAIR LTD | S | 102 | 0 | 0 | 0.0 | 22.5 | 50.0 | 13.7 | 11.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.2 | 14 | 91 | |
| TOTAL ISLE OF MAN | | | 182 | 0 | 0 | 1.6 | 40.1 | 36.8 | 11.0 | 7.1 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.4 | 12 | 191 | |
| JERSEY | EASYJET UK LTD | S | 100 | 0 | 4 | 4.8 | 54.8 | 22.1 | 3.8 | 3.8 | 3.8 | 2.9 | 0.0 | 0.0 | 3.8 | 11 | 56.4 | 20 | 94 | | |

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

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 JERSEY | | | 100 | 0 | 4 | 4.8 | 54.8 | 22.1 | 3.8 | 3.8 | 3.8 | 2.9 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 56.4 | 20 | 94 |
| LUTON | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| LUTON | 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 | 35 | 1 |
| TOTAL LUTON | | | 1 | 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 | 35 | 1 |
| MANCHESTER | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 20.0 | 49 | 2 |
| MANCHESTER | RYANAIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 6 | 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 | 33.3 | 34 | 3 |
| SOUTHAMPTON | EASTERN AIRWAYS | C | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| STANSTED | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | 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 | 100.0 | 0 | 1 |
| STANSTED | 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 | 53 | 2 |
| TOTAL STANSTED | | | 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 | 33.3 | 35 | 3 |
| TOTAL UNITED KINGDOM | | | 675 | 0 | 8 | 4.0 | 50.2 | 26.9 | 7.6 | 5.7 | 3.5 | 0.9 | 0.0 | 0.0 | 0.0 | 1.2 | 10 | 77.6 | 11 | 749 |
| TOTAL LIVERPOOL (JOHN) | | | 3434 | 1 | 20 | 4.5 | 35.7 | 33.7 | 11.1 | 8.8 | 4.1 | 1.2 | 0.3 | 0.0 | 0.0 | 0.6 | 14 | 74.3 | 14 | 2988 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LONDON CITY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 early | | | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | |
| ANTWERP | LUXAIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.5 | 15 | 34 |
| TOTAL ANTWERP | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.5 | 15 | 34 |
| 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 | 73.5 | 15 | 34 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| SPLIT | 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 | 100.0 | 11 | 2 |
| TOTAL SPLIT | | | 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 | 11 | 2 |
| TOTAL CROATIA | | | 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 | 11 | 2 |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 28 | 0 | 0 | 7.1 | 50.0 | 21.4 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 10 | 54 |
| TOTAL BILLUND | | | 28 | 0 | 0 | 7.1 | 50.0 | 21.4 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.3 | 10 | 54 |
| TOTAL DENMARK | | | 28 | 0 | 0 | 7.1 | 50.0 | 21.4 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.3 | 10 | 54 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BERGERAC | BA CITYFLYER LTD | S | 10 | 0 | 0 | 0.0 | 30.0 | 40.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 9 | 4 |
| TOTAL BERGERAC | | | 10 | 0 | 0 | 0.0 | 30.0 | 40.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 9 | 4 |
| NICE | BA CITYFLYER LTD | S | 93 | 0 | 6 | 0.0 | 8.1 | 39.4 | 20.2 | 18.2 | 6.1 | 0.0 | 2.0 | 0.0 | 0.0 | 6.1 | 25 | 49.5 | 29 | 101 |
| TOTAL NICE | | | 93 | 0 | 6 | 0.0 | 8.1 | 39.4 | 20.2 | 18.2 | 6.1 | 0.0 | 2.0 | 0.0 | 0.0 | 6.1 | 25 | 49.5 | 29 | 101 |
| QUIMPER | BA CITYFLYER LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 2 |
| TOTAL QUIMPER | | | 0 | 0 | 0 | 0.0 | 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 FRANCE | | | 103 | 0 | 6 | 0.0 | 10.1 | 39.4 | 18.3 | 19.3 | 5.5 | 0.0 | 1.8 | 0.0 | 0.0 | 5.5 | 24 | 51.3 | 27 | 107 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | BA CITYFLYER LTD | S | 178 | 0 | 7 | 2.2 | 22.7 | 43.2 | 13.5 | 9.7 | 3.8 | 0.5 | 0.5 | 0.0 | 0.0 | 3.8 | 15 | 61.2 | 21 | 162 |
| TOTAL BERLIN BRANDENBURG | | | 178 | 0 | 7 | 2.2 | 22.7 | 43.2 | 13.5 | 9.7 | 3.8 | 0.5 | 0.5 | 0.0 | 0.0 | 3.8 | 15 | 61.2 | 21 | 162 |
| 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 | 68.3 | 16 | 122 |
| 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 | 68.3 | 16 | 122 |
| FRANKFURT MAIN | AIR DOLOMITI | S | 169 | 0 | 8 | 0.0 | 15.8 | 39.5 | 20.3 | 11.9 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 18 | 0.0 | 0 | 0 |
| FRANKFURT MAIN | BA CITYFLYER LTD | S | 120 | 0 | 4 | 3.2 | 41.9 | 27.4 | 12.1 | 8.1 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 11 | 75.4 | 10 | 166 |
| 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 | 71.7 | 14 | 152 |
| TOTAL FRANKFURT MAIN | | | 289 | 0 | 12 | 1.3 | 26.6 | 34.6 | 16.9 | 10.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 15 | 73.6 | 12 | 318 |
| TOTAL GERMANY | | | 467 | 0 | 19 | 1.6 | 25.1 | 37.9 | 15.6 | 10.1 | 5.3 | 0.2 | 0.2 | 0.0 | 0.0 | 3.9 | 15 | 69.2 | 15 | 602 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| MIKONOS | BA CITYFLYER LTD | S | 14 | 0 | 0 | 0.0 | 14.3 | 57.1 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 29 | 16 |
| TOTAL MIKONOS | | | 14 | 0 | 0 | 0.0 | 14.3 | 57.1 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 29 | 16 |
| SALONIKA | BA CITYFLYER LTD | S | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 4 | 3 |
| TOTAL SALONIKA | | | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 4 | 3 |
| SKIATHOS | BA CITYFLYER LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 19 | 2 |
| TOTAL SKIATHOS | | | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 19 | 2 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LONDON CITY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 GREECE | | | 45 | 0 | 0 | 0.0 | 17.8 | 53.3 | 22.2 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.9 | 24 | 21 | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | BA CITYFLYER LTD | S | 263 | 0 | 13 | 8.0 | 25.7 | 38.8 | 10.9 | 6.2 | 2.5 | 3.3 | 0.0 | 0.0 | 4.7 | 15 | 64.7 | 14 | 257 | | |
| TOTAL DUBLIN | | | 263 | 0 | 13 | 8.0 | 25.7 | 38.8 | 10.9 | 6.2 | 2.5 | 3.3 | 0.0 | 0.0 | 4.7 | 15 | 64.7 | 14 | 257 | | |
| TOTAL IRISH REPUBLIC | | | 263 | 0 | 13 | 8.0 | 25.7 | 38.8 | 10.9 | 6.2 | 2.5 | 3.3 | 0.0 | 0.0 | 4.7 | 15 | 64.7 | 14 | 257 | | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| FLORENCE | BA CITYFLYER LTD | S | 124 | 0 | 10 | 2.2 | 11.9 | 26.1 | 21.6 | 16.4 | 7.5 | 5.2 | 1.5 | 0.0 | 7.5 | 33 | 61.4 | 20 | 111 | | |
| TOTAL FLORENCE | | | 124 | 0 | 10 | 2.2 | 11.9 | 26.1 | 21.6 | 16.4 | 7.5 | 5.2 | 1.5 | 0.0 | 7.5 | 33 | 61.4 | 20 | 111 | | |
| MILAN (LINATE) | (ITA) ITALIA TRASPOTO AEREO | S | 255 | 0 | 2 | 7.8 | 23.7 | 39.3 | 16.7 | 7.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.8 | 14 | 25.4 | 52 | 92 | | |
| MILAN (LINATE) | BA CITYFLYER LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 37.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | | |
| TOTAL MILAN (LINATE) | | | 263 | 0 | 2 | 7.5 | 23.4 | 38.5 | 17.4 | 7.9 | 2.3 | 2.3 | 0.0 | 0.0 | 0.8 | 15 | 25.4 | 52 | 92 | | |
| ROME (FIUMICINO) | (ITA) ITALIA TRASPOTO AEREO | S | 100 | 0 | 1 | 1.0 | 25.7 | 34.7 | 19.8 | 11.9 | 4.0 | 2.0 | 0.0 | 0.0 | 1.0 | 18 | 0.0 | 0 | 0 | | |
| TOTAL ROME (FIUMICINO) | | | 100 | 0 | 1 | 1.0 | 25.7 | 34.7 | 19.8 | 11.9 | 4.0 | 2.0 | 0.0 | 0.0 | 1.0 | 18 | 0.0 | 0 | 0 | | |
| TOTAL ITALY | | | 487 | 0 | 13 | 4.8 | 20.8 | 34.4 | 19.0 | 11.0 | 4.0 | 3.0 | 0.4 | 0.0 | 2.6 | 20 | 41.9 | 35 | 203 | | |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | | |
| VILNIUS | LOT-POLISH AIRLINES | S | 42 | 0 | 1 | 18.6 | 27.9 | 39.5 | 7.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 6 | 74.0 | 11 | 50 | | |
| TOTAL VILNIUS | | | 42 | 0 | 1 | 18.6 | 27.9 | 39.5 | 7.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 6 | 74.0 | 11 | 50 | | |
| TOTAL LITHUANIA | | | 42 | 0 | 1 | 18.6 | 27.9 | 39.5 | 7.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 6 | 74.0 | 11 | 50 | | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 250 | 0 | 13 | 0.8 | 27.0 | 39.9 | 15.2 | 7.2 | 3.4 | 1.1 | 0.4 | 0.0 | 4.9 | 15 | 75.5 | 13 | 282 | | |
| TOTAL LUXEMBOURG | | | 250 | 0 | 13 | 0.8 | 27.0 | 39.9 | 15.2 | 7.2 | 3.4 | 1.1 | 0.4 | 0.0 | 4.9 | 15 | 75.5 | 13 | 282 | | |
| TOTAL LUXEMBOURG | | | 250 | 0 | 13 | 0.8 | 27.0 | 39.9 | 15.2 | 7.2 | 3.4 | 1.1 | 0.4 | 0.0 | 4.9 | 15 | 75.5 | 13 | 282 | | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | BA CITYFLYER LTD | S | 227 | 0 | 1 | 2.6 | 18.4 | 33.8 | 18.0 | 15.8 | 6.1 | 4.8 | 0.0 | 0.0 | 0.4 | 26 | 71.4 | 14 | 237 | | |
| AMSTERDAM | KLM | S | 432 | 0 | 17 | 3.3 | 30.7 | 36.5 | 11.4 | 11.6 | 2.2 | 0.4 | 0.0 | 0.0 | 3.8 | 13 | 72.0 | 12 | 419 | | |
| TOTAL AMSTERDAM | | | 659 | 0 | 18 | 3.1 | 26.6 | 35.6 | 13.6 | 13.0 | 3.5 | 1.9 | 0.0 | 0.0 | 2.7 | 18 | 71.8 | 13 | 656 | | |
| ROTTERDAM | BA CITYFLYER LTD | S | 138 | 0 | 9 | 0.7 | 38.1 | 35.4 | 6.1 | 8.8 | 3.4 | 1.4 | 0.0 | 0.0 | 6.1 | 13 | 82.3 | 9 | 200 | | |
| TOTAL ROTTERDAM | | | 138 | 0 | 9 | 0.7 | 38.1 | 35.4 | 6.1 | 8.8 | 3.4 | 1.4 | 0.0 | 0.0 | 6.1 | 13 | 82.3 | 9 | 200 | | |
| TOTAL NETHERLANDS | | | 797 | 0 | 27 | 2.7 | 28.6 | 35.6 | 12.3 | 12.3 | 3.5 | 1.8 | 0.0 | 0.0 | 3.3 | 17 | 74.2 | 12 | 856 | | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | BA CITYFLYER LTD | S | 28 | 0 | 1 | 0.0 | 31.0 | 34.5 | 13.8 | 6.9 | 6.9 | 0.0 | 3.4 | 0.0 | 3.4 | 23 | 100.0 | 3 | 14 | | |
| TOTAL FARO | | | 28 | 0 | 1 | 0.0 | 31.0 | 34.5 | 13.8 | 6.9 | 6.9 | 0.0 | 3.4 | 0.0 | 3.4 | 23 | 100.0 | 3 | 14 | | |
| TOTAL PORTUGAL | | | 28 | 0 | 1 | 0.0 | 31.0 | 34.5 | 13.8 | 6.9 | 6.9 | 0.0 | 3.4 | 0.0 | 3.4 | 23 | 100.0 | 3 | 14 | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| BARCELONA | BA CITYFLYER LTD | S | 42 | 0 | 4 | 0.0 | 19.6 | 32.6 | 15.2 | 13.0 | 10.9 | 0.0 | 0.0 | 0.0 | 8.7 | 24 | 79.4 | 9 | 32 | | |
| TOTAL BARCELONA | | | 42 | 0 | 4 | 0.0 | 19.6 | 32.6 | 15.2 | 13.0 | 10.9 | 0.0 | 0.0 | 0.0 | 8.7 | 24 | 79.4 | 9 | 32 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LONDON CITY (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| IBIZA | BA CITYFLYER LTD | S | 97 | 0 | 3 | 2.0 | 14.0 | 50.0 | 14.0 | 12.0 | 2.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 18 | 60.7 | 17 | 112 |
| TOTAL IBIZA | | | 97 | 0 | 3 | 2.0 | 14.0 | 50.0 | 14.0 | 12.0 | 2.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 18 | 60.7 | 17 | 112 |
| MALAGA | BA CITYFLYER LTD | S | 57 | 0 | 3 | 0.0 | 11.7 | 26.7 | 21.7 | 21.7 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 5.0 | 29 | 60.7 | 21 | 59 |
| TOTAL MALAGA | | | 57 | 0 | 3 | 0.0 | 11.7 | 26.7 | 21.7 | 21.7 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 5.0 | 29 | 60.7 | 21 | 59 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | S | 62 | 0 | 4 | 0.0 | 1.5 | 39.4 | 21.2 | 25.8 | 4.5 | 0.0 | 1.5 | 0.0 | 0.0 | 6.1 | 28 | 49.1 | 26 | 51 |
| TOTAL PALMA DE MALLORCA | | | 62 | 0 | 4 | 0.0 | 1.5 | 39.4 | 21.2 | 25.8 | 4.5 | 0.0 | 1.5 | 0.0 | 0.0 | 6.1 | 28 | 49.1 | 26 | 51 |
| SAN SEBASTIAN | BA CITYFLYER LTD | S | 18 | 0 | 0 | 11.1 | 22.2 | 33.3 | 5.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 31 | 4 |
| TOTAL SAN SEBASTIAN | | | 18 | 0 | 0 | 11.1 | 22.2 | 33.3 | 5.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 31 | 4 |
| TOTAL SPAIN | | | 276 | 0 | 14 | 1.4 | 12.1 | 39.0 | 16.9 | 17.6 | 6.2 | 1.7 | 0.3 | 0.0 | 0.0 | 4.8 | 24 | 60.4 | 19 | 258 |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| GENEVA | 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 | 25.0 | 30 | 18 |
| 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 | 79.1 | 8 | 84 |
| TOTAL GENEVA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 69.4 | 12 | 102 |
| ZURICH | BA CITYFLYER LTD | S | 133 | 0 | 3 | 0.7 | 25.0 | 36.8 | 19.1 | 11.8 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 15 | 72.7 | 14 | 128 |
| ZURICH | SWISS AIRLINES | S | 184 | 0 | 1 | 0.5 | 16.8 | 35.7 | 18.9 | 18.4 | 7.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.5 | 23 | 50.7 | 23 | 214 |
| TOTAL ZURICH | | | 317 | 0 | 4 | 0.6 | 20.2 | 36.1 | 19.0 | 15.6 | 5.9 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 20 | 58.8 | 20 | 342 |
| TOTAL SWITZERLAND | | | 317 | 0 | 4 | 0.6 | 20.2 | 36.1 | 19.0 | 15.6 | 5.9 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 20 | 61.3 | 18 | 444 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | S | 119 | 0 | 2 | 7.4 | 44.6 | 30.6 | 9.1 | 2.5 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 9 | 80.1 | 8 | 154 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 119 | 0 | 2 | 7.4 | 44.6 | 30.6 | 9.1 | 2.5 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 9 | 80.1 | 8 | 154 |
| EDINBURGH | BA CITYFLYER LTD | S | 403 | 0 | 11 | 9.4 | 33.6 | 32.1 | 9.2 | 7.2 | 5.3 | 0.5 | 0.0 | 0.0 | 0.0 | 2.7 | 13 | 72.9 | 15 | 410 |
| TOTAL EDINBURGH | | | 403 | 0 | 11 | 9.4 | 33.6 | 32.1 | 9.2 | 7.2 | 5.3 | 0.5 | 0.0 | 0.0 | 0.0 | 2.7 | 13 | 72.9 | 15 | 410 |
| GLASGOW | BA CITYFLYER LTD | S | 220 | 0 | 13 | 9.4 | 31.8 | 33.0 | 9.0 | 7.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 11 | 67.6 | 13 | 234 |
| TOTAL GLASGOW | | | 220 | 0 | 13 | 9.4 | 31.8 | 33.0 | 9.0 | 7.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 11 | 67.6 | 13 | 234 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 107 | 0 | 3 | 3.6 | 30.9 | 28.2 | 7.3 | 17.3 | 8.2 | 1.8 | 0.0 | 0.0 | 0.0 | 2.7 | 20 | 0.0 | 0 | 0 |
| TOTAL GUERNSEY | | | 107 | 0 | 3 | 3.6 | 30.9 | 28.2 | 7.3 | 17.3 | 8.2 | 1.8 | 0.0 | 0.0 | 0.0 | 2.7 | 20 | 0.0 | 0 | 0 |
| ISLE OF MAN | LOGANAIR LTD | S | 68 | 0 | 2 | 7.1 | 22.9 | 27.1 | 10.0 | 20.0 | 4.3 | 0.0 | 5.7 | 0.0 | 0.0 | 2.9 | 29 | 51.5 | 30 | 54 |
| TOTAL ISLE OF MAN | | | 68 | 0 | 2 | 7.1 | 22.9 | 27.1 | 10.0 | 20.0 | 4.3 | 0.0 | 5.7 | 0.0 | 0.0 | 2.9 | 29 | 51.5 | 30 | 54 |
| JERSEY | 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 | 16 | 2 |
| TOTAL JERSEY | | | 0 | 0 | 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 |
| SOUTHAMPTON | 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 | 0.0 | 45 | 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 | 45 | 1 |
| TOTAL UNITED KINGDOM | | | 917 | 0 | 31 | 8.3 | 33.4 | 31.3 | 9.0 | 8.9 | 5.0 | 0.4 | 0.4 | 0.0 | 0.0 | 3.3 | 14 | 71.1 | 14 | 855 |
| TOTAL LONDON CITY | | | 4020 | 0 | 144 | 4.2 | 25.8 | 35.7 | 13.9 | 11.0 | 4.4 | 1.3 | 0.3 | 0.0 | 0.0 | 3.5 | 17 | 67.7 | 16 | 4039 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | 181 | 0 | 0 | 5.0 | 19.3 | 27.6 | 12.7 | 17.1 | 6.1 | 5.0 | 6.6 | 0.6 | 0.0 | 0.0 | 42 | 61.6 | 69 | 149 |
| TOTAL TIRANA | | | 181 | 0 | 0 | 5.0 | 19.3 | 27.6 | 12.7 | 17.1 | 6.1 | 5.0 | 6.6 | 0.6 | 0.0 | 0.0 | 42 | 61.6 | 69 | 149 |
| TOTAL ALBANIA | | | 181 | 0 | 0 | 5.0 | 19.3 | 27.6 | 12.7 | 17.1 | 6.1 | 5.0 | 6.6 | 0.6 | 0.0 | 0.0 | 42 | 61.6 | 69 | 149 |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | |
| SALZBURG | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 3.8 | 30.8 | 30.8 | 26.9 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL SALZBURG | | | 26 | 0 | 0 | 3.8 | 30.8 | 30.8 | 26.9 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL AUSTRIA | | | 26 | 0 | 0 | 3.8 | 30.8 | 30.8 | 26.9 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| AZERBAIJAN | | | | | | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | C | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| BAKU (HEYDER ALIYEV INT'L) | THY TURKISH AIRLINES | 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 | 86 | 0.0 | 0 | 0 |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 |
| TOTAL AZERBAIJAN | | | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 |
| BELGIUM | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | WIZZ AIR UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 193 | 1 |
| 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 | 0.0 | 193 | 1 |
| 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 | 0.0 | 193 | 1 |
| BOSNIA-HERZEGOVINA | | | | | | | | | | | | | | | | | | | | |
| SARAJEVO | WIZZ AIR UK LTD | S | 16 | 0 | 0 | 12.5 | 50.0 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 9 | 4 |
| TOTAL SARAJEVO | | | 16 | 0 | 0 | 12.5 | 50.0 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 9 | 4 |
| TOTAL BOSNIA- | | | 16 | 0 | 0 | 12.5 | 50.0 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 75.0 | 9 | 4 |
| BULGARIA | | | | | | | | | | | | | | | | | | | | |
| BURGAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 16.7 | 22.2 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 45 | 72.2 | 15 | 18 |
| BURGAS | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 0.0 | 34.6 | 42.3 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 49.0 | 37 | 49 |
| TOTAL BURGAS | | | 44 | 0 | 0 | 0.0 | 25.0 | 34.1 | 13.6 | 13.6 | 11.4 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 26 | 55.2 | 31 | 67 |
| PLOVDIV | WIZZ AIR UK LTD | S | 16 | 0 | 0 | 18.8 | 37.5 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.8 | 13 | 16 |
| TOTAL PLOVDIV | | | 16 | 0 | 0 | 18.8 | 37.5 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 68.8 | 13 | 16 |
| SOFIA | WIZZ AIR | S | 128 | 0 | 0 | 7.0 | 19.5 | 36.7 | 14.8 | 10.2 | 7.0 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 25 | 66.4 | 19 | 146 |
| TOTAL SOFIA | | | 128 | 0 | 0 | 7.0 | 19.5 | 36.7 | 14.8 | 10.2 | 7.0 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 25 | 66.4 | 19 | 146 |
| VARNA | WIZZ AIR | S | 44 | 0 | 0 | 4.5 | 13.6 | 34.1 | 20.5 | 13.6 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 68.1 | 13 | 94 |
| TOTAL VARNNA | | | 44 | 0 | 0 | 4.5 | 13.6 | 34.1 | 20.5 | 13.6 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 68.1 | 13 | 94 |
| TOTAL BULGARIA | | | 232 | 0 | 0 | 6.0 | 20.7 | 35.3 | 15.5 | 10.8 | 8.6 | 1.3 | 1.7 | 0.0 | 0.0 | 0.0 | 23 | 64.7 | 19 | 323 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | 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 | 28 | 25 |
| TOTAL DUBROVNIK | | | 0 | 0 | 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 | 28 | 25 |
| PULA | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 37.5 | 29.2 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 72.2 | 24 | 18 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 PULA | | | 24 | 0 | 0 | 0.0 | 37.5 | 29.2 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 72.2 | 24 | 18 | | |
| SPLIT | EASYJET UK LTD | S | 70 | 0 | 0 | 2.9 | 27.1 | 38.6 | 17.1 | 8.6 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 18 | 58.1 | 23 | 62 | | |
| SPLIT | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 1.7 | 23.3 | 18.3 | 21.7 | 18.3 | 15.0 | 1.7 | 0.0 | 0.0 | 0.0 | 28 | 48.3 | 31 | 56 | | |
| TOTAL SPLIT | | | 130 | 0 | 0 | 2.3 | 25.4 | 29.2 | 19.2 | 13.1 | 6.9 | 3.8 | 0.0 | 0.0 | 0.0 | 23 | 53.3 | 27 | 118 | | |
| TOTAL CROATIA | | | 154 | 0 | 0 | 1.9 | 27.3 | 29.2 | 19.5 | 12.3 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 21 | 57.9 | 26 | 161 | | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | EASYJET UK LTD | S | 32 | 0 | 0 | 0.0 | 9.4 | 46.9 | 18.8 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 42.3 | 48 | 26 | | |
| LARNACA | EL AL | S | 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 | | |
| LARNACA | WIZZ AIR | S | 65 | 0 | 2 | 16.4 | 31.3 | 26.9 | 13.4 | 7.5 | 1.5 | 0.0 | 0.0 | 0.0 | 3.0 | 11 | 84.5 | 8 | 84 | | |
| LARNACA | WIZZ AIR MALTA | 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 | | |
| LARNACA | WIZZ AIR UK 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 | 191 | 0.0 | 0 | 0 | | |
| TOTAL LARNACA | | | 100 | 0 | 2 | 11.8 | 23.5 | 33.3 | 14.7 | 8.8 | 4.9 | 0.0 | 1.0 | 0.0 | 2.0 | 16 | 74.5 | 17 | 110 | | |
| PAPHOS | EASYJET UK LTD | S | 59 | 0 | 1 | 5.0 | 16.7 | 28.3 | 20.0 | 16.7 | 8.3 | 3.3 | 0.0 | 0.0 | 1.7 | 25 | 42.4 | 33 | 33 | | |
| TOTAL PAPHOS | | | 59 | 0 | 1 | 5.0 | 16.7 | 28.3 | 20.0 | 16.7 | 8.3 | 3.3 | 0.0 | 0.0 | 1.7 | 25 | 42.4 | 33 | 33 | | |
| TOTAL CYPRUS | | | 159 | 0 | 3 | 9.3 | 21.0 | 31.5 | 16.7 | 11.7 | 6.2 | 1.2 | 0.6 | 0.0 | 0.0 | 20 | 67.1 | 21 | 143 | | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 41.7 | 27.8 | 11.1 | 11.1 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.9 | 21 | 34 | | |
| PRAGUE | WIZZ AIR UK LTD | S | 144 | 0 | 0 | 2.1 | 45.8 | 32.6 | 9.0 | 6.3 | 2.8 | 1.4 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 34 | 64 | | |
| TOTAL PRAGUE | | | 180 | 0 | 0 | 1.7 | 45.0 | 31.7 | 9.4 | 7.2 | 3.9 | 1.1 | 0.0 | 0.0 | 0.0 | 12 | 70.7 | 29 | 98 | | |
| TOTAL CZECH REPUBLIC | | | 180 | 0 | 0 | 1.7 | 45.0 | 31.7 | 9.4 | 7.2 | 3.9 | 1.1 | 0.0 | 0.0 | 0.0 | 12 | 70.7 | 29 | 98 | | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET UK LTD | S | 17 | 0 | 2 | 0.0 | 10.5 | 31.6 | 10.5 | 10.5 | 26.3 | 0.0 | 0.0 | 0.0 | 10.5 | 34 | 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 | 30.8 | 31 | 13 | | |
| TOTAL HURGHADA | | | 17 | 0 | 2 | 0.0 | 10.5 | 31.6 | 10.5 | 10.5 | 26.3 | 0.0 | 0.0 | 0.0 | 10.5 | 34 | 42.9 | 25 | 21 | | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 25 | 0 | 0 | 0.0 | 20.0 | 36.0 | 28.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 21 | 52.9 | 22 | 17 | | |
| 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 | 75.0 | 10 | 4 | | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 25 | 0 | 0 | 0.0 | 20.0 | 36.0 | 28.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 21 | 57.1 | 19 | 21 | | |
| SPHINX INTERNATIONAL | EASYJET UK LTD | S | 23 | 0 | 1 | 0.0 | 12.5 | 37.5 | 16.7 | 25.0 | 0.0 | 0.0 | 4.2 | 0.0 | 4.2 | 26 | 0.0 | 0 | 0 | | |
| SPHINX INTERNATIONAL | WIZZ AIR UK LTD | S | 25 | 0 | 0 | 0.0 | 8.0 | 16.0 | 28.0 | 36.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | | |
| TOTAL SPHINX INTERNATIONAL | | | 48 | 0 | 1 | 0.0 | 10.2 | 26.5 | 22.4 | 30.6 | 6.1 | 0.0 | 2.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | |
| TOTAL EGYPT | | | 90 | 0 | 3 | 0.0 | 12.9 | 30.1 | 21.5 | 19.4 | 10.8 | 1.1 | 1.1 | 0.0 | 0.0 | 3.2 | 28 | 50.0 | 22 | 42 | |
| ESTONIA | | | | | | | | | | | | | | | | | | | | | |
| TALLIN | WIZZ AIR UK LTD | S | 36 | 0 | 0 | 11.1 | 22.2 | 41.7 | 5.6 | 8.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 21 | 44.4 | 58 | 18 | | |
| TOTAL TALLIN | | | 36 | 0 | 0 | 11.1 | 22.2 | 41.7 | 5.6 | 8.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 21 | 44.4 | 58 | 18 | | |
| TOTAL ESTONIA | | | 36 | 0 | 0 | 11.1 | 22.2 | 41.7 | 5.6 | 8.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 21 | 44.4 | 58 | 18 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | AIRLINE | CHAR/SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEZIERS | RYANAIR | S | 26 | 0 | 0 | 0.0 | 15.4 | 38.5 | 23.1 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 77.8 | 12 | 18 | |
| TOTAL BEZIERS | | | 26 | 0 | 0 | 0.0 | 15.4 | 38.5 | 23.1 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 77.8 | 12 | 18 | |
| BORDEAUX | EASYJET UK LTD | S | 28 | 0 | 0 | 0.0 | 10.7 | 25.0 | 3.6 | 25.0 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 69.2 | 12 | 26 | |
| TOTAL BORDEAUX | | | 28 | 0 | 0 | 0.0 | 10.7 | 25.0 | 3.6 | 25.0 | 21.4 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 69.2 | 12 | 26 | |
| BREST | EASYJET UK LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 192 | 0.0 | 0 | 0 | |
| TOTAL BREST | | | 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 | 192 | 0.0 | 0 | 0 | |
| LYON | EASYJET UK LTD | S | 60 | 0 | 0 | 3.3 | 30.0 | 31.7 | 18.3 | 8.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.3 | 16 | 58 | |
| TOTAL LYON | | | 60 | 0 | 0 | 3.3 | 30.0 | 31.7 | 18.3 | 8.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.3 | 16 | 58 | |
| MONTPELLIER | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 2 | |
| TOTAL MONTPELLIER | | | 0 | 0 | 0 | 0.0 | 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 | |
| NICE | EASYJET UK LTD | S | 118 | 0 | 2 | 0.8 | 20.8 | 35.8 | 10.8 | 15.8 | 9.2 | 3.3 | 0.8 | 0.8 | 0.0 | 1.7 | 32 | 54.6 | 26 | 129 | |
| TOTAL NICE | | | 118 | 0 | 2 | 0.8 | 20.8 | 35.8 | 10.8 | 15.8 | 9.2 | 3.3 | 0.8 | 0.8 | 0.0 | 1.7 | 32 | 54.6 | 26 | 129 | |
| 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 | 100.0 | 2 | 8 | |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 212 | 0 | 3 | 2.8 | 29.3 | 27.9 | 13.0 | 14.4 | 10.2 | 0.9 | 0.0 | 0.0 | 0.0 | 1.4 | 22 | 61.8 | 19 | 176 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 212 | 0 | 3 | 2.8 | 29.3 | 27.9 | 13.0 | 14.4 | 10.2 | 0.9 | 0.0 | 0.0 | 0.0 | 1.4 | 22 | 63.4 | 18 | 184 | |
| TOTAL FRANCE | | | 445 | 0 | 5 | 2.0 | 25.1 | 30.9 | 13.1 | 14.4 | 9.6 | 3.1 | 0.4 | 0.2 | 0.0 | 1.1 | 27 | 61.4 | 19 | 417 | |
| GERMANY | | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 46 | 0 | 6 | 0.0 | 21.2 | 48.1 | 11.5 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 | 10 | 68.0 | 14 | 50 | |
| TOTAL BERLIN BRANDENBURG | | | 46 | 0 | 6 | 0.0 | 21.2 | 48.1 | 11.5 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 | 10 | 68.0 | 14 | 50 | |
| TOTAL GERMANY | | | 46 | 0 | 6 | 0.0 | 21.2 | 48.1 | 11.5 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 | 10 | 68.0 | 14 | 50 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| ATHENS | RYANAIR | S | 42 | 0 | 0 | 0.0 | 11.9 | 31.0 | 21.4 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 55.9 | 16 | 34 | |
| ATHENS | WIZZ AIR UK LTD | S | 36 | 0 | 0 | 0.0 | 8.3 | 44.4 | 16.7 | 16.7 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 57.1 | 25 | 42 | |
| TOTAL ATHENS | | | 78 | 0 | 0 | 0.0 | 10.3 | 37.2 | 19.2 | 23.1 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.6 | 21 | 76 | |
| CHANIA | EASYJET UK LTD | S | 36 | 0 | 0 | 5.6 | 13.9 | 38.9 | 19.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.8 | 19 | 34 | |
| TOTAL CHANIA | | | 36 | 0 | 0 | 5.6 | 13.9 | 38.9 | 19.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.8 | 19 | 34 | |
| CORFU | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 20.0 | 40.0 | 16.7 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 22 | 68 | |
| CORFU | TUI AIRWAYS LTD | C | 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 | 23 | 58.8 | 15 | 17 | |
| CORFU | 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 | 34 | 1 | |
| TOTAL CORFU | | | 68 | 0 | 0 | 0.0 | 17.6 | 41.2 | 16.2 | 16.2 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 51.2 | 21 | 86 | |
| HERAKLION | EASYJET UK LTD | S | 25 | 0 | 0 | 0.0 | 12.0 | 12.0 | 28.0 | 24.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 17.9 | 47 | 27 | |
| HERAKLION | WIZZ AIR UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.8 | 37 | 24 | |
| TOTAL HERAKLION | | | 25 | 0 | 0 | 0.0 | 12.0 | 12.0 | 28.0 | 24.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 42.3 | 43 | 51 | |
| KEFALLINIA | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 56.3 | 34 | 16 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 KEFALLINIA | | | 0 | 0 | 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 | 34 | 16 |
| KOS | TUI AIRWAYS LTD | C | 7 | 0 | 0 | 0.0 | 14.3 | 28.6 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 60.0 | 18 | 5 |
| TOTAL KOS | | | 7 | 0 | 0 | 0.0 | 14.3 | 28.6 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 60.0 | 18 | 5 |
| MIKONOS | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 38 | 52.6 | 19 | 19 |
| TOTAL MIKONOS | | | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 38 | 52.6 | 19 | 19 |
| PREVEZA | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 62.5 | 11 | 16 |
| TOTAL PREVEZA | | | 0 | 0 | 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 | 11 | 16 |
| RHODES | EASYJET UK LTD | S | 60 | 0 | 1 | 0.0 | 21.3 | 27.9 | 18.0 | 16.4 | 9.8 | 3.3 | 1.6 | 0.0 | 0.0 | 1.6 | 30 | 52.5 | 25 | 59 |
| RHODES | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 25.0 | 37.5 | 6.3 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 72.2 | 10 | 18 |
| TOTAL RHODES | | | 76 | 0 | 1 | 0.0 | 22.1 | 29.9 | 15.6 | 15.6 | 11.7 | 2.6 | 1.3 | 0.0 | 0.0 | 1.3 | 29 | 57.1 | 22 | 77 |
| SALONIKA | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 22 | 18 |
| 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 | 76.9 | 7 | 26 |
| 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 | 65.9 | 13 | 44 |
| SKIATHOS | 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 | 71.4 | 20 | 7 |
| TOTAL SKIATHOS | | | 0 | 0 | 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 | 20 | 7 |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 27.8 | 16.7 | 11.1 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 41 | 50.0 | 13 | 16 |
| TOTAL THIRA (SANTORINI) | | | 18 | 0 | 0 | 0.0 | 22.2 | 27.8 | 16.7 | 11.1 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 41 | 50.0 | 13 | 16 |
| ZAKINTHOS | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 16.7 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 36.8 | 22 | 19 |
| TOTAL ZAKINTHOS | | | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 16.7 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 36.8 | 22 | 19 |
| TOTAL GREECE | | | 342 | 0 | 1 | 0.6 | 15.5 | 34.7 | 18.7 | 19.0 | 8.5 | 2.0 | 0.9 | 0.0 | 0.0 | 0.3 | 27 | 54.6 | 22 | 466 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 180 | 0 | 0 | 2.2 | 18.9 | 26.1 | 18.9 | 23.9 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 59.9 | 20 | 182 |
| TOTAL BUDAPEST | | | 180 | 0 | 0 | 2.2 | 18.9 | 26.1 | 18.9 | 23.9 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 59.9 | 20 | 182 |
| DEBRECEN | WIZZ AIR | S | 42 | 0 | 0 | 11.9 | 19.0 | 28.6 | 21.4 | 9.5 | 0.0 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 26 | 89.8 | 4 | 49 |
| TOTAL DEBRECEN | | | 42 | 0 | 0 | 11.9 | 19.0 | 28.6 | 21.4 | 9.5 | 0.0 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 26 | 89.8 | 4 | 49 |
| TOTAL HUNGARY | | | 222 | 0 | 0 | 4.1 | 18.9 | 26.6 | 19.4 | 21.2 | 4.1 | 5.4 | 0.5 | 0.0 | 0.0 | 0.0 | 27 | 66.2 | 17 | 231 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 33.3 | 47.2 | 8.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.0 | 8 | 50 |
| TOTAL KEFLAVIK | | | 36 | 0 | 0 | 0.0 | 33.3 | 47.2 | 8.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.0 | 8 | 50 |
| TOTAL ICELAND | | | 36 | 0 | 0 | 0.0 | 33.3 | 47.2 | 8.3 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.0 | 8 | 50 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 40 | 0 | 0 | 7.5 | 37.5 | 27.5 | 5.0 | 12.5 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 83.3 | 8 | 42 |
| TOTAL CORK | | | 40 | 0 | 0 | 7.5 | 37.5 | 27.5 | 5.0 | 12.5 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 83.3 | 8 | 42 |
| DUBLIN | RYANAIR | S | 217 | 0 | 0 | 5.5 | 24.9 | 24.9 | 7.4 | 14.3 | 14.7 | 6.5 | 1.8 | 0.0 | 0.0 | 0.0 | 35 | 55.2 | 26 | 212 |
| TOTAL DUBLIN | | | 217 | 0 | 0 | 5.5 | 24.9 | 24.9 | 7.4 | 14.3 | 14.7 | 6.5 | 1.8 | 0.0 | 0.0 | 0.0 | 35 | 55.2 | 26 | 212 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 75 | 0 | 0 | 0.0 | 28.0 | 41.3 | 14.7 | 5.3 | 6.7 | 2.7 | 1.3 | 0.0 | 0.0 | 0.0 | 20 | 74.4 | 14 | 86 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 IRELAND WEST (KNOCK) | | | 75 | 0 | 0 | 0.0 | 28.0 | 41.3 | 14.7 | 5.3 | 6.7 | 2.7 | 1.3 | 0.0 | 0.0 | 0.0 | 20 | 74.4 | 14 | 86 | |
| KERRY COUNTY | RYANAIR | S | 68 | 0 | 0 | 2.9 | 27.9 | 29.4 | 13.2 | 14.7 | 10.3 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 13 | 60 | |
| TOTAL KERRY COUNTY | | | 68 | 0 | 0 | 2.9 | 27.9 | 29.4 | 13.2 | 14.7 | 10.3 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 13 | 60 | |
| TOTAL IRISH REPUBLIC | | | 400 | 0 | 0 | 4.3 | 27.3 | 29.0 | 9.5 | 12.5 | 12.0 | 4.3 | 1.3 | 0.0 | 0.0 | 0.0 | 28 | 64.0 | 20 | 400 | |
| 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 | 43.4 | 24 | 99 | |
| TEL AVIV | EL AL | S | 95 | 0 | 1 | 6.3 | 15.6 | 22.9 | 20.8 | 20.8 | 10.4 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 28 | 62.5 | 22 | 72 | |
| TEL AVIV | WIZZ AIR UK LTD | S | 42 | 0 | 14 | 3.6 | 8.9 | 23.2 | 12.5 | 16.1 | 8.9 | 0.0 | 1.8 | 0.0 | 0.0 | 25.0 | 29 | 54.3 | 20 | 45 | |
| TOTAL TEL AVIV | | | 137 | 0 | 15 | 5.3 | 13.2 | 23.0 | 17.8 | 19.1 | 9.9 | 0.7 | 1.3 | 0.0 | 0.0 | 9.9 | 28 | 52.1 | 22 | 216 | |
| TOTAL ISRAEL | | | 137 | 0 | 15 | 5.3 | 13.2 | 23.0 | 17.8 | 19.1 | 9.9 | 0.7 | 1.3 | 0.0 | 0.0 | 9.9 | 28 | 52.1 | 22 | 216 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BOLOGNA | RYANAIR | S | 34 | 0 | 0 | 0.0 | 23.5 | 14.7 | 29.4 | 11.8 | 2.9 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 48 | 55.6 | 31 | 36 | |
| TOTAL BOLOGNA | | | 34 | 0 | 0 | 0.0 | 23.5 | 14.7 | 29.4 | 11.8 | 2.9 | 8.8 | 8.8 | 0.0 | 0.0 | 0.0 | 48 | 55.6 | 31 | 36 | |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 52 | 0 | 0 | 9.6 | 32.7 | 21.2 | 15.4 | 9.6 | 5.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 23 | 70.0 | 16 | 40 | |
| CATANIA (FONTANAROSSA) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 44.4 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 37.5 | 29 | 16 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 70 | 0 | 0 | 7.1 | 30.0 | 27.1 | 15.7 | 10.0 | 5.7 | 2.9 | 1.4 | 0.0 | 0.0 | 0.0 | 21 | 60.7 | 19 | 56 | |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 14 | 0 | 0 | 0.0 | 7.1 | 14.3 | 14.3 | 21.4 | 14.3 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 69 | 34.0 | 54 | 50 | |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 48 | 0 | 0 | 2.1 | 12.5 | 39.6 | 14.6 | 8.3 | 14.6 | 2.1 | 6.3 | 0.0 | 0.0 | 0.0 | 41 | 56.3 | 31 | 16 | |
| TOTAL MILAN (MALPENSA) | | | 62 | 0 | 0 | 1.6 | 11.3 | 33.9 | 14.5 | 11.3 | 14.5 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 47 | 39.4 | 49 | 66 | |
| NAPLES | EASYJET UK LTD | S | 52 | 0 | 0 | 0.0 | 21.2 | 51.9 | 11.5 | 9.6 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 79.2 | 10 | 48 | |
| NAPLES | RYANAIR | S | 32 | 0 | 0 | 0.0 | 25.0 | 40.6 | 6.3 | 15.6 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 38.9 | 32 | 36 | |
| TOTAL NAPLES | | | 84 | 0 | 0 | 0.0 | 22.6 | 47.6 | 9.5 | 11.9 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 61.9 | 19 | 84 | |
| OLBIA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 18.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 30.8 | 32 | 26 | |
| TOTAL OLBIA | | | 16 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 18.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 30.8 | 32 | 26 | |
| PALERMO | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 20.8 | 45.8 | 25.0 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.3 | 14 | 18 | |
| TOTAL PALERMO | | | 24 | 0 | 0 | 0.0 | 20.8 | 45.8 | 25.0 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.3 | 14 | 18 | |
| PISA | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 53.8 | 18 | 52 | |
| TOTAL PISA | | | 36 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 5.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 53.8 | 18 | 52 | |
| TREVISO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| TOTAL TREVISO | | | 18 | 0 | 0 | 0.0 | 55.6 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 19 | 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 | 36.4 | 36 | 10 | |
| 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 | 36.4 | 36 | 10 | |
| TOTAL ITALY | | | 344 | 0 | 0 | 1.7 | 23.8 | 34.9 | 15.4 | 9.9 | 8.4 | 3.2 | 2.6 | 0.0 | 0.0 | 0.0 | 28 | 53.6 | 27 | 348 | |
| JORDAN | | | | | | | | | | | | | | | | | | | | | |
| AMMAN | WIZZ AIR UK LTD | S | 19 | 0 | 4 | 13.0 | 21.7 | 30.4 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 9 | 46.7 | 34 | 30 | |
| TOTAL AMMAN | | | 19 | 0 | 4 | 13.0 | 21.7 | 30.4 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 9 | 46.7 | 34 | 30 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 JORDAN KOSOVO | | | 19 | 0 | 4 | 13.0 | 21.7 | 30.4 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 9 | 46.7 | 34 | 30 |
| PRISTINA | WIZZ AIR UK LTD | S | 36 | 0 | 2 | 2.6 | 13.2 | 42.1 | 7.9 | 18.4 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 22 | 51.7 | 51 | 60 |
| TOTAL PRISTINA | | | 36 | 0 | 2 | 2.6 | 13.2 | 42.1 | 7.9 | 18.4 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 22 | 51.7 | 51 | 60 |
| TOTAL KOSOVO | | | 36 | 0 | 2 | 2.6 | 13.2 | 42.1 | 7.9 | 18.4 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 22 | 51.7 | 51 | 60 |
| 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 | 91.7 | 13 | 72 |
| 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 | 91.7 | 13 | 72 |
| 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 | 91.7 | 13 | 72 |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 60 | 0 | 0 | 5.0 | 45.0 | 30.0 | 13.3 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 90.0 | 6 | 60 |
| KAUNAS | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 18.3 | 40.0 | 8.3 | 6.7 | 11.7 | 5.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 29 | 67.4 | 32 | 46 |
| TOTAL KAUNAS | | | 120 | 0 | 0 | 11.7 | 42.5 | 19.2 | 10.0 | 5.8 | 4.2 | 4.2 | 2.5 | 0.0 | 0.0 | 0.0 | 20 | 80.2 | 17 | 106 |
| VILNIUS | RYANAIR | S | 60 | 0 | 0 | 6.7 | 28.3 | 18.3 | 15.0 | 10.0 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.3 | 24 | 60 |
| VILNIUS | WIZZ AIR | S | 58 | 0 | 2 | 0.0 | 48.3 | 28.3 | 6.7 | 8.3 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 13 | 78.3 | 10 | 60 |
| TOTAL VILNIUS | | | 118 | 0 | 2 | 3.3 | 38.3 | 23.3 | 10.8 | 9.2 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 20 | 68.3 | 17 | 120 |
| TOTAL LITHUANIA | | | 238 | 0 | 2 | 7.5 | 40.4 | 21.3 | 10.4 | 7.5 | 7.1 | 3.8 | 1.3 | 0.0 | 0.0 | 0.8 | 20 | 73.9 | 17 | 226 |
| MACEDONIA | | | | | | | | | | | | | | | | | | | | |
| SKOPJE | WIZZ AIR UK LTD | S | 24 | 0 | 0 | 25.0 | 29.2 | 20.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 34.6 | 61 | 26 |
| TOTAL SKOPJE | | | 24 | 0 | 0 | 25.0 | 29.2 | 20.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 34.6 | 61 | 26 |
| TOTAL MACEDONIA | | | 24 | 0 | 0 | 25.0 | 29.2 | 20.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 34.6 | 61 | 26 |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 44 | 0 | 0 | 0.0 | 11.4 | 22.7 | 27.3 | 15.9 | 13.6 | 2.3 | 4.5 | 2.3 | 0.0 | 0.0 | 53 | 52.9 | 23 | 34 |
| TOTAL MALTA | | | 44 | 0 | 0 | 0.0 | 11.4 | 22.7 | 27.3 | 15.9 | 13.6 | 2.3 | 4.5 | 2.3 | 0.0 | 0.0 | 53 | 52.9 | 23 | 34 |
| TOTAL MALTA | | | 44 | 0 | 0 | 0.0 | 11.4 | 22.7 | 27.3 | 15.9 | 13.6 | 2.3 | 4.5 | 2.3 | 0.0 | 0.0 | 53 | 52.9 | 23 | 34 |
| MOROCCO | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | EASYJET UK LTD | S | 36 | 0 | 0 | 11.1 | 38.9 | 16.7 | 16.7 | 5.6 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.5 | 12 | 16 |
| TOTAL AGADIR (AL MASSIRA) | | | 36 | 0 | 0 | 11.1 | 38.9 | 16.7 | 16.7 | 5.6 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.5 | 12 | 16 |
| MARRAKESH | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 8.3 | 55.6 | 8.3 | 19.4 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 16 | 18 |
| MARRAKESH | 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 | 27 | 0.0 | 0 | 0 |
| TOTAL MARRAKESH | | | 38 | 0 | 0 | 0.0 | 7.9 | 55.3 | 7.9 | 21.1 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 16 | 18 |
| TOTAL MOROCCO | | | 74 | 0 | 0 | 5.4 | 23.0 | 36.5 | 12.2 | 13.5 | 8.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 64.7 | 14 | 34 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 42 | 0 | 8 | 2.0 | 24.0 | 22.0 | 16.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 21 | 65.5 | 11 | 56 |
| AMSTERDAM | EASYJET UK LTD | S | 288 | 0 | 5 | 2.0 | 25.3 | 36.9 | 11.9 | 13.0 | 6.1 | 2.4 | 0.3 | 0.3 | 0.0 | 1.7 | 21 | 65.3 | 16 | 298 |
| TOTAL AMSTERDAM | | | 330 | 0 | 13 | 2.0 | 25.1 | 34.7 | 12.5 | 12.5 | 6.7 | 2.0 | 0.3 | 0.3 | 0.0 | 3.8 | 21 | 65.4 | 16 | 354 |
| EINDHOVEN | 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 | 100.0 | 4 | 1 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| EINDHOVEN | TUI FLY BELGIUM | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL EINDHOVEN | | | 0 | 0 | 0 | 0.0 | 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 NETHERLANDS | | | 330 | 0 | 13 | 2.0 | 25.1 | 34.7 | 12.5 | 12.5 | 6.7 | 2.0 | 0.3 | 0.3 | 0.0 | 3.8 | 21 | 65.6 | 16 | 356 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 46.2 | 3.8 | 11.5 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 29 | 68.0 | 27 | 25 | |
| BYDGOSZCZ | WIZZ AIR UK LTD | S | 1 | 0 | 0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 93.8 | 3 | 16 | |
| TOTAL BYDGOSZCZ | | | 27 | 0 | 0 | 3.7 | 22.2 | 44.4 | 3.7 | 11.1 | 7.4 | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 28 | 78.0 | 18 | 41 | |
| GDANSK | WIZZ AIR | S | 120 | 0 | 0 | 7.5 | 30.8 | 25.0 | 10.8 | 7.5 | 16.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 81.7 | 21 | 120 | |
| TOTAL GDANSK | | | 120 | 0 | 0 | 7.5 | 30.8 | 25.0 | 10.8 | 7.5 | 16.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 81.7 | 21 | 120 | |
| KATOWICE | WIZZ AIR | S | 104 | 0 | 0 | 8.7 | 39.4 | 27.9 | 8.7 | 6.7 | 4.8 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 16 | 120 | |
| TOTAL KATOWICE | | | 104 | 0 | 0 | 8.7 | 39.4 | 27.9 | 8.7 | 6.7 | 4.8 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 16 | 120 | |
| KRAKOW | RYANAIR | S | 59 | 0 | 1 | 5.0 | 28.3 | 23.3 | 10.0 | 8.3 | 18.3 | 3.3 | 1.7 | 0.0 | 0.0 | 1.7 | 33 | 73.3 | 16 | 60 | |
| KRAKOW | WIZZ AIR | S | 60 | 0 | 0 | 1.7 | 26.7 | 50.0 | 15.0 | 3.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.3 | 20 | 60 | |
| TOTAL KRAKOW | | | 119 | 0 | 1 | 3.3 | 27.5 | 36.7 | 12.5 | 5.8 | 10.0 | 2.5 | 0.8 | 0.0 | 0.0 | 0.8 | 22 | 70.8 | 18 | 120 | |
| 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 | 94.4 | 3 | 18 | |
| 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 | 94.4 | 3 | 18 | |
| LUBLIN (PORT LOTNICZY) | RYANAIR | S | 50 | 0 | 0 | 2.0 | 36.0 | 16.0 | 18.0 | 10.0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 79.5 | 12 | 44 | |
| LUBLIN (PORT LOTNICZY) | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 30.0 | 41.7 | 20.0 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 96.7 | 4 | 60 | |
| TOTAL LUBLIN (PORT LOTNICZY) | | | 110 | 0 | 0 | 17.3 | 39.1 | 18.2 | 10.9 | 5.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 89.4 | 7 | 104 | |
| POZNAN | WIZZ AIR UK LTD | S | 76 | 0 | 0 | 7.9 | 43.4 | 30.3 | 5.3 | 3.9 | 5.3 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 20 | 83.3 | 6 | 60 | |
| TOTAL POZNAN | | | 76 | 0 | 0 | 7.9 | 43.4 | 30.3 | 5.3 | 3.9 | 5.3 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 20 | 83.3 | 6 | 60 | |
| RZESZOW | RYANAIR | S | 27 | 0 | 0 | 0.0 | 33.3 | 40.7 | 0.0 | 7.4 | 3.7 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 76.9 | 20 | 26 | |
| TOTAL RZESZOW | | | 27 | 0 | 0 | 0.0 | 33.3 | 40.7 | 0.0 | 7.4 | 3.7 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 76.9 | 20 | 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 | 21 | 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 | 21 | 18 | |
| WARSAW (CHOPIN) | WIZZ AIR | S | 198 | 0 | 0 | 6.6 | 32.3 | 23.2 | 11.6 | 11.6 | 10.6 | 3.0 | 0.5 | 0.5 | 0.0 | 0.0 | 27 | 60.2 | 27 | 166 | |
| TOTAL WARSAW (CHOPIN) | | | 198 | 0 | 0 | 6.6 | 32.3 | 23.2 | 11.6 | 11.6 | 10.6 | 3.0 | 0.5 | 0.5 | 0.0 | 0.0 | 27 | 60.2 | 27 | 166 | |
| WROCLAW | WIZZ AIR | S | 62 | 0 | 0 | 21.0 | 46.8 | 25.8 | 1.6 | 1.6 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 11 | 77.9 | 14 | 86 | |
| TOTAL WROCLAW | | | 62 | 0 | 0 | 21.0 | 46.8 | 25.8 | 1.6 | 1.6 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 11 | 77.9 | 14 | 86 | |
| TOTAL POLAND | | | 843 | 0 | 1 | 8.8 | 35.0 | 27.4 | 9.2 | 7.2 | 8.9 | 2.1 | 1.2 | 0.1 | 0.0 | 0.1 | 21 | 77.1 | 17 | 879 | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| CASCAIS | WIZZ AIR MALTA | S | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| TOTAL CASCAIS | | | 1 | 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 | |
| FARO | 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 | 50 | 1 | |
| FARO | EASYJET UK LTD | S | 179 | 0 | 0 | 2.8 | 20.7 | 35.2 | 11.2 | 14.0 | 14.0 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 26 | 56.3 | 25 | 173 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | |
| FARO | RYANAIR | S | 42 | 0 | 0 | 7.1 | 16.7 | 50.0 | 19.0 | 2.4 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 13 | 90.9 | 5 | 44 | | |
| TOTAL FARO | | | 221 | 0 | 0 | 3.6 | 19.9 | 38.0 | 12.7 | 11.8 | 11.8 | 1.4 | 0.9 | 0.0 | 0.0 | 24 | 62.9 | 21 | 218 | | |
| LISBON | EASYJET UK LTD | S | 178 | 0 | 2 | 0.0 | 11.1 | 22.2 | 21.1 | 19.4 | 17.8 | 5.6 | 1.7 | 0.0 | 0.0 | 1.1 | 42 | 45.0 | 31 | 180 | |
| LISBON | WIZZ AIR UK LTD | S | 59 | 0 | 3 | 0.0 | 19.4 | 29.0 | 11.3 | 21.0 | 11.3 | 0.0 | 3.2 | 0.0 | 0.0 | 4.8 | 30 | 56.7 | 21 | 60 | |
| TOTAL LISBON | | | 237 | 0 | 5 | 0.0 | 13.2 | 24.0 | 18.6 | 19.8 | 16.1 | 4.1 | 2.1 | 0.0 | 0.0 | 2.1 | 39 | 47.9 | 29 | 240 | |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 11.5 | 15.4 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 73.1 | 12 | 52 | |
| TOTAL OPORTO (PORTUGAL) | | | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 11.5 | 15.4 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 73.1 | 12 | 52 | |
| TOTAL PORTUGAL | | | 485 | 0 | 5 | 1.6 | 16.1 | 30.8 | 15.5 | 15.9 | 14.3 | 3.3 | 1.4 | 0.0 | 0.0 | 1.0 | 32 | 56.9 | 24 | 510 | |
| REPUBLIC OF MOLDOVA | | | | | | | | | | | | | | | | | | | | | |
| CHISINAU INTERNATIONAL | FLY ONE | S | 32 | 0 | 0 | 3.1 | 37.5 | 40.6 | 9.4 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 59 | 58 | | |
| CHISINAU INTERNATIONAL | WIZZ AIR UK LTD | S | 78 | 0 | 0 | 3.8 | 23.1 | 44.9 | 11.5 | 9.0 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | |
| TOTAL CHISINAU INTERNATIONAL | | | 110 | 0 | 0 | 3.6 | 27.3 | 43.6 | 10.9 | 6.4 | 6.4 | 1.8 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 59 | 58 | | |
| TOTAL REPUBLIC OF REPUBLIC OF | | | 110 | 0 | 0 | 3.6 | 27.3 | 43.6 | 10.9 | 6.4 | 6.4 | 1.8 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 59 | 58 | | |
| TIVAT | EASYJET UK LTD | S | 18 | 0 | 1 | 15.8 | 21.1 | 31.6 | 5.3 | 10.5 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 5.3 | 31 | 0.0 | 0 | 0 | |
| TOTAL TIVAT | | | 18 | 0 | 1 | 15.8 | 21.1 | 31.6 | 5.3 | 10.5 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 5.3 | 31 | 0.0 | 0 | 0 | |
| TOTAL REPUBLIC OF REPUBLIC OF SERBIA | | | 18 | 0 | 1 | 15.8 | 21.1 | 31.6 | 5.3 | 10.5 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 5.3 | 31 | 0.0 | 0 | 0 | |
| BELGRADE | WIZZ AIR UK LTD | S | 59 | 0 | 0 | 6.8 | 30.5 | 27.1 | 10.2 | 11.9 | 8.5 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 29 | 67.4 | 43 | 43 | |
| TOTAL BELGRADE | | | 59 | 0 | 0 | 6.8 | 30.5 | 27.1 | 10.2 | 11.9 | 8.5 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 29 | 67.4 | 43 | 43 | |
| TOTAL REPUBLIC OF ROMANIA | | | 59 | 0 | 0 | 6.8 | 30.5 | 27.1 | 10.2 | 11.9 | 8.5 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 29 | 67.4 | 43 | 43 | |
| BACAU | DAN AIR (AOC) S.R.L | S | 26 | 0 | 0 | 11.5 | 30.8 | 34.6 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| BACAU | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 33.3 | 15.0 | 23.3 | 15.0 | 5.0 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 60.4 | 32 | 53 | | |
| TOTAL BACAU | | | 86 | 0 | 0 | 26.7 | 19.8 | 26.7 | 12.8 | 8.1 | 4.7 | 1.2 | 0.0 | 0.0 | 0.0 | 14 | 60.4 | 32 | 53 | | |
| BRASOV-GHIMBAV | WIZZ AIR UK LTD | S | 36 | 0 | 0 | 8.3 | 25.0 | 38.9 | 11.1 | 0.0 | 11.1 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 25 | 76.9 | 12 | 26 | |
| TOTAL BRASOV-GHIMBAV | | | 36 | 0 | 0 | 8.3 | 25.0 | 38.9 | 11.1 | 0.0 | 11.1 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 25 | 76.9 | 12 | 26 | |
| 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 | 63.7 | 21 | 222 | | |
| BUCHAREST (OTOPENI) | WIZZ AIR MALTA | S | 206 | 0 | 0 | 5.3 | 16.0 | 25.2 | 17.0 | 16.0 | 16.0 | 4.4 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | | |
| TOTAL BUCHAREST (OTOPENI) | | | 206 | 0 | 0 | 5.3 | 16.0 | 25.2 | 17.0 | 16.0 | 16.0 | 4.4 | 0.0 | 0.0 | 0.0 | 33 | 63.7 | 21 | 222 | | |
| 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 | 77.2 | 13 | 136 | | |
| CLUJ NAPOCA | WIZZ AIR MALTA | S | 104 | 0 | 0 | 6.7 | 30.8 | 30.8 | 15.4 | 5.8 | 6.7 | 2.9 | 1.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | |
| TOTAL CLUJ NAPOCA | | | 104 | 0 | 0 | 6.7 | 30.8 | 30.8 | 15.4 | 5.8 | 6.7 | 2.9 | 1.0 | 0.0 | 0.0 | 20 | 77.2 | 13 | 136 | | |
| CONSTANTA | WIZZ AIR UK LTD | S | 24 | 0 | 0 | 0.0 | 33.3 | 50.0 | 8.3 | 4.2 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 16 | 93.8 | 3 | 16 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 CONSTANTA | | | 24 | 0 | 0 | 0.0 | 33.3 | 50.0 | 8.3 | 4.2 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 16 | 93.8 | 3 | 16 | |
| 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 | 69.5 | 18 | 94 | | |
| CRAIOVA | WIZZ AIR MALTA | S | 57 | 0 | 2 | 0.0 | 15.3 | 50.8 | 13.6 | 5.1 | 10.2 | 0.0 | 1.7 | 0.0 | 0.0 | 3.4 | 21 | 0.0 | 0 | 0 | |
| TOTAL CRAIOVA | | | 57 | 0 | 2 | 0.0 | 15.3 | 50.8 | 13.6 | 5.1 | 10.2 | 0.0 | 1.7 | 0.0 | 0.0 | 3.4 | 21 | 69.5 | 18 | 94 | |
| 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 | 70.8 | 15 | 120 | | |
| IASI | WIZZ AIR MALTA | S | 120 | 0 | 0 | 19.2 | 26.7 | 26.7 | 10.8 | 10.0 | 4.2 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 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 | 81.3 | 11 | 16 | | |
| TOTAL IASI | | | 120 | 0 | 0 | 19.2 | 26.7 | 26.7 | 10.8 | 10.0 | 4.2 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 72.1 | 14 | 136 | |
| SATU MARE | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 11.5 | 30.8 | 53.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 19 | 12 | |
| TOTAL SATU MARE | | | 26 | 0 | 0 | 11.5 | 30.8 | 53.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 19 | 12 | | |
| 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 | 83.3 | 17 | 60 | | |
| SIBIU | WIZZ AIR MALTA | S | 60 | 0 | 0 | 20.0 | 23.3 | 25.0 | 20.0 | 5.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL SIBIU | | | 60 | 0 | 0 | 20.0 | 23.3 | 25.0 | 20.0 | 5.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 15 | 83.3 | 17 | 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 | 72.1 | 14 | 86 | | |
| SUCEAVA | WIZZ AIR UK LTD | S | 120 | 0 | 0 | 9.2 | 31.7 | 24.2 | 9.2 | 15.8 | 7.5 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| TOTAL SUCEAVA | | | 120 | 0 | 0 | 9.2 | 31.7 | 24.2 | 9.2 | 15.8 | 7.5 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 22 | 72.1 | 14 | 86 | |
| 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 | 67.9 | 16 | 78 | | |
| TIMISOARA | WIZZ AIR MALTA | S | 58 | 0 | 2 | 1.7 | 26.7 | 33.3 | 20.0 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 14 | 0.0 | 0 | 0 | |
| TOTAL TIMISOARA | | | 58 | 0 | 2 | 1.7 | 26.7 | 33.3 | 20.0 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 14 | 67.9 | 16 | 78 | |
| TIRGU MURES | WIZZ AIR UK LTD | S | 26 | 0 | 0 | 0.0 | 15.4 | 23.1 | 19.2 | 19.2 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 44.4 | 67 | 18 | |
| TOTAL TIRGU MURES | | | 26 | 0 | 0 | 0.0 | 15.4 | 23.1 | 19.2 | 19.2 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 34 | 44.4 | 67 | 18 | | |
| TOTAL ROMANIA | | | 923 | 0 | 4 | 10.1 | 23.7 | 30.1 | 14.0 | 10.4 | 8.3 | 2.0 | 0.9 | 0.0 | 0.0 | 0.4 | 22 | 70.4 | 18 | 937 | |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 23.5 | 44.1 | 20.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 97.6 | 1 | 42 | |
| TOTAL BRATISLAVA | | | 34 | 0 | 0 | 23.5 | 44.1 | 20.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 97.6 | 1 | 42 | | |
| KOSICE | WIZZ AIR UK LTD | S | 34 | 0 | 0 | 2.9 | 41.2 | 35.3 | 5.9 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 81.0 | 20 | 42 | |
| TOTAL KOSICE | | | 34 | 0 | 0 | 2.9 | 41.2 | 35.3 | 5.9 | 5.9 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 16 | 81.0 | 20 | 42 | | |
| TATRY-POPRAD | WIZZ AIR UK LTD | S | 18 | 0 | 1 | 5.3 | 57.9 | 10.5 | 5.3 | 5.3 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 5.3 | 35 | 100.0 | 0 | 16 | |
| TOTAL TATRY-POPRAD | | | 18 | 0 | 1 | 5.3 | 57.9 | 10.5 | 5.3 | 5.3 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 5.3 | 35 | 100.0 | 0 | 16 | |
| TOTAL SLOVAK REPUBLIC | | | 86 | 0 | 1 | 11.5 | 46.0 | 24.1 | 5.7 | 5.7 | 2.3 | 1.1 | 2.3 | 0.0 | 0.0 | 1.1 | 16 | 91.0 | 9 | 100 | |
| SLOVENIA | | | | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | 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 | 21 | 1 | | |
| 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 | 88.9 | 8 | 18 | | |
| 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 | 84.2 | 8 | 19 | | |
| 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 | 84.2 | 8 | 19 | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 128 | 0 | 0 | 1.6 | 21.9 | 37.5 | 15.6 | 18.0 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.5 | 19 | 128 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| ALICANTE | RYANAIR | S | 70 | 0 | 0 | 1.4 | 15.7 | 37.1 | 18.6 | 15.7 | 4.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.7 | 21 | 60 |
| TOTAL ALICANTE | | | 198 | 0 | 0 | 1.5 | 19.7 | 37.4 | 16.7 | 17.2 | 5.1 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 59.5 | 20 | 188 |
| BARCELONA | EASYJET UK LTD | S | 128 | 0 | 1 | 0.0 | 24.0 | 34.9 | 5.4 | 14.7 | 17.1 | 2.3 | 0.8 | 0.0 | 0.0 | 0.8 | 28 | 68.3 | 14 | 120 |
| BARCELONA | RYANAIR | S | 68 | 0 | 0 | 1.5 | 13.2 | 27.9 | 19.1 | 23.5 | 10.3 | 2.9 | 1.5 | 0.0 | 0.0 | 0.0 | 32 | 45.2 | 33 | 42 |
| TOTAL BARCELONA | | | 196 | 0 | 1 | 0.5 | 20.3 | 32.5 | 10.2 | 17.8 | 14.7 | 2.5 | 1.0 | 0.0 | 0.0 | 0.5 | 30 | 62.3 | 19 | 162 |
| IBIZA | EASYJET UK LTD | S | 62 | 0 | 0 | 0.0 | 17.7 | 35.5 | 11.3 | 22.6 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 51.3 | 28 | 80 |
| TOTAL IBIZA | | | 62 | 0 | 0 | 0.0 | 17.7 | 35.5 | 11.3 | 22.6 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 51.3 | 28 | 80 |
| MAHON | EASYJET UK LTD | S | 35 | 0 | 0 | 0.0 | 51.4 | 34.3 | 2.9 | 5.7 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.8 | 12 | 42 |
| TOTAL MAHON | | | 35 | 0 | 0 | 0.0 | 51.4 | 34.3 | 2.9 | 5.7 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.8 | 12 | 42 |
| 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 | 0.0 | 33 | 1 |
| MALAGA | EASYJET UK LTD | S | 180 | 0 | 0 | 0.0 | 18.3 | 36.1 | 12.8 | 16.7 | 12.8 | 2.8 | 0.6 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 27 | 176 |
| MALAGA | RYANAIR | S | 68 | 0 | 0 | 0.0 | 10.3 | 33.8 | 16.2 | 25.0 | 4.4 | 5.9 | 4.4 | 0.0 | 0.0 | 0.0 | 39 | 65.0 | 19 | 60 |
| TOTAL MALAGA | | | 248 | 0 | 0 | 0.0 | 16.1 | 35.5 | 13.7 | 19.0 | 10.5 | 3.6 | 1.6 | 0.0 | 0.0 | 0.0 | 31 | 53.5 | 25 | 237 |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 16 | 0 | 0 | 25.0 | 31.3 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 6 | 27 |
| MURCIA INTERNATIONAL | RYANAIR | S | 44 | 0 | 0 | 4.5 | 18.2 | 36.4 | 15.9 | 11.4 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 85.7 | 6 | 42 |
| TOTAL MURCIA INTERNATIONAL | | | 60 | 0 | 0 | 10.0 | 21.7 | 35.0 | 15.0 | 8.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.0 | 6 | 69 |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 54 | 0 | 7 | 0.0 | 14.8 | 23.0 | 14.8 | 23.0 | 4.9 | 8.2 | 0.0 | 0.0 | 0.0 | 11.5 | 36 | 63.3 | 30 | 60 |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 148 | 0 | 0 | 0.7 | 23.0 | 27.7 | 20.3 | 12.8 | 11.5 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 64.3 | 22 | 143 |
| PALMA DE MALLORCA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 34.6 | 15.4 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 0.0 | 41.7 | 33.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 69.2 | 12 | 26 |
| PALMA DE MALLORCA | WIZZ AIR UK LTD | S | 60 | 0 | 0 | 0.0 | 23.3 | 31.7 | 25.0 | 13.3 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 53.7 | 36 | 54 |
| TOTAL PALMA DE MALLORCA | | | 312 | 0 | 7 | 0.3 | 19.7 | 29.2 | 20.7 | 15.7 | 8.5 | 3.8 | 0.0 | 0.0 | 0.0 | 2.2 | 26 | 62.5 | 25 | 283 |
| REUS | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 62.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 |
| TOTAL REUS | | | 16 | 0 | 0 | 0.0 | 25.0 | 62.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 |
| SEVILLE | 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 | 10 | 1 |
| SEVILLE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.1 | 19 | 18 |
| TOTAL SEVILLE | | | 18 | 0 | 0 | 0.0 | 16.7 | 44.4 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.2 | 19 | 19 |
| VALENCIA | 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 VALENCIA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| TOTAL SPAIN | | | 1145 | 0 | 8 | 1.0 | 20.0 | 34.0 | 15.3 | 16.5 | 9.2 | 2.9 | 0.5 | 0.0 | 0.0 | 0.7 | 26 | 61.2 | 22 | 1081 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 32 | 0 | 0 | 12.5 | 21.9 | 31.3 | 15.6 | 12.5 | 0.0 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 21 | 38.9 | 27 | 18 |
| ARRECIFE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 68.8 | 14 | 16 |
| ARRECIFE | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 68.8 | 19 | 16 |
| TOTAL ARRECIFE | | | 68 | 0 | 0 | 5.9 | 13.2 | 36.8 | 22.1 | 17.6 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 20 | 58.0 | 20 | 50 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

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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 | |
| FUERTEVENTURA | EASYJET UK LTD | S | 34 | 0 | 0 | 8.8 | 5.9 | 26.5 | 26.5 | 23.5 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 42.3 | 29 | 26 | |
| FUERTEVENTURA | RYANAIR | S | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 6 | 18 | |
| TOTAL FUERTEVENTURA | | | 52 | 0 | 0 | 7.7 | 15.4 | 30.8 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 61.4 | 19 | 44 | |
| LAS PALMAS | EASYJET UK LTD | S | 42 | 0 | 0 | 0.0 | 7.1 | 33.3 | 38.1 | 16.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 65.4 | 23 | 26 | |
| LAS PALMAS | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 62.5 | 6.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 87.5 | 7 | 16 | |
| TOTAL LAS PALMAS | | | 58 | 0 | 0 | 0.0 | 8.6 | 41.4 | 29.3 | 13.8 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 73.8 | 17 | 42 | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 76 | 0 | 0 | 15.8 | 18.4 | 38.2 | 11.8 | 10.5 | 3.9 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 71.2 | 17 | 59 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 66.7 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 93.8 | 11 | 16 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 94 | 0 | 0 | 12.8 | 17.0 | 43.6 | 9.6 | 12.8 | 3.2 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.0 | 15 | 75 | |
| TOTAL SPAIN(CANARY SWITZERLAND) | | | 272 | 0 | 0 | 7.4 | 14.0 | 39.0 | 19.5 | 14.7 | 4.4 | 0.7 | 0.4 | 0.0 | 0.0 | 0.0 | 19 | 68.2 | 18 | 211 | |
| GENEVA | EASYJET UK LTD | S | 88 | 0 | 0 | 0.0 | 13.6 | 43.2 | 21.6 | 13.6 | 6.8 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 22 | 59.5 | 26 | 108 | |
| TOTAL GENEVA | | | 88 | 0 | 0 | 0.0 | 13.6 | 43.2 | 21.6 | 13.6 | 6.8 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 22 | 59.5 | 26 | 108 | |
| ZURICH | EASYJET UK LTD | S | 38 | 0 | 5 | 0.0 | 23.3 | 20.9 | 18.6 | 14.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 25 | 54.5 | 19 | 32 | |
| TOTAL ZURICH | | | 38 | 0 | 5 | 0.0 | 23.3 | 20.9 | 18.6 | 14.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 25 | 54.5 | 19 | 32 | |
| TOTAL SWITZERLAND | | | 126 | 0 | 5 | 0.0 | 16.8 | 35.9 | 20.6 | 13.7 | 8.4 | 0.0 | 0.8 | 0.0 | 0.0 | 3.8 | 23 | 58.3 | 24 | 140 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 24 | 0 | 0 | 29.2 | 12.5 | 29.2 | 0.0 | 12.5 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 11.8 | 52.9 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 38.9 | 25 | 18 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 41 | 0 | 0 | 17.1 | 12.2 | 39.0 | 12.2 | 9.8 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 38.9 | 25 | 18 | |
| TOTAL TUNISIA | | | 41 | 0 | 0 | 17.1 | 12.2 | 39.0 | 12.2 | 9.8 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 38.9 | 25 | 18 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET UK LTD | S | 43 | 0 | 0 | 0.0 | 14.0 | 32.6 | 25.6 | 18.6 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 29.4 | 33 | 17 | |
| ANTALYA | SUNEXPRESS | S | 52 | 0 | 0 | 1.9 | 23.1 | 34.6 | 28.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.4 | 21 | 26 | |
| ANTALYA | WIZZ AIR UK LTD | S | 25 | 0 | 1 | 7.7 | 23.1 | 26.9 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 23 | 44.4 | 38 | 18 | |
| TOTAL ANTALYA | | | 120 | 0 | 1 | 2.5 | 19.8 | 32.2 | 23.1 | 14.9 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 20 | 49.2 | 29 | 61 | |
| BODRUM (MILAS) | EASYJET UK LTD | S | 49 | 0 | 0 | 2.0 | 24.5 | 22.4 | 28.6 | 6.1 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 35.7 | 23 | 42 | |
| TOTAL BODRUM (MILAS) | | | 49 | 0 | 0 | 2.0 | 24.5 | 22.4 | 28.6 | 6.1 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 35.7 | 23 | 42 | |
| DALAMAN | EASYJET UK LTD | S | 61 | 0 | 0 | 6.6 | 23.0 | 27.9 | 16.4 | 13.1 | 6.6 | 4.9 | 1.6 | 0.0 | 0.0 | 0.0 | 28 | 35.6 | 26 | 45 | |
| DALAMAN | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 7.7 | 19.2 | 30.8 | 23.1 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 53.3 | 18 | 15 | |
| DALAMAN | WIZZ AIR UK LTD | S | 17 | 0 | 0 | 5.9 | 17.6 | 17.6 | 23.5 | 17.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 46.7 | 26 | 15 | |
| TOTAL DALAMAN | | | 104 | 0 | 0 | 4.8 | 18.3 | 24.0 | 21.2 | 16.3 | 10.6 | 3.8 | 1.0 | 0.0 | 0.0 | 0.0 | 30 | 41.3 | 24 | 75 | |
| GAZIANTEP | SUNEXPRESS | S | 0 | 0 | 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 GAZIANTEP | | | 0 | 0 | 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 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: LUTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 |
| ISTANBUL | WIZZ AIR UK LTD | S | 86 | 0 | 1 | 2.3 | 27.6 | 36.8 | 13.8 | 9.2 | 6.9 | 0.0 | 2.3 | 0.0 | 0.0 | 1.1 | 19 | 58.3 | 20 | 60 |
| TOTAL ISTANBUL | | | 86 | 0 | 1 | 2.3 | 27.6 | 36.8 | 13.8 | 9.2 | 6.9 | 0.0 | 2.3 | 0.0 | 0.0 | 1.1 | 19 | 58.3 | 20 | 60 |
| IZMIR (ADNAN MENDERES) | EASYJET UK LTD | S | 26 | 0 | 0 | 3.8 | 11.5 | 26.9 | 23.1 | 34.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 37 | 18 |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 48 | 67.9 | 14 | 28 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 34 | 0 | 0 | 5.9 | 17.6 | 26.5 | 17.6 | 26.5 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 29 | 60.9 | 23 | 46 |
| TOTAL TURKEY | | | 393 | 0 | 2 | 3.3 | 21.5 | 29.4 | 20.8 | 13.9 | 8.4 | 1.3 | 1.0 | 0.0 | 0.0 | 0.5 | 23 | 49.0 | 24 | 286 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET UK LTD | S | 68 | 0 | 0 | 4.4 | 36.8 | 14.7 | 11.8 | 11.8 | 14.7 | 4.4 | 0.0 | 1.5 | 0.0 | 0.0 | 33 | 48.5 | 37 | 66 |
| TOTAL ABERDEEN | | | 68 | 0 | 0 | 4.4 | 36.8 | 14.7 | 11.8 | 11.8 | 14.7 | 4.4 | 0.0 | 1.5 | 0.0 | 0.0 | 33 | 48.5 | 37 | 66 |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 50 | 0 | 1 | 21.6 | 33.3 | 17.6 | 7.8 | 5.9 | 9.8 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 17 | 77.1 | 8 | 35 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 50 | 0 | 1 | 21.6 | 33.3 | 17.6 | 7.8 | 5.9 | 9.8 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 17 | 77.1 | 8 | 35 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 224 | 0 | 0 | 2.7 | 37.5 | 29.0 | 10.3 | 10.3 | 7.1 | 2.2 | 0.9 | 0.0 | 0.0 | 0.0 | 20 | 59.3 | 21 | 224 |
| TOTAL BELFAST INTERNATIONAL | | | 224 | 0 | 0 | 2.7 | 37.5 | 29.0 | 10.3 | 10.3 | 7.1 | 2.2 | 0.9 | 0.0 | 0.0 | 0.0 | 20 | 59.3 | 21 | 224 |
| BRISTOL | 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 | 89 | 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 | 89 | 0.0 | 0 | 0 |
| EDINBURGH | EASYJET UK LTD | S | 200 | 0 | 0 | 2.0 | 27.0 | 28.5 | 13.0 | 14.0 | 13.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 63.0 | 22 | 198 |
| TOTAL EDINBURGH | | | 200 | 0 | 0 | 2.0 | 27.0 | 28.5 | 13.0 | 14.0 | 13.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 63.0 | 22 | 198 |
| 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 | 20.0 | 24 | 4 |
| 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 | 24 | 4 |
| GLASGOW | EASYJET UK LTD | S | 181 | 0 | 0 | 6.6 | 35.4 | 19.3 | 12.2 | 11.0 | 9.4 | 5.0 | 1.1 | 0.0 | 0.0 | 0.0 | 28 | 69.0 | 15 | 158 |
| TOTAL GLASGOW | | | 181 | 0 | 0 | 6.6 | 35.4 | 19.3 | 12.2 | 11.0 | 9.4 | 5.0 | 1.1 | 0.0 | 0.0 | 0.0 | 28 | 69.0 | 15 | 158 |
| INVERNESS | EASYJET UK LTD | S | 102 | 0 | 2 | 1.0 | 17.3 | 27.9 | 18.3 | 17.3 | 12.5 | 3.8 | 0.0 | 0.0 | 0.0 | 1.9 | 30 | 44.2 | 33 | 102 |
| TOTAL INVERNESS | | | 102 | 0 | 2 | 1.0 | 17.3 | 27.9 | 18.3 | 17.3 | 12.5 | 3.8 | 0.0 | 0.0 | 0.0 | 1.9 | 30 | 44.2 | 33 | 102 |
| JERSEY | EASYJET UK LTD | S | 88 | 0 | 0 | 1.1 | 29.5 | 28.4 | 18.2 | 11.4 | 6.8 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 25 | 56.3 | 22 | 64 |
| TOTAL JERSEY | | | 88 | 0 | 0 | 1.1 | 29.5 | 28.4 | 18.2 | 11.4 | 6.8 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 25 | 56.3 | 22 | 64 |
| LONDON CITY | WIZZ AIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 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 | 100.0 | 0 | 1 |
| TOTAL UNITED KINGDOM | | | 914 | 0 | 3 | 4.1 | 31.4 | 25.1 | 12.9 | 12.0 | 10.3 | 3.3 | 0.5 | 0.1 | 0.0 | 0.3 | 25 | 59.6 | 23 | 852 |
| TOTAL LUTON | | | 9229 | 0 | 84 | 4.6 | 24.6 | 30.8 | 14.2 | 12.7 | 8.6 | 2.5 | 1.0 | 0.1 | 0.0 | 0.9 | 24 | 63.6 | 22 | 9089 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | 24 | 0 | 0 | 0.0 | 12.5 | 37.5 | 8.3 | 16.7 | 20.8 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 24 | 0 | 0 | 0.0 | 12.5 | 37.5 | 8.3 | 16.7 | 20.8 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| TOTAL ALBANIA | | | 24 | 0 | 0 | 0.0 | 12.5 | 37.5 | 8.3 | 16.7 | 20.8 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 0.0 | 66.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 16.7 | 20 | 6 | |
| TOTAL INNSBRUCK | | | 6 | 0 | 0 | 0.0 | 0.0 | 66.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 16.7 | 20 | 6 | |
| SALZBURG | TUI AIRWAYS LTD | C | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 60.0 | 15 | 5 | |
| TOTAL SALZBURG | | | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 60.0 | 15 | 5 | |
| VIENNA | AUSTRIAN AIRLINES | S | 32 | 0 | 0 | 6.3 | 25.0 | 40.6 | 12.5 | 9.4 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 92.9 | 4 | 42 | |
| VIENNA | JET2.COM LTD | S | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 4 | 2 | |
| VIENNA | RYANAIR | S | 40 | 0 | 0 | 2.5 | 12.5 | 20.0 | 20.0 | 20.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 65.4 | 19 | 26 | |
| TOTAL VIENNA | | | 74 | 0 | 0 | 4.1 | 18.9 | 29.7 | 16.2 | 14.9 | 10.8 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 82.9 | 9 | 70 | |
| TOTAL AUSTRIA | | | 83 | 0 | 0 | 3.6 | 16.9 | 31.3 | 16.9 | 16.9 | 9.6 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 76.5 | 11 | 81 | |
| BAHRAIN | | | | | | | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 42 | 0 | 0 | 2.4 | 14.3 | 23.8 | 21.4 | 2.4 | 11.9 | 7.1 | 0.0 | 16.7 | 0.0 | 0.0 | 105 | 35.3 | 124 | 33 | |
| TOTAL BAHRAIN | | | 42 | 0 | 0 | 2.4 | 14.3 | 23.8 | 21.4 | 2.4 | 11.9 | 7.1 | 0.0 | 16.7 | 0.0 | 0.0 | 105 | 35.3 | 124 | 33 | |
| TOTAL BAHRAIN | | | 42 | 0 | 0 | 2.4 | 14.3 | 23.8 | 21.4 | 2.4 | 11.9 | 7.1 | 0.0 | 16.7 | 0.0 | 0.0 | 105 | 35.3 | 124 | 33 | |
| BANGLADESH | | | | | | | | | | | | | | | | | | | | | |
| DHAKHA | BIMAN BANGLADESH AIRLINES | S | 20 | 0 | 0 | 0.0 | 35.0 | 25.0 | 10.0 | 15.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 19 | 24 | |
| TOTAL DHAKHA | | | 20 | 0 | 0 | 0.0 | 35.0 | 25.0 | 10.0 | 15.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 19 | 24 | |
| TOTAL BANGLADESH | | | 20 | 0 | 0 | 0.0 | 35.0 | 25.0 | 10.0 | 15.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.5 | 19 | 24 | |
| BELGIUM | | | | | | | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 101 | 0 | 0 | 1.0 | 18.8 | 43.6 | 19.8 | 10.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 34.7 | 29 | 101 | |
| TOTAL BRUSSELS | | | 101 | 0 | 0 | 1.0 | 18.8 | 43.6 | 19.8 | 10.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 34.7 | 29 | 101 | |
| CHARLEROI | RYANAIR | S | 151 | 0 | 11 | 6.8 | 28.4 | 32.7 | 13.6 | 8.0 | 2.5 | 0.0 | 1.2 | 0.0 | 0.0 | 6.8 | 15 | 73.6 | 15 | 129 | |
| 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 | 100.0 | 1 | 8 | | |
| TOTAL CHARLEROI | | | 151 | 0 | 11 | 6.8 | 28.4 | 32.7 | 13.6 | 8.0 | 2.5 | 0.0 | 1.2 | 0.0 | 0.0 | 6.8 | 15 | 75.2 | 14 | 137 | |
| TOTAL BELGIUM | | | 252 | 0 | 11 | 4.6 | 24.7 | 36.9 | 16.0 | 9.1 | 3.8 | 0.0 | 0.8 | 0.0 | 0.0 | 4.2 | 16 | 58.0 | 20 | 238 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 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 | 57.1 | 39 | 7 | |
| BURGAS | EASYJET UK LTD | S | 25 | 0 | 0 | 0.0 | 32.0 | 24.0 | 20.0 | 16.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 33.3 | 21 | 18 | |
| BURGAS | JET2.COM LTD | S | 36 | 0 | 1 | 0.0 | 0.0 | 32.4 | 18.9 | 24.3 | 21.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 35 | 58.3 | 23 | 36 | |
| BURGAS | TUI AIRWAYS LTD | C | 29 | 0 | 0 | 10.3 | 13.8 | 13.8 | 20.7 | 34.5 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 34.1 | 38 | 41 | |
| TOTAL BURGAS | | | 95 | 0 | 1 | 3.1 | 14.6 | 25.0 | 19.8 | 24.0 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 1.0 | 29 | 43.7 | 30 | 102 | |
| SOFIA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 50.0 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 22.2 | 67 | 18 | |
| TOTAL SOFIA | | | 16 | 0 | 0 | 0.0 | 12.5 | 50.0 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 22.2 | 67 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 BULGARIA | | | 111 | 0 | 1 | 2.7 | 14.3 | 28.6 | 19.6 | 23.2 | 8.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.9 | 27 | 40.5 | 35 | 120 |
| CANADA | | | | | | | | | | | | | | | | | | | | |
| TORONTO | AIR CANADA | S | 28 | 0 | 2 | 13.3 | 20.0 | 23.3 | 23.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 13 | 46.7 | 72 | 42 |
| TORONTO | AIR TRANSAT | S | 60 | 0 | 0 | 3.3 | 21.7 | 41.7 | 16.7 | 10.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 21 | 76.0 | 13 | 50 |
| TOTAL TORONTO | | | 88 | 0 | 2 | 6.7 | 21.1 | 35.6 | 18.9 | 10.0 | 3.3 | 0.0 | 2.2 | 0.0 | 0.0 | 2.2 | 18 | 62.1 | 40 | 92 |
| TOTAL CANADA | | | 88 | 0 | 2 | 6.7 | 21.1 | 35.6 | 18.9 | 10.0 | 3.3 | 0.0 | 2.2 | 0.0 | 0.0 | 2.2 | 18 | 62.1 | 40 | 92 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | TUI AIRWAYS LTD | S | 34 | 0 | 4 | 0.0 | 26.3 | 42.1 | 10.5 | 5.3 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 10.5 | 16 | 41.2 | 40 | 17 |
| TOTAL BOA VISTA (RABIL) | | | 34 | 0 | 4 | 0.0 | 26.3 | 42.1 | 10.5 | 5.3 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 10.5 | 16 | 41.2 | 40 | 17 |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 25 | 0 | 1 | 3.8 | 3.8 | 26.9 | 30.8 | 7.7 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 38 | 12.5 | 37 | 16 |
| TOTAL ILHA DO SAL C.VERDE | | | 25 | 0 | 1 | 3.8 | 3.8 | 26.9 | 30.8 | 7.7 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 38 | 12.5 | 37 | 16 |
| TOTAL CAPE VERDE | | | 59 | 0 | 5 | 1.6 | 17.2 | 35.9 | 18.8 | 6.3 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 7.8 | 25 | 27.3 | 39 | 33 |
| CHINA | | | | | | | | | | | | | | | | | | | | |
| BEIJING | HAINAN AIRLINES | S | 61 | 0 | 0 | 0.0 | 37.7 | 21.3 | 13.1 | 21.3 | 4.9 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 21 | 91.2 | 3 | 34 |
| TOTAL BEIJING | | | 61 | 0 | 0 | 0.0 | 37.7 | 21.3 | 13.1 | 21.3 | 4.9 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 21 | 91.2 | 3 | 34 |
| SHANGHAI (PU DONG) | DHL AIR LTD | S | 28 | 0 | 1 | 3.4 | 17.2 | 24.1 | 20.7 | 20.7 | 0.0 | 3.4 | 3.4 | 3.4 | 0.0 | 3.4 | 50 | 0.0 | 0 | 0 |
| TOTAL SHANGHAI (PU DONG) | | | 28 | 0 | 1 | 3.4 | 17.2 | 24.1 | 20.7 | 20.7 | 0.0 | 3.4 | 3.4 | 3.4 | 0.0 | 3.4 | 50 | 0.0 | 0 | 0 |
| TOTAL CHINA | | | 89 | 0 | 1 | 1.1 | 31.1 | 22.2 | 15.6 | 21.1 | 3.3 | 1.1 | 2.2 | 1.1 | 0.0 | 1.1 | 30 | 91.2 | 3 | 34 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 63.2 | 17 | 18 |
| DUBROVNIK | JET2.COM LTD | S | 32 | 0 | 0 | 3.1 | 3.1 | 37.5 | 34.4 | 18.8 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 54.5 | 22 | 33 |
| DUBROVNIK | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 11.1 | 22.2 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 |
| DUBROVNIK | 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 | 6 | 0.0 | 0 | 0 |
| DUBROVNIK | TUI AIRWAYS LTD | S | 18 | 0 | 3 | 0.0 | 4.8 | 33.3 | 14.3 | 19.0 | 9.5 | 0.0 | 0.0 | 4.8 | 0.0 | 14.3 | 102 | 75.0 | 19 | 16 |
| TOTAL DUBROVNIK | | | 85 | 0 | 3 | 1.1 | 4.5 | 30.7 | 20.5 | 25.0 | 12.5 | 1.1 | 0.0 | 1.1 | 0.0 | 3.4 | 48 | 61.8 | 20 | 67 |
| PULA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 12.5 | 75.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.2 | 13 | 18 |
| TOTAL PULA | | | 16 | 0 | 0 | 0.0 | 12.5 | 75.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.2 | 13 | 18 |
| SPLIT | EASYJET UK LTD | S | 32 | 0 | 0 | 0.0 | 15.6 | 34.4 | 25.0 | 12.5 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 73.1 | 11 | 26 |
| SPLIT | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 20.6 | 35.3 | 26.5 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 27 | 32 |
| SPLIT | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 5.6 | 16.7 | 44.4 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 23 | 18 |
| TOTAL SPLIT | | | 84 | 0 | 0 | 2.4 | 17.9 | 36.9 | 23.8 | 13.1 | 4.8 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.8 | 20 | 76 |
| ZADAR | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 33.3 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 11 | 18 |
| TOTAL ZADAR | | | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 33.3 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 11 | 18 |
| ZAGREB | RYANAIR | S | 16 | 0 | 0 | 6.3 | 25.0 | 25.0 | 12.5 | 6.3 | 6.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 50 | 61.1 | 16 | 18 |
| TOTAL ZAGREB | | | 16 | 0 | 0 | 6.3 | 25.0 | 25.0 | 12.5 | 6.3 | 6.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 50 | 61.1 | 16 | 18 |
| TOTAL CROATIA | | | 219 | 0 | 3 | 1.8 | 12.2 | 36.5 | 21.2 | 16.2 | 8.1 | 1.4 | 0.9 | 0.5 | 0.0 | 1.4 | 32 | 64.6 | 18 | 197 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | |
| CUBA | | | | | | | | | | | | | | | | | | | | |
| VARADERO | 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 | 23.5 | 39 | 17 |
| TOTAL VARADERO | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 23.5 | 39 | 17 |
| TOTAL CUBA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 23.5 | 39 | 17 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 62 | 0 | 0 | 0.0 | 3.2 | 16.1 | 21.0 | 40.3 | 14.5 | 3.2 | 0.0 | 1.6 | 0.0 | 0.0 | 56 | 31.7 | 68 | 60 |
| LARNACA | TUI AIRWAYS LTD | C | 58 | 0 | 0 | 5.2 | 15.5 | 34.5 | 22.4 | 17.2 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 68.0 | 16 | 50 |
| TOTAL LARNACA | | | 120 | 0 | 0 | 2.5 | 9.2 | 25.0 | 21.7 | 29.2 | 10.0 | 1.7 | 0.0 | 0.8 | 0.0 | 0.0 | 38 | 48.2 | 44 | 110 |
| PAPHOS | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 11.8 | 35.3 | 23.5 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 36.5 | 38 | 52 |
| PAPHOS | JET2.COM LTD | S | 61 | 0 | 0 | 3.3 | 4.9 | 16.4 | 13.1 | 37.7 | 19.7 | 1.6 | 1.6 | 1.6 | 0.0 | 0.0 | 63 | 43.3 | 29 | 60 |
| PAPHOS | RYANAIR | S | 24 | 0 | 0 | 4.2 | 20.8 | 20.8 | 33.3 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 53.8 | 27 | 26 |
| PAPHOS | TUI AIRWAYS LTD | C | 68 | 0 | 0 | 0.0 | 1.5 | 36.8 | 20.6 | 22.1 | 11.8 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 46.9 | 31 | 49 |
| PAPHOS | TUI AIRWAYS 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 | 49 | 0.0 | 0 | 0 |
| TOTAL PAPHOS | | | 188 | 0 | 0 | 1.6 | 6.9 | 27.7 | 20.2 | 25.5 | 13.8 | 3.2 | 0.5 | 0.5 | 0.0 | 0.0 | 42 | 43.9 | 32 | 187 |
| TOTAL CYPRUS | | | 308 | 0 | 0 | 1.9 | 7.8 | 26.6 | 20.8 | 26.9 | 12.3 | 2.6 | 0.3 | 0.6 | 0.0 | 0.0 | 40 | 45.5 | 36 | 297 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET UK LTD | S | 52 | 0 | 0 | 1.9 | 19.2 | 30.8 | 9.6 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 52.8 | 24 | 36 |
| PRAGUE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 11.1 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 28.1 | 38 | 32 |
| PRAGUE | RYANAIR | S | 52 | 0 | 0 | 0.0 | 34.6 | 40.4 | 13.5 | 3.8 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 70.0 | 25 | 50 |
| TOTAL PRAGUE | | | 122 | 0 | 0 | 0.8 | 24.6 | 36.1 | 11.5 | 16.4 | 9.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.4 | 28 | 118 |
| TOTAL CZECH REPUBLIC | | | 122 | 0 | 0 | 0.8 | 24.6 | 36.1 | 11.5 | 16.4 | 9.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.4 | 28 | 118 |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| BILLUND | 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 | 78.6 | 14 | 56 |
| BILLUND | RYANAIR | S | 28 | 0 | 0 | 0.0 | 14.3 | 21.4 | 7.1 | 21.4 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 52.4 | 27 | 42 |
| BILLUND | RYANAIR UK LTD | S | 8 | 0 | 0 | 12.5 | 0.0 | 12.5 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 |
| TOTAL BILLUND | | | 36 | 0 | 0 | 2.8 | 11.1 | 19.4 | 11.1 | 25.0 | 30.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 67.3 | 19 | 98 |
| COPENHAGEN | 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 | 100.0 | 8 | 1 |
| COPENHAGEN | EASYJET UK LTD | S | 76 | 0 | 2 | 0.0 | 14.1 | 33.3 | 10.3 | 28.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 2.6 | 31 | 69.6 | 19 | 92 |
| COPENHAGEN | NORWEGIAN AIR 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 | 92.3 | 6 | 26 |
| COPENHAGEN | NORWEGIAN AIR SHUTTLE | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 0.0 | 0 | 0 |
| COPENHAGEN | NORWEGIAN AIR SWEDEN AB | S | 26 | 0 | 0 | 0.0 | 15.4 | 38.5 | 42.3 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| COPENHAGEN | RYANAIR | S | 46 | 0 | 0 | 2.2 | 37.0 | 21.7 | 4.3 | 15.2 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 66.7 | 13 | 42 |
| COPENHAGEN | RYANAIR UK LTD | S | 24 | 0 | 0 | 0.0 | 4.2 | 20.8 | 12.5 | 33.3 | 25.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 88.2 | 5 | 17 |
| COPENHAGEN | SAS | S | 106 | 0 | 0 | 0.9 | 30.2 | 36.8 | 20.8 | 8.5 | 0.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 54.5 | 19 | 108 |
| TOTAL COPENHAGEN | | | 280 | 0 | 2 | 0.7 | 23.0 | 31.9 | 16.3 | 17.0 | 8.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.7 | 24 | 66.7 | 16 | 286 |
| KARUP | FROST AIR APS | 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 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 KARUP | | | 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 DENMARK | | | 317 | 0 | 2 | 1.3 | 21.6 | 30.4 | 15.7 | 17.9 | 10.7 | 1.9 | 0.0 | 0.0 | 0.0 | 26 | 66.8 | 17 | 384 | | |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PUNTA CANA | TUI AIRWAYS LTD | C | 33 | 0 | 0 | 0.0 | 15.2 | 39.4 | 30.3 | 9.1 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 26 | 35 | |
| TOTAL PUNTA CANA | | | 33 | 0 | 0 | 0.0 | 15.2 | 39.4 | 30.3 | 9.1 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 26 | 35 | |
| TOTAL DOMINICAN | | | 33 | 0 | 0 | 0.0 | 15.2 | 39.4 | 30.3 | 9.1 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 26 | 35 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| CAIRO | EGYPT AIR | S | 60 | 0 | 0 | 0.0 | 6.7 | 20.0 | 21.7 | 35.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 31.8 | 40 | 44 | |
| TOTAL CAIRO | | | 60 | 0 | 0 | 0.0 | 6.7 | 20.0 | 21.7 | 35.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 31.8 | 40 | 44 | |
| HURGHADA | EASYJET UK LTD | S | 52 | 0 | 2 | 0.0 | 5.6 | 31.5 | 24.1 | 16.7 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 3.7 | 34 | 39.4 | 33 | 33 | |
| HURGHADA | TUI AIRWAYS LTD | S | 34 | 0 | 0 | 2.9 | 5.9 | 44.1 | 20.6 | 8.8 | 11.8 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 84 | 76.9 | 15 | 26 | |
| TOTAL HURGHADA | | | 86 | 0 | 2 | 1.1 | 5.7 | 36.4 | 22.7 | 13.6 | 13.6 | 2.3 | 0.0 | 2.3 | 0.0 | 2.3 | 54 | 55.9 | 25 | 59 | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET UK LTD | S | 34 | 0 | 0 | 2.9 | 8.8 | 32.4 | 29.4 | 20.6 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 40.0 | 23 | 25 | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 35 | 0 | 0 | 0.0 | 2.9 | 20.0 | 45.7 | 25.7 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 64.0 | 16 | 25 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 69 | 0 | 0 | 1.4 | 5.8 | 26.1 | 37.7 | 23.2 | 4.3 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 52.0 | 20 | 50 | |
| TOTAL EGYPT | | | 215 | 0 | 2 | 0.9 | 6.0 | 28.6 | 27.2 | 22.6 | 10.6 | 2.3 | 0.0 | 0.9 | 0.0 | 0.9 | 40 | 47.7 | 27 | 153 | |
| ETHIOPIA | | | | | | | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 44 | 0 | 0 | 0.0 | 27.3 | 31.8 | 13.6 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 71.4 | 12 | 42 | |
| TOTAL ADDIS ABABA | | | 44 | 0 | 0 | 0.0 | 27.3 | 31.8 | 13.6 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 71.4 | 12 | 42 | |
| TOTAL ETHIOPIA | | | 44 | 0 | 0 | 0.0 | 27.3 | 31.8 | 13.6 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 71.4 | 12 | 42 | |
| FINLAND | | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 101 | 0 | 1 | 4.9 | 19.6 | 32.4 | 30.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 14 | 48.4 | 19 | 62 | |
| TOTAL HELSINKI | | | 101 | 0 | 1 | 4.9 | 19.6 | 32.4 | 30.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 14 | 48.4 | 19 | 62 | |
| TOTAL FINLAND | | | 101 | 0 | 1 | 4.9 | 19.6 | 32.4 | 30.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 14 | 48.4 | 19 | 62 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | | |
| BEAUVAIS | RYANAIR | S | 74 | 0 | 0 | 2.7 | 18.9 | 28.4 | 24.3 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 52.9 | 25 | 68 | |
| BEAUVAIS | 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 | 0.0 | 0 | 0 | |
| TOTAL BEAUVAIS | | | 84 | 0 | 0 | 3.6 | 23.8 | 28.6 | 21.4 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 52.9 | 25 | 68 | |
| BERGERAC | JET2.COM LTD | S | 6 | 0 | 0 | 16.7 | 33.3 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.5 | 3 | 8 | |
| TOTAL BERGERAC | | | 6 | 0 | 0 | 16.7 | 33.3 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.5 | 3 | 8 | |
| BEZIERS | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 15.4 | 15.4 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 3 | 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 | 77.8 | 10 | 18 | |
| TOTAL BEZIERS | | | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 15.4 | 15.4 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 22 | 84.6 | 8 | 26 | |
| BORDEAUX | EASYJET UK LTD | S | 36 | 0 | 0 | 13.9 | 25.0 | 33.3 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.9 | 37 | 26 | |
| BORDEAUX | RYANAIR | S | 26 | 0 | 0 | 0.0 | 19.2 | 34.6 | 26.9 | 15.4 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 57.7 | 30 | 26 | |
| TOTAL BORDEAUX | | | 62 | 0 | 0 | 8.1 | 22.6 | 33.9 | 17.7 | 12.9 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 67.3 | 33 | 52 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| CARCASSONNE | RYANAIR | S | 34 | 0 | 0 | 0.0 | 2.9 | 38.2 | 23.5 | 14.7 | 17.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 36 | 76.5 | 17 | 34 |
| TOTAL CARCASSONNE | | | 34 | 0 | 0 | 0.0 | 2.9 | 38.2 | 23.5 | 14.7 | 17.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 36 | 76.5 | 17 | 34 |
| LA ROCHELLE | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 |
| 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 | 0 | 2 |
| LIMOGES | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 50.0 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 34.6 | 36 | 26 |
| TOTAL LIMOGES | | | 26 | 0 | 0 | 0.0 | 23.1 | 50.0 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 34.6 | 36 | 26 |
| LYON | EASYJET UK LTD | 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 | 4 | 0.0 | 0 | 0 |
| TOTAL LYON | | | 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 | 4 | 0.0 | 0 | 0 |
| MARSEILLE | RYANAIR | S | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 6.3 | 18.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 46 | 10 |
| 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 | 30.0 | 33 | 20 |
| TOTAL MARSEILLE | | | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 6.3 | 18.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 36.7 | 37 | 30 |
| NANTES | RYANAIR | S | 18 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 68.8 | 14 | 32 |
| NANTES | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| TOTAL NANTES | | | 26 | 0 | 0 | 0.0 | 23.1 | 30.8 | 7.7 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 68.8 | 14 | 32 |
| NICE | EASYJET EUROPE | S | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 0.0 | 16.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 0.0 | 0 | 0 |
| NICE | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 14.7 | 26.5 | 14.7 | 8.8 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 50.0 | 23 | 42 |
| NICE | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 0.0 | 23.1 | 15.4 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 34.6 | 26 | 26 |
| TOTAL NICE | | | 66 | 0 | 0 | 0.0 | 9.1 | 25.8 | 13.6 | 18.2 | 27.3 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 44.1 | 24 | 68 |
| PARIS (CHARLES DE GAULLE) | AERO4M | 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 | 81 | 0.0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 211 | 0 | 1 | 0.0 | 25.0 | 43.9 | 17.5 | 7.5 | 5.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | 16 | 65.4 | 15 | 210 |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 68 | 0 | 2 | 1.4 | 27.1 | 30.0 | 12.9 | 11.4 | 8.6 | 0.0 | 2.9 | 2.9 | 0.0 | 2.9 | 37 | 71.2 | 18 | 52 |
| PARIS (CHARLES DE GAULLE) | EASYJET UK LTD | S | 176 | 0 | 6 | 0.5 | 14.3 | 29.7 | 15.9 | 23.1 | 12.1 | 0.5 | 0.5 | 0.0 | 0.0 | 3.3 | 29 | 47.5 | 26 | 134 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 456 | 0 | 9 | 0.4 | 21.1 | 36.1 | 16.1 | 14.2 | 8.6 | 0.4 | 0.6 | 0.4 | 0.0 | 1.9 | 24 | 60.0 | 19 | 396 |
| PARIS (LE BOURGET) | AERO4M | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| TOTAL PARIS (LE BOURGET) | | | 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 |
| PARIS (ORLY) | EASYJET EUROPE | S | 42 | 0 | 0 | 0.0 | 31.0 | 42.9 | 11.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 85.7 | 7 | 42 |
| PARIS (ORLY) | EASYJET UK LTD | S | 18 | 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 | 55.6 | 30 | 16 |
| TOTAL PARIS (ORLY) | | | 60 | 0 | 0 | 6.7 | 28.3 | 40.0 | 11.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.7 | 13 | 58 |
| TOTAL FRANCE | | | 879 | 0 | 9 | 1.7 | 20.5 | 35.9 | 15.8 | 14.9 | 8.7 | 0.8 | 0.6 | 0.2 | 0.0 | 1.0 | 23 | 60.3 | 21 | 800 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 16.7 | 27.8 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 19 | 24 |
| BERLIN BRANDENBURG | RYANAIR | S | 100 | 0 | 1 | 4.0 | 17.8 | 31.7 | 15.8 | 16.8 | 9.9 | 3.0 | 0.0 | 0.0 | 0.0 | 1.0 | 26 | 59.0 | 20 | 78 |
| 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 | 75.0 | 37 | 8 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 BERLIN BRANDENBURG | | | 136 | 0 | 1 | 2.9 | 17.5 | 30.7 | 17.5 | 19.7 | 8.8 | 2.2 | 0.0 | 0.0 | 0.0 | 0.7 | 25 | 58.9 | 21 | 110 |
| COLOGNE BONN | RYANAIR | S | 68 | 0 | 0 | 0.0 | 22.1 | 30.9 | 10.3 | 22.1 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 43.2 | 27 | 44 |
| TOTAL COLOGNE BONN | | | 68 | 0 | 0 | 0.0 | 22.1 | 30.9 | 10.3 | 22.1 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 43.2 | 27 | 44 |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 118 | 0 | 2 | 0.8 | 10.8 | 37.5 | 25.0 | 11.7 | 9.2 | 0.8 | 2.5 | 0.0 | 0.0 | 1.7 | 27 | 69.8 | 13 | 114 |
| TOTAL DUSSELDORF | | | 118 | 0 | 2 | 0.8 | 10.8 | 37.5 | 25.0 | 11.7 | 9.2 | 0.8 | 2.5 | 0.0 | 0.0 | 1.7 | 27 | 69.8 | 13 | 114 |
| FRANKFURT MAIN | LUFTHANSA | S | 206 | 0 | 2 | 0.0 | 19.7 | 51.9 | 17.8 | 8.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 12 | 44.5 | 24 | 209 |
| TOTAL FRANKFURT MAIN | | | 206 | 0 | 2 | 0.0 | 19.7 | 51.9 | 17.8 | 8.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 12 | 44.3 | 24 | 209 |
| HAMBURG | EASYJET UK LTD | S | 26 | 0 | 0 | 0.0 | 30.8 | 38.5 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 22.2 | 31 | 16 |
| HAMBURG | EUROWINGS LUFTVERKEHRS | S | 36 | 0 | 0 | 0.0 | 2.8 | 22.2 | 25.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| TOTAL HAMBURG | | | 62 | 0 | 0 | 0.0 | 14.5 | 29.0 | 22.6 | 24.2 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 22.2 | 31 | 16 |
| MUNICH | EASYJET UK LTD | S | 34 | 0 | 2 | 0.0 | 5.6 | 27.8 | 22.2 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 28 | 61.8 | 20 | 34 |
| MUNICH | JET2.COM 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 | 26 | 0.0 | 0 | 0 |
| MUNICH | LUFTHANSA | S | 159 | 0 | 0 | 0.0 | 11.9 | 35.2 | 18.9 | 24.5 | 8.2 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 45.0 | 25 | 169 |
| MUNICH | MED-VIEW AIRLINE | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 |
| TOTAL MUNICH | | | 197 | 0 | 2 | 0.0 | 10.6 | 33.7 | 19.6 | 26.6 | 7.5 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 26 | 47.8 | 24 | 203 |
| MUNSTER-OSNABRUCK | EASTERN AIRWAYS | 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 |
| MUNSTER-OSNABRUCK | FROST AIR APS | 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 | 8 | 0.0 | 0 | 0 |
| TOTAL MUNSTER-OSNABRUCK | | | 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 |
| STUTTGART | EUROWINGS LUFTVERKEHRS | S | 30 | 0 | 4 | 0.0 | 8.8 | 23.5 | 20.6 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 27 | 0.0 | 0 | 0 |
| TOTAL STUTTGART | | | 30 | 0 | 4 | 0.0 | 8.8 | 23.5 | 20.6 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 27 | 0.0 | 0 | 0 |
| TOTAL GERMANY | | | 821 | 0 | 11 | 0.6 | 15.3 | 37.5 | 19.0 | 17.9 | 7.1 | 1.0 | 0.4 | 0.0 | 0.0 | 1.3 | 22 | 51.2 | 22 | 696 |
| GIBRALTAR | | | | | | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET UK LTD | S | 36 | 0 | 0 | 5.6 | 30.6 | 38.9 | 13.9 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.7 | 18 | 60 |
| TOTAL GIBRALTAR | | | 36 | 0 | 0 | 5.6 | 30.6 | 38.9 | 13.9 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.7 | 18 | 60 |
| TOTAL GIBRALTAR | | | 36 | 0 | 0 | 5.6 | 30.6 | 38.9 | 13.9 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.7 | 18 | 60 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 34 | 0 | 0 | 0.0 | 5.9 | 29.4 | 20.6 | 29.4 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 17 | 26 |
| ATHENS | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 5.9 | 32.4 | 17.6 | 20.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 12.5 | 48 | 32 |
| ATHENS | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 11.5 | 42.3 | 26.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 16.7 | 35 | 24 |
| TOTAL ATHENS | | | 94 | 0 | 0 | 0.0 | 5.3 | 25.5 | 25.5 | 25.5 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 25.6 | 35 | 82 |
| CHANIA | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 43.8 | 6.3 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 11.1 | 56 | 18 |
| CHANIA | JET2.COM LTD | S | 28 | 0 | 0 | 0.0 | 3.6 | 14.3 | 28.6 | 25.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 19.2 | 51 | 26 |
| CHANIA | RYANAIR | S | 25 | 0 | 0 | 0.0 | 4.0 | 28.0 | 24.0 | 24.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 26.9 | 46 | 26 |
| CHANIA | TUI AIRWAYS LTD | C | 23 | 0 | 0 | 0.0 | 0.0 | 13.0 | 34.8 | 47.8 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 40.7 | 22 | 27 |
| TOTAL CHANIA | | | 92 | 0 | 0 | 0.0 | 5.4 | 22.8 | 25.0 | 29.3 | 16.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 25.8 | 42 | 97 |
| CORFU | EASYJET UK LTD | S | 67 | 0 | 0 | 3.0 | 16.4 | 32.8 | 14.9 | 20.9 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 37.5 | 37 | 72 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | |
| CORFU | JET2.COM LTD | S | 74 | 1 | 0 | 1.3 | 2.7 | 24.0 | 24.0 | 30.7 | 13.3 | 1.3 | 0.0 | 1.3 | 1.3 | 0.0 | 39 | 44.9 | 30 | 78 | |
| CORFU | RYANAIR | S | 16 | 0 | 0 | 0.0 | 6.3 | 31.3 | 18.8 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 38.5 | 40 | 26 | |
| CORFU | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 30.0 | 30.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | |
| CORFU | TUI AIRWAYS LTD | C | 51 | 0 | 0 | 2.0 | 3.9 | 19.6 | 17.6 | 35.3 | 17.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 46.3 | 28 | 41 | |
| TOTAL CORFU | | | 218 | 1 | 0 | 1.8 | 7.3 | 26.5 | 19.6 | 27.9 | 14.6 | 1.4 | 0.0 | 0.5 | 0.5 | 0.0 | 35 | 41.9 | 33 | 217 | |
| HERAKLION | CORENDON AIRLINES EUROPE | S | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| HERAKLION | EASYJET UK LTD | S | 32 | 1 | 0 | 0.0 | 15.2 | 21.2 | 21.2 | 30.3 | 3.0 | 6.1 | 0.0 | 0.0 | 3.0 | 0.0 | 31 | 58.3 | 22 | 36 | |
| HERAKLION | JET2.COM LTD | S | 84 | 0 | 0 | 4.8 | 8.3 | 23.8 | 25.0 | 26.2 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 42.5 | 33 | 80 | |
| HERAKLION | TUI AIRWAYS LTD | C | 70 | 0 | 0 | 4.3 | 4.3 | 34.3 | 14.3 | 24.3 | 14.3 | 1.4 | 2.9 | 0.0 | 0.0 | 0.0 | 37 | 35.8 | 91 | 53 | |
| TOTAL HERAKLION | | | 204 | 1 | 0 | 3.4 | 9.3 | 26.8 | 21.0 | 25.9 | 9.8 | 2.4 | 1.0 | 0.0 | 0.5 | 0.0 | 32 | 43.8 | 49 | 169 | |
| KALAMATA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 27.8 | 38.9 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 81.3 | 19 | 16 | |
| TOTAL KALAMATA | | | 18 | 0 | 0 | 0.0 | 0.0 | 27.8 | 38.9 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 81.3 | 19 | 16 | |
| KAVALA | TUI AIRWAYS LTD | C | 9 | 0 | 0 | 0.0 | 0.0 | 88.9 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 14.3 | 37 | 7 | |
| TOTAL KAVALA | | | 9 | 0 | 0 | 0.0 | 0.0 | 88.9 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 14.3 | 37 | 7 | |
| KEFALLINIA | EASYJET UK LTD | S | 18 | 0 | 0 | 11.1 | 27.8 | 50.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 42.3 | 34 | 26 | |
| KEFALLINIA | JET2.COM LTD | S | 50 | 0 | 0 | 4.0 | 0.0 | 18.0 | 38.0 | 30.0 | 8.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 34 | 58.0 | 28 | 50 | |
| KEFALLINIA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 4.2 | 16.7 | 37.5 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 26.3 | 49 | 38 | |
| TOTAL KEFALLINIA | | | 92 | 0 | 0 | 4.3 | 6.5 | 23.9 | 32.6 | 25.0 | 6.5 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 28 | 43.9 | 36 | 114 | |
| KOS | EASYJET UK LTD | S | 50 | 0 | 0 | 4.0 | 24.0 | 32.0 | 14.0 | 6.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 67.3 | 14 | 52 | |
| KOS | JET2.COM LTD | S | 67 | 0 | 0 | 0.0 | 4.5 | 19.4 | 31.3 | 32.8 | 10.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 36.1 | 34 | 72 | |
| KOS | TUI AIRWAYS LTD | C | 51 | 0 | 0 | 11.8 | 7.8 | 31.4 | 17.6 | 11.8 | 13.7 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 37 | 30.0 | 77 | 40 | |
| TOTAL KOS | | | 168 | 0 | 0 | 4.8 | 11.3 | 26.8 | 22.0 | 18.5 | 11.3 | 3.6 | 1.8 | 0.0 | 0.0 | 0.0 | 35 | 44.5 | 38 | 164 | |
| MIKONOS | EASYJET UK LTD | S | 16 | 0 | 0 | 6.3 | 18.8 | 12.5 | 25.0 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 38.5 | 36 | 26 | |
| MIKONOS | 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 | 52.9 | 27 | 17 | |
| TOTAL MIKONOS | | | 16 | 0 | 0 | 6.3 | 18.8 | 12.5 | 25.0 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 44.2 | 32 | 43 | |
| MYTILINI | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 85.7 | 11 | 14 | |
| TOTAL MYTILINI | | | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 85.7 | 11 | 14 | |
| PREVEZA | EASYJET UK LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 42.9 | 22 | 14 | |
| PREVEZA | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 11.5 | 26.9 | 26.9 | 34.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 54.2 | 29 | 24 | |
| PREVEZA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 6.3 | 18.8 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 60.0 | 13 | 15 | |
| TOTAL PREVEZA | | | 42 | 0 | 0 | 0.0 | 9.5 | 23.8 | 26.2 | 35.7 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 52.8 | 23 | 53 | |
| RHODES | AEGEAN 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 | 3 | |
| RHODES | EASYJET UK LTD | S | 53 | 0 | 0 | 0.0 | 3.8 | 24.5 | 18.9 | 39.6 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 53.1 | 25 | 49 | |
| RHODES | JET2.COM LTD | S | 81 | 0 | 0 | 0.0 | 2.5 | 12.3 | 28.4 | 30.9 | 22.2 | 2.5 | 1.2 | 0.0 | 0.0 | 0.0 | 46 | 27.3 | 40 | 98 | |
| RHODES | RYANAIR | S | 34 | 0 | 1 | 0.0 | 5.7 | 25.7 | 31.4 | 28.6 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 28 | 26.9 | 39 | 26 | |
| RHODES | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 22.2 | 114 | 8 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | TUI AIRWAYS LTD | C | 63 | 0 | 0 | 4.8 | 12.7 | 34.9 | 28.6 | 9.5 | 3.2 | 4.8 | 1.6 | 0.0 | 0.0 | 0.0 | 26 | 22.4 | 44 | 58 | |
| TOTAL RHODES | | | 239 | 0 | 1 | 1.3 | 5.8 | 24.6 | 26.7 | 25.8 | 12.5 | 2.1 | 0.8 | 0.0 | 0.0 | 0.4 | 34 | 32.0 | 40 | 242 | |
| SALONIKA | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 22.2 | 38.9 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 16 | 26 | |
| SALONIKA | JET2.COM LTD | S | 24 | 0 | 0 | 0.0 | 8.3 | 41.7 | 33.3 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 45.8 | 22 | 24 | |
| SALONIKA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 47.1 | 5.9 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 25.0 | 52 | 16 | |
| TOTAL SALONIKA | | | 59 | 0 | 0 | 1.7 | 10.2 | 35.6 | 32.2 | 11.9 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 42.4 | 27 | 66 | |
| SKIATHOS | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| SKIATHOS | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 0.0 | 14.7 | 41.2 | 32.4 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 41.2 | 17 | 32 | |
| SKIATHOS | TUI AIRWAYS LTD | C | 32 | 0 | 0 | 0.0 | 6.3 | 21.9 | 53.1 | 15.6 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 63.6 | 22 | 22 | |
| TOTAL SKIATHOS | | | 84 | 0 | 0 | 0.0 | 8.3 | 23.8 | 41.7 | 20.2 | 3.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 19 | 54 | |
| THIRA (SANTORINI) | EASYJET UK LTD | S | 34 | 0 | 0 | 0.0 | 5.9 | 23.5 | 14.7 | 32.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 55.9 | 29 | 34 | |
| THIRA (SANTORINI) | JET2.COM LTD | S | 25 | 0 | 0 | 0.0 | 0.0 | 16.0 | 32.0 | 32.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 12.5 | 67 | 24 | |
| THIRA (SANTORINI) | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 0.0 | 25.0 | 43.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 53.3 | 13 | 15 | |
| TOTAL THIRA (SANTORINI) | | | 75 | 0 | 0 | 0.0 | 2.7 | 21.3 | 26.7 | 32.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 41.1 | 38 | 73 | |
| ZAKINTHOS | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 25.0 | 31.3 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 25.0 | 50 | 16 | |
| ZAKINTHOS | JET2.COM LTD | S | 62 | 0 | 0 | 1.6 | 4.8 | 16.1 | 32.3 | 35.5 | 8.1 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 46 | 43.1 | 26 | 58 | |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 50 | 0 | 0 | 0.0 | 8.0 | 28.0 | 28.0 | 22.0 | 8.0 | 2.0 | 0.0 | 4.0 | 0.0 | 0.0 | 48 | 31.9 | 26 | 47 | |
| TOTAL ZAKINTHOS | | | 128 | 0 | 0 | 0.8 | 6.3 | 21.9 | 30.5 | 28.9 | 8.6 | 0.8 | 0.0 | 2.3 | 0.0 | 0.0 | 44 | 36.4 | 29 | 121 | |
| TOTAL GREECE | | | 1556 | 2 | 1 | 1.9 | 7.4 | 25.7 | 25.9 | 25.2 | 11.5 | 1.5 | 0.5 | 0.3 | 0.1 | 0.1 | 33 | 40.0 | 36 | 1532 | |
| HONG KONG | | | | | | | | | | | | | | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 48 | 0 | 0 | 18.8 | 22.9 | 33.3 | 10.4 | 6.3 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.9 | 16 | 42 | |
| TOTAL HONG KONG (CHEK LAP KOK) | | | 48 | 0 | 0 | 18.8 | 22.9 | 33.3 | 10.4 | 6.3 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.9 | 16 | 42 | |
| TOTAL HONG KONG | | | 48 | 0 | 0 | 18.8 | 22.9 | 33.3 | 10.4 | 6.3 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.9 | 16 | 42 | |
| HUNGARY | | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 20.6 | 41.2 | 8.8 | 11.8 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 41.9 | 31 | 30 | |
| BUDAPEST | RYANAIR | S | 32 | 0 | 0 | 3.1 | 37.5 | 18.8 | 15.6 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.2 | 12 | 36 | |
| BUDAPEST | RYANAIR 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 | 10 | 0.0 | 0 | 0 | |
| BUDAPEST | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| TOTAL BUDAPEST | | | 84 | 0 | 0 | 2.4 | 26.2 | 33.3 | 11.9 | 17.9 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.2 | 20 | 66 | |
| TOTAL HUNGARY | | | 84 | 0 | 0 | 2.4 | 26.2 | 33.3 | 11.9 | 17.9 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.2 | 20 | 66 | |
| ICELAND | | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 38.9 | 44.4 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 81.3 | 10 | 16 | |
| KEFLAVIK | ICELANDAIR | S | 42 | 0 | 2 | 9.1 | 56.8 | 22.7 | 4.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 3 | 91.7 | 13 | 48 | |
| 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 | 2 | |
| TOTAL KEFLAVIK | | | 60 | 0 | 2 | 6.5 | 51.6 | 29.0 | 6.5 | 1.6 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 3.2 | 6 | 89.4 | 12 | 66 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 ICELAND | | | 60 | 0 | 2 | 6.5 | 51.6 | 29.0 | 6.5 | 1.6 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 3.2 | 6 | 89.4 | 12 | 66 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 84 | 0 | 0 | 13.1 | 28.6 | 21.4 | 14.3 | 13.1 | 8.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 68.0 | 29 | 100 | |
| 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 | 70.0 | 17 | 20 | |
| TOTAL CORK | | | 84 | 0 | 0 | 13.1 | 28.6 | 21.4 | 14.3 | 13.1 | 8.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 68.3 | 27 | 120 | |
| DUBLIN | AER LINGUS | S | 347 | 0 | 0 | 2.3 | 19.0 | 33.4 | 19.6 | 16.7 | 7.2 | 0.9 | 0.6 | 0.3 | 0.0 | 0.0 | 23 | 56.3 | 21 | 335 | |
| DUBLIN | RYANAIR | S | 320 | 0 | 0 | 2.2 | 31.3 | 27.2 | 14.1 | 15.6 | 8.4 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 52.4 | 26 | 293 | |
| DUBLIN | RYANAIR UK LTD | S | 40 | 0 | 0 | 0.0 | 55.0 | 17.5 | 12.5 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 54.0 | 33 | 50 | |
| TOTAL DUBLIN | | | 707 | 0 | 0 | 2.1 | 26.6 | 29.7 | 16.7 | 15.6 | 7.9 | 1.0 | 0.3 | 0.1 | 0.0 | 0.0 | 21 | 54.5 | 24 | 678 | |
| IRELAND WEST(KNOCK) | RYANAIR | S | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 30.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 92.3 | 5 | 26 | |
| IRELAND WEST(KNOCK) | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |
| TOTAL IRELAND WEST (KNOCK) | | | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 27.8 | 38.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 92.3 | 5 | 26 | |
| KERRY COUNTY | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 22.2 | 27.8 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 84.6 | 7 | 26 | |
| TOTAL KERRY COUNTY | | | 18 | 0 | 0 | 0.0 | 16.7 | 22.2 | 27.8 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 84.6 | 7 | 26 | |
| SHANNON | RYANAIR | S | 34 | 0 | 0 | 5.9 | 26.5 | 32.4 | 11.8 | 14.7 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 72.0 | 19 | 50 | |
| SHANNON | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 20.0 | 32 | 10 | |
| TOTAL SHANNON | | | 42 | 0 | 0 | 4.8 | 28.6 | 28.6 | 9.5 | 16.7 | 2.4 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 63.3 | 21 | 60 | |
| TOTAL IRISH REPUBLIC | | | 869 | 0 | 0 | 3.2 | 26.1 | 28.3 | 16.6 | 15.8 | 8.3 | 1.4 | 0.2 | 0.1 | 0.0 | 0.0 | 22 | 58.8 | 23 | 910 | |
| 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 | 45.0 | 20 | 20 | |
| 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 | 45.0 | 20 | 20 | |
| 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 | 45.0 | 20 | 20 | |
| ITALY | | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 76 | 0 | 0 | 1.3 | 15.8 | 28.9 | 23.7 | 21.1 | 7.9 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 67.6 | 27 | 64 | |
| BERGAMO | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 16.7 | 27.8 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 36 | 10 | |
| TOTAL BERGAMO | | | 94 | 0 | 0 | 1.1 | 14.9 | 28.7 | 22.3 | 22.3 | 8.5 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 29 | 59.0 | 28 | 74 | |
| BOLOGNA | RYANAIR | S | 30 | 0 | 0 | 0.0 | 6.7 | 20.0 | 23.3 | 20.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 46.2 | 21 | 26 | |
| TOTAL BOLOGNA | | | 30 | 0 | 0 | 0.0 | 6.7 | 20.0 | 23.3 | 20.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 46.2 | 21 | 26 | |
| BRINDISI | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 10.0 | 52 | 10 | |
| 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 | 12.5 | 59 | 8 | |
| TOTAL BRINDISI | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 11.1 | 55 | 18 | |
| CATANIA (FONTANAROSSA) | EASYJET UK LTD | S | 18 | 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 | 62.5 | 17 | 16 | |
| CATANIA (FONTANAROSSA) | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 6.3 | 43.8 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 53 | 18 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 34 | 0 | 0 | 8.8 | 14.7 | 32.4 | 17.6 | 17.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 52.9 | 36 | 34 | |
| FORLI | RYANAIR | S | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| TOTAL FORLI | | | 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 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| GENOA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 27.8 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 62.5 | 27 | 16 |
| TOTAL GENOA | | | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 27.8 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 62.5 | 27 | 16 |
| LAMETIA-TERME | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 3 | 9 |
| TOTAL LAMETIA-TERME | | | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 3 | 9 |
| MILAN (MALPENSA) | (ITA) ITALIA TRASPOTO AEREO | 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 |
| MILAN (MALPENSA) | EASYJET EUROPE | S | 90 | 0 | 3 | 5.4 | 28.0 | 30.1 | 9.7 | 16.1 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 18 | 70.8 | 19 | 68 |
| MILAN (MALPENSA) | EASYJET UK LTD | S | 66 | 0 | 4 | 1.4 | 15.7 | 22.9 | 18.6 | 17.1 | 17.1 | 1.4 | 0.0 | 0.0 | 0.0 | 5.7 | 32 | 40.4 | 42 | 50 |
| MILAN (MALPENSA) | RYANAIR | S | 75 | 0 | 2 | 6.5 | 24.7 | 19.5 | 20.8 | 9.1 | 5.2 | 11.7 | 0.0 | 0.0 | 0.0 | 2.6 | 33 | 66.7 | 25 | 42 |
| MILAN (MALPENSA) | RYANAIR UK LTD | S | 8 | 0 | 0 | 12.5 | 0.0 | 0.0 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 6.3 | 43 | 16 |
| TOTAL MILAN (MALPENSA) | | | 241 | 0 | 9 | 4.8 | 22.8 | 24.0 | 15.6 | 15.2 | 10.0 | 4.0 | 0.0 | 0.0 | 0.0 | 3.6 | 27 | 55.5 | 29 | 176 |
| NAPLES | EASYJET EUROPE | S | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 |
| NAPLES | EASYJET UK LTD | S | 24 | 0 | 0 | 0.0 | 12.5 | 45.8 | 12.5 | 25.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.5 | 18 | 26 |
| NAPLES | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 7.7 | 23.1 | 34.6 | 30.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 30 | 46.4 | 20 | 26 |
| NAPLES | RYANAIR | S | 36 | 0 | 0 | 2.8 | 8.3 | 30.6 | 16.7 | 30.6 | 8.3 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 19 | 18 |
| NAPLES | RYANAIR UK LTD | S | 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 | 26 | 37.5 | 67 | 8 |
| NAPLES | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 0.0 | 26.9 | 38.5 | 11.5 | 11.5 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 87 | 16.7 | 67 | 18 |
| TOTAL NAPLES | | | 122 | 0 | 0 | 0.8 | 8.2 | 31.1 | 23.8 | 26.2 | 5.7 | 1.6 | 1.6 | 0.8 | 0.0 | 0.0 | 40 | 44.9 | 32 | 96 |
| OLBIA | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 0.0 | 46.2 | 42.3 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 57.1 | 17 | 14 |
| OLBIA | TUI AIRWAYS LTD | C | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 30.0 | 22 | 10 |
| TOTAL OLBIA | | | 34 | 0 | 0 | 0.0 | 0.0 | 38.2 | 35.3 | 23.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 45.8 | 19 | 24 |
| PISA | EASYJET UK LTD | S | 42 | 0 | 0 | 4.8 | 14.3 | 23.8 | 21.4 | 19.0 | 14.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 29 | 42 |
| PISA | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 34.6 | 15.4 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 67.9 | 17 | 28 |
| PISA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 38.5 | 15.4 | 15.4 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 57.7 | 28 | 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 | 75.0 | 69 | 8 |
| TOTAL PISA | | | 94 | 0 | 0 | 2.1 | 8.5 | 29.8 | 23.4 | 17.0 | 17.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 58.7 | 28 | 104 |
| REGGIO | RYANAIR | S | 18 | 0 | 0 | 16.7 | 16.7 | 50.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL REGGIO | | | 18 | 0 | 0 | 16.7 | 16.7 | 50.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| ROME (CIAMPINO) | RYANAIR | S | 94 | 0 | 0 | 2.1 | 12.8 | 30.9 | 18.1 | 20.2 | 13.8 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 61.7 | 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 | 77.8 | 11 | 36 |
| TOTAL ROME (CIAMPINO) | | | 94 | 0 | 0 | 2.1 | 12.8 | 30.9 | 18.1 | 20.2 | 13.8 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 67.7 | 13 | 96 |
| ROME (FIUMICINO) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 0.0 | 38.9 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 75.0 | 11 | 16 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 52 | 0 | 0 | 1.9 | 9.6 | 46.2 | 21.2 | 11.5 | 5.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 57.4 | 19 | 54 |
| TOTAL ROME (FIUMICINO) | | | 70 | 0 | 0 | 1.4 | 8.6 | 42.9 | 15.7 | 18.6 | 8.6 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 61.4 | 17 | 70 |
| TRAPANI | RYANAIR | S | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.8 | 13 | 16 |
| TRAPANI | RYANAIR UK LTD | S | 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 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 TRAPANI | | | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 68.8 | 13 | 16 | |
| VENICE | EASYJET EUROPE | S | 42 | 0 | 0 | 14.3 | 28.6 | 26.2 | 11.9 | 0.0 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 32 | 87.5 | 7 | 8 | |
| VENICE | EASYJET UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 62.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 50.0 | 41 | 34 | |
| VENICE | JET2.COM LTD | S | 36 | 0 | 0 | 2.8 | 5.6 | 47.2 | 11.1 | 30.6 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 41.7 | 29 | 34 | |
| VENICE | RYANAIR | S | 32 | 0 | 2 | 0.0 | 14.7 | 32.4 | 8.8 | 5.9 | 26.5 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 41 | 46.4 | 19 | 28 | |
| VENICE | RYANAIR UK LTD | 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 | 15 | 0.0 | 0 | 0 | |
| TOTAL VENICE | | | 126 | 0 | 2 | 5.5 | 16.4 | 32.8 | 11.7 | 14.8 | 13.3 | 2.3 | 1.6 | 0.0 | 0.0 | 1.6 | 32 | 49.1 | 29 | 104 | |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 43.8 | 12.5 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 66.7 | 15 | 18 | |
| VERONA VILLAFRANCA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 6.3 | 25.0 | 43.8 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 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 | 55 | 16 | |
| VERONA VILLAFRANCA | TUI AIRWAYS LTD | C | 14 | 0 | 0 | 7.1 | 7.1 | 64.3 | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.3 | 17 | 14 | |
| TOTAL VERONA VILLAFRANCA | | | 46 | 0 | 0 | 2.2 | 4.3 | 43.5 | 21.7 | 23.9 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.3 | 29 | 48 | |
| TOTAL ITALY | | | 1067 | 0 | 11 | 3.1 | 13.5 | 31.3 | 19.2 | 19.0 | 10.0 | 2.3 | 0.5 | 0.1 | 0.0 | 1.0 | 29 | 55.4 | 26 | 911 | |
| JAMAICA | | | | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 22.2 | 50.0 | 11.1 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 34 | 16 | |
| TOTAL MONTEGO BAY | | | 18 | 0 | 0 | 0.0 | 22.2 | 50.0 | 11.1 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 34 | 16 | |
| TOTAL JAMAICA | | | 18 | 0 | 0 | 0.0 | 22.2 | 50.0 | 11.1 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 34 | 16 | |
| JORDAN | | | | | | | | | | | | | | | | | | | | | |
| AMMAN | ROYAL JORDANIAN | S | 22 | 0 | 0 | 27.3 | 13.6 | 22.7 | 13.6 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL AMMAN | | | 22 | 0 | 0 | 27.3 | 13.6 | 22.7 | 13.6 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| TOTAL JORDAN | | | 22 | 0 | 0 | 27.3 | 13.6 | 22.7 | 13.6 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| KUWAIT | | | | | | | | | | | | | | | | | | | | | |
| KUWAIT | KUWAIT AIRWAYS | S | 24 | 0 | 0 | 33.3 | 16.7 | 20.8 | 20.8 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 29.2 | 39 | 24 | |
| TOTAL KUWAIT | | | 24 | 0 | 0 | 33.3 | 16.7 | 20.8 | 20.8 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 29.2 | 39 | 24 | |
| TOTAL KUWAIT | | | 24 | 0 | 0 | 33.3 | 16.7 | 20.8 | 20.8 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 29.2 | 39 | 24 | |
| LATVIA | | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 19.2 | 11.5 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 61.1 | 15 | 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 | 75.0 | 17 | 8 | |
| TOTAL RIGA | | | 26 | 0 | 0 | 0.0 | 23.1 | 19.2 | 11.5 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 65.4 | 16 | 26 | |
| TOTAL LATVIA | | | 26 | 0 | 0 | 0.0 | 23.1 | 19.2 | 11.5 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 65.4 | 16 | 26 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 24 | 0 | 0 | 8.3 | 37.5 | 45.8 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TOTAL LUXEMBOURG | | | 24 | 0 | 0 | 8.3 | 37.5 | 45.8 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| TOTAL LUXEMBOURG | | | 24 | 0 | 0 | 8.3 | 37.5 | 45.8 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| MACEDONIA | | | | | | | | | | | | | | | | | | | | | |
| OHRID | TUI AIRWAYS LTD | C | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 38 | 80.0 | 14 | 5 | |
| TOTAL OHRID | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 38 | 80.0 | 14 | 5 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 MACEDONIA | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 80.0 | 14 | 5 | | |
| MALTA | | | | | | | | | | | | | | | | | | | | | |
| MALTA | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 35.0 | 31.7 | 13.3 | 6.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 20 | 71.7 | 11 | 60 | | |
| MALTA | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 38.5 | 30.8 | 19.2 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 26 | 45.8 | 25 | 24 | | |
| MALTA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 11.7 | 25.0 | 20.0 | 25.0 | 11.7 | 6.7 | 0.0 | 0.0 | 0.0 | 36 | 58.8 | 17 | 34 | | |
| MALTA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 4.2 | 20.8 | 20.8 | 33.3 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 30.4 | 51 | 23 | | |
| TOTAL MALTA | | | 170 | 0 | 0 | 0.0 | 17.6 | 28.8 | 19.4 | 18.8 | 11.2 | 4.1 | 0.0 | 0.0 | 0.0 | 29 | 57.4 | 21 | 141 | | |
| TOTAL MALTA | | | 170 | 0 | 0 | 0.0 | 17.6 | 28.8 | 19.4 | 18.8 | 11.2 | 4.1 | 0.0 | 0.0 | 0.0 | 29 | 57.4 | 21 | 141 | | |
| MEXICO | | | | | | | | | | | | | | | | | | | | | |
| CANCUN | 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 | 17 | 0.0 | 0 | 0 | | |
| CANCUN | TUI AIRWAYS LTD | S | 52 | 0 | 0 | 5.8 | 9.6 | 34.6 | 15.4 | 11.5 | 13.5 | 7.7 | 1.9 | 0.0 | 0.0 | 39 | 51.9 | 19 | 52 | | |
| TOTAL CANCUN | | | 53 | 0 | 0 | 5.7 | 9.4 | 34.0 | 17.0 | 11.3 | 13.2 | 7.5 | 1.9 | 0.0 | 0.0 | 39 | 51.9 | 19 | 52 | | |
| PUERTO VALLARTA | 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 | 12.5 | 49 | 8 | | | |
| TOTAL PUERTO VALLARTA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 12.5 | 49 | 8 | | | |
| TOTAL MEXICO | | | 53 | 0 | 0 | 5.7 | 9.4 | 34.0 | 17.0 | 11.3 | 13.2 | 7.5 | 1.9 | 0.0 | 0.0 | 39 | 46.7 | 23 | 60 | | |
| MOROCCO | | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | EASYJET UK LTD | S | 24 | 0 | 2 | 19.2 | 15.4 | 15.4 | 19.2 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 7.7 | 24 | 0.0 | 0 | 0 | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 44 | 0 | 0 | 0.0 | 9.1 | 34.1 | 38.6 | 11.4 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 69.2 | 20 | 26 | | |
| AGADIR (AL MASSIRA) | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 5.9 | 17.6 | 29.4 | 17.6 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.9 | 38 | 17 | | |
| TOTAL AGADIR (AL MASSIRA) | | | 85 | 0 | 2 | 6.9 | 12.6 | 27.6 | 28.7 | 11.5 | 10.3 | 0.0 | 0.0 | 0.0 | 2.3 | 22 | 62.8 | 27 | 43 | | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 26 | 0 | 0 | 0.0 | 15.4 | 15.4 | 42.3 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | |
| TOTAL CASABLANCA MOHAMED V | | | 26 | 0 | 0 | 0.0 | 15.4 | 15.4 | 42.3 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | |
| MARRAKESH | EASYJET UK LTD | S | 52 | 0 | 0 | 9.6 | 21.2 | 30.8 | 21.2 | 9.6 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 19 | 80.8 | 11 | 26 | | |
| MARRAKESH | RYANAIR UK LTD | S | 60 | 0 | 1 | 4.9 | 27.9 | 36.1 | 18.0 | 8.2 | 3.3 | 0.0 | 0.0 | 0.0 | 1.6 | 12 | 55.9 | 48 | 34 | | |
| MARRAKESH | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 5.6 | 5.6 | 44.4 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 33.3 | 37 | 18 | | |
| TOTAL MARRAKESH | | | 130 | 0 | 1 | 6.9 | 22.1 | 35.1 | 19.8 | 10.7 | 3.8 | 0.8 | 0.0 | 0.0 | 0.8 | 16 | 59.0 | 33 | 78 | | |
| TANGIERS (IBN BATUTA) | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 16.7 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | |
| TOTAL TANGIERS (IBN BATUTA) | | | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 16.7 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | |
| TOTAL MOROCCO | | | 259 | 0 | 3 | 5.7 | 18.3 | 29.4 | 24.8 | 12.6 | 7.6 | 0.4 | 0.0 | 0.0 | 1.1 | 20 | 60.3 | 31 | 121 | | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET EUROPE | S | 24 | 0 | 2 | 0.0 | 26.9 | 34.6 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 7.7 | 12 | 0.0 | 0 | 0 | | |
| AMSTERDAM | EASYJET UK LTD | S | 296 | 0 | 12 | 0.0 | 14.3 | 30.5 | 19.2 | 21.1 | 9.4 | 1.6 | 0.0 | 0.0 | 3.9 | 27 | 57.2 | 18 | 280 | | |
| AMSTERDAM | KLM | S | 340 | 0 | 0 | 0.6 | 11.8 | 35.3 | 18.5 | 20.0 | 11.2 | 2.1 | 0.6 | 0.0 | 0.0 | 29 | 60.8 | 19 | 364 | | |
| TOTAL AMSTERDAM | | | 660 | 0 | 14 | 0.3 | 13.5 | 33.1 | 18.8 | 20.0 | 10.1 | 1.8 | 0.3 | 0.0 | 0.0 | 27 | 59.2 | 18 | 644 | | |
| EINDHOVEN | RYANAIR | S | 28 | 0 | 0 | 0.0 | 39.3 | 25.0 | 3.6 | 21.4 | 0.0 | 3.6 | 7.1 | 0.0 | 0.0 | 31 | 69.2 | 20 | 26 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 EINDHOVEN | | | 28 | 0 | 0 | 0.0 | 39.3 | 25.0 | 3.6 | 21.4 | 0.0 | 3.6 | 7.1 | 0.0 | 0.0 | 0.0 | 31 | 69.2 | 20 | 26 | |
| TOTAL NETHERLANDS | | | 688 | 0 | 14 | 0.3 | 14.5 | 32.8 | 18.2 | 20.1 | 9.7 | 1.9 | 0.6 | 0.0 | 0.0 | 2.0 | 28 | 59.6 | 18 | 670 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 83.3 | 7 | 18 | |
| BERGEN | SAS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 85.7 | 2 | 12 | |
| TOTAL BERGEN | | | 18 | 0 | 0 | 5.6 | 44.4 | 38.9 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.4 | 5 | 30 | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 28 | 0 | 0 | 3.6 | 50.0 | 39.3 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 61.8 | 20 | 34 | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SWEDEN AB | 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 | 2 | 0.0 | 0 | 0 | |
| OSLO (GARDERMOEN) | SAS | S | 84 | 0 | 0 | 2.4 | 36.9 | 42.9 | 15.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.5 | 13 | 82 | |
| TOTAL OSLO (GARDERMOEN) | | | 120 | 0 | 0 | 2.5 | 41.7 | 41.7 | 11.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 67.2 | 15 | 116 | |
| SANDEFJORD(TORP) | RYANAIR UK LTD | S | 52 | 0 | 0 | 5.8 | 36.5 | 23.1 | 11.5 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 28 | 44 | |
| TOTAL SANDEFJORD(TORP) | | | 52 | 0 | 0 | 5.8 | 36.5 | 23.1 | 11.5 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 28 | 44 | |
| STAVANGER | NORWEGIAN AIR SHUTTLE | 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 | 2 | 83.3 | 7 | 18 | |
| TOTAL STAVANGER | | | 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 | 2 | 83.3 | 7 | 18 | |
| TOTAL NORWAY | | | 208 | 0 | 0 | 3.4 | 43.3 | 35.6 | 9.6 | 4.3 | 2.9 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.9 | 16 | 208 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 26 | 0 | 0 | 11.5 | 30.8 | 38.5 | 3.8 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 83.3 | 5 | 18 | |
| TOTAL GDANSK | | | 26 | 0 | 0 | 11.5 | 30.8 | 38.5 | 3.8 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 83.3 | 5 | 18 | |
| KATOWICE | RYANAIR | S | 26 | 0 | 0 | 3.8 | 15.4 | 42.3 | 11.5 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 14 | 16 | |
| TOTAL KATOWICE | | | 26 | 0 | 0 | 3.8 | 15.4 | 42.3 | 11.5 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 14 | 16 | |
| KRAKOW | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 11.1 | 22.2 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 55.6 | 15 | 18 | |
| KRAKOW | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 14.7 | 20.6 | 17.6 | 26.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 26.7 | 48 | 30 | |
| KRAKOW | RYANAIR | S | 50 | 0 | 0 | 6.0 | 20.0 | 24.0 | 18.0 | 30.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 15 | 28 | |
| KRAKOW | RYANAIR UK LTD | S | 10 | 0 | 0 | 20.0 | 70.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 12 | 8 | |
| TOTAL KRAKOW | | | 112 | 0 | 0 | 5.4 | 23.2 | 20.5 | 15.2 | 25.0 | 9.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 53.6 | 27 | 84 | |
| POZNAN | RYANAIR | S | 18 | 0 | 0 | 11.1 | 16.7 | 38.9 | 5.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 94.4 | 6 | 18 | |
| TOTAL POZNAN | | | 18 | 0 | 0 | 11.1 | 16.7 | 38.9 | 5.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 94.4 | 6 | 18 | |
| RZESZOW | RYANAIR | S | 18 | 0 | 0 | 5.6 | 44.4 | 27.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 13 | 18 | |
| TOTAL RZESZOW | | | 18 | 0 | 0 | 5.6 | 44.4 | 27.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 13 | 18 | |
| WARSAW (CHOPIN) | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 11.1 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| TOTAL WARSAW (CHOPIN) | | | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 11.1 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 26 | 0 | 0 | 7.7 | 76.9 | 0.0 | 3.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.5 | 24 | 16 | |
| 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 | 62.5 | 33 | 8 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 26 | 0 | 0 | 7.7 | 76.9 | 0.0 | 3.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 62.5 | 27 | 24 | |
| WROCLAW | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 18 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 WROCLAW | | | 16 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 18 | 18 | |
| TOTAL POLAND | | | 260 | 0 | 0 | 5.8 | 28.5 | 27.7 | 12.7 | 16.2 | 7.3 | 1.9 | 0.0 | 0.0 | 0.0 | 21 | 65.3 | 20 | 196 | | |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | | |
| BEJA | LEAV AVIATION GMBH | 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 | |
| TOTAL BEJA | | | 1 | 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 | |
| FARO | EASTERN AIRWAYS | C | 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 | 68 | 0.0 | 0 | 0 | |
| FARO | EASYJET EUROPE | S | 60 | 0 | 0 | 3.3 | 31.7 | 48.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.7 | 10 | 60 | | |
| FARO | 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 | 9 | 0.0 | 0 | 0 | | |
| FARO | JET2.COM LTD | S | 94 | 0 | 0 | 2.1 | 12.8 | 25.5 | 27.7 | 24.5 | 6.4 | 1.1 | 0.0 | 0.0 | 0.0 | 25 | 46.9 | 39 | 96 | | |
| FARO | RYANAIR | S | 121 | 0 | 1 | 3.3 | 25.4 | 34.4 | 16.4 | 13.9 | 5.7 | 0.0 | 0.0 | 0.0 | 0.8 | 16 | 77.6 | 12 | 147 | | |
| 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 | 25.0 | 54 | 8 | | |
| FARO | TUI AIRWAYS LTD | C | 27 | 0 | 0 | 0.0 | 3.7 | 33.3 | 22.2 | 25.9 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 52.9 | 21 | 17 | | |
| TOTAL FARO | | | 305 | 0 | 1 | 2.6 | 20.6 | 34.6 | 19.0 | 16.7 | 5.6 | 0.7 | 0.0 | 0.0 | 0.3 | 19 | 65.9 | 21 | 328 | | |
| LISBON | AIR PORTUGAL | S | 86 | 0 | 0 | 0.0 | 3.5 | 23.3 | 30.2 | 22.1 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 29.5 | 36 | 129 | | |
| LISBON | EASYJET EUROPE | S | 24 | 0 | 0 | 8.3 | 20.8 | 45.8 | 20.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.5 | 4 | 26 | | |
| LISBON | EASYJET UK LTD | S | 44 | 0 | 0 | 0.0 | 18.2 | 18.2 | 36.4 | 9.1 | 11.4 | 2.3 | 4.5 | 0.0 | 0.0 | 38 | 64.3 | 19 | 42 | | |
| LISBON | RYANAIR | S | 36 | 0 | 0 | 0.0 | 13.9 | 16.7 | 8.3 | 19.4 | 30.6 | 11.1 | 0.0 | 0.0 | 0.0 | 52 | 23.1 | 62 | 26 | | |
| LISBON | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 18.8 | 12.5 | 18.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 12.5 | 40 | 8 | | |
| TOTAL LISBON | | | 206 | 0 | 0 | 1.0 | 11.7 | 23.3 | 25.2 | 16.5 | 18.9 | 2.4 | 1.0 | 0.0 | 0.0 | 35 | 41.1 | 32 | 231 | | |
| OPORTO (PORTUGAL) | EASYJET UK LTD | S | 35 | 0 | 0 | 2.9 | 14.3 | 34.3 | 8.6 | 20.0 | 14.3 | 5.7 | 0.0 | 0.0 | 0.0 | 33 | 82.4 | 8 | 34 | | |
| OPORTO (PORTUGAL) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 27.8 | 27.8 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | |
| OPORTO (PORTUGAL) | RYANAIR | S | 32 | 0 | 0 | 0.0 | 12.5 | 34.4 | 25.0 | 15.6 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 25 | 61.9 | 17 | 42 | | |
| TOTAL OPORTO (PORTUGAL) | | | 85 | 0 | 0 | 1.2 | 10.6 | 32.9 | 18.8 | 21.2 | 11.8 | 3.5 | 0.0 | 0.0 | 0.0 | 29 | 71.1 | 13 | 76 | | |
| TOTAL PORTUGAL | | | 597 | 0 | 1 | 1.8 | 16.1 | 30.6 | 21.1 | 17.2 | 11.0 | 1.7 | 0.3 | 0.0 | 0.0 | 26 | 57.5 | 24 | 635 | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.2 | 18 | 18 | | |
| FUNCHAL | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 11.8 | 44.1 | 20.6 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 22 | 28 | | |
| FUNCHAL | RYANAIR | S | 16 | 0 | 0 | 18.8 | 43.8 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 89.3 | 5 | 28 | | | |
| FUNCHAL | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 5.9 | 11.8 | 35.3 | 17.6 | 11.8 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 37 | 47.1 | 21 | 17 | | |
| TOTAL FUNCHAL | | | 85 | 0 | 0 | 5.9 | 18.8 | 41.2 | 15.3 | 12.9 | 3.5 | 1.2 | 1.2 | 0.0 | 0.0 | 19 | 65.9 | 16 | 91 | | |
| PORTO SANTO | 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 | 75.0 | 24 | 8 | | |
| TOTAL PORTO SANTO | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 24 | 8 | | |
| TOTAL PORTUGAL | | | 85 | 0 | 0 | 5.9 | 18.8 | 41.2 | 15.3 | 12.9 | 3.5 | 1.2 | 1.2 | 0.0 | 0.0 | 19 | 66.7 | 17 | 99 | | |
| QATAR | | | | | | | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 179 | 0 | 2 | 18.2 | 27.1 | 32.6 | 11.0 | 5.0 | 3.9 | 0.0 | 1.1 | 0.0 | 0.0 | 13 | 70.3 | 13 | 153 | | |
| TOTAL DOHA HAMAD | | | 179 | 0 | 2 | 18.2 | 27.1 | 32.6 | 11.0 | 5.0 | 3.9 | 0.0 | 1.1 | 0.0 | 0.0 | 13 | 70.3 | 13 | 153 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 QATAR | | | 179 | 0 | 2 | 18.2 | 27.1 | 32.6 | 11.0 | 5.0 | 3.9 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 | 13 | 70.3 | 13 | 153 |
| REPUBLIC OF | | | | | | | | | | | | | | | | | | | | |
| PODGORICA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 33.3 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 68 | 33.3 | 33 | 18 |
| TOTAL PODGORICA | | | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 33.3 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 68 | 33.3 | 33 | 18 |
| TIVAT | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 24 | 16 |
| TIVAT | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 22.2 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 43.8 | 20 | 16 |
| TOTAL TIVAT | | | 36 | 0 | 0 | 0.0 | 8.3 | 30.6 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 46.9 | 22 | 32 |
| TOTAL REPUBLIC OF | | | 54 | 0 | 0 | 0.0 | 5.6 | 24.1 | 25.9 | 29.6 | 7.4 | 5.6 | 1.9 | 0.0 | 0.0 | 0.0 | 40 | 42.0 | 26 | 50 |
| REPUBLIC OF SERBIA | | | | | | | | | | | | | | | | | | | | |
| BELGRADE | AIR SERBIA | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 23 | 2 |
| TOTAL BELGRADE | | | 0 | 0 | 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 REPUBLIC OF | | | 0 | 0 | 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 |
| ROMANIA | | | | | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 34.6 | 11.5 | 11.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 61.1 | 16 | 18 |
| TOTAL BUCHAREST (OTOPENI) | | | 26 | 0 | 0 | 0.0 | 23.1 | 34.6 | 11.5 | 11.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 61.1 | 16 | 18 |
| TOTAL ROMANIA | | | 26 | 0 | 0 | 0.0 | 23.1 | 34.6 | 11.5 | 11.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 61.1 | 16 | 18 |
| SAUDI ARABIA | | | | | | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 58 | 0 | 0 | 6.9 | 25.9 | 37.9 | 12.1 | 10.3 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.9 | 31 | 42 |
| TOTAL JEDDAH | | | 58 | 0 | 0 | 6.9 | 25.9 | 37.9 | 12.1 | 10.3 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.9 | 31 | 42 |
| TOTAL SAUDI ARABIA | | | 58 | 0 | 0 | 6.9 | 25.9 | 37.9 | 12.1 | 10.3 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.9 | 31 | 42 |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 43 | 0 | 0 | 9.3 | 18.6 | 46.5 | 18.6 | 4.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.8 | 10 | 42 |
| TOTAL SINGAPORE | | | 43 | 0 | 0 | 9.3 | 18.6 | 46.5 | 18.6 | 4.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.8 | 10 | 42 |
| TOTAL SINGAPORE | | | 43 | 0 | 0 | 9.3 | 18.6 | 46.5 | 18.6 | 4.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.8 | 10 | 42 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 6 | 1 |
| BRATISLAVA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 23.1 | 30.8 | 11.5 | 7.7 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 12.5 | 59 | 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 | 50.0 | 36 | 10 |
| TOTAL BRATISLAVA | | | 26 | 0 | 0 | 0.0 | 23.1 | 30.8 | 11.5 | 7.7 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 29.6 | 48 | 27 |
| TOTAL SLOVAK REPUBLIC | | | 26 | 0 | 0 | 0.0 | 23.1 | 30.8 | 11.5 | 7.7 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 29.6 | 48 | 27 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 137 | 0 | 0 | 0.0 | 10.9 | 32.1 | 21.2 | 17.5 | 16.8 | 0.7 | 0.7 | 0.0 | 0.0 | 0.0 | 30 | 62.6 | 23 | 138 |
| ALICANTE | JET2.COM LTD | S | 113 | 0 | 0 | 0.0 | 7.1 | 26.5 | 19.5 | 31.0 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 28.4 | 36 | 88 |
| ALICANTE | RYANAIR | S | 206 | 0 | 0 | 1.0 | 15.0 | 27.2 | 17.0 | 25.2 | 10.2 | 2.4 | 1.9 | 0.0 | 0.0 | 0.0 | 32 | 47.6 | 25 | 164 |
| ALICANTE | 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 | 66.7 | 15 | 24 |
| ALICANTE | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 0.0 | 45.8 | 41.7 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 35.0 | 37 | 20 |
| TOTAL ALICANTE | | | 488 | 0 | 0 | 0.4 | 11.7 | 29.5 | 19.9 | 23.4 | 12.9 | 1.2 | 1.0 | 0.0 | 0.0 | 0.0 | 31 | 49.0 | 27 | 434 |

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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 |
| ALMERIA | 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 |
| ALMERIA | JET2.COM LTD | S | 24 | 0 | 0 | 4.2 | 25.0 | 25.0 | 20.8 | 20.8 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.3 | 23 | 24 |
| ALMERIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 42.3 | 50.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 62.5 | 13 | 16 |
| ALMERIA | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 31.3 | 24 | 16 |
| TOTAL ALMERIA | | | 68 | 0 | 0 | 1.5 | 25.0 | 36.8 | 22.1 | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.6 | 20 | 57 |
| BARCELONA | EASYJET EUROPE | S | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 18.8 | 43.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 100.0 | 6 | 8 |
| BARCELONA | EASYJET UK LTD | S | 54 | 0 | 0 | 0.0 | 20.4 | 35.2 | 18.5 | 13.0 | 11.1 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 76.9 | 17 | 52 |
| BARCELONA | JET2.COM LTD | S | 36 | 0 | 0 | 0.0 | 2.8 | 19.4 | 30.6 | 22.2 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 64.3 | 19 | 42 |
| BARCELONA | RYANAIR | S | 88 | 0 | 0 | 0.0 | 9.1 | 22.7 | 22.7 | 25.0 | 15.9 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 40 | 63.1 | 22 | 84 |
| BARCELONA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 0.0 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 |
| BARCELONA | VUELING AIRLINES | S | 94 | 0 | 0 | 8.5 | 19.1 | 43.6 | 8.5 | 13.8 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 83.3 | 8 | 84 |
| TOTAL BARCELONA | | | 296 | 0 | 0 | 2.7 | 12.8 | 32.1 | 17.6 | 19.6 | 12.5 | 2.0 | 0.7 | 0.0 | 0.0 | 0.0 | 30 | 73.3 | 16 | 270 |
| BILBAO | EASYJET UK LTD | S | 44 | 0 | 0 | 2.3 | 31.8 | 27.3 | 11.4 | 6.8 | 15.9 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 30 | 83.3 | 9 | 42 |
| TOTAL BILBAO | | | 44 | 0 | 0 | 2.3 | 31.8 | 27.3 | 11.4 | 6.8 | 15.9 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 30 | 83.3 | 9 | 42 |
| GIRONA | JET2.COM LTD | S | 34 | 0 | 0 | 2.9 | 38.2 | 41.2 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 56.7 | 21 | 30 |
| GIRONA | RYANAIR | S | 34 | 0 | 0 | 5.9 | 11.8 | 29.4 | 20.6 | 23.5 | 2.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 54.2 | 39 | 24 |
| GIRONA | TUI AIRWAYS LTD | C | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 69.2 | 16 | 13 |
| TOTAL GIRONA | | | 80 | 0 | 0 | 3.8 | 23.8 | 37.5 | 17.5 | 13.8 | 1.3 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.2 | 27 | 67 |
| IBIZA | EASYJET UK LTD | S | 24 | 0 | 0 | 8.3 | 25.0 | 37.5 | 8.3 | 8.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 53.8 | 55 | 26 |
| IBIZA | JET2.COM LTD | S | 111 | 0 | 0 | 0.9 | 12.6 | 38.7 | 23.4 | 15.3 | 7.2 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 33.6 | 34 | 106 |
| IBIZA | RYANAIR | S | 80 | 0 | 0 | 0.0 | 17.5 | 23.8 | 20.0 | 22.5 | 13.8 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 33 | 57.6 | 22 | 84 |
| IBIZA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 50.0 | 12.5 | 0.0 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 |
| IBIZA | TUI AIRWAYS LTD | C | 59 | 0 | 0 | 1.7 | 10.2 | 33.9 | 16.9 | 25.4 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 54.3 | 30 | 46 |
| TOTAL IBIZA | | | 282 | 0 | 0 | 1.4 | 15.6 | 32.6 | 19.1 | 18.4 | 11.0 | 1.1 | 0.7 | 0.0 | 0.0 | 0.0 | 27 | 47.0 | 32 | 262 |
| MADRID | IBERIA EXPRESS | S | 44 | 0 | 0 | 0.0 | 9.1 | 54.5 | 25.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 2 | 26 |
| MADRID | RYANAIR | S | 50 | 0 | 0 | 2.0 | 24.0 | 34.0 | 14.0 | 20.0 | 4.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 63.0 | 24 | 54 |
| TOTAL MADRID | | | 94 | 0 | 0 | 1.1 | 17.0 | 43.6 | 19.1 | 16.0 | 2.1 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 17 | 80 |
| MAHON | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 31.3 | 31.3 | 6.3 | 18.8 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 29 | 93.8 | 5 | 16 |
| MAHON | JET2.COM LTD | S | 62 | 0 | 0 | 1.6 | 11.3 | 40.3 | 29.0 | 11.3 | 3.2 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 22 | 62.5 | 17 | 64 |
| MAHON | RYANAIR | S | 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 | 35 | 37.5 | 32 | 16 |
| MAHON | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 80.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| MAHON | TUI AIRWAYS LTD | C | 68 | 0 | 0 | 0.0 | 7.4 | 26.5 | 25.0 | 22.1 | 11.8 | 5.9 | 1.5 | 0.0 | 0.0 | 0.0 | 38 | 33.3 | 33 | 57 |
| TOTAL MAHON | | | 164 | 0 | 0 | 0.6 | 16.5 | 31.7 | 23.2 | 15.2 | 7.3 | 3.7 | 1.8 | 0.0 | 0.0 | 0.0 | 29 | 52.3 | 23 | 153 |
| MALAGA | EASYJET EUROPE | S | 60 | 0 | 0 | 13.3 | 36.7 | 35.0 | 6.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 90.7 | 4 | 42 |
| MALAGA | EASYJET UK LTD | S | 40 | 0 | 1 | 0.0 | 12.2 | 22.0 | 19.5 | 22.0 | 7.3 | 9.8 | 4.9 | 0.0 | 0.0 | 2.4 | 47 | 54.5 | 27 | 44 |
| MALAGA | JET2.COM LTD | S | 85 | 0 | 0 | 4.7 | 5.9 | 40.0 | 18.8 | 12.9 | 15.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 54.5 | 26 | 88 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | RYANAIR | S | 110 | 1 | 0 | 0.9 | 12.6 | 36.9 | 18.9 | 14.4 | 9.9 | 2.7 | 2.7 | 0.0 | 0.9 | 0.0 | 32 | 62.1 | 19 | 102 | |
| MALAGA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 0.0 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 64 | 50.0 | 30 | 18 | |
| MALAGA | TUI AIRWAYS LTD | C | 26 | 0 | 0 | 0.0 | 11.5 | 34.6 | 19.2 | 15.4 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 37.5 | 33 | 24 | |
| MALAGA | TUI AIRWAYS LTD | S | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 94 | 0.0 | 0 | 0 | |
| TOTAL MALAGA | | | 341 | 1 | 1 | 3.8 | 15.5 | 34.4 | 16.9 | 13.4 | 9.9 | 3.5 | 2.0 | 0.0 | 0.3 | 0.3 | 30 | 60.3 | 22 | 318 | |
| MURCIA INTERNATIONAL | EASYJET UK LTD | S | 18 | 0 | 0 | 5.6 | 33.3 | 22.2 | 5.6 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 44.4 | 25 | 18 | |
| MURCIA INTERNATIONAL | RYANAIR | S | 42 | 0 | 0 | 2.4 | 26.2 | 40.5 | 11.9 | 9.5 | 2.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 65.9 | 19 | 44 | |
| MURCIA INTERNATIONAL | RYANAIR UK LTD | S | 18 | 0 | 0 | 5.6 | 5.6 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 63 | 75.0 | 50 | 8 | |
| TOTAL MURCIA INTERNATIONAL | | | 78 | 0 | 0 | 3.8 | 23.1 | 42.3 | 10.3 | 9.0 | 5.1 | 3.8 | 0.0 | 2.6 | 0.0 | 0.0 | 31 | 61.4 | 24 | 70 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 74 | 0 | 2 | 1.3 | 13.2 | 22.4 | 18.4 | 15.8 | 15.8 | 6.6 | 3.9 | 0.0 | 0.0 | 2.6 | 43 | 50.0 | 33 | 24 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 52 | 0 | 0 | 0.0 | 15.4 | 36.5 | 17.3 | 13.5 | 9.6 | 0.0 | 5.8 | 1.9 | 0.0 | 0.0 | 46 | 57.9 | 22 | 95 | |
| PALMA DE MALLORCA | JET2.COM LTD | S | 183 | 0 | 0 | 0.0 | 7.7 | 32.2 | 19.7 | 22.4 | 15.3 | 1.6 | 1.1 | 0.0 | 0.0 | 0.0 | 34 | 41.5 | 32 | 188 | |
| PALMA DE MALLORCA | RYANAIR | S | 154 | 1 | 0 | 1.9 | 16.1 | 20.0 | 20.6 | 17.4 | 19.4 | 3.9 | 0.0 | 0.0 | 0.6 | 0.0 | 36 | 50.8 | 33 | 122 | |
| PALMA DE MALLORCA | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 50.0 | 12.5 | 0.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 52.9 | 36 | 34 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 101 | 0 | 0 | 1.0 | 6.9 | 26.7 | 19.8 | 21.8 | 11.9 | 8.9 | 3.0 | 0.0 | 0.0 | 0.0 | 46 | 37.1 | 62 | 89 | |
| TOTAL PALMA DE MALLORCA | | | 580 | 1 | 2 | 0.9 | 12.3 | 26.6 | 19.0 | 18.7 | 15.3 | 4.6 | 1.9 | 0.2 | 0.2 | 0.3 | 39 | 46.7 | 36 | 552 | |
| REUS | EASYJET UK LTD | S | 16 | 0 | 0 | 12.5 | 56.3 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| REUS | JET2.COM LTD | S | 48 | 0 | 0 | 22.9 | 16.7 | 31.3 | 18.8 | 8.3 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 47.5 | 17 | 40 | |
| REUS | RYANAIR | S | 18 | 0 | 0 | 11.1 | 38.9 | 22.2 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.5 | 23 | 16 | |
| REUS | TUI AIRWAYS LTD | C | 42 | 0 | 0 | 0.0 | 4.8 | 47.6 | 31.0 | 9.5 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 41.2 | 46 | 34 | |
| TOTAL REUS | | | 124 | 0 | 0 | 12.1 | 21.0 | 35.5 | 19.4 | 8.1 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 47.8 | 29 | 90 | |
| SANTANDER | RYANAIR | S | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 29 | 18 | |
| TOTAL SANTANDER | | | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 29 | 18 | |
| SEVILLE | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 23.1 | 23.1 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 54.5 | 45 | 33 | |
| TOTAL SEVILLE | | | 26 | 0 | 0 | 0.0 | 26.9 | 23.1 | 23.1 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 54.5 | 45 | 33 | |
| VALENCIA | RYANAIR | S | 40 | 0 | 0 | 0.0 | 17.5 | 22.5 | 32.5 | 22.5 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 65.4 | 16 | 26 | |
| TOTAL VALENCIA | | | 40 | 0 | 0 | 0.0 | 17.5 | 22.5 | 32.5 | 22.5 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 65.4 | 16 | 26 | |
| TOTAL SPAIN | | | 2721 | 2 | 3 | 2.1 | 15.3 | 31.7 | 19.0 | 17.3 | 10.8 | 2.4 | 1.2 | 0.1 | 0.1 | 0.1 | 30 | 55.0 | 27 | 2472 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET UK LTD | S | 34 | 0 | 0 | 8.8 | 8.8 | 38.2 | 8.8 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 44.1 | 28 | 34 | |
| ARRECIFE | JET2.COM LTD | S | 121 | 1 | 0 | 6.6 | 14.8 | 24.6 | 23.8 | 19.7 | 7.4 | 0.8 | 0.0 | 1.6 | 0.8 | 0.0 | 39 | 50.6 | 26 | 77 | |
| ARRECIFE | RYANAIR | S | 59 | 0 | 0 | 5.1 | 25.4 | 32.2 | 20.3 | 11.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 45.8 | 27 | 59 | |
| ARRECIFE | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| ARRECIFE | TUI AIRWAYS LTD | C | 59 | 1 | 0 | 0.0 | 11.7 | 33.3 | 18.3 | 30.0 | 5.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 25 | 21.4 | 131 | 42 | |
| TOTAL ARRECIFE | | | 281 | 2 | 0 | 4.9 | 16.3 | 29.7 | 20.1 | 21.2 | 6.0 | 0.4 | 0.0 | 0.7 | 0.7 | 0.0 | 28 | 42.5 | 48 | 212 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| FUERTEVENTURA | EASYJET UK LTD | S | 16 | 0 | 0 | 31.3 | 12.5 | 31.3 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| FUERTEVENTURA | JET2.COM LTD | S | 51 | 0 | 1 | 5.8 | 9.6 | 26.9 | 15.4 | 19.2 | 19.2 | 1.9 | 0.0 | 0.0 | 1.9 | 33 | 55.8 | 19 | 52 | | |
| FUERTEVENTURA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 0.0 | 23.1 | 50.0 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 29.2 | 51 | 24 | | |
| FUERTEVENTURA | TUI AIRWAYS LTD | C | 24 | 0 | 0 | 0.0 | 8.3 | 20.8 | 12.5 | 29.2 | 12.5 | 16.7 | 0.0 | 0.0 | 0.0 | 55 | 53.6 | 38 | 28 | | |
| TOTAL FUERTEVENTURA | | | 117 | 0 | 1 | 6.8 | 7.6 | 25.4 | 21.2 | 21.2 | 12.7 | 4.2 | 0.0 | 0.0 | 0.0 | 33 | 49.0 | 32 | 104 | | |
| LAS PALMAS | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 27.8 | 11.1 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 38 | 60.0 | 21 | 10 | | |
| LAS PALMAS | JET2.COM LTD | S | 60 | 0 | 0 | 0.0 | 5.0 | 23.3 | 16.7 | 20.0 | 30.0 | 3.3 | 1.7 | 0.0 | 0.0 | 48 | 31.1 | 56 | 61 | | |
| LAS PALMAS | RYANAIR | S | 16 | 0 | 0 | 0.0 | 0.0 | 43.8 | 25.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 55.9 | 19 | 34 | | |
| LAS PALMAS | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 0.0 | 0.0 | 8.6 | 14.3 | 42.9 | 22.9 | 8.6 | 2.9 | 0.0 | 0.0 | 65 | 31.6 | 119 | 38 | | |
| LAS PALMAS | TUI AIRWAYS 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 | 45 | 0.0 | 0 | 0 | | |
| TOTAL LAS PALMAS | | | 148 | 0 | 0 | 0.0 | 6.1 | 23.0 | 18.9 | 26.4 | 20.3 | 4.1 | 1.4 | 0.0 | 0.0 | 44 | 39.2 | 61 | 143 | | |
| TENERIFE (SURREINA SOFIA) | EASYJET UK LTD | S | 66 | 0 | 1 | 4.5 | 14.9 | 25.4 | 16.4 | 19.4 | 17.9 | 0.0 | 0.0 | 0.0 | 1.5 | 29 | 67.6 | 21 | 71 | | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 148 | 0 | 0 | 10.8 | 15.5 | 35.1 | 19.6 | 12.8 | 5.4 | 0.7 | 0.0 | 0.0 | 0.0 | 18 | 53.8 | 41 | 156 | | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 88 | 0 | 0 | 3.4 | 15.9 | 38.6 | 18.2 | 17.0 | 3.4 | 0.0 | 2.3 | 1.1 | 0.0 | 27 | 75.9 | 13 | 54 | | |
| TENERIFE (SURREINA SOFIA) | 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 | 9 | 71.9 | 18 | 32 | | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | C | 68 | 0 | 0 | 1.5 | 13.2 | 33.8 | 19.1 | 14.7 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 41.3 | 37 | 63 | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 378 | 0 | 1 | 6.1 | 15.8 | 33.8 | 18.5 | 15.3 | 9.2 | 0.3 | 0.5 | 0.3 | 0.0 | 24 | 59.0 | 31 | 376 | | |
| TOTAL SPAIN(CANARY SWEDEN) | | | 924 | 2 | 2 | 4.8 | 13.4 | 29.7 | 19.4 | 19.6 | 10.5 | 1.4 | 0.4 | 0.3 | 0.2 | 29 | 50.2 | 40 | 835 | | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 33 | 0 | 0 | 6.1 | 15.2 | 15.2 | 9.1 | 30.3 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 87.5 | 6 | 8 | | |
| GOTEBORG (LANDVETTER) | 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 | 1 | 12.5 | 46 | 8 | | |
| TOTAL GOTEBORG (LANDVETTER) | | | 41 | 0 | 0 | 4.9 | 26.8 | 17.1 | 7.3 | 24.4 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 26 | 16 | | |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR 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 | 77.8 | 13 | 18 | | |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR SWEDEN AB | S | 18 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |
| STOCKHOLM (ARLANDA) | SAS | S | 54 | 0 | 0 | 5.6 | 38.9 | 42.6 | 3.7 | 5.6 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 61.8 | 19 | 66 | | |
| TOTAL STOCKHOLM (ARLANDA) | | | 72 | 0 | 0 | 4.2 | 33.3 | 40.3 | 6.9 | 11.1 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 65.1 | 18 | 84 | | |
| TOTAL SWEDEN | | | 113 | 0 | 0 | 4.4 | 31.0 | 31.9 | 7.1 | 15.9 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 62.7 | 19 | 100 | | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET SWITZERLAND | S | 14 | 0 | 2 | 18.8 | 43.8 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 8 | 0.0 | 0 | 0 | | |
| BALE MULHOUSE | EASYJET UK LTD | S | 34 | 0 | 2 | 2.8 | 36.1 | 33.3 | 13.9 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 9 | 48.0 | 24 | 50 | | |
| TOTAL BALE MULHOUSE | | | 48 | 0 | 4 | 7.7 | 38.5 | 26.9 | 9.6 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 9 | 48.0 | 24 | 50 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| GENEVA | EASYJET SWITZERLAND | S | 26 | 0 | 0 | 7.7 | 42.3 | 30.8 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 170 | 2 | |
| GENEVA | EASYJET UK LTD | S | 112 | 0 | 0 | 0.0 | 20.5 | 26.8 | 22.3 | 17.9 | 9.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 58.3 | 22 | 116 | |
| TOTAL GENEVA | | | 138 | 0 | 0 | 1.4 | 24.6 | 27.5 | 19.6 | 16.7 | 8.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 58.2 | 25 | 118 | |
| ZURICH | SWISS AIRLINES | S | 118 | 0 | 2 | 0.0 | 6.7 | 35.8 | 25.8 | 21.7 | 7.5 | 0.8 | 0.0 | 0.0 | 0.0 | 1.7 | 26 | 27.5 | 29 | 118 | |
| TOTAL ZURICH | | | 118 | 0 | 2 | 0.0 | 6.7 | 35.8 | 25.8 | 21.7 | 7.5 | 0.8 | 0.0 | 0.0 | 0.0 | 1.7 | 26 | 27.5 | 29 | 118 | |
| TOTAL SWITZERLAND | | | 304 | 0 | 6 | 1.9 | 20.0 | 30.6 | 20.3 | 17.4 | 6.5 | 1.3 | 0.0 | 0.0 | 0.0 | 1.9 | 23 | 43.8 | 26 | 286 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | EASYJET UK LTD | S | 60 | 0 | 0 | 0.0 | 10.0 | 46.7 | 20.0 | 15.0 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 28 | 52 | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 0.0 | 0.0 | 8.0 | 24.0 | 32.0 | 12.0 | 8.0 | 8.0 | 8.0 | 0.0 | 0.0 | 94 | 27.8 | 46 | 18 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 85 | 0 | 0 | 0.0 | 7.1 | 35.3 | 21.2 | 20.0 | 7.1 | 3.5 | 3.5 | 2.4 | 0.0 | 0.0 | 45 | 44.3 | 32 | 70 | |
| TOTAL TUNISIA | | | 85 | 0 | 0 | 0.0 | 7.1 | 35.3 | 21.2 | 20.0 | 7.1 | 3.5 | 3.5 | 2.4 | 0.0 | 0.0 | 45 | 44.3 | 32 | 70 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 44 | 0 | 0 | 4.5 | 18.2 | 22.7 | 25.0 | 22.7 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 79.4 | 11 | 34 | |
| ANTALYA | EASYJET UK LTD | S | 74 | 0 | 1 | 2.7 | 6.7 | 28.0 | 26.7 | 22.7 | 9.3 | 2.7 | 0.0 | 0.0 | 0.0 | 1.3 | 29 | 39.2 | 31 | 79 | |
| 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 | 100.0 | 5 | 2 | |
| ANTALYA | JET2.COM LTD | S | 125 | 0 | 0 | 0.0 | 2.4 | 11.2 | 24.8 | 36.0 | 16.0 | 7.2 | 1.6 | 0.8 | 0.0 | 0.0 | 57 | 10.3 | 67 | 126 | |
| ANTALYA | PEGASUS AIRLINES | S | 60 | 0 | 0 | 1.7 | 13.3 | 26.7 | 23.3 | 16.7 | 15.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 45.0 | 37 | 60 | |
| ANTALYA | SUNEXPRESS | S | 180 | 0 | 0 | 7.8 | 15.0 | 41.7 | 19.4 | 11.7 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 19 | 120 | |
| ANTALYA | TUI AIRWAYS LTD | C | 59 | 1 | 0 | 3.3 | 15.0 | 30.0 | 26.7 | 21.7 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | 0.0 | 19 | 38.8 | 37 | 67 | |
| TOTAL ANTALYA | | | 542 | 1 | 1 | 3.9 | 11.0 | 28.3 | 23.3 | 21.3 | 8.6 | 2.6 | 0.4 | 0.2 | 0.2 | 0.2 | 29 | 42.8 | 37 | 488 | |
| BODRUM (MILAS) | EASYJET UK LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 61.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| BODRUM (MILAS) | JET2.COM LTD | S | 52 | 0 | 0 | 1.9 | 11.5 | 21.2 | 17.3 | 28.8 | 17.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 15.2 | 41 | 46 | |
| BODRUM (MILAS) | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 25.0 | 12.5 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 68.8 | 18 | 16 | |
| TOTAL BODRUM (MILAS) | | | 86 | 0 | 0 | 5.8 | 9.3 | 25.6 | 26.7 | 19.8 | 11.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 29.0 | 35 | 62 | |
| DALAMAN | CORENDON AIRLINES | S | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 56.3 | 36 | 16 | |
| DALAMAN | EASYJET UK LTD | S | 120 | 0 | 0 | 1.7 | 10.8 | 33.3 | 20.0 | 25.0 | 8.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 57.4 | 19 | 120 | |
| DALAMAN | 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 | 66.7 | 10 | 3 | |
| DALAMAN | JET2.COM LTD | S | 122 | 0 | 0 | 9.8 | 15.6 | 31.1 | 21.3 | 15.6 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 52.4 | 26 | 124 | |
| DALAMAN | PEGASUS AIRLINES | S | 34 | 0 | 0 | 2.9 | 26.5 | 29.4 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 22.2 | 59 | 36 | |
| DALAMAN | SUNEXPRESS | S | 146 | 0 | 0 | 7.5 | 25.3 | 30.8 | 17.1 | 13.0 | 5.5 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 78.3 | 12 | 60 | |
| DALAMAN | TUI AIRWAYS LTD | C | 61 | 1 | 0 | 9.7 | 17.7 | 25.8 | 16.1 | 24.2 | 3.2 | 0.0 | 0.0 | 1.6 | 1.6 | 0.0 | 35 | 49.0 | 30 | 98 | |
| DALAMAN | 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 | 40 | 2 | |
| TOTAL DALAMAN | | | 501 | 1 | 0 | 6.4 | 18.1 | 31.3 | 19.7 | 17.3 | 6.2 | 0.6 | 0.0 | 0.2 | 0.2 | 0.0 | 22 | 54.0 | 26 | 459 | |
| ISTANBUL | EASYJET UK LTD | S | 36 | 0 | 0 | 0.0 | 13.9 | 44.4 | 27.8 | 8.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.1 | 21 | 18 | |
| ISTANBUL | THY TURKISH AIRLINES | S | 209 | 0 | 0 | 5.7 | 23.9 | 33.5 | 12.0 | 17.2 | 6.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 36.7 | 31 | 180 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 ISTANBUL | | | 245 | 0 | 0 | 4.9 | 22.4 | 35.1 | 14.3 | 15.9 | 6.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.9 | 30 | 198 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 110 | 0 | 0 | 10.0 | 22.7 | 47.3 | 10.9 | 7.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 36.3 | 29 | 80 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 110 | 0 | 0 | 10.0 | 22.7 | 47.3 | 10.9 | 7.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 36.3 | 29 | 80 |
| IZMIR (ADNAN MENDERES) | AER LINGUS (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 |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 35 | 0 | 0 | 2.9 | 2.9 | 34.3 | 22.9 | 22.9 | 8.6 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 36 | 21.4 | 35 | 28 |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 16 | 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 | 55.6 | 18 | 18 |
| IZMIR (ADNAN MENDERES) | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 6.3 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 47.1 | 26 | 17 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 68 | 0 | 0 | 10.3 | 20.6 | 30.9 | 13.2 | 13.2 | 8.8 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 24 | 38.1 | 28 | 63 |
| TOTAL TURKEY | | | 1552 | 2 | 1 | 5.7 | 16.3 | 31.6 | 19.6 | 17.7 | 7.2 | 1.3 | 0.3 | 0.1 | 0.1 | 0.1 | 24 | 44.8 | 31 | 1350 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 60 | 0 | 0 | 5.0 | 15.0 | 40.0 | 25.0 | 8.3 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 21 | 68.3 | 15 | 60 |
| TOTAL ABU DHABI INTERNATIONAL | | | 60 | 0 | 0 | 5.0 | 15.0 | 40.0 | 25.0 | 8.3 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 21 | 68.3 | 15 | 60 |
| DUBAI | EMIRATES | S | 180 | 0 | 0 | 0.6 | 20.0 | 46.7 | 18.9 | 10.6 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 67.8 | 15 | 180 |
| TOTAL DUBAI | | | 180 | 0 | 0 | 0.6 | 20.0 | 46.7 | 18.9 | 10.6 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 67.8 | 15 | 180 |
| TOTAL UNITED ARAB | | | 240 | 0 | 0 | 1.7 | 18.8 | 45.0 | 20.4 | 10.0 | 3.8 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 16 | 67.9 | 15 | 240 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | 176 | 0 | 0 | 4.5 | 36.4 | 38.1 | 8.5 | 5.7 | 6.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.3 | 14 | 186 |
| TOTAL ABERDEEN | | | 176 | 0 | 0 | 4.5 | 36.4 | 38.1 | 8.5 | 5.7 | 6.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.3 | 14 | 186 |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 176 | 0 | 4 | 6.1 | 58.3 | 23.9 | 3.9 | 1.7 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 2.2 | 7 | 80.7 | 8 | 219 |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | 78 | 0 | 0 | 23.1 | 44.9 | 15.4 | 6.4 | 1.3 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.2 | 6 | 34 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 254 | 0 | 4 | 11.2 | 54.3 | 21.3 | 4.7 | 1.6 | 4.7 | 0.8 | 0.0 | 0.0 | 0.0 | 1.6 | 8 | 81.7 | 7 | 253 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 243 | 0 | 2 | 1.2 | 46.5 | 20.0 | 9.0 | 11.8 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 18 | 68.2 | 19 | 260 |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 120 | 0 | 0 | 4.2 | 47.5 | 30.0 | 5.0 | 6.7 | 2.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.1 | 14 | 118 |
| TOTAL BELFAST INTERNATIONAL | | | 363 | 0 | 2 | 2.2 | 46.8 | 23.3 | 7.7 | 10.1 | 7.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.5 | 16 | 70.9 | 17 | 378 |
| BRISTOL | 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 | 32 | 0.0 | 0 | 0 |
| TOTAL BRISTOL | | | 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 |
| CITY OF DERRY (EGLINTON) | RYANAIR UK LTD | S | 36 | 0 | 0 | 0.0 | 2.8 | 11.1 | 25.0 | 50.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 88.2 | 8 | 34 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 36 | 0 | 0 | 0.0 | 2.8 | 11.1 | 25.0 | 50.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 88.2 | 8 | 34 |
| EDINBURGH | 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 | 30 | 2 |
| 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 | 50.0 | 30 | 2 |
| GATWICK | 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 | 29 | 1 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 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 | 29 | 1 | |
| GLASGOW | 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 | 0.0 | 0 | 0 | |
| TOTAL GLASGOW | | | 1 | 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 | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 102 | 0 | 5 | 3.7 | 18.7 | 30.8 | 15.9 | 13.1 | 10.3 | 2.8 | 0.0 | 0.0 | 0.0 | 4.7 | 25 | 71.8 | 18 | 78 | |
| TOTAL GUERNSEY | | | 102 | 0 | 5 | 3.7 | 18.7 | 30.8 | 15.9 | 13.1 | 10.3 | 2.8 | 0.0 | 0.0 | 0.0 | 4.7 | 25 | 71.8 | 18 | 78 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 355 | 0 | 20 | 0.3 | 10.1 | 26.1 | 19.5 | 21.9 | 12.3 | 3.2 | 1.1 | 0.3 | 0.0 | 5.3 | 36 | 48.6 | 23 | 315 | |
| TOTAL HEATHROW | | | 355 | 0 | 20 | 0.3 | 10.1 | 26.1 | 19.5 | 21.9 | 12.3 | 3.2 | 1.1 | 0.3 | 0.0 | 5.3 | 36 | 48.6 | 23 | 315 | |
| INVERNESS | LOGANAIR LTD | S | 72 | 0 | 0 | 4.2 | 51.4 | 33.3 | 2.8 | 5.6 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 65.5 | 21 | 55 | |
| TOTAL INVERNESS | | | 72 | 0 | 0 | 4.2 | 51.4 | 33.3 | 2.8 | 5.6 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 65.5 | 21 | 55 | |
| ISLE OF MAN | EASYJET UK LTD | S | 58 | 0 | 2 | 5.0 | 40.0 | 11.7 | 8.3 | 16.7 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 24 | 51.7 | 19 | 56 | |
| ISLE OF MAN | LOGANAIR LTD | S | 118 | 0 | 2 | 3.3 | 35.0 | 23.3 | 13.3 | 17.5 | 4.2 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 18 | 76.6 | 15 | 110 | |
| TOTAL ISLE OF MAN | | | 176 | 0 | 4 | 3.9 | 36.7 | 19.4 | 11.7 | 17.2 | 7.8 | 1.1 | 0.0 | 0.0 | 0.0 | 2.2 | 20 | 67.8 | 16 | 166 | |
| JERSEY | EASYJET UK LTD | S | 69 | 0 | 7 | 11.8 | 28.9 | 25.0 | 11.8 | 5.3 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 9.2 | 22 | 68.3 | 14 | 60 | |
| JERSEY | 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 | 20 | 0.0 | 0 | 0 | |
| TOTAL JERSEY | | | 70 | 0 | 7 | 11.7 | 28.6 | 24.7 | 13.0 | 5.2 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 9.1 | 22 | 68.3 | 14 | 60 | |
| NEWCASTLE | TUI AIRWAYS LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | |
| TOTAL NEWCASTLE | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | |
| NEWQUAY | EASYJET UK LTD | S | 18 | 0 | 0 | 11.1 | 38.9 | 5.6 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 11 | 40 | |
| NEWQUAY | LOGANAIR LTD | S | 60 | 0 | 0 | 5.0 | 23.3 | 45.0 | 10.0 | 8.3 | 3.3 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 19 | 79.4 | 13 | 61 | |
| TOTAL NEWQUAY | | | 78 | 0 | 0 | 6.4 | 26.9 | 35.9 | 7.7 | 11.5 | 7.7 | 2.6 | 1.3 | 0.0 | 0.0 | 0.0 | 22 | 74.3 | 12 | 101 | |
| SOUTHAMPTON | EASTERN AIRWAYS | 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 | |
| TOTAL SOUTHAMPTON | | | 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 | |
| STANSTED | 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 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 | 100.0 | 0 | 1 | |
| STORNOWAY | LOGANAIR LTD | S | 20 | 0 | 0 | 35.0 | 25.0 | 25.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.1 | 18 | 39 | |
| TOTAL STORNOWAY | | | 20 | 0 | 0 | 35.0 | 25.0 | 25.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.1 | 18 | 39 | |
| 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 | 56 | 2 | |
| 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 | 56 | 2 | |
| TOTAL UNITED KINGDOM | | | 1706 | 0 | 42 | 4.6 | 33.5 | 26.0 | 11.1 | 12.5 | 7.7 | 1.8 | 0.4 | 0.1 | 0.0 | 2.4 | 20 | 68.2 | 16 | 1671 | |
| USA | | | | | | | | | | | | | | | | | | | | | |
| ATLANTA | VIRGIN ATLANTIC AIRWAYS LTD | S | 59 | 0 | 1 | 21.7 | 45.0 | 23.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 4 | 88.3 | 7 | 60 | |
| TOTAL ATLANTA | | | 59 | 0 | 1 | 21.7 | 45.0 | 23.3 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 4 | 88.3 | 7 | 60 | |
| HOUSTON | SINGAPORE AIRLINES | S | 43 | 0 | 0 | 18.6 | 25.6 | 34.9 | 14.0 | 2.3 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 11 | 26 | |
| TOTAL HOUSTON | | | 43 | 0 | 0 | 18.6 | 25.6 | 34.9 | 14.0 | 2.3 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 11 | 26 | |
| LAS VEGAS | VIRGIN ATLANTIC AIRWAYS LTD | S | 26 | 0 | 0 | 15.4 | 34.6 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL LAS VEGAS | | | 26 | 0 | 0 | 15.4 | 34.6 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |

Reporting Airport: MANCHESTER (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| MELBOURNE FLATS | TUI AIRWAYS LTD | C | 35 | 0 | 0 | 0.0 | 14.3 | 45.7 | 20.0 | 11.4 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 21.2 | 48 | 33 |
| TOTAL MELBOURNE FLATS | | | 35 | 0 | 0 | 0.0 | 14.3 | 45.7 | 20.0 | 11.4 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 21.2 | 48 | 33 |
| NEW YORK (JF KENNEDY) | AER LINGUS (UK) LTD | S | 54 | 0 | 6 | 11.7 | 26.7 | 33.3 | 11.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 9 | 70.0 | 15 | 60 |
| NEW YORK (JF KENNEDY) | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 23.3 | 25.0 | 33.3 | 8.3 | 3.3 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 79.0 | 6 | 60 |
| TOTAL NEW YORK (JF KENNEDY) | | | 114 | 0 | 6 | 17.5 | 25.8 | 33.3 | 10.0 | 4.2 | 1.7 | 2.5 | 0.0 | 0.0 | 0.0 | 5.0 | 11 | 74.6 | 11 | 120 |
| ORLANDO | AER LINGUS (UK) LTD | S | 56 | 0 | 0 | 23.2 | 30.4 | 33.9 | 8.9 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.2 | 11 | 52 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 90 | 0 | 0 | 14.4 | 36.7 | 32.2 | 4.4 | 7.8 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.5 | 19 | 102 |
| TOTAL ORLANDO | | | 146 | 0 | 0 | 17.8 | 34.2 | 32.9 | 6.2 | 6.2 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 78.8 | 16 | 154 |
| TOTAL USA | | | 423 | 0 | 7 | 16.7 | 30.9 | 33.3 | 8.8 | 5.1 | 1.6 | 1.6 | 0.2 | 0.0 | 0.0 | 1.6 | 10 | 74.1 | 16 | 393 |
| TOTAL MANCHESTER | | | 18445 | 8 | 143 | 3.5 | 18.7 | 31.1 | 18.1 | 16.8 | 8.7 | 1.7 | 0.5 | 0.2 | 0.0 | 0.8 | 26 | 55.9 | 25 | 17015 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| SALZBURG | 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 | 29 | 100.0 | 2 | 1 | |
| TOTAL SALZBURG | | | 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 | 2 | 1 | |
| TOTAL AUSTRIA | | | 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 | 2 | 1 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | S | 8 | 0 | 0 | 12.5 | 12.5 | 62.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 3 | 10 | |
| BURGAS | 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 | 8 | 63.2 | 12 | 19 | |
| BURGAS | TUI AIRWAYS LTD | S | 15 | 0 | 0 | 0.0 | 6.7 | 26.7 | 46.7 | 6.7 | 6.7 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 48 | 81.3 | 10 | 16 | |
| TOTAL BURGAS | | | 33 | 0 | 0 | 3.0 | 12.1 | 45.5 | 27.3 | 3.0 | 3.0 | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 28 | 77.8 | 9 | 45 | |
| TOTAL BULGARIA | | | 33 | 0 | 0 | 3.0 | 12.1 | 45.5 | 27.3 | 3.0 | 3.0 | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 28 | 77.8 | 9 | 45 | |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | TUI AIRWAYS LTD | S | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| TOTAL ILHA DO SAL C.VERDE | | | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| TOTAL CAPE VERDE | | | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| CROATIA | | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | 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 | 4 | 1 | |
| DUBROVNIK | JET2.COM LTD | S | 10 | 0 | 0 | 20.0 | 10.0 | 60.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 87.5 | 5 | 8 | |
| DUBROVNIK | TUI AIRWAYS LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 62.5 | 15 | 8 | |
| TOTAL DUBROVNIK | | | 18 | 0 | 0 | 11.1 | 11.1 | 55.6 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.5 | 10 | 17 | |
| ZADAR | RYANAIR | S | 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 | 15 | 50.0 | 38 | 18 | |
| TOTAL ZADAR | | | 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 | 15 | 50.0 | 38 | 18 | |
| TOTAL CROATIA | | | 36 | 0 | 0 | 5.6 | 13.9 | 52.8 | 13.9 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 62.9 | 24 | 35 | |
| CYPRUS | | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 33.3 | 16.7 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.2 | 11 | 18 | |
| LARNACA | TUI AIRWAYS LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 42.3 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 58.8 | 24 | 17 | |
| TOTAL LARNACA | | | 44 | 0 | 0 | 6.8 | 15.9 | 31.8 | 29.5 | 11.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 65.7 | 17 | 35 | |
| PAPHOS | JET2.COM LTD | S | 17 | 0 | 0 | 5.9 | 11.8 | 47.1 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.5 | 10 | 17 | |
| PAPHOS | RYANAIR | S | 16 | 0 | 0 | 12.5 | 6.3 | 62.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 61.1 | 21 | 18 | |
| PAPHOS | TUI AIRWAYS LTD | S | 27 | 0 | 0 | 0.0 | 7.4 | 25.9 | 29.6 | 18.5 | 7.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 64.7 | 15 | 17 | |
| TOTAL PAPHOS | | | 60 | 0 | 0 | 5.0 | 8.3 | 41.7 | 21.7 | 15.0 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 67.3 | 15 | 52 | |
| TOTAL CYPRUS | | | 104 | 0 | 0 | 5.8 | 11.5 | 37.5 | 25.0 | 13.5 | 3.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 16 | 87 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | | |
| PRAGUE | RYANAIR | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | |
| TOTAL PRAGUE | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | |
| TOTAL CZECH 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 | 4 | 1 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | | |
| HURGHADA | 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 | 60.0 | 24 | 10 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 HURGHADA | | | 0 | 0 | 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 | 24 | 10 |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 6.3 | 37.5 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 16 | 0 | 0 | 0.0 | 0.0 | 6.3 | 37.5 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 |
| TOTAL EGYPT | | | 16 | 0 | 0 | 0.0 | 0.0 | 6.3 | 37.5 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 60.0 | 24 | 10 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 144 | 0 | 0 | 1.4 | 27.1 | 45.8 | 19.4 | 4.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.2 | 14 | 115 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 144 | 0 | 0 | 1.4 | 27.1 | 45.8 | 19.4 | 4.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.2 | 14 | 115 |
| TOTAL FRANCE | | | 144 | 0 | 0 | 1.4 | 27.1 | 45.8 | 19.4 | 4.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 62.2 | 14 | 115 |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | 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 | 24 | 55.6 | 19 | 18 |
| TOTAL DUSSELDORF | | | 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 | 24 | 55.6 | 19 | 18 |
| FRANKFURT MAIN | LUFTHANSA | S | 60 | 0 | 0 | 0.0 | 5.0 | 35.0 | 25.0 | 25.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.9 | 24 | 58 |
| TOTAL FRANKFURT MAIN | | | 60 | 0 | 0 | 0.0 | 5.0 | 35.0 | 25.0 | 25.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.9 | 24 | 58 |
| TOTAL GERMANY | | | 78 | 0 | 0 | 0.0 | 7.7 | 38.5 | 20.5 | 23.1 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.6 | 23 | 76 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 18 | 0 | 0 | 0.0 | 0.0 | 66.7 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 68.8 | 17 | 16 |
| TOTAL ATHENS | | | 18 | 0 | 0 | 0.0 | 0.0 | 66.7 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 68.8 | 17 | 16 |
| CHANIA | JET2.COM LTD | S | 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 |
| CHANIA | RYANAIR | S | 18 | 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 | 25.0 | 57 | 16 |
| TOTAL CHANIA | | | 26 | 0 | 0 | 0.0 | 0.0 | 57.7 | 19.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 25.0 | 57 | 16 |
| CORFU | JET2.COM LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 61.5 | 19.2 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.2 | 10 | 26 |
| CORFU | TUI AIRWAYS LTD | S | 33 | 0 | 0 | 0.0 | 0.0 | 57.6 | 24.2 | 12.1 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 29.2 | 33 | 24 |
| TOTAL CORFU | | | 59 | 0 | 0 | 0.0 | 1.7 | 59.3 | 22.0 | 11.9 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 21 | 50 |
| HERAKLION | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 11.5 | 26.9 | 23.1 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.9 | 10 | 26 |
| HERAKLION | TUI AIRWAYS LTD | S | 15 | 0 | 0 | 6.7 | 13.3 | 53.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 52.9 | 25 | 17 |
| TOTAL HERAKLION | | | 41 | 0 | 0 | 7.3 | 12.2 | 36.6 | 22.0 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 67.4 | 16 | 43 |
| KEFALLINIA | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 50.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 66.7 | 12 | 18 |
| KEFALLINIA | TUI AIRWAYS LTD | S | 7 | 0 | 0 | 0.0 | 0.0 | 14.3 | 57.1 | 14.3 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 60 | 28.6 | 46 | 7 |
| TOTAL KEFALLINIA | | | 23 | 0 | 0 | 0.0 | 0.0 | 39.1 | 26.1 | 30.4 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 36 | 56.0 | 21 | 25 |
| KOS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 38.9 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 7 | 16 |
| KOS | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 27.8 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 56.3 | 19 | 16 |
| TOTAL KOS | | | 36 | 0 | 0 | 0.0 | 2.8 | 27.8 | 33.3 | 25.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 71.9 | 13 | 32 |
| RHODES | JET2.COM LTD | S | 27 | 0 | 0 | 0.0 | 0.0 | 29.6 | 18.5 | 44.4 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 32.0 | 25 | 25 |
| RHODES | TUI AIRWAYS LTD | S | 31 | 1 | 0 | 0.0 | 12.5 | 40.6 | 18.8 | 9.4 | 15.6 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 29 | 45.8 | 18 | 24 |
| TOTAL RHODES | | | 58 | 1 | 0 | 0.0 | 6.8 | 35.6 | 18.6 | 25.4 | 10.2 | 1.7 | 0.0 | 0.0 | 1.7 | 0.0 | 31 | 38.8 | 22 | 49 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| SALONIKA | JET2.COM LTD | S | 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 | 6 | 87.5 | 6 | 8 |
| TOTAL SALONIKA | | | 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 | 6 | 87.5 | 6 | 8 |
| SKIATHOS | 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 | 5 | 100.0 | 2 | 9 |
| SKIATHOS | TUI AIRWAYS LTD | S | 7 | 0 | 0 | 0.0 | 28.6 | 42.9 | 14.3 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 28.6 | 80 | 6 |
| TOTAL SKIATHOS | | | 15 | 0 | 0 | 13.3 | 33.3 | 33.3 | 13.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 68.8 | 33 | 15 |
| THIRA (SANTORINI) | JET2.COM LTD | S | 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 | 12 | 87.5 | 7 | 8 |
| TOTAL THIRA (SANTORINI) | | | 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 | 12 | 87.5 | 7 | 8 |
| ZAKINTHOS | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 11.5 | 46.2 | 11.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 71.4 | 9 | 28 |
| ZAKINTHOS | TUI AIRWAYS LTD | S | 24 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 33.3 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 45.8 | 31 | 24 |
| TOTAL ZAKINTHOS | | | 50 | 0 | 0 | 4.0 | 6.0 | 36.0 | 18.0 | 28.0 | 6.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 59.6 | 19 | 52 |
| TOTAL GREECE | | | 343 | 1 | 0 | 2.9 | 6.7 | 42.4 | 20.6 | 21.2 | 4.7 | 0.9 | 0.3 | 0.0 | 0.3 | 0.0 | 23 | 57.5 | 21 | 314 |
| 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 | 1 | 2 |
| 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 | 1 | 2 |
| 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 | 0.0 | 0 | 100.0 | 1 | 2 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 70 | 0 | 0 | 0.0 | 11.4 | 35.7 | 30.0 | 15.7 | 4.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 65.0 | 22 | 60 |
| DUBLIN | RYANAIR | S | 86 | 0 | 0 | 1.2 | 32.6 | 29.1 | 11.6 | 14.0 | 9.3 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 23 | 41.4 | 36 | 128 |
| TOTAL DUBLIN | | | 156 | 0 | 0 | 0.6 | 23.1 | 32.1 | 19.9 | 14.7 | 7.1 | 1.9 | 0.6 | 0.0 | 0.0 | 0.0 | 23 | 48.9 | 32 | 188 |
| SHANNON | RYANAIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 91.7 | 6 | 24 |
| 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 | 0.0 | 0 | 91.7 | 6 | 24 |
| TOTAL IRISH REPUBLIC | | | 156 | 0 | 0 | 0.6 | 23.1 | 32.1 | 19.9 | 14.7 | 7.1 | 1.9 | 0.6 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 29 | 212 |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 34 | 0 | 0 | 2.9 | 29.4 | 38.2 | 11.8 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.1 | 20 | 18 |
| TOTAL BERGAMO | | | 34 | 0 | 0 | 2.9 | 29.4 | 38.2 | 11.8 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.1 | 20 | 18 |
| CATANIA (FONTANAROSSA) | 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 CATANIA (FONTANAROSSA) | | | 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 |
| MILAN (MALPENSA) | CARPATAIR | C | 0 | 0 | 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 |
| 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 | 50.0 | 18 | 2 |
| NAPLES | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 38.9 | 35 | 18 |
| TOTAL NAPLES | | | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 38.9 | 35 | 18 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 22.2 | 55.6 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 20 | 18 |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 11.1 | 22.2 | 55.6 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 20 | 18 |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 7 | 8 |
| VERONA VILLAFRANCA | TUI AIRWAYS LTD | S | 14 | 0 | 0 | 0.0 | 0.0 | 78.6 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 57.1 | 80 | 14 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 VERONA VILAFRANCA | | | 22 | 0 | 0 | 0.0 | 0.0 | 77.3 | 18.2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 68.2 | 53 | 22 |
| TOTAL ITALY | | | 92 | 0 | 1 | 3.2 | 20.4 | 51.6 | 10.8 | 8.6 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 1.1 | 15 | 60.3 | 33 | 78 |
| 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 | 0.0 | 0 | 70.6 | 29 | 17 |
| 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 | 70.6 | 29 | 17 |
| 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 | 70.6 | 29 | 17 |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 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 | 4 | 8 |
| TOTAL MALTA | | | 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 | 4 | 8 |
| TOTAL MALTA | | | 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 | 4 | 8 |
| MEXICO | | | | | | | | | | | | | | | | | | | | |
| CANCUN | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 23.5 | 23.5 | 35.3 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 24 | 18 |
| TOTAL CANCUN | | | 17 | 0 | 0 | 23.5 | 23.5 | 35.3 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 24 | 18 |
| TOTAL MEXICO | | | 17 | 0 | 0 | 23.5 | 23.5 | 35.3 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 24 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 6.3 | 25.0 | 31.3 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 |
| AMSTERDAM | KLM | S | 277 | 0 | 3 | 0.4 | 13.2 | 41.1 | 19.3 | 15.7 | 7.5 | 1.4 | 0.4 | 0.0 | 0.0 | 1.1 | 24 | 65.4 | 20 | 233 |
| TOTAL AMSTERDAM | | | 293 | 0 | 3 | 0.3 | 12.8 | 40.2 | 19.9 | 15.9 | 8.1 | 1.4 | 0.3 | 0.0 | 0.0 | 1.0 | 24 | 65.4 | 20 | 233 |
| TOTAL NETHERLANDS | | | 293 | 0 | 3 | 0.3 | 12.8 | 40.2 | 19.9 | 15.9 | 8.1 | 1.4 | 0.3 | 0.0 | 0.0 | 1.0 | 24 | 65.4 | 20 | 233 |
| NORWAY | | | | | | | | | | | | | | | | | | | | |
| BERGEN | LOGANAIR LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 25.0 | 23 | 8 |
| TOTAL BERGEN | | | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 25.0 | 23 | 8 |
| STAVANGER | LOGANAIR LTD | S | 26 | 0 | 0 | 11.5 | 38.5 | 34.6 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 18 | 29 |
| TOTAL STAVANGER | | | 26 | 0 | 0 | 11.5 | 38.5 | 34.6 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 50.0 | 18 | 29 |
| TOTAL NORWAY | | | 34 | 0 | 0 | 8.8 | 29.4 | 32.4 | 14.7 | 2.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 45.2 | 19 | 37 |
| POLAND | | | | | | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 18 | 0 | 0 | 5.6 | 61.1 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 29 | 18 |
| TOTAL GDANSK | | | 18 | 0 | 0 | 5.6 | 61.1 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 29 | 18 |
| KRAKOW | JET2.COM LTD | S | 18 | 0 | 0 | 16.7 | 11.1 | 33.3 | 5.6 | 16.7 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 68.8 | 28 | 16 |
| KRAKOW | RYANAIR | S | 16 | 0 | 0 | 12.5 | 12.5 | 12.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 37.5 | 46 | 24 |
| TOTAL KRAKOW | | | 34 | 0 | 0 | 14.7 | 11.8 | 23.5 | 20.6 | 8.8 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 39 | 40 |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 55.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 61.1 | 17 | 18 |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 5.6 | 27.8 | 55.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 61.1 | 17 | 18 |
| TOTAL POLAND | | | 70 | 0 | 0 | 10.0 | 28.6 | 31.4 | 12.9 | 7.1 | 7.1 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.8 | 31 | 76 |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 60 | 0 | 0 | 5.0 | 36.7 | 48.3 | 8.3 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 7 | 95.2 | 4 | 62 |
| FARO | RYANAIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 33.3 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.1 | 20 | 26 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 FARO | | | 78 | 0 | 0 | 5.1 | 34.6 | 44.9 | 10.3 | 2.6 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 9 | 88.6 | 8 | 88 |
| TOTAL PORTUGAL PORTUGAL(MADEIRA) | | | 78 | 0 | 0 | 5.1 | 34.6 | 44.9 | 10.3 | 2.6 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 9 | 88.6 | 8 | 88 |
| FUNCHAL | JET2.COM LTD | S | 10 | 0 | 0 | 30.0 | 20.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 4 | 8 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 30.0 | 20.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 4 | 8 |
| TOTAL PORTUGAL SAUDI ARABIA | | | 10 | 0 | 0 | 30.0 | 20.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 87.5 | 4 | 8 |
| RIYADH | SAUDI ARABIAN 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 | 94 | 2 |
| TOTAL RIYADH | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 94 | 2 |
| TOTAL SAUDI ARABIA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 94 | 2 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET UK LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 |
| ALICANTE | 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 | 4 | 1 |
| ALICANTE | JET2.COM LTD | S | 62 | 0 | 0 | 0.0 | 24.2 | 46.8 | 17.7 | 8.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 7 | 66 |
| ALICANTE | RYANAIR | S | 86 | 0 | 0 | 1.2 | 20.9 | 40.7 | 19.8 | 11.6 | 3.5 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 25 | 68.4 | 23 | 76 |
| ALICANTE | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 62.5 | 6.3 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 17 | 18 |
| TOTAL ALICANTE | | | 180 | 0 | 0 | 0.6 | 18.3 | 43.3 | 17.2 | 13.9 | 5.6 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 22 | 73.3 | 16 | 161 |
| BARCELONA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 23.1 | 15.4 | 15.4 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 56.3 | 29 | 16 |
| TOTAL BARCELONA | | | 26 | 0 | 0 | 0.0 | 11.5 | 23.1 | 15.4 | 15.4 | 30.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 56.3 | 29 | 16 |
| GIRONA | JET2.COM LTD | S | 10 | 0 | 0 | 30.0 | 20.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 12 | 8 |
| TOTAL GIRONA | | | 10 | 0 | 0 | 30.0 | 20.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 12 | 8 |
| IBIZA | JET2.COM LTD | S | 50 | 0 | 0 | 10.0 | 24.0 | 42.0 | 14.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 13 | 54 |
| IBIZA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 7.7 | 38.5 | 11.5 | 38.5 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 31 | 65.4 | 26 | 26 |
| IBIZA | TUI AIRWAYS LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 65.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 46.4 | 25 | 28 |
| TOTAL IBIZA | | | 102 | 0 | 0 | 4.9 | 14.7 | 47.1 | 15.7 | 16.7 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 19 | 108 |
| MAHON | JET2.COM LTD | S | 24 | 0 | 0 | 0.0 | 29.2 | 58.3 | 4.2 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 22 | 92.9 | 5 | 28 |
| MAHON | TUI AIRWAYS LTD | S | 18 | 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 | 50.0 | 62 | 16 |
| TOTAL MAHON | | | 42 | 0 | 0 | 0.0 | 16.7 | 61.9 | 16.7 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 18 | 77.3 | 26 | 44 |
| MALAGA | JET2.COM LTD | S | 60 | 0 | 0 | 10.0 | 36.7 | 31.7 | 16.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.7 | 6 | 60 |
| MALAGA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 0.0 | 38.5 | 15.4 | 26.9 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 81.3 | 11 | 16 |
| MALAGA | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 0.0 | 61.1 | 16.7 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 62.5 | 17 | 16 |
| TOTAL MALAGA | | | 104 | 0 | 0 | 5.8 | 21.2 | 38.5 | 16.3 | 11.5 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 78.3 | 9 | 92 |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 32 | 0 | 0 | 6.3 | 18.8 | 28.1 | 15.6 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 80.6 | 16 | 36 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 82 | 1 | 0 | 1.2 | 13.3 | 48.2 | 15.7 | 14.5 | 4.8 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 20 | 73.6 | 17 | 87 |
| PALMA DE MALLORCA | RYANAIR | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 17 | 1 |
| PALMA DE MALLORCA | RYANAIR | S | 42 | 0 | 0 | 2.4 | 16.7 | 31.0 | 21.4 | 11.9 | 11.9 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 30 | 65.9 | 19 | 44 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | S | 53 | 0 | 0 | 0.0 | 3.8 | 47.2 | 30.2 | 15.1 | 1.9 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 38 | 64.3 | 17 | 42 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| TOTAL PALMA DE MALLORCA | | | 209 | 1 | 0 | 1.9 | 12.4 | 41.4 | 20.5 | 15.7 | 5.7 | 0.5 | 1.0 | 0.5 | 0.5 | 0.0 | 27 | 71.0 | 17 | 210 |
| REUS | JET2.COM LTD | S | 24 | 0 | 0 | 8.3 | 20.8 | 37.5 | 20.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 91.7 | 5 | 24 | |
| REUS | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 25.0 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 17 | 18 | |
| TOTAL REUS | | | 40 | 0 | 0 | 5.0 | 17.5 | 40.0 | 22.5 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.2 | 10 | 42 | |
| TOTAL SPAIN | | | 713 | 1 | 0 | 2.9 | 16.1 | 42.9 | 17.8 | 13.3 | 5.5 | 0.3 | 0.7 | 0.4 | 0.1 | 0.0 | 22 | 72.2 | 16 | 681 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 43 | 0 | 0 | 0.0 | 34.9 | 37.2 | 20.9 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.9 | 18 | 44 | |
| ARRECIFE | RYANAIR | S | 16 | 0 | 0 | 6.3 | 18.8 | 43.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 9 | 18 | |
| ARRECIFE | TUI AIRWAYS LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 16.7 | 27.8 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 41.2 | 33 | 17 | |
| TOTAL ARRECIFE | | | 77 | 0 | 0 | 1.3 | 26.0 | 33.8 | 24.7 | 11.7 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.6 | 19 | 79 | |
| FUERTEVENTURA | JET2.COM LTD | S | 17 | 0 | 0 | 29.4 | 17.6 | 11.8 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 52.9 | 22 | 17 | |
| FUERTEVENTURA | RYANAIR | S | 16 | 0 | 0 | 6.3 | 31.3 | 31.3 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 38.9 | 61 | 18 | |
| TOTAL FUERTEVENTURA | | | 33 | 0 | 0 | 18.2 | 24.2 | 21.2 | 12.1 | 18.2 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 45.7 | 42 | 35 | |
| LAS PALMAS | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 26.9 | 50.0 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 68.0 | 13 | 25 | |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 5.6 | 11.1 | 50.0 | 5.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 62.5 | 21 | 16 | |
| LAS PALMAS | TUI AIRWAYS LTD | S | 17 | 0 | 0 | 0.0 | 0.0 | 17.6 | 47.1 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 70.6 | 12 | 17 | |
| TOTAL LAS PALMAS | | | 61 | 0 | 0 | 4.9 | 14.8 | 41.0 | 14.8 | 14.8 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 67.2 | 15 | 58 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 60 | 0 | 0 | 13.3 | 21.7 | 43.3 | 8.3 | 8.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 14 | 60 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 18 | 0 | 0 | 5.6 | 16.7 | 50.0 | 11.1 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 21 | 18 | |
| TENERIFE (SURREINA SOFIA) | TUI AIRWAYS LTD | S | 43 | 0 | 0 | 2.3 | 9.3 | 37.2 | 37.2 | 4.7 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 67.6 | 17 | 34 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 121 | 0 | 0 | 8.3 | 16.5 | 42.1 | 19.0 | 6.6 | 6.6 | 0.8 | 0.0 | 0.0 | 0.0 | 16 | 74.1 | 16 | 112 | |
| TOTAL SPAIN(CANARY TUNISIA) | | | 292 | 0 | 0 | 6.8 | 19.5 | 37.3 | 18.8 | 11.0 | 6.2 | 0.3 | 0.0 | 0.0 | 0.0 | 16 | 66.5 | 20 | 284 | |
| TUNISIA | | | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | TUI AIRWAYS LTD | S | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 34.6 | 26.9 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 29 | 22.2 | 62 | 18 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 34.6 | 26.9 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 29 | 22.2 | 62 | 18 |
| TOTAL TUNISIA | | | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 34.6 | 26.9 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 29 | 22.2 | 62 | 18 |
| TURKEY | | | | | | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | S | 16 | 0 | 0 | 12.5 | 6.3 | 50.0 | 25.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 26 | 18 | |
| ANTALYA | FREEBIRD 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 | 21 | 1 | |
| ANTALYA | JET2.COM LTD | S | 44 | 0 | 0 | 2.3 | 6.8 | 22.7 | 31.8 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 73.9 | 13 | 46 | |
| ANTALYA | SUNEXPRESS | S | 42 | 0 | 0 | 9.5 | 21.4 | 45.2 | 11.9 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 20 | 26 | |
| ANTALYA | TUI AIRWAYS LTD | S | 34 | 0 | 0 | 5.9 | 2.9 | 23.5 | 38.2 | 26.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 62.5 | 21 | 24 | |
| TOTAL ANTALYA | | | 136 | 0 | 0 | 6.6 | 10.3 | 33.1 | 26.5 | 19.1 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.7 | 18 | 115 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | |
| BODRUM (MILAS) | JET2.COM LTD | S | 16 | 0 | 0 | 12.5 | 0.0 | 31.3 | 43.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 77.8 | 8 | 18 | |
| TOTAL BODRUM (MILAS) | | | 16 | 0 | 0 | 12.5 | 0.0 | 31.3 | 43.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 77.8 | 8 | 18 | |
| DALAMAN | CORENDON AIRLINES | S | 16 | 0 | 0 | 0.0 | 12.5 | 56.3 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 13 | 12 | |
| DALAMAN | FREEBIRD AIRLINES | S | 22 | 0 | 0 | 9.1 | 27.3 | 27.3 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 5 | 30 | |
| DALAMAN | JET2.COM LTD | S | 52 | 0 | 0 | 1.9 | 17.3 | 17.3 | 32.7 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 16 | 54 | |
| DALAMAN | TUI AIRWAYS LTD | S | 34 | 0 | 1 | 2.9 | 5.7 | 37.1 | 20.0 | 22.9 | 8.6 | 0.0 | 0.0 | 0.0 | 2.9 | 26 | 58.8 | 24 | 17 | |
| TOTAL DALAMAN | | | 124 | 0 | 1 | 3.2 | 15.2 | 29.6 | 26.4 | 19.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 69.9 | 14 | 113 | |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 18 | 0 | 0 | 27.8 | 5.6 | 38.9 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 8 | 9 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 18 | 0 | 0 | 27.8 | 5.6 | 38.9 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 8 | 9 | |
| TOTAL TURKEY | | | 294 | 0 | 1 | 6.8 | 11.5 | 31.9 | 27.1 | 17.3 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 67.1 | 15 | 255 | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 60 | 0 | 0 | 18.3 | 20.0 | 41.7 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 9 | 60 | |
| TOTAL DUBAI | | | 60 | 0 | 0 | 18.3 | 20.0 | 41.7 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 9 | 60 | |
| TOTAL UNITED ARAB | | | 60 | 0 | 0 | 18.3 | 20.0 | 41.7 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 9 | 60 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 | 49.4 | 29 | 78 | |
| 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 | 49.4 | 29 | 78 | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 52 | 0 | 0 | 26.9 | 38.5 | 23.1 | 1.9 | 5.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 6 | 58 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 52 | 0 | 0 | 26.9 | 38.5 | 23.1 | 1.9 | 5.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 6 | 58 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 162 | 0 | 0 | 0.0 | 40.1 | 30.2 | 12.3 | 10.5 | 4.9 | 1.9 | 0.0 | 0.0 | 0.0 | 16 | 64.3 | 28 | 126 | |
| TOTAL BELFAST INTERNATIONAL | | | 162 | 0 | 0 | 0.0 | 40.1 | 30.2 | 12.3 | 10.5 | 4.9 | 1.9 | 0.0 | 0.0 | 0.0 | 16 | 64.3 | 28 | 126 | |
| BRISTOL | EASYJET UK LTD | S | 96 | 0 | 0 | 1.0 | 19.8 | 12.5 | 12.5 | 29.2 | 18.8 | 4.2 | 2.1 | 0.0 | 0.0 | 42 | 53.9 | 27 | 98 | |
| TOTAL BRISTOL | | | 96 | 0 | 0 | 1.0 | 19.8 | 12.5 | 12.5 | 29.2 | 18.8 | 4.2 | 2.1 | 0.0 | 0.0 | 42 | 53.9 | 27 | 98 | |
| 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 | 100.0 | 3 | 2 | |
| 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 | 100.0 | 3 | 2 | |
| EXETER | LOGANAIR LTD | S | 44 | 0 | 0 | 6.8 | 45.5 | 31.8 | 13.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 55.6 | 22 | 34 | |
| TOTAL EXETER | | | 44 | 0 | 0 | 6.8 | 45.5 | 31.8 | 13.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 55.6 | 22 | 34 | |
| FARNBOROUGH | EASTERN AIRWAYS | 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 FARNBOROUGH | | | 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 | |
| GLASGOW | 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 GLASGOW | | | 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 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 257 | 0 | 16 | 0.4 | 10.6 | 31.5 | 19.4 | 20.1 | 10.3 | 1.8 | 0.0 | 0.0 | 5.9 | 28 | 53.7 | 24 | 240 | |
| HEATHROW | EASTERN AIRWAYS | 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 HEATHROW | | | 257 | 0 | 17 | 0.4 | 10.6 | 31.4 | 19.3 | 20.1 | 10.2 | 1.8 | 0.0 | 0.0 | 6.2 | 28 | 53.7 | 24 | 240 | |

Reporting Airport: NEWCASTLE (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 |
| HUMBERSIDE | EASTERN AIRWAYS | S | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| TOTAL HUMBERSIDE | | | 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 |
| JERSEY | JET2.COM LTD | S | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 25.0 | 41 | 8 |
| TOTAL JERSEY | | | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 25.0 | 41 | 8 |
| NEWQUAY | LOGANAIR LTD | S | 16 | 0 | 0 | 12.5 | 31.3 | 18.8 | 0.0 | 6.3 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 33.3 | 33 | 18 |
| TOTAL NEWQUAY | | | 16 | 0 | 0 | 12.5 | 31.3 | 18.8 | 0.0 | 6.3 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 33.3 | 33 | 18 |
| PRESTWICK | 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 PRESTWICK | | | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| SOUTHAMPTON | LOGANAIR LTD | S | 112 | 0 | 0 | 3.6 | 49.1 | 29.5 | 5.4 | 5.4 | 4.5 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 14 | 60.7 | 26 | 136 |
| TOTAL SOUTHAMPTON | | | 112 | 0 | 0 | 3.6 | 49.1 | 29.5 | 5.4 | 5.4 | 4.5 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 14 | 60.7 | 26 | 136 |
| TOTAL UNITED KINGDOM | | | 745 | 0 | 22 | 3.3 | 27.9 | 27.5 | 12.9 | 14.7 | 8.2 | 2.2 | 0.4 | 0.0 | 0.0 | 2.9 | 22 | 57.7 | 25 | 798 |
| USA | | | | | | | | | | | | | | | | | | | | |
| MELBOURNE FLATS | TUI AIRWAYS LTD | S | 16 | 0 | 0 | 6.3 | 0.0 | 37.5 | 18.8 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 29.4 | 35 | 17 |
| TOTAL MELBOURNE FLATS | | | 16 | 0 | 0 | 6.3 | 0.0 | 37.5 | 18.8 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 29.4 | 35 | 17 |
| TOTAL USA | | | 16 | 0 | 0 | 6.3 | 0.0 | 37.5 | 18.8 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 29.4 | 35 | 17 |
| TOTAL NEWCASTLE | | | 3668 | 2 | 27 | 3.9 | 18.4 | 37.3 | 18.1 | 13.9 | 6.0 | 1.0 | 0.4 | 0.1 | 0.1 | 0.7 | 20 | 63.7 | 21 | 3576 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: SOUTHAMPTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | | | | | | | |
| BERGERAC | BA CITYFLYER LTD | S | 6 | 0 | 0 | 0.0 | 16.7 | 16.7 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 75 | 37.5 | 28 | 8 |
| TOTAL BERGERAC | | | 6 | 0 | 0 | 0.0 | 16.7 | 16.7 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 75 | 37.5 | 28 | 8 |
| CAEN | CHALAIR | S | 14 | 0 | 0 | 0.0 | 14.3 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 |
| TOTAL CAEN | | | 14 | 0 | 0 | 0.0 | 14.3 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 |
| LILLE | 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 | 0.0 | 0 | 0 |
| TOTAL LILLE | | | 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 |
| LIMOGES | BA CITYFLYER LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 81 | 2 | |
| 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 | 81 | 2 | |
| PARIS (CHARLES DE GAULLE) | EASTERN AIRWAYS | S | 35 | 0 | 17 | 11.5 | 34.6 | 9.6 | 1.9 | 3.8 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 32.7 | 14 | 0.0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 35 | 0 | 17 | 11.5 | 34.6 | 9.6 | 1.9 | 3.8 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 32.7 | 14 | 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 | 68.3 | 25 | 52 | |
| 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 | 68.3 | 25 | 52 | |
| TOTAL FRANCE | | | 56 | 0 | 17 | 8.2 | 28.8 | 16.4 | 8.2 | 2.7 | 4.1 | 5.5 | 2.7 | 0.0 | 0.0 | 23.3 | 29 | 62.9 | 27 | 62 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 120 | 0 | 0 | 3.3 | 33.3 | 33.3 | 10.8 | 11.7 | 5.8 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 37.6 | 27 | 109 |
| DUBLIN | BA CITYFLYER LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 20 | 2 | |
| TOTAL DUBLIN | | | 120 | 0 | 0 | 3.3 | 33.3 | 33.3 | 10.8 | 11.7 | 5.8 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 37.8 | 27 | 111 |
| TOTAL IRISH REPUBLIC | | | 120 | 0 | 0 | 3.3 | 33.3 | 33.3 | 10.8 | 11.7 | 5.8 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 37.8 | 27 | 111 |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| AMSTERDAM | KLM CITYHOPPER | S | 162 | 0 | 0 | 0.0 | 17.9 | 43.2 | 19.1 | 13.6 | 4.3 | 1.2 | 0.6 | 0.0 | 0.0 | 0.0 | 19 | 71.7 | 13 | 120 |
| TOTAL AMSTERDAM | | | 162 | 0 | 4 | 0.0 | 17.5 | 42.2 | 18.7 | 13.3 | 4.2 | 1.2 | 0.6 | 0.0 | 0.0 | 2.4 | 19 | 71.1 | 13 | 120 |
| TOTAL NETHERLANDS | | | 162 | 0 | 4 | 0.0 | 17.5 | 42.2 | 18.7 | 13.3 | 4.2 | 1.2 | 0.6 | 0.0 | 0.0 | 2.4 | 19 | 71.1 | 13 | 120 |
| PORTUGAL(EXCLUDING | | | | | | | | | | | | | | | | | | | | |
| FARO | BA CITYFLYER LTD | S | 8 | 0 | 0 | 25.0 | 12.5 | 25.0 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 70.0 | 8 | 10 |
| FARO | EASYJET UK LTD | S | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL FARO | | | 16 | 0 | 0 | 18.8 | 25.0 | 25.0 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.0 | 8 | 10 |
| TOTAL PORTUGAL | | | 16 | 0 | 0 | 18.8 | 25.0 | 25.0 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.0 | 8 | 10 |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | BA CITYFLYER LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 83 | 2 | |
| ALICANTE | EASYJET UK LTD | S | 10 | 0 | 0 | 0.0 | 10.0 | 50.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| TOTAL ALICANTE | | | 10 | 0 | 0 | 0.0 | 10.0 | 50.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 83 | 2 |
| MALAGA | BA CITYFLYER LTD | S | 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 | 37 | 55.6 | 12 | 9 |
| TOTAL MALAGA | | | 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 | 37 | 55.6 | 12 | 9 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | C | 11 | 0 | 0 | 0.0 | 36.4 | 18.2 | 9.1 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 36 | 10 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: SOUTHAMPTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | BA CITYFLYER LTD | S | 7 | 0 | 0 | 0.0 | 14.3 | 42.9 | 14.3 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 57.7 | 16 | 26 | |
| PALMA DE MALLORCA | EASYJET UK LTD | S | 17 | 0 | 0 | 5.9 | 17.6 | 17.6 | 11.8 | 0.0 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 0.0 | 0 | 0 | |
| TOTAL PALMA DE MALLORCA | | | 35 | 0 | 0 | 2.9 | 22.9 | 22.9 | 11.4 | 11.4 | 22.9 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 55.6 | 21 | 36 | |
| TOTAL SPAIN | | | 54 | 0 | 0 | 1.9 | 18.5 | 31.5 | 13.0 | 11.1 | 18.5 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 53.2 | 22 | 47 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 | 50.0 | 47 | 12 | |
| 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 | 50.0 | 47 | 12 | |
| ALDERNEY | AURIGNY AIR SERVICES | S | 117 | 0 | 2 | 16.0 | 44.5 | 12.6 | 3.4 | 10.1 | 3.4 | 3.4 | 3.4 | 1.7 | 0.0 | 1.7 | 30 | 80.8 | 20 | 123 | |
| TOTAL ALDERNEY | | | 117 | 0 | 2 | 16.0 | 44.5 | 12.6 | 3.4 | 10.1 | 3.4 | 3.4 | 3.4 | 1.7 | 0.0 | 1.7 | 30 | 80.8 | 20 | 123 | |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 165 | 0 | 1 | 11.4 | 47.0 | 22.3 | 8.4 | 7.2 | 2.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 10 | 65.5 | 18 | 110 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 165 | 0 | 1 | 11.4 | 47.0 | 22.3 | 8.4 | 7.2 | 2.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 10 | 65.5 | 18 | 110 | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 44 | 0 | 0 | 4.5 | 43.2 | 36.4 | 9.1 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| TOTAL BELFAST INTERNATIONAL | | | 44 | 0 | 0 | 4.5 | 43.2 | 36.4 | 9.1 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| EAST MIDLANDS INTERNATIONAL | LOGANAIR LTD | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | |
| TOTAL EAST MIDLANDS 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 | 43 | 0.0 | 0 | 0 | |
| EDINBURGH | 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 | 88.9 | 13 | 9 | |
| EDINBURGH | LOGANAIR LTD | S | 216 | 0 | 0 | 1.4 | 31.9 | 30.6 | 9.3 | 15.7 | 8.3 | 1.9 | 0.9 | 0.0 | 0.0 | 0.0 | 23 | 55.2 | 28 | 235 | |
| TOTAL EDINBURGH | | | 216 | 0 | 0 | 1.4 | 31.9 | 30.6 | 9.3 | 15.7 | 8.3 | 1.9 | 0.9 | 0.0 | 0.0 | 0.0 | 23 | 56.4 | 28 | 244 | |
| GLASGOW | EASYJET UK LTD | S | 58 | 0 | 2 | 1.7 | 21.7 | 38.3 | 13.3 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 17 | 0.0 | 0 | 0 | |
| 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 | 71.2 | 17 | 179 | |
| TOTAL GLASGOW | | | 58 | 0 | 2 | 1.7 | 21.7 | 38.3 | 13.3 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 17 | 71.2 | 17 | 179 | |
| GUERNSEY | AURIGNY AIR SERVICES | S | 64 | 0 | 2 | 3.0 | 33.3 | 31.8 | 9.1 | 9.1 | 9.1 | 1.5 | 0.0 | 0.0 | 0.0 | 3.0 | 19 | 93.4 | 21 | 61 | |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 136 | 0 | 10 | 6.2 | 30.1 | 21.2 | 8.2 | 3.4 | 17.1 | 5.5 | 0.7 | 0.7 | 0.0 | 6.8 | 34 | 74.0 | 12 | 146 | |
| TOTAL GUERNSEY | | | 200 | 0 | 12 | 5.2 | 31.1 | 24.5 | 8.5 | 5.2 | 14.6 | 4.2 | 0.5 | 0.5 | 0.0 | 5.7 | 29 | 79.7 | 15 | 207 | |
| JERSEY | BLUE ISLANDS LIMITED | S | 175 | 0 | 13 | 2.1 | 25.0 | 29.8 | 11.2 | 8.5 | 6.9 | 8.5 | 0.0 | 1.1 | 0.0 | 6.9 | 34 | 72.6 | 11 | 190 | |
| TOTAL JERSEY | | | 175 | 0 | 13 | 2.1 | 25.0 | 29.8 | 11.2 | 8.5 | 6.9 | 8.5 | 0.0 | 1.1 | 0.0 | 6.9 | 34 | 72.6 | 11 | 190 | |
| LEEDS BRADFORD | 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 | 28 | 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 | 50.0 | 28 | 2 | |
| LIVERPOOL (JOHN LENNON) | EASTERN AIRWAYS | C | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| MANCHESTER | AIR HAMBURG | 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 | |
| MANCHESTER | EASTERN AIRWAYS | C | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 0 | 0 | |
| TOTAL MANCHESTER | | | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |

Reporting Airport: SOUTHAMPTON (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 |
| 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 | 50.0 | 17 | 2 |
| NEWCASTLE | LOGANAIR LTD | S | 112 | 0 | 2 | 4.4 | 50.0 | 26.3 | 4.4 | 5.3 | 6.1 | 0.9 | 0.9 | 0.0 | 0.0 | 1.8 | 14 | 58.6 | 25 | 124 |
| TOTAL NEWCASTLE | | | 112 | 0 | 2 | 4.4 | 50.0 | 26.3 | 4.4 | 5.3 | 6.1 | 0.9 | 0.9 | 0.0 | 0.0 | 1.8 | 14 | 58.5 | 25 | 126 |
| NEWQUAY | EASTERN AIRWAYS | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 32 | 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 | 32 | 1 |
| STANSTED | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| TOTAL STANSTED | | | 1 | 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 |
| 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 | 0.0 | 0 | 80.0 | 8 | 20 |
| 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 | 0.0 | 0 | 80.0 | 8 | 20 |
| TEESSIDE INTERNATIONAL AIRPORT | 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 | 0 | 2 |
| 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 | 0.0 | 0 | 100.0 | 0 | 2 |
| TOTAL UNITED KINGDOM | | | 1094 | 0 | 32 | 5.7 | 35.7 | 26.5 | 8.4 | 9.3 | 7.3 | 3.0 | 0.8 | 0.4 | 0.0 | 2.8 | 23 | 68.8 | 19 | 1216 |
| TOTAL SOUTHAMPTON | | | 1502 | 0 | 53 | 5.0 | 32.5 | 28.4 | 10.0 | 9.6 | 7.1 | 2.8 | 0.9 | 0.3 | 0.0 | 3.4 | 22 | 66.1 | 20 | 1566 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: SOUTHEND (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | S | 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 | |
| TOTAL BURGAS | | | 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 | |
| TOTAL BULGARIA | | | 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 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| SONDERBORG | AIR ALSIE | S | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| TOTAL SONDERBORG | | | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| TOTAL DENMARK | | | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | EASYJET EUROPE | S | 36 | 0 | 0 | 11.1 | 30.6 | 44.4 | 8.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 36 | 0 | 0 | 11.1 | 30.6 | 44.4 | 8.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL FRANCE | | | 36 | 0 | 0 | 11.1 | 30.6 | 44.4 | 8.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| ITALY | | | | | | | | | | | | | | | | | | | | |
| MILAN (MALPENSA) | 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 | 100.0 | 0 | 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 | 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 | EASYJET EUROPE | S | 36 | 0 | 0 | 0.0 | 33.3 | 41.7 | 11.1 | 8.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 56.3 | 19 | 32 | |
| TOTAL AMSTERDAM | | | 36 | 0 | 0 | 0.0 | 30.8 | 38.5 | 10.3 | 7.7 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 56.3 | 19 | 32 | |
| ROTTERDAM | EASYJET EUROPE | S | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL ROTTERDAM | | | 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 | |
| TOTAL NETHERLANDS | | | 37 | 0 | 0 | 0.0 | 30.0 | 37.5 | 12.5 | 7.5 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 56.3 | 19 | 32 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | |
| FARO | EASYJET EUROPE | S | 35 | 0 | 0 | 2.9 | 22.9 | 40.0 | 17.1 | 14.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 43.8 | 22 | 32 | |
| TOTAL FARO | | | 35 | 0 | 0 | 2.9 | 22.9 | 40.0 | 17.1 | 14.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 43.8 | 22 | 32 | |
| TOTAL PORTUGAL | | | 35 | 0 | 0 | 2.9 | 22.9 | 40.0 | 17.1 | 14.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 43.8 | 22 | 32 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET EUROPE | S | 16 | 0 | 2 | 5.6 | 0.0 | 16.7 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 37 | 0.0 | 0 | 0 |
| TOTAL ALICANTE | | | 16 | 0 | 2 | 5.6 | 0.0 | 16.7 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 37 | 0.0 | 0 | 0 |
| MALAGA | BA CITYFLYER 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 | 96 | 0.0 | 0 | 0 | |
| MALAGA | EASYJET EUROPE | S | 44 | 0 | 0 | 15.9 | 13.6 | 47.7 | 11.4 | 4.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.7 | 10 | 42 | |
| TOTAL MALAGA | | | 45 | 0 | 0 | 15.6 | 13.3 | 46.7 | 11.1 | 4.4 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.7 | 10 | 42 | |
| PALMA DE MALLORCA | EASYJET EUROPE | S | 62 | 0 | 4 | 3.0 | 12.1 | 22.7 | 10.6 | 16.7 | 25.8 | 3.0 | 0.0 | 0.0 | 6.1 | 42 | 50.0 | 38 | 42 | |
| TOTAL PALMA DE MALLORCA | | | 62 | 0 | 4 | 3.0 | 12.1 | 22.7 | 10.6 | 16.7 | 25.8 | 3.0 | 0.0 | 0.0 | 6.1 | 42 | 50.0 | 38 | 42 | |
| TOTAL SPAIN | | | 123 | 0 | 6 | 7.8 | 10.9 | 30.2 | 14.0 | 11.6 | 19.4 | 1.6 | 0.0 | 0.0 | 4.7 | 32 | 67.9 | 24 | 84 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |

Reporting Airport: SOUTHEND (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 |
| GUERNSEY | 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 GUERNSEY | | | 1 | 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 UNITED KINGDOM | | | 1 | 0 | 0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| TOTAL SOUTHEND | | | 238 | 0 | 6 | 6.7 | 18.2 | 34.4 | 12.6 | 10.3 | 11.1 | 0.8 | 0.0 | 0.0 | 0.0 | 2.4 | 22 | 60.4 | 22 | 149 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 55.9 | 7 | 24 | |
| TIRANA | ALBAWINGS | S | 0 | 0 | 34 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 50.0 | 7 | 20 | |
| TIRANA | RYANAIR UK LTD | S | 179 | 0 | 0 | 0.6 | 12.8 | 29.1 | 15.6 | 15.6 | 20.7 | 3.9 | 1.7 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| TIRANA | TITAN 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 | 53 | 0.0 | 0 | 0 | |
| TOTAL TIRANA | | | 180 | 0 | 34 | 0.5 | 10.7 | 24.3 | 13.1 | 13.6 | 17.3 | 3.3 | 1.4 | 0.0 | 0.0 | 15.9 | 38 | 52.9 | 7 | 44 | |
| TOTAL ALBANIA | | | 180 | 0 | 34 | 0.5 | 10.7 | 24.3 | 13.1 | 13.6 | 17.3 | 3.3 | 1.4 | 0.0 | 0.0 | 15.9 | 38 | 52.9 | 7 | 44 | |
| AUSTRIA | | | | | | | | | | | | | | | | | | | | | |
| KLAGENFURT | RYANAIR | S | 18 | 0 | 0 | 0.0 | 55.6 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 22.2 | 42 | 18 | |
| TOTAL KLAGENFURT | | | 18 | 0 | 0 | 0.0 | 55.6 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 22.2 | 42 | 18 | |
| SALZBURG | RYANAIR | S | 32 | 0 | 0 | 0.0 | 12.5 | 18.8 | 28.1 | 15.6 | 21.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 72.2 | 15 | 36 | |
| TOTAL SALZBURG | | | 32 | 0 | 0 | 0.0 | 12.5 | 18.8 | 28.1 | 15.6 | 21.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 72.2 | 15 | 36 | |
| VIENNA | RYANAIR | S | 166 | 1 | 0 | 1.8 | 14.4 | 22.8 | 13.8 | 17.4 | 22.2 | 6.0 | 1.2 | 0.0 | 0.6 | 0.0 | 45 | 42.9 | 45 | 118 | |
| VIENNA | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 40.0 | 30.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| TOTAL VIENNA | | | 176 | 1 | 0 | 1.7 | 15.8 | 23.2 | 13.6 | 16.9 | 21.5 | 5.6 | 1.1 | 0.0 | 0.6 | 0.0 | 43 | 42.9 | 45 | 118 | |
| TOTAL AUSTRIA | | | 226 | 1 | 0 | 1.3 | 18.5 | 23.8 | 15.0 | 15.4 | 19.8 | 4.8 | 0.9 | 0.0 | 0.4 | 0.0 | 39 | 46.8 | 38 | 172 | |
| AZERBAIJAN | | | | | | | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AERO CARIBBEAN | S | 0 | 0 | 10 | 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 BAKU (HEYDER ALIYEV INT'L) | | | 0 | 0 | 10 | 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 AZERBAIJAN | | | 0 | 0 | 10 | 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 | |
| BOSNIA-HERZEGOVINA | | | | | | | | | | | | | | | | | | | | | |
| SARAJEVO | RYANAIR UK LTD | S | 24 | 0 | 0 | 0.0 | 20.8 | 58.3 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL SARAJEVO | | | 24 | 0 | 0 | 0.0 | 20.8 | 58.3 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| TOTAL BOSNIA-BRAZIL | | | 24 | 0 | 0 | 0.0 | 20.8 | 58.3 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| BRAZIL | | | | | | | | | | | | | | | | | | | | | |
| BRASILIA | INTERSKY LUFTFAHRT GMBH | C | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL BRASILIA | | | 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 BRAZIL | | | 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 | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | JET2.COM LTD | S | 18 | 0 | 0 | 11.1 | 11.1 | 33.3 | 16.7 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 64.3 | 23 | 14 | |
| TOTAL BURGAS | | | 18 | 0 | 0 | 11.1 | 11.1 | 33.3 | 16.7 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 64.3 | 23 | 14 | |
| PLOVDIV | RYANAIR | S | 26 | 0 | 0 | 0.0 | 19.2 | 15.4 | 15.4 | 34.6 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 57.7 | 21 | 26 | |
| TOTAL PLOVDIV | | | 26 | 0 | 0 | 0.0 | 19.2 | 15.4 | 15.4 | 34.6 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 57.7 | 21 | 26 | |
| SOFIA | RYANAIR | S | 155 | 0 | 0 | 0.6 | 19.4 | 28.4 | 15.5 | 20.6 | 12.9 | 1.9 | 0.6 | 0.0 | 0.0 | 0.0 | 29 | 45.3 | 31 | 138 | |
| 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 | 0.0 | 0.0 | 0 | 87.5 | 8 | 8 | |
| TOTAL SOFIA | | | 155 | 0 | 0 | 0.6 | 19.4 | 28.4 | 15.5 | 20.6 | 12.9 | 1.9 | 0.6 | 0.0 | 0.0 | 0.0 | 29 | 47.6 | 30 | 146 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 BULGARIA | | | 199 | 0 | 0 | 1.5 | 18.6 | 27.1 | 15.6 | 22.1 | 11.6 | 3.0 | 0.5 | 0.0 | 0.0 | 0.0 | 30 | 50.3 | 28 | 186 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | | | | | | |
| PRAIA | TACV - CABO VERDE AIRLINES | S | 0 | 0 | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| TOTAL PRAIA | | | 0 | 0 | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| TOTAL CAPE VERDE | | | 0 | 0 | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| CHINA | | | | | | | | | | | | | | | | | | | | |
| CHONGQING JIANGBEI INTERNATIONAL | TITAN AIRWAYS 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 CHONGQING JIANGBEI INTERNATIONAL | | | 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 |
| SHENZHEN (HUANGTIAN) | CHINA CARGO AIRLINES | 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 SHENZHEN (HUANGTIAN) | | | 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 CHINA | | | 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 |
| CROATIA | | | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 34 | 0 | 0 | 5.9 | 29.4 | 47.1 | 11.8 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 9 | 40 |
| DUBROVNIK | RYANAIR | S | 58 | 0 | 0 | 1.7 | 13.8 | 36.2 | 13.8 | 22.4 | 8.6 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 92 | 0 | 0 | 3.3 | 19.6 | 40.2 | 13.0 | 14.1 | 6.5 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 9 | 40 |
| OSIJEK | RYANAIR | S | 18 | 0 | 0 | 0.0 | 33.3 | 44.4 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 20 | 18 |
| TOTAL OSIJEK | | | 18 | 0 | 0 | 0.0 | 33.3 | 44.4 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 20 | 18 |
| PULA | RYANAIR | S | 16 | 0 | 0 | 0.0 | 56.3 | 18.8 | 6.3 | 0.0 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 37 | 80.8 | 8 | 26 |
| PULA | RYANAIR 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 | 7 | 0.0 | 0 | 0 |
| TOTAL PULA | | | 24 | 0 | 0 | 0.0 | 50.0 | 25.0 | 12.5 | 0.0 | 8.3 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 27 | 80.8 | 8 | 26 |
| RIJEKA | RYANAIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 16.7 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 52 | 75.0 | 15 | 8 |
| RIJEKA | 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 | 35 | 8 |
| TOTAL RIJEKA | | | 18 | 0 | 0 | 5.6 | 27.8 | 16.7 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 52 | 68.8 | 25 | 16 |
| SPLIT | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 |
| SPLIT | JET2.COM LTD | S | 32 | 0 | 0 | 15.6 | 25.0 | 43.8 | 9.4 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 78.6 | 12 | 28 |
| TOTAL SPLIT | | | 40 | 0 | 0 | 12.5 | 20.0 | 37.5 | 12.5 | 7.5 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 78.6 | 12 | 28 |
| ZADAR | RYANAIR | S | 68 | 0 | 0 | 4.4 | 11.8 | 22.1 | 8.8 | 27.9 | 20.6 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 66.7 | 20 | 42 |
| TOTAL ZADAR | | | 68 | 0 | 0 | 4.4 | 11.8 | 22.1 | 8.8 | 27.9 | 20.6 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 66.7 | 20 | 42 |
| ZAGREB | RYANAIR | S | 78 | 0 | 0 | 2.6 | 17.9 | 25.6 | 19.2 | 19.2 | 9.0 | 1.3 | 5.1 | 0.0 | 0.0 | 0.0 | 34 | 67.2 | 34 | 60 |
| TOTAL ZAGREB | | | 78 | 0 | 0 | 2.6 | 17.9 | 25.6 | 19.2 | 19.2 | 9.0 | 1.3 | 5.1 | 0.0 | 0.0 | 0.0 | 34 | 67.2 | 34 | 60 |
| TOTAL CROATIA | | | 338 | 0 | 0 | 4.1 | 21.0 | 30.8 | 13.3 | 16.9 | 10.1 | 1.8 | 1.8 | 0.3 | 0.0 | 0.0 | 29 | 71.4 | 20 | 230 |
| CYPRUS | | | | | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 50 | 0 | 0 | 0.0 | 18.0 | 36.0 | 26.0 | 14.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 45.5 | 22 | 44 |
| TOTAL LARNACA | | | 50 | 0 | 0 | 0.0 | 18.0 | 36.0 | 26.0 | 14.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 45.5 | 22 | 44 |
| PAPHOS | JET2.COM LTD | S | 51 | 0 | 0 | 5.9 | 17.6 | 31.4 | 29.4 | 13.7 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 73.1 | 13 | 52 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| PAPHOS | RYANAIR | S | 42 | 0 | 0 | 4.8 | 19.0 | 26.2 | 19.0 | 23.8 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.0 | 22 | 50 |
| PAPHOS | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 8.0 | 12.0 | 40.0 | 28.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.7 | 81 | 17 | |
| TOTAL PAPHOS | | | 118 | 0 | 0 | 5.9 | 16.9 | 31.4 | 25.4 | 16.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 68.1 | 26 | 119 | |
| TOTAL CYPRUS | | | 168 | 0 | 0 | 4.2 | 17.3 | 32.7 | 25.6 | 16.1 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 62.0 | 25 | 163 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| BRNO (TURANY) | RYANAIR | S | 51 | 0 | 0 | 0.0 | 17.6 | 35.3 | 25.5 | 13.7 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 48.3 | 20 | 60 | |
| TOTAL BRNO (TURANY) | | | 51 | 0 | 0 | 0.0 | 17.6 | 35.3 | 25.5 | 13.7 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 48.3 | 20 | 60 | |
| OSTRAVA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 3.8 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 6 | 16 | |
| TOTAL OSTRAVA | | | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 3.8 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 6 | 16 | |
| PRAGUE | RYANAIR | S | 154 | 0 | 0 | 1.9 | 15.6 | 39.6 | 16.2 | 16.9 | 7.8 | 1.9 | 0.0 | 0.0 | 0.0 | 23 | 73.0 | 20 | 148 | |
| TOTAL PRAGUE | | | 154 | 0 | 0 | 1.9 | 15.6 | 39.6 | 16.2 | 16.9 | 7.8 | 1.9 | 0.0 | 0.0 | 0.0 | 23 | 73.0 | 20 | 148 | |
| TOTAL CZECH REPUBLIC | | | 231 | 0 | 0 | 1.3 | 17.3 | 38.5 | 16.9 | 16.5 | 8.2 | 1.3 | 0.0 | 0.0 | 0.0 | 22 | 67.4 | 19 | 224 | |
| DENMARK | | | | | | | | | | | | | | | | | | | | |
| AALBORG | RYANAIR | S | 25 | 0 | 0 | 4.0 | 12.0 | 24.0 | 16.0 | 40.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 79.2 | 13 | 24 | |
| TOTAL AALBORG | | | 25 | 0 | 0 | 4.0 | 12.0 | 24.0 | 16.0 | 40.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 79.2 | 13 | 24 | |
| AARHUS (TIRSTRUP) | RYANAIR | S | 38 | 0 | 0 | 5.3 | 57.9 | 18.4 | 13.2 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 11 | 84 | |
| TOTAL AARHUS (TIRSTRUP) | | | 38 | 0 | 0 | 5.3 | 57.9 | 18.4 | 13.2 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 11 | 84 | |
| BILLUND | RYANAIR | S | 158 | 0 | 0 | 2.5 | 34.8 | 34.2 | 11.4 | 10.1 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.6 | 10 | 170 | |
| TOTAL BILLUND | | | 158 | 0 | 0 | 2.5 | 34.8 | 34.2 | 11.4 | 10.1 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.6 | 10 | 170 | |
| COPENHAGEN | RYANAIR | S | 161 | 0 | 0 | 2.5 | 34.2 | 32.9 | 11.8 | 6.8 | 8.1 | 1.9 | 0.6 | 1.2 | 0.0 | 25 | 72.1 | 17 | 172 | |
| COPENHAGEN | 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 | 25.0 | 56 | 8 | |
| TOTAL COPENHAGEN | | | 169 | 0 | 0 | 2.4 | 35.5 | 33.1 | 11.2 | 6.5 | 7.7 | 1.8 | 0.6 | 1.2 | 0.0 | 23 | 70.0 | 19 | 180 | |
| TOTAL DENMARK | | | 390 | 0 | 0 | 2.8 | 35.9 | 31.5 | 11.8 | 9.5 | 6.9 | 0.8 | 0.3 | 0.5 | 0.0 | 19 | 75.3 | 14 | 458 | |
| EGYPT | | | | | | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | TUI AIRWAYS LTD | S | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 20.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 37.5 | 35 | 8 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 20.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 37.5 | 35 | 8 | |
| TOTAL EGYPT | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 20.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 37.5 | 35 | 8 | |
| ESTONIA | | | | | | | | | | | | | | | | | | | | |
| TALLIN | RYANAIR | S | 36 | 0 | 0 | 0.0 | 30.6 | 38.9 | 22.2 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 79.4 | 8 | 34 | |
| TALLIN | RYANAIR 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 | 3 | 0.0 | 0 | 0 | |
| TOTAL TALLIN | | | 44 | 0 | 0 | 0.0 | 31.8 | 43.2 | 18.2 | 2.3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 79.4 | 8 | 34 | |
| TOTAL ESTONIA | | | 44 | 0 | 0 | 0.0 | 31.8 | 43.2 | 18.2 | 2.3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 79.4 | 8 | 34 | |
| FINLAND | | | | | | | | | | | | | | | | | | | | |
| HELSINKI | RYANAIR | S | 50 | 0 | 0 | 2.0 | 36.0 | 20.0 | 24.0 | 6.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 22 | 86.5 | 17 | 52 | |
| TOTAL HELSINKI | | | 50 | 0 | 0 | 2.0 | 36.0 | 20.0 | 24.0 | 6.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 22 | 86.5 | 17 | 52 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | |
| 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 | 62.5 | 20 | 16 |
| 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 | 62.5 | 20 | 16 |
| TOTAL FINLAND | | | 50 | 0 | 0 | 2.0 | 36.0 | 20.0 | 24.0 | 6.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 80.9 | 18 | 68 |
| FRANCE | | | | | | | | | | | | | | | | | | | | |
| BERGERAC | RYANAIR | S | 52 | 0 | 0 | 0.0 | 5.8 | 42.3 | 21.2 | 21.2 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 63.5 | 18 | 52 |
| TOTAL BERGERAC | | | 52 | 0 | 0 | 0.0 | 5.8 | 42.3 | 21.2 | 21.2 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 63.5 | 18 | 52 |
| BEZIERS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 65.4 | 15 | 26 |
| BEZIERS | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 |
| TOTAL BEZIERS | | | 26 | 0 | 0 | 0.0 | 11.5 | 50.0 | 11.5 | 3.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 65.4 | 15 | 26 |
| BIARRITZ | RYANAIR | S | 70 | 0 | 0 | 0.0 | 28.6 | 41.4 | 14.3 | 7.1 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.0 | 21 | 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 | 30.0 | 70 | 10 |
| TOTAL BIARRITZ | | | 70 | 0 | 0 | 0.0 | 28.6 | 41.4 | 14.3 | 7.1 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.0 | 29 | 60 |
| BORDEAUX | RYANAIR | S | 34 | 0 | 0 | 0.0 | 17.6 | 23.5 | 32.4 | 23.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 71.7 | 11 | 60 |
| TOTAL BORDEAUX | | | 34 | 0 | 0 | 0.0 | 17.6 | 23.5 | 32.4 | 23.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 71.7 | 11 | 60 |
| BRIVE-LA-GAILLARDE | RYANAIR | S | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.2 | 16 | 18 |
| TOTAL BRIVE-LA-GAILLARDE | | | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.2 | 16 | 18 |
| CALVI | 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 | 0.0 | 0 | 71.4 | 25 | 7 |
| CALVI | BRITISH AIRWAYS PLC | C | 10 | 0 | 0 | 0.0 | 30.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 |
| TOTAL CALVI | | | 10 | 0 | 0 | 0.0 | 30.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 42 | 71.4 | 25 | 7 |
| CARCASSONNE | RYANAIR | S | 30 | 0 | 0 | 0.0 | 6.7 | 43.3 | 20.0 | 13.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 73.3 | 15 | 60 |
| CARCASSONNE | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 16.7 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL CARCASSONNE | | | 48 | 0 | 0 | 0.0 | 16.7 | 33.3 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 73.3 | 15 | 60 |
| LA ROCHELLE | RYANAIR | S | 50 | 0 | 0 | 0.0 | 10.0 | 26.0 | 20.0 | 32.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 72.7 | 18 | 44 |
| LA ROCHELLE | 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 | 3 | 8 |
| TOTAL LA ROCHELLE | | | 50 | 0 | 0 | 0.0 | 10.0 | 26.0 | 20.0 | 32.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 75.0 | 16 | 52 |
| LIMOGES | RYANAIR | S | 58 | 0 | 0 | 0.0 | 22.4 | 25.9 | 31.0 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 40.4 | 29 | 52 |
| 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 | 75.0 | 28 | 8 |
| TOTAL LIMOGES | | | 58 | 0 | 0 | 0.0 | 22.4 | 25.9 | 31.0 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 45.0 | 29 | 60 |
| MARSEILLE | 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 | 66.7 | 5 | 3 |
| MARSEILLE | RYANAIR | S | 84 | 0 | 0 | 1.2 | 9.5 | 29.8 | 11.9 | 22.6 | 17.9 | 6.0 | 0.0 | 1.2 | 0.0 | 0.0 | 43 | 51.1 | 31 | 133 |
| MARSEILLE | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 0.0 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 |
| TOTAL MARSEILLE | | | 92 | 0 | 0 | 1.1 | 9.8 | 27.2 | 10.9 | 26.1 | 18.5 | 5.4 | 0.0 | 1.1 | 0.0 | 0.0 | 44 | 51.4 | 31 | 136 |
| NANTES | RYANAIR | S | 89 | 0 | 1 | 0.0 | 25.6 | 30.0 | 13.3 | 18.9 | 8.9 | 1.1 | 0.0 | 1.1 | 0.0 | 1.1 | 27 | 60.3 | 15 | 68 |
| 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 | 70.0 | 9 | 10 |
| TOTAL NANTES | | | 89 | 0 | 1 | 0.0 | 25.6 | 30.0 | 13.3 | 18.9 | 8.9 | 1.1 | 0.0 | 1.1 | 0.0 | 1.1 | 27 | 61.5 | 14 | 78 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| NICE | 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 | 10 | 0.0 | 0 | 0 | | |
| NICE | 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 | 50.0 | 10 | 2 | | |
| NICE | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 27.8 | 50.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| NICE | RYANAIR | S | 50 | 0 | 0 | 0.0 | 18.0 | 42.0 | 16.0 | 18.0 | 4.0 | 2.0 | 0.0 | 0.0 | 20 | 50.0 | 25 | 46 | | |
| NICE | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 40.0 | 30.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 14 | 8 | | |
| TOTAL NICE | | | 88 | 0 | 0 | 0.0 | 20.5 | 45.5 | 15.9 | 14.8 | 2.3 | 1.1 | 0.0 | 0.0 | 16 | 53.6 | 23 | 56 | | |
| NIMES | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 5.6 | 11.1 | 27.8 | 11.1 | 11.1 | 0.0 | 68 | 66.7 | 13 | 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 | 50.0 | 17 | 8 | | | |
| TOTAL NIMES | | | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 5.6 | 11.1 | 27.8 | 11.1 | 11.1 | 0.0 | 68 | 61.5 | 14 | 26 | | |
| PERPIGNAN | RYANAIR | S | 40 | 0 | 0 | 0.0 | 30.0 | 32.5 | 22.5 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 14 | 81.0 | 11 | 42 | | |
| TOTAL PERPIGNAN | | | 40 | 0 | 0 | 0.0 | 30.0 | 32.5 | 22.5 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 14 | 81.0 | 11 | 42 | | |
| POITIERS | RYANAIR | S | 34 | 0 | 0 | 0.0 | 8.8 | 14.7 | 17.6 | 20.6 | 26.5 | 11.8 | 0.0 | 0.0 | 51 | 52.9 | 22 | 34 | | |
| TOTAL POITIERS | | | 34 | 0 | 0 | 0.0 | 8.8 | 14.7 | 17.6 | 20.6 | 26.5 | 11.8 | 0.0 | 0.0 | 51 | 52.9 | 22 | 34 | | |
| RODEZ | RYANAIR | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 27.8 | 39 | 18 | | | |
| TOTAL RODEZ | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 27.8 | 39 | 18 | | | |
| TARBES-LOURDES INTERNATIONAL | AIR ONE | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 22 | 2 | | | |
| TARBES-LOURDES INTERNATIONAL | RYANAIR | S | 50 | 0 | 0 | 4.0 | 30.0 | 42.0 | 12.0 | 8.0 | 0.0 | 4.0 | 0.0 | 0.0 | 13 | 63.5 | 18 | 52 | | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 50 | 0 | 0 | 4.0 | 30.0 | 42.0 | 12.0 | 8.0 | 0.0 | 4.0 | 0.0 | 0.0 | 13 | 63.0 | 18 | 54 | | |
| TOULOUSE (BLAGNAC) | RYANAIR | S | 78 | 0 | 0 | 0.0 | 11.5 | 25.6 | 17.9 | 29.5 | 15.4 | 0.0 | 0.0 | 0.0 | 31 | 48.8 | 26 | 84 | | |
| TOULOUSE (BLAGNAC) | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 0.0 | 25.0 | 25.0 | 0.0 | 69 | 0.0 | 0 | 0 | | | |
| TOTAL TOULOUSE (BLAGNAC) | | | 86 | 0 | 0 | 0.0 | 10.5 | 24.4 | 19.8 | 26.7 | 16.3 | 2.3 | 0.0 | 0.0 | 34 | 48.8 | 26 | 84 | | |
| TOURS | RYANAIR | S | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 15.4 | 30.8 | 11.5 | 0.0 | 0.0 | 0.0 | 31 | 80.8 | 9 | 26 | | |
| TOTAL TOURS | | | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 15.4 | 30.8 | 11.5 | 0.0 | 0.0 | 0.0 | 31 | 80.8 | 9 | 26 | | |
| TOTAL FRANCE | | | 889 | 0 | 1 | 0.3 | 18.1 | 32.5 | 17.8 | 18.3 | 10.1 | 2.2 | 0.3 | 0.2 | 27 | 60.5 | 21 | 949 | | |
| GERMANY | | | | | | | | | | | | | | | | | | | | |
| BERLIN BRANDENBURG | BA CITYFLYER LTD | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 | | | |
| BERLIN BRANDENBURG | RYANAIR | S | 188 | 0 | 0 | 0.5 | 21.3 | 34.0 | 14.4 | 17.6 | 11.2 | 0.5 | 0.5 | 0.0 | 24 | 60.6 | 19 | 180 | | |
| BERLIN BRANDENBURG | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 90.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | | | |
| TOTAL BERLIN BRANDENBURG | | | 198 | 0 | 0 | 0.5 | 20.2 | 32.8 | 18.2 | 16.7 | 10.6 | 0.5 | 0.5 | 0.0 | 24 | 61.0 | 19 | 182 | | |
| BREMEN | RYANAIR | S | 60 | 0 | 0 | 1.7 | 48.3 | 23.3 | 8.3 | 10.0 | 8.3 | 0.0 | 0.0 | 0.0 | 13 | 59.7 | 16 | 62 | | |
| 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 | 100.0 | 0 | 8 | | | |
| TOTAL BREMEN | | | 60 | 0 | 0 | 1.7 | 48.3 | 23.3 | 8.3 | 10.0 | 8.3 | 0.0 | 0.0 | 0.0 | 13 | 64.3 | 14 | 70 | | |
| COLOGNE BONN | RYANAIR | S | 126 | 0 | 0 | 0.0 | 17.5 | 23.0 | 16.7 | 22.2 | 16.7 | 3.2 | 0.8 | 0.0 | 34 | 56.8 | 23 | 148 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| 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 | | | 126 | 0 | 0 | 0.0 | 17.5 | 23.0 | 16.7 | 22.2 | 16.7 | 3.2 | 0.8 | 0.0 | 0.0 | 0.0 | 34 | 59.0 | 22 | 156 |
| DORTMUND | RYANAIR | S | 76 | 0 | 0 | 0.0 | 25.0 | 26.3 | 15.8 | 31.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.1 | 9 | 59 |
| TOTAL DORTMUND | | | 76 | 0 | 0 | 0.0 | 25.0 | 26.3 | 15.8 | 31.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.1 | 9 | 59 |
| 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 | 66.7 | 18 | 15 |
| 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 | 66.7 | 18 | 15 |
| 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 | 100.0 | 3 | 1 |
| 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 | 100.0 | 3 | 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 | 0.0 | 0.0 | 0 | 100.0 | 8 | 1 |
| 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 | 100.0 | 8 | 1 |
| HAHN | RYANAIR | S | 75 | 0 | 0 | 0.0 | 16.0 | 18.7 | 17.3 | 20.0 | 25.3 | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 41 | 61.8 | 26 | 76 |
| HAHN | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 62.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66 | 0.0 | 0 | 0 |
| TOTAL HAHN | | | 83 | 0 | 0 | 0.0 | 14.5 | 16.9 | 16.9 | 24.1 | 22.9 | 3.6 | 0.0 | 1.2 | 0.0 | 0.0 | 44 | 61.8 | 26 | 76 |
| HAMBURG | RYANAIR | S | 103 | 0 | 1 | 0.0 | 19.2 | 29.8 | 16.3 | 16.3 | 14.4 | 1.9 | 0.0 | 1.0 | 0.0 | 1.0 | 30 | 38.8 | 31 | 102 |
| HAMBURG | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71 | 50.0 | 43 | 10 |
| TOTAL HAMBURG | | | 111 | 0 | 1 | 0.0 | 17.9 | 27.7 | 16.1 | 17.0 | 17.9 | 1.8 | 0.0 | 0.9 | 0.0 | 0.9 | 33 | 39.8 | 32 | 112 |
| KARLSRUHE/BADEN BADEN | RYANAIR | S | 86 | 0 | 0 | 8.1 | 17.4 | 31.4 | 14.0 | 19.8 | 7.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 26 | 63.2 | 29 | 68 |
| TOTAL KARLSRUHE/BADEN BADEN | | | 86 | 0 | 0 | 8.1 | 17.4 | 31.4 | 14.0 | 19.8 | 7.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 26 | 63.2 | 29 | 68 |
| LEIPZIG | EUROPEAN AIR TRANSPORT LEIPZIG (EAT) | 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 |
| LEIPZIG | RYANAIR | S | 26 | 0 | 0 | 0.0 | 3.8 | 19.2 | 15.4 | 26.9 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 37.5 | 31 | 24 |
| TOTAL LEIPZIG | | | 26 | 0 | 2 | 0.0 | 3.6 | 17.9 | 14.3 | 25.0 | 21.4 | 10.7 | 0.0 | 0.0 | 0.0 | 7.1 | 52 | 37.5 | 31 | 24 |
| MEMMINGEN ALLGAU | RYANAIR | S | 60 | 0 | 0 | 10.0 | 11.7 | 15.0 | 16.7 | 23.3 | 15.0 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 42 | 45.8 | 24 | 24 |
| 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 | 87.5 | 4 | 8 |
| TOTAL MEMMINGEN ALLGAU | | | 60 | 0 | 0 | 10.0 | 11.7 | 15.0 | 16.7 | 23.3 | 15.0 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 42 | 56.3 | 19 | 32 |
| MUNICH | 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 | 60.0 | 13 | 20 |
| TOTAL MUNICH | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 60.0 | 13 | 20 |
| NUREMBERG | RYANAIR | S | 72 | 0 | 0 | 2.8 | 29.2 | 27.8 | 12.5 | 13.9 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 18 | 60 |
| TOTAL NUREMBERG | | | 72 | 0 | 0 | 2.8 | 29.2 | 27.8 | 12.5 | 13.9 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 18 | 60 |
| TOTAL GERMANY | | | 898 | 0 | 3 | 1.9 | 20.6 | 26.0 | 15.6 | 19.8 | 12.9 | 2.1 | 0.6 | 0.2 | 0.0 | 0.3 | 29 | 60.2 | 21 | 876 |
| GREECE | | | | | | | | | | | | | | | | | | | | |
| ATHENS | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 16.7 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 18 | 16 |
| ATHENS | RYANAIR | S | 52 | 0 | 0 | 0.0 | 0.0 | 21.2 | 25.0 | 38.5 | 9.6 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 66.7 | 24 | 60 |
| TOTAL ATHENS | | | 70 | 0 | 0 | 0.0 | 1.4 | 22.9 | 22.9 | 32.9 | 15.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 65.8 | 23 | 76 |
| CHANIA | JET2.COM LTD | S | 22 | 0 | 0 | 9.1 | 18.2 | 45.5 | 13.6 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 9 | 24 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| CHANIA | RYANAIR | S | 25 | 0 | 0 | 0.0 | 0.0 | 20.0 | 32.0 | 8.0 | 24.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 59 | 66.7 | 20 | 36 | |
| CHANIA | 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 | 0.0 | 41 | 0.0 | 0 | 0 | |
| TOTAL CHANIA | | | 55 | 0 | 0 | 3.6 | 7.3 | 30.9 | 21.8 | 12.7 | 16.4 | 5.5 | 1.8 | 0.0 | 0.0 | 0.0 | 38 | 73.3 | 16 | 60 | |
| CORFU | JET2.COM LTD | S | 74 | 0 | 0 | 1.4 | 16.2 | 36.5 | 18.9 | 21.6 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 82.3 | 8 | 62 | |
| CORFU | RYANAIR | S | 26 | 0 | 0 | 7.7 | 30.8 | 19.2 | 26.9 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.9 | 12 | 26 | |
| CORFU | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 50.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 113 | 35.3 | 32 | 17 | |
| TOTAL CORFU | | | 116 | 0 | 0 | 2.6 | 17.2 | 31.0 | 18.1 | 22.4 | 6.9 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 31 | 73.3 | 13 | 105 | |
| HERAKLION | JET2.COM LTD | S | 82 | 0 | 0 | 6.1 | 19.5 | 39.0 | 23.2 | 8.5 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 69.7 | 11 | 89 | |
| HERAKLION | TUI AIRWAYS LTD | C | 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 | 24 | 40.0 | 22 | 14 | |
| TOTAL HERAKLION | | | 98 | 0 | 0 | 5.1 | 16.3 | 39.8 | 24.5 | 10.2 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.4 | 13 | 103 | |
| KALAMATA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 38.9 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 78.6 | 11 | 14 | |
| KALAMATA | RYANAIR | S | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 75.0 | 16 | 8 | |
| TOTAL KALAMATA | | | 26 | 0 | 0 | 0.0 | 15.4 | 34.6 | 19.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 77.3 | 12 | 22 | |
| KEFALLINIA | JET2.COM LTD | S | 40 | 1 | 0 | 7.3 | 17.1 | 39.0 | 19.5 | 9.8 | 2.4 | 0.0 | 2.4 | 0.0 | 2.4 | 0.0 | 18 | 77.1 | 14 | 48 | |
| KEFALLINIA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 16.7 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 16 | 18 | |
| KEFALLINIA | TUI AIRWAYS LTD | C | 17 | 0 | 0 | 0.0 | 0.0 | 29.4 | 47.1 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 53.3 | 16 | 14 | |
| TOTAL KEFALLINIA | | | 75 | 1 | 0 | 3.9 | 10.5 | 32.9 | 25.0 | 17.1 | 7.9 | 0.0 | 1.3 | 0.0 | 1.3 | 0.0 | 24 | 70.4 | 15 | 80 | |
| KOS | JET2.COM LTD | S | 51 | 0 | 0 | 5.9 | 15.7 | 39.2 | 19.6 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.1 | 23 | 48 | |
| KOS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 83.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 61.1 | 15 | 18 | |
| TOTAL KOS | | | 69 | 0 | 0 | 4.3 | 14.5 | 50.7 | 14.5 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 54.5 | 21 | 66 | |
| MYTILINI | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 33.3 | 61.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 4 | 8 | |
| TOTAL MYTILINI | | | 18 | 0 | 0 | 0.0 | 33.3 | 61.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 4 | 8 | |
| PREVEZA | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 71.4 | 13 | 14 | |
| PREVEZA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 38.9 | 5.6 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 16 | 16 | |
| PREVEZA | 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 PREVEZA | | | 36 | 0 | 1 | 0.0 | 10.8 | 45.9 | 5.4 | 27.0 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 22 | 60.0 | 15 | 30 | |
| RHODES | 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 | |
| RHODES | JET2.COM LTD | S | 64 | 0 | 0 | 3.1 | 12.5 | 40.6 | 17.2 | 18.8 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 58.1 | 15 | 73 | |
| RHODES | RYANAIR | S | 52 | 0 | 0 | 0.0 | 11.5 | 38.5 | 23.1 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 68.3 | 17 | 60 | |
| RHODES | RYANAIR UK LTD | S | 8 | 0 | 1 | 0.0 | 11.1 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 11.1 | 152 | 0.0 | 0 | 0 | |
| RHODES | TUI AIRWAYS LTD | C | 25 | 0 | 0 | 4.0 | 4.0 | 40.0 | 8.0 | 36.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 58.8 | 16 | 17 | |
| TOTAL RHODES | | | 150 | 0 | 1 | 2.0 | 10.6 | 39.1 | 17.2 | 20.5 | 9.3 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 29 | 62.3 | 16 | 150 | |
| SALONIKA | 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 | |
| SALONIKA | JET2.COM LTD | S | 16 | 0 | 0 | 0.0 | 0.0 | 43.8 | 37.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 73.7 | 13 | 19 | |
| SALONIKA | RYANAIR | S | 52 | 0 | 0 | 0.0 | 1.9 | 34.6 | 21.2 | 23.1 | 17.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 38.3 | 35 | 60 | |
| TOTAL SALONIKA | | | 68 | 0 | 0 | 0.0 | 1.5 | 36.8 | 25.0 | 22.1 | 13.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 47.5 | 29 | 80 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 |
| SKIATHOS | JET2.COM LTD | S | 32 | 0 | 0 | 0.0 | 28.1 | 40.6 | 21.9 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 54.5 | 28 | 29 |
| TOTAL SKIATHOS | | | 32 | 0 | 0 | 0.0 | 28.1 | 40.6 | 21.9 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 54.5 | 28 | 29 |
| THIRA (SANTORINI) | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 22.2 | 27.8 | 16.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 63.6 | 17 | 22 |
| THIRA (SANTORINI) | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 11.1 | 16.7 | 0.0 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 51 | 55.6 | 24 | 18 |
| TOTAL THIRA (SANTORINI) | | | 36 | 0 | 0 | 0.0 | 16.7 | 33.3 | 13.9 | 13.9 | 11.1 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 39 | 60.0 | 20 | 40 |
| ZAKINTHOS | JET2.COM LTD | S | 34 | 0 | 0 | 0.0 | 11.8 | 41.2 | 17.6 | 20.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 64.7 | 14 | 34 |
| ZAKINTHOS | 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 | 25 | 37.5 | 22 | 8 |
| ZAKINTHOS | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 58.8 | 14 | 17 |
| TOTAL ZAKINTHOS | | | 58 | 0 | 0 | 0.0 | 6.9 | 39.7 | 25.9 | 15.5 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 59.3 | 15 | 59 |
| TOTAL GREECE | | | 907 | 1 | 2 | 2.1 | 12.0 | 37.0 | 19.7 | 18.2 | 8.9 | 1.1 | 0.3 | 0.3 | 0.1 | 0.2 | 27 | 63.8 | 18 | 908 |
| HUNGARY | | | | | | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 240 | 0 | 0 | 4.2 | 27.9 | 27.9 | 13.8 | 12.9 | 12.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 74.6 | 19 | 238 |
| BUDAPEST | WIZZ AIR | S | 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 | 8 | 0.0 | 0 | 0 |
| TOTAL BUDAPEST | | | 241 | 0 | 1 | 4.1 | 27.7 | 28.1 | 13.6 | 12.8 | 12.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.4 | 23 | 74.6 | 19 | 238 |
| TOTAL HUNGARY | | | 241 | 0 | 1 | 4.1 | 27.7 | 28.1 | 13.6 | 12.8 | 12.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.4 | 23 | 74.6 | 19 | 238 |
| ICELAND | | | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | FLY PLAY HF | S | 60 | 0 | 0 | 16.7 | 45.0 | 35.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 85.0 | 7 | 60 |
| TOTAL KEFLAVIK | | | 60 | 0 | 0 | 16.7 | 45.0 | 35.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 85.0 | 7 | 60 |
| TOTAL ICELAND | | | 60 | 0 | 0 | 16.7 | 45.0 | 35.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 85.0 | 7 | 60 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 170 | 0 | 0 | 8.8 | 32.4 | 24.1 | 9.4 | 14.1 | 9.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 72.9 | 14 | 170 |
| TOTAL CORK | | | 170 | 0 | 0 | 8.8 | 32.4 | 24.1 | 9.4 | 14.1 | 9.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 72.9 | 14 | 170 |
| DUBLIN | RYANAIR | S | 472 | 0 | 0 | 1.3 | 24.4 | 28.0 | 15.7 | 18.6 | 8.9 | 2.3 | 0.8 | 0.0 | 0.0 | 0.0 | 26 | 51.5 | 28 | 458 |
| DUBLIN | RYANAIR UK 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 | 2 | 66.7 | 33 | 24 |
| TOTAL DUBLIN | | | 480 | 0 | 0 | 1.5 | 25.2 | 27.7 | 15.4 | 18.3 | 8.8 | 2.3 | 0.8 | 0.0 | 0.0 | 0.0 | 26 | 52.3 | 28 | 482 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 82 | 0 | 0 | 0.0 | 20.7 | 24.4 | 25.6 | 13.4 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 72.3 | 17 | 94 |
| TOTAL IRELAND WEST (KNOCK) | | | 82 | 0 | 0 | 0.0 | 20.7 | 24.4 | 25.6 | 13.4 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 72.3 | 17 | 94 |
| KERRY COUNTY | RYANAIR | S | 44 | 0 | 0 | 2.3 | 47.7 | 36.4 | 9.1 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 12 | 36 |
| 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 | 75.0 | 17 | 8 |
| TOTAL KERRY COUNTY | | | 44 | 0 | 0 | 2.3 | 47.7 | 36.4 | 9.1 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 13 | 44 |
| SHANNON | RYANAIR | S | 132 | 0 | 0 | 6.1 | 31.8 | 22.0 | 9.8 | 14.4 | 11.4 | 2.3 | 1.5 | 0.8 | 0.0 | 0.0 | 30 | 70.5 | 18 | 146 |
| SHANNON | RYANAIR UK LTD | 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 | 6 | 0.0 | 0 | 0 |
| TOTAL SHANNON | | | 142 | 0 | 0 | 5.6 | 32.4 | 23.2 | 10.6 | 13.4 | 10.6 | 2.1 | 1.4 | 0.7 | 0.0 | 0.0 | 28 | 70.5 | 18 | 146 |
| TOTAL IRISH REPUBLIC | | | 918 | 0 | 0 | 3.4 | 28.3 | 26.5 | 14.2 | 15.5 | 9.6 | 1.9 | 0.7 | 0.1 | 0.0 | 0.0 | 24 | 62.0 | 22 | 936 |
| ITALY | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | |
| ALGHERO (FERTILIA) | RYANAIR | S | 24 | 0 | 0 | 0.0 | 37.5 | 58.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 33.3 | 40 | 24 | |
| TOTAL ALGHERO (FERTILIA) | | | 24 | 0 | 0 | 0.0 | 37.5 | 58.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 33.3 | 40 | 24 | |
| ANCONA | RYANAIR | S | 51 | 0 | 0 | 0.0 | 7.8 | 27.5 | 25.5 | 21.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 56.7 | 17 | 60 | |
| TOTAL ANCONA | | | 51 | 0 | 0 | 0.0 | 7.8 | 27.5 | 25.5 | 21.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 56.7 | 17 | 60 | |
| BARI (PALESE) | RYANAIR | S | 60 | 0 | 0 | 1.7 | 5.0 | 18.3 | 15.0 | 26.7 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 59.6 | 21 | 51 | |
| 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 | 50.0 | 146 | 8 | |
| TOTAL BARI (PALESE) | | | 60 | 0 | 0 | 1.7 | 5.0 | 18.3 | 15.0 | 26.7 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 58.3 | 38 | 59 | |
| BERGAMO | RYANAIR | S | 213 | 0 | 1 | 2.3 | 17.8 | 28.5 | 18.2 | 17.3 | 13.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.5 | 28 | 55.0 | 30 | 185 | |
| 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 | 70.8 | 20 | 48 | |
| TOTAL BERGAMO | | | 213 | 0 | 1 | 2.3 | 17.8 | 28.5 | 18.2 | 17.3 | 13.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.5 | 28 | 58.2 | 28 | 233 | |
| BOLOGNA | RYANAIR | S | 92 | 0 | 0 | 0.0 | 15.2 | 28.3 | 14.1 | 25.0 | 10.9 | 5.4 | 1.1 | 0.0 | 0.0 | 0.0 | 37 | 55.9 | 29 | 102 | |
| TOTAL BOLOGNA | | | 92 | 0 | 0 | 0.0 | 15.2 | 28.3 | 14.1 | 25.0 | 10.9 | 5.4 | 1.1 | 0.0 | 0.0 | 0.0 | 37 | 55.9 | 29 | 102 | |
| BRINDISI | RYANAIR | S | 50 | 0 | 0 | 2.0 | 22.0 | 32.0 | 8.0 | 14.0 | 16.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 59.5 | 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 | 0.0 | 0 | 100.0 | 3 | 8 | |
| TOTAL BRINDISI | | | 50 | 0 | 0 | 2.0 | 22.0 | 32.0 | 8.0 | 14.0 | 16.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.0 | 18 | 50 | |
| CAGLIARI (ELMAS) | RYANAIR | S | 44 | 0 | 0 | 0.0 | 27.3 | 45.5 | 11.4 | 13.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.8 | 27 | 34 | |
| TOTAL CAGLIARI (ELMAS) | | | 44 | 0 | 0 | 0.0 | 27.3 | 45.5 | 11.4 | 13.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.8 | 27 | 34 | |
| CATANIA (FONTANAROSSA) | JET2.COM LTD | S | 17 | 0 | 0 | 0.0 | 23.5 | 11.8 | 11.8 | 41.2 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 43.8 | 21 | 16 | |
| CATANIA (FONTANAROSSA) | RYANAIR | S | 26 | 0 | 0 | 0.0 | 11.5 | 26.9 | 15.4 | 19.2 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 72.2 | 14 | 18 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 43 | 0 | 0 | 0.0 | 16.3 | 20.9 | 14.0 | 27.9 | 18.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 58.8 | 18 | 34 | |
| 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 | 0.0 | 22 | 1 | |
| FLORENCE | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 0.0 | 10.0 | 20.0 | 30.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| TOTAL FLORENCE | | | 10 | 0 | 0 | 0.0 | 10.0 | 20.0 | 30.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 22 | 1 | |
| FORLI | 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 | 2 | 0.0 | 0 | 0 | |
| TOTAL FORLI | | | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| GENOA | RYANAIR | S | 60 | 0 | 0 | 3.3 | 16.7 | 45.0 | 10.0 | 13.3 | 8.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 71.4 | 19 | 42 | |
| 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 | 0.0 | 0 | 75.0 | 12 | 8 | |
| TOTAL GENOA | | | 60 | 0 | 0 | 3.3 | 16.7 | 45.0 | 10.0 | 13.3 | 8.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 72.0 | 18 | 50 | |
| LAMETIA-TERME | RYANAIR | S | 26 | 0 | 0 | 0.0 | 30.8 | 34.6 | 11.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.7 | 18 | 26 | |
| TOTAL LAMETIA-TERME | | | 26 | 0 | 0 | 0.0 | 30.8 | 34.6 | 11.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.7 | 18 | 26 | |
| MILAN (MALPENSA) | RYANAIR | S | 149 | 0 | 0 | 0.0 | 23.5 | 33.6 | 12.1 | 14.8 | 10.7 | 3.4 | 1.3 | 0.7 | 0.0 | 0.0 | 32 | 52.1 | 25 | 167 | |
| MILAN (MALPENSA) | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 20.0 | 40.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 50.0 | 68 | 10 | |
| TOTAL MILAN (MALPENSA) | | | 159 | 0 | 0 | 0.0 | 22.0 | 32.1 | 12.6 | 16.4 | 11.9 | 3.1 | 1.3 | 0.6 | 0.0 | 0.0 | 32 | 52.0 | 27 | 177 | |
| NAPLES | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 38.9 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.3 | 8 | 18 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| NAPLES | RYANAIR | S | 86 | 0 | 0 | 3.5 | 14.0 | 27.9 | 12.8 | 26.7 | 12.8 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 30 | 62.5 | 19 | 88 |
| TOTAL NAPLES | | | 104 | 0 | 0 | 2.9 | 12.5 | 31.7 | 17.3 | 22.1 | 10.6 | 1.9 | 1.0 | 0.0 | 0.0 | 0.0 | 28 | 66.0 | 17 | 106 |
| OLBIA | JET2.COM 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 | 4 | 70.0 | 11 | 10 |
| OLBIA | RYANAIR | S | 26 | 0 | 0 | 0.0 | 19.2 | 34.6 | 23.1 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| TOTAL OLBIA | | | 34 | 0 | 0 | 0.0 | 32.4 | 29.4 | 20.6 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.0 | 11 | 10 |
| PALERMO | RYANAIR | S | 78 | 0 | 0 | 0.0 | 11.5 | 23.1 | 14.1 | 26.9 | 19.2 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 41 | 48.3 | 25 | 60 |
| TOTAL PALERMO | | | 78 | 0 | 0 | 0.0 | 11.5 | 23.1 | 14.1 | 26.9 | 19.2 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 41 | 48.3 | 25 | 60 |
| PERUGIA | RYANAIR | S | 59 | 0 | 1 | 0.0 | 11.7 | 25.0 | 20.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 34 | 49.2 | 22 | 60 |
| TOTAL PERUGIA | | | 59 | 0 | 1 | 0.0 | 11.7 | 25.0 | 20.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 34 | 49.2 | 22 | 60 |
| PESCARA | RYANAIR | S | 60 | 0 | 0 | 0.0 | 10.0 | 30.0 | 30.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 80.0 | 10 | 60 |
| TOTAL PESCARA | | | 60 | 0 | 0 | 0.0 | 10.0 | 30.0 | 30.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 80.0 | 10 | 60 |
| PISA | RYANAIR | S | 180 | 0 | 0 | 1.7 | 16.1 | 26.7 | 18.3 | 19.4 | 14.4 | 1.7 | 1.1 | 0.6 | 0.0 | 0.0 | 33 | 66.0 | 19 | 192 |
| TOTAL PISA | | | 180 | 0 | 0 | 1.7 | 16.1 | 26.7 | 18.3 | 19.4 | 14.4 | 1.7 | 1.1 | 0.6 | 0.0 | 0.0 | 33 | 66.0 | 19 | 192 |
| RIMINI | RYANAIR | S | 34 | 0 | 0 | 0.0 | 23.5 | 26.5 | 8.8 | 17.6 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 86.1 | 12 | 36 |
| TOTAL RIMINI | | | 34 | 0 | 0 | 0.0 | 23.5 | 26.5 | 8.8 | 17.6 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 86.1 | 12 | 36 |
| ROME (CIAMPINO) | RYANAIR | S | 258 | 0 | 0 | 7.0 | 22.5 | 27.5 | 15.1 | 14.3 | 9.7 | 2.7 | 1.2 | 0.0 | 0.0 | 0.0 | 26 | 73.2 | 14 | 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 | 0.0 | 0 | 100.0 | 2 | 8 |
| TOTAL ROME (CIAMPINO) | | | 258 | 0 | 0 | 7.0 | 22.5 | 27.5 | 15.1 | 14.3 | 9.7 | 2.7 | 1.2 | 0.0 | 0.0 | 0.0 | 26 | 74.0 | 13 | 258 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 36 | 0 | 0 | 0.0 | 11.1 | 36.1 | 22.2 | 25.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 48.6 | 33 | 35 |
| TOTAL ROME (FIUMICINO) | | | 36 | 0 | 0 | 0.0 | 11.1 | 36.1 | 22.2 | 25.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 48.6 | 33 | 35 |
| SALERNO COSTA AMALFI | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL SALERNO COSTA AMALFI | | | 18 | 0 | 0 | 0.0 | 5.6 | 50.0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TRAPANI | RYANAIR | S | 18 | 0 | 0 | 0.0 | 5.6 | 55.6 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 57 | 87.5 | 14 | 16 |
| TOTAL TRAPANI | | | 18 | 0 | 0 | 0.0 | 5.6 | 55.6 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 57 | 87.5 | 14 | 16 |
| TRIESTE (RONCHI DEI LEGIONARI) | RYANAIR | S | 34 | 0 | 0 | 2.9 | 29.4 | 32.4 | 5.9 | 17.6 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 30 | 34 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 34 | 0 | 0 | 2.9 | 29.4 | 32.4 | 5.9 | 17.6 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 30 | 34 |
| TURIN | RYANAIR | S | 74 | 0 | 0 | 0.0 | 29.7 | 24.3 | 8.1 | 23.0 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 53.2 | 23 | 58 |
| 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 | 33.3 | 61 | 6 |
| TOTAL TURIN | | | 74 | 0 | 0 | 0.0 | 29.7 | 24.3 | 8.1 | 23.0 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 51.5 | 27 | 64 |
| VENICE | RYANAIR | S | 162 | 0 | 0 | 4.3 | 18.5 | 29.6 | 21.6 | 18.5 | 6.2 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 23 | 46.0 | 28 | 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 | 25.0 | 73 | 8 |
| TOTAL VENICE | | | 162 | 0 | 0 | 4.3 | 18.5 | 29.6 | 21.6 | 18.5 | 6.2 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 23 | 45.0 | 31 | 168 |
| VERONA VILLAFRANCA | 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 | 6 | 57.1 | 13 | 7 |
| VERONA VILLAFRANCA | RYANAIR | S | 59 | 0 | 0 | 0.0 | 6.8 | 32.2 | 13.6 | 20.3 | 23.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 52.4 | 27 | 42 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| 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 | 62.5 | 17 | 8 |
| TOTAL VERONA VILLAFRANCA | | | 67 | 0 | 0 | 0.0 | 11.9 | 32.8 | 13.4 | 17.9 | 20.9 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 54.4 | 24 | 57 |
| TOTAL ITALY | | | 2050 | 0 | 2 | 2.0 | 18.0 | 29.9 | 15.9 | 19.2 | 11.9 | 2.1 | 0.6 | 0.1 | 0.0 | 0.1 | 29 | 60.1 | 23 | 2006 |
| JORDAN | | | | | | | | | | | | | | | | | | | | |
| AMMAN | ROYAL JORDANIAN | S | 24 | 0 | 0 | 20.8 | 16.7 | 29.2 | 12.5 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| TOTAL AMMAN | | | 24 | 0 | 0 | 20.8 | 16.7 | 29.2 | 12.5 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| TOTAL JORDAN | | | 24 | 0 | 0 | 20.8 | 16.7 | 29.2 | 12.5 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| LATVIA | | | | | | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 92 | 0 | 0 | 6.5 | 29.3 | 28.3 | 15.2 | 10.9 | 6.5 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 84.8 | 7 | 92 |
| TOTAL RIGA | | | 92 | 0 | 0 | 6.5 | 29.3 | 28.3 | 15.2 | 10.9 | 6.5 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 84.8 | 7 | 92 |
| TOTAL LATVIA | | | 92 | 0 | 0 | 6.5 | 29.3 | 28.3 | 15.2 | 10.9 | 6.5 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 84.8 | 7 | 92 |
| LITHUANIA | | | | | | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 52 | 0 | 0 | 7.7 | 38.5 | 19.2 | 15.4 | 11.5 | 3.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 20 | 83.3 | 9 | 42 |
| TOTAL KAUNAS | | | 52 | 0 | 0 | 7.7 | 38.5 | 19.2 | 15.4 | 11.5 | 3.8 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 20 | 83.3 | 9 | 42 |
| PALANGA | RYANAIR | S | 34 | 0 | 0 | 0.0 | 20.6 | 32.4 | 2.9 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 60.0 | 14 | 24 |
| TOTAL PALANGA | | | 34 | 0 | 0 | 0.0 | 20.6 | 32.4 | 2.9 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 60.0 | 14 | 24 |
| VILNIUS | RYANAIR | S | 52 | 0 | 0 | 5.8 | 25.0 | 30.8 | 9.6 | 21.2 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 86.0 | 7 | 50 |
| TOTAL VILNIUS | | | 52 | 0 | 0 | 5.8 | 25.0 | 30.8 | 9.6 | 21.2 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 86.0 | 7 | 50 |
| TOTAL LITHUANIA | | | 138 | 0 | 0 | 5.1 | 29.0 | 26.8 | 10.1 | 19.6 | 5.1 | 3.6 | 0.7 | 0.0 | 0.0 | 0.0 | 24 | 79.5 | 9 | 116 |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | 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 |
| LUXEMBOURG | RYANAIR | S | 52 | 0 | 0 | 0.0 | 26.9 | 11.5 | 13.5 | 30.8 | 13.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 39 | 76.9 | 13 | 52 |
| TOTAL LUXEMBOURG | | | 53 | 0 | 0 | 0.0 | 28.3 | 11.3 | 13.2 | 30.2 | 13.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 38 | 76.9 | 13 | 52 |
| TOTAL LUXEMBOURG | | | 53 | 0 | 0 | 0.0 | 28.3 | 11.3 | 13.2 | 30.2 | 13.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 38 | 76.9 | 13 | 52 |
| MACEDONIA | | | | | | | | | | | | | | | | | | | | |
| OHRID | 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 | 16 | 1 |
| TOTAL OHRID | | | 0 | 0 | 0 | 0.0 | 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 MACEDONIA | | | 0 | 0 | 0 | 0.0 | 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 |
| MALTA | | | | | | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 26 | 0 | 0 | 3.8 | 26.9 | 57.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 94 | 16 |
| MALTA | RYANAIR | S | 112 | 0 | 0 | 0.9 | 14.3 | 19.6 | 20.5 | 37.5 | 6.3 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 62.9 | 23 | 70 |
| TOTAL MALTA | | | 138 | 0 | 0 | 1.4 | 16.7 | 26.8 | 18.1 | 31.2 | 5.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.8 | 36 | 86 |
| TOTAL MALTA | | | 138 | 0 | 0 | 1.4 | 16.7 | 26.8 | 18.1 | 31.2 | 5.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.8 | 36 | 86 |
| MOROCCO | | | | | | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | RYANAIR UK LTD | S | 34 | 0 | 0 | 0.0 | 11.8 | 41.2 | 29.4 | 2.9 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 10 | 24 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 AGADIR (AL MASSIRA) | | | 34 | 0 | 0 | 0.0 | 11.8 | 41.2 | 29.4 | 2.9 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 10 | 24 | |
| ESSAOUIRA | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 5.6 | 16.7 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 81.3 | 31 | 16 | |
| TOTAL ESSAOUIRA | | | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 5.6 | 16.7 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 81.3 | 31 | 16 | |
| FEZ | RYANAIR UK LTD | S | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 16.7 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 52 | 27.8 | 46 | 18 | |
| TOTAL FEZ | | | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 16.7 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 52 | 27.8 | 46 | 18 | |
| MARRAKESH | RYANAIR UK LTD | S | 120 | 0 | 0 | 0.0 | 10.8 | 46.7 | 15.8 | 12.5 | 10.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 78.7 | 11 | 94 | |
| TOTAL MARRAKESH | | | 120 | 0 | 0 | 0.0 | 10.8 | 46.7 | 15.8 | 12.5 | 10.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 78.7 | 11 | 94 | |
| OUARZAZATE | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 56.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 22 | 18 | |
| TOTAL OUARZAZATE | | | 16 | 0 | 0 | 0.0 | 25.0 | 56.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 22 | 18 | |
| RABAT | RYANAIR UK LTD | S | 25 | 0 | 1 | 0.0 | 0.0 | 23.1 | 30.8 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 37 | 30.8 | 49 | 26 | |
| TOTAL RABAT | | | 25 | 0 | 1 | 0.0 | 0.0 | 23.1 | 30.8 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 37 | 30.8 | 49 | 26 | |
| TANGIERS (IBN BATUTA) | RYANAIR UK LTD | S | 27 | 0 | 0 | 0.0 | 0.0 | 18.5 | 29.6 | 33.3 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 50.0 | 22 | 16 | |
| TOTAL TANGIERS (IBN BATUTA) | | | 27 | 0 | 0 | 0.0 | 0.0 | 18.5 | 29.6 | 33.3 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 50.0 | 22 | 16 | |
| TOTAL MOROCCO | | | 258 | 0 | 1 | 0.0 | 9.3 | 40.9 | 18.9 | 15.8 | 10.8 | 3.5 | 0.0 | 0.4 | 0.0 | 0.4 | 29 | 65.1 | 22 | 212 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | 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 | 0.0 | 16 | 1 | |
| AMSTERDAM | EASYJET EUROPE | S | 132 | 0 | 2 | 2.2 | 20.1 | 30.6 | 25.4 | 12.7 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 20 | 62.9 | 20 | 114 | |
| AMSTERDAM | 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 | 9 | 2 | |
| AMSTERDAM | 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 | | |
| TOTAL AMSTERDAM | | | 132 | 0 | 3 | 2.2 | 20.0 | 30.4 | 25.2 | 12.6 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 20 | 62.2 | 20 | 117 | |
| EINDHOVEN | RYANAIR | S | 148 | 0 | 0 | 0.0 | 21.6 | 27.7 | 17.6 | 22.3 | 8.1 | 2.0 | 0.7 | 0.0 | 0.0 | 0.0 | 27 | 71.1 | 18 | 180 | |
| EINDHOVEN | RYANAIR UK LTD | S | 32 | 0 | 0 | 0.0 | 18.8 | 37.5 | 28.1 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| TOTAL EINDHOVEN | | | 180 | 0 | 0 | 0.0 | 21.1 | 29.4 | 19.4 | 21.1 | 6.7 | 1.7 | 0.6 | 0.0 | 0.0 | 0.0 | 25 | 71.1 | 18 | 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 | 33.3 | 24 | 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 | 33.3 | 24 | 18 | |
| TOTAL NETHERLANDS | | | 312 | 0 | 3 | 1.0 | 20.6 | 29.8 | 21.9 | 17.5 | 7.0 | 1.0 | 0.3 | 0.0 | 0.0 | 1.0 | 23 | 65.6 | 19 | 315 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | S | 0 | 0 | 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 | 7 | 18 | |
| TOTAL BERGEN | | | 0 | 0 | 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 | 7 | 18 | |
| OSLO (GARDERMOEN) | RYANAIR UK LTD | S | 86 | 1 | 0 | 1.1 | 33.3 | 28.7 | 17.2 | 8.0 | 9.2 | 0.0 | 0.0 | 1.1 | 1.1 | 0.0 | 23 | 65.1 | 26 | 86 | |
| TOTAL OSLO (GARDERMOEN) | | | 86 | 1 | 0 | 1.1 | 33.3 | 28.7 | 17.2 | 8.0 | 9.2 | 0.0 | 0.0 | 1.1 | 1.1 | 0.0 | 23 | 65.1 | 26 | 86 | |
| SANDEFJORD(TORP) | RYANAIR UK LTD | S | 42 | 0 | 0 | 0.0 | 11.9 | 52.4 | 11.9 | 21.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 68.2 | 24 | 44 | |
| TOTAL SANDEFJORD(TORP) | | | 42 | 0 | 0 | 0.0 | 11.9 | 52.4 | 11.9 | 21.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 68.2 | 24 | 44 | |
| TOTAL NORWAY | | | 128 | 1 | 0 | 0.8 | 26.4 | 36.4 | 15.5 | 12.4 | 7.0 | 0.0 | 0.0 | 0.8 | 0.8 | 0.0 | 21 | 69.6 | 23 | 148 | |
| POLAND | | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 |
| BYDGOSZCZ | RYANAIR | S | 25 | 0 | 0 | 4.0 | 40.0 | 16.0 | 32.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.5 | 7 | 34 |
| BYDGOSZCZ | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| TOTAL BYDGOSZCZ | | | 33 | 0 | 0 | 3.0 | 42.4 | 18.2 | 24.2 | 6.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.5 | 7 | 34 |
| GDANSK | RYANAIR | S | 116 | 0 | 0 | 6.0 | 36.2 | 28.4 | 10.3 | 13.8 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.8 | 10 | 120 |
| TOTAL GDANSK | | | 116 | 0 | 0 | 6.0 | 36.2 | 28.4 | 10.3 | 13.8 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.8 | 10 | 120 |
| KATOWICE | RYANAIR | S | 84 | 0 | 0 | 3.6 | 29.8 | 22.6 | 11.9 | 15.5 | 13.1 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 18 | 78 |
| TOTAL KATOWICE | | | 84 | 0 | 0 | 3.6 | 29.8 | 22.6 | 11.9 | 15.5 | 13.1 | 2.4 | 1.2 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 18 | 78 |
| KRAKOW | RYANAIR | S | 165 | 0 | 0 | 3.6 | 28.5 | 23.6 | 19.4 | 13.9 | 6.7 | 3.6 | 0.6 | 0.0 | 0.0 | 0.0 | 24 | 66.4 | 20 | 152 |
| 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 | 90.0 | 6 | 10 |
| TOTAL KRAKOW | | | 165 | 0 | 0 | 3.6 | 28.5 | 23.6 | 19.4 | 13.9 | 6.7 | 3.6 | 0.6 | 0.0 | 0.0 | 0.0 | 24 | 67.9 | 19 | 162 |
| LODZ LUBLINEK | RYANAIR | S | 43 | 0 | 0 | 0.0 | 27.9 | 30.2 | 9.3 | 25.6 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.0 | 16 | 42 |
| TOTAL LODZ LUBLINEK | | | 43 | 0 | 0 | 0.0 | 27.9 | 30.2 | 9.3 | 25.6 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.0 | 16 | 42 |
| POZNAN | RYANAIR | S | 100 | 0 | 0 | 6.0 | 35.0 | 26.0 | 15.0 | 8.0 | 9.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 73.1 | 16 | 78 |
| TOTAL POZNAN | | | 100 | 0 | 0 | 6.0 | 35.0 | 26.0 | 15.0 | 8.0 | 9.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 73.1 | 16 | 78 |
| RZESZOW | RYANAIR | S | 50 | 0 | 0 | 0.0 | 40.0 | 24.0 | 20.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 7 | 50 |
| 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 | 1 | 8 |
| TOTAL RZESZOW | | | 50 | 0 | 0 | 0.0 | 40.0 | 24.0 | 20.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.8 | 6 | 58 |
| SZCZECIN (GOLENOW) | RYANAIR | S | 42 | 0 | 0 | 0.0 | 23.8 | 33.3 | 16.7 | 21.4 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 59.1 | 29 | 44 |
| 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 | 5 | 8 |
| TOTAL SZCZECIN (GOLENOW) | | | 42 | 0 | 0 | 0.0 | 23.8 | 33.3 | 16.7 | 21.4 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 63.5 | 25 | 52 |
| SZYMANY (MAZURY) | RYANAIR | 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 | 2 | 100.0 | 1 | 8 |
| SZYMANY (MAZURY) | RYANAIR UK LTD | S | 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 | 100.0 | 3 | 10 |
| TOTAL SZYMANY (MAZURY) | | | 18 | 0 | 0 | 11.1 | 50.0 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 2 | 18 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 142 | 0 | 0 | 4.2 | 34.5 | 26.8 | 14.1 | 12.0 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.4 | 20 | 150 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 142 | 0 | 0 | 4.2 | 34.5 | 26.8 | 14.1 | 12.0 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.4 | 20 | 150 |
| WROCLAW | RYANAIR | S | 110 | 0 | 0 | 5.5 | 32.7 | 14.5 | 13.6 | 13.6 | 19.1 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 29 | 80.2 | 20 | 96 |
| TOTAL WROCLAW | | | 110 | 0 | 0 | 5.5 | 32.7 | 14.5 | 13.6 | 13.6 | 19.1 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 29 | 80.2 | 20 | 96 |
| TOTAL POLAND | | | 903 | 0 | 0 | 4.1 | 33.1 | 24.7 | 14.7 | 13.5 | 8.5 | 1.0 | 0.2 | 0.1 | 0.0 | 0.0 | 20 | 73.4 | 16 | 888 |
| PORTUGAL(EXCLUDING AZORES PONTA DELGADA) | | | | | | | | | | | | | | | | | | | | |
| AZORES PONTA DELGADA | RYANAIR | S | 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 | 2 | 75.0 | 11 | 8 |
| TOTAL AZORES PONTA DELGADA | | | 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 | 2 | 75.0 | 11 | 8 |
| FARO | JET2.COM LTD | S | 74 | 0 | 0 | 2.7 | 28.4 | 43.2 | 8.1 | 10.8 | 5.4 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 94.0 | 4 | 84 |
| FARO | RYANAIR | S | 172 | 0 | 0 | 4.1 | 16.9 | 37.8 | 20.9 | 15.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 69.3 | 16 | 198 |
| TOTAL FARO | | | 246 | 0 | 0 | 3.7 | 20.3 | 39.4 | 17.1 | 14.2 | 4.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.7 | 13 | 282 |
| LISBON | RYANAIR | S | 196 | 0 | 0 | 1.0 | 10.7 | 23.0 | 15.8 | 28.6 | 15.3 | 4.1 | 1.5 | 0.0 | 0.0 | 0.0 | 39 | 43.5 | 35 | 214 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 LISBON | | | 196 | 0 | 0 | 1.0 | 10.7 | 23.0 | 15.8 | 28.6 | 15.3 | 4.1 | 1.5 | 0.0 | 0.0 | 0.0 | 39 | 43.5 | 35 | 214 |
| OPORTO (PORTUGAL) | RYANAIR | S | 174 | 1 | 0 | 1.1 | 12.6 | 21.1 | 20.6 | 20.6 | 16.6 | 4.6 | 2.3 | 0.0 | 0.6 | 0.0 | 41 | 75.9 | 14 | 170 |
| TOTAL OPORTO (PORTUGAL) | | | 174 | 1 | 0 | 1.1 | 12.6 | 21.1 | 20.6 | 20.6 | 16.6 | 4.6 | 2.3 | 0.0 | 0.6 | 0.0 | 41 | 75.9 | 14 | 170 |
| TOTAL PORTUGAL PORTUGAL(MADEIRA) | | | 624 | 1 | 0 | 2.2 | 15.7 | 29.0 | 17.4 | 20.3 | 11.4 | 2.7 | 1.1 | 0.0 | 0.2 | 0.0 | 30 | 65.9 | 20 | 674 |
| FUNCHAL | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 38.9 | 27.8 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 88.9 | 14 | 18 |
| FUNCHAL | RYANAIR | S | 26 | 0 | 0 | 3.8 | 23.1 | 53.8 | 7.7 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 16 | 82.0 | 11 | 50 |
| TOTAL FUNCHAL | | | 44 | 0 | 0 | 4.5 | 29.5 | 43.2 | 11.4 | 4.5 | 4.5 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 15 | 83.8 | 11 | 68 |
| TOTAL PORTUGAL REPUBLIC OF MOLDOVA | | | 44 | 0 | 0 | 4.5 | 29.5 | 43.2 | 11.4 | 4.5 | 4.5 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 15 | 83.8 | 11 | 68 |
| CHISINAU INTERNATIONAL | FLY ONE | S | 26 | 0 | 0 | 3.8 | 34.6 | 42.3 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 32.6 | 63 | 42 |
| CHISINAU INTERNATIONAL | HISKY | S | 56 | 0 | 0 | 1.8 | 8.9 | 21.4 | 10.7 | 19.6 | 16.1 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 69 | 50.0 | 41 | 24 |
| TOTAL CHISINAU INTERNATIONAL | | | 82 | 0 | 0 | 2.4 | 17.1 | 28.0 | 12.2 | 14.6 | 11.0 | 9.8 | 4.9 | 0.0 | 0.0 | 0.0 | 49 | 39.5 | 55 | 66 |
| TOTAL REPUBLIC OF REPUBLIC OF | | | 82 | 0 | 0 | 2.4 | 17.1 | 28.0 | 12.2 | 14.6 | 11.0 | 9.8 | 4.9 | 0.0 | 0.0 | 0.0 | 49 | 39.5 | 55 | 66 |
| PODGORICA | RYANAIR UK LTD | S | 26 | 0 | 0 | 0.0 | 23.1 | 23.1 | 26.9 | 7.7 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 53.6 | 35 | 28 |
| TOTAL PODGORICA | | | 26 | 0 | 0 | 0.0 | 23.1 | 23.1 | 26.9 | 7.7 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 53.6 | 35 | 28 |
| TIVAT | JET2.COM LTD | S | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 |
| TOTAL TIVAT | | | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 |
| TOTAL REPUBLIC OF ROMANIA | | | 44 | 0 | 0 | 0.0 | 20.5 | 29.5 | 25.0 | 9.1 | 13.6 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 37 | 53.6 | 35 | 28 |
| BUCHAREST (OTOPENI) | RYANAIR | S | 180 | 0 | 0 | 0.0 | 11.7 | 31.7 | 14.4 | 23.3 | 12.8 | 5.6 | 0.6 | 0.0 | 0.0 | 0.0 | 35 | 60.4 | 22 | 202 |
| BUCHAREST (OTOPENI) | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| TOTAL BUCHAREST (OTOPENI) | | | 196 | 0 | 0 | 0.0 | 12.8 | 32.1 | 16.3 | 21.4 | 11.7 | 5.1 | 0.5 | 0.0 | 0.0 | 0.0 | 34 | 60.4 | 22 | 202 |
| CLUJ NAPOCA | RYANAIR | S | 34 | 0 | 0 | 0.0 | 8.8 | 38.2 | 23.5 | 14.7 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.3 | 9 | 32 |
| TOTAL CLUJ NAPOCA | | | 34 | 0 | 0 | 0.0 | 8.8 | 38.2 | 23.5 | 14.7 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 81.3 | 9 | 32 |
| TOTAL ROMANIA SLOVAK REPUBLIC | | | 230 | 0 | 0 | 0.0 | 12.2 | 33.0 | 17.4 | 20.4 | 12.2 | 4.3 | 0.4 | 0.0 | 0.0 | 0.0 | 32 | 63.2 | 20 | 234 |
| BRATISLAVA | RYANAIR | S | 44 | 0 | 0 | 15.9 | 43.2 | 29.5 | 2.3 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 95.2 | 3 | 42 |
| TOTAL BRATISLAVA | | | 44 | 0 | 0 | 15.9 | 43.2 | 29.5 | 2.3 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 95.2 | 3 | 42 |
| KOSICE | RYANAIR | S | 34 | 0 | 0 | 0.0 | 29.4 | 11.8 | 14.7 | 23.5 | 14.7 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 37 | 70.6 | 27 | 34 |
| KOSICE | RYANAIR UK LTD | S | 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 | 15 | 80.0 | 6 | 10 |
| TOTAL KOSICE | | | 42 | 0 | 0 | 0.0 | 23.8 | 19.0 | 21.4 | 19.0 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 33 | 72.7 | 22 | 44 |
| TATRY-POPRAD | RYANAIR | S | 18 | 0 | 0 | 11.1 | 33.3 | 50.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL TATRY-POPRAD | | | 18 | 0 | 0 | 11.1 | 33.3 | 50.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL SLOVAK REPUBLIC | | | 104 | 0 | 0 | 8.7 | 33.7 | 28.8 | 9.6 | 9.6 | 7.7 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 18 | 83.7 | 13 | 86 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 60 | 0 | 0 | 0.0 | 11.7 | 60.0 | 15.0 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 81.7 | 10 | 60 | | |
| ALICANTE | RYANAIR | S | 215 | 0 | 0 | 1.9 | 12.1 | 33.5 | 18.1 | 20.0 | 11.2 | 3.3 | 0.0 | 0.0 | 0.0 | 29 | 61.7 | 21 | 196 | | |
| 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 | 100.0 | 2 | 8 | | | |
| TOTAL ALICANTE | | | 275 | 0 | 0 | 1.5 | 12.0 | 39.3 | 17.5 | 18.2 | 9.1 | 2.5 | 0.0 | 0.0 | 0.0 | 25 | 67.4 | 18 | 264 | | |
| ALMERIA | RYANAIR | S | 24 | 0 | 0 | 0.0 | 37.5 | 20.8 | 20.8 | 12.5 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 23 | 57.7 | 31 | 26 | | |
| TOTAL ALMERIA | | | 24 | 0 | 0 | 0.0 | 37.5 | 20.8 | 20.8 | 12.5 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 23 | 57.7 | 31 | 26 | | |
| ASTURIAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.5 | 16 | 26 | | |
| ASTURIAS | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | | |
| TOTAL ASTURIAS | | | 26 | 0 | 0 | 0.0 | 7.7 | 34.6 | 30.8 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 61.5 | 16 | 26 | | |
| BARCELONA | RYANAIR | S | 224 | 0 | 0 | 0.9 | 17.9 | 25.9 | 12.5 | 20.1 | 16.5 | 5.4 | 0.9 | 0.0 | 0.0 | 38 | 63.6 | 21 | 214 | | |
| BARCELONA | 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 | 7 | 76.9 | 17 | 26 | | |
| TOTAL BARCELONA | | | 232 | 0 | 0 | 0.9 | 19.0 | 25.9 | 12.9 | 19.4 | 15.9 | 5.2 | 0.9 | 0.0 | 0.0 | 37 | 65.0 | 21 | 240 | | |
| CASTELLON COSTA AZAHAR | RYANAIR | S | 24 | 0 | 0 | 0.0 | 41.7 | 41.7 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.6 | 15 | 34 | | |
| TOTAL CASTELLON COSTA AZAHAR | | | 24 | 0 | 0 | 0.0 | 41.7 | 41.7 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.6 | 15 | 34 | | |
| GIRONA | JET2.COM LTD | S | 16 | 0 | 0 | 18.8 | 25.0 | 31.3 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 17 | 18 | | |
| GIRONA | RYANAIR | S | 112 | 0 | 0 | 3.6 | 15.2 | 30.4 | 25.0 | 17.9 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 76.9 | 16 | 104 | | |
| TOTAL GIRONA | | | 128 | 0 | 0 | 5.5 | 16.4 | 30.5 | 24.2 | 16.4 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 75.4 | 16 | 122 | | |
| GRANADA | VUELING AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | |
| TOTAL GRANADA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | |
| IBIZA | 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 | 50.0 | 33 | 2 | | | |
| IBIZA | BRITISH AIRWAYS PLC | S | 8 | 0 | 1 | 0.0 | 11.1 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 23 | 0.0 | 0 | 0 | | |
| IBIZA | JET2.COM LTD | S | 81 | 0 | 0 | 8.6 | 23.5 | 33.3 | 17.3 | 7.4 | 7.4 | 2.5 | 0.0 | 0.0 | 0.0 | 19 | 81.5 | 11 | 91 | | |
| IBIZA | RYANAIR | S | 102 | 0 | 0 | 0.0 | 16.7 | 36.3 | 16.7 | 22.5 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 54.5 | 28 | 110 | | |
| IBIZA | RYANAIR UK LTD | S | 10 | 0 | 0 | 0.0 | 0.0 | 70.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | |
| IBIZA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 12.5 | 6.3 | 62.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.6 | 14 | 17 | | |
| TOTAL IBIZA | | | 217 | 0 | 1 | 4.1 | 17.4 | 39.0 | 17.9 | 13.3 | 6.9 | 0.9 | 0.0 | 0.0 | 0.5 | 19 | 67.0 | 20 | 220 | | |
| JEREZ | RYANAIR | S | 10 | 0 | 0 | 0.0 | 10.0 | 30.0 | 10.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 62.5 | 19 | 24 | | |
| JEREZ | RYANAIR 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 | 3 | 0.0 | 0 | 0 | | |
| TOTAL JEREZ | | | 18 | 0 | 0 | 0.0 | 22.2 | 44.4 | 5.6 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 62.5 | 19 | 24 | | |
| MADRID | RYANAIR | S | 162 | 0 | 0 | 1.9 | 23.5 | 31.5 | 13.0 | 17.9 | 5.6 | 6.8 | 0.0 | 0.0 | 0.0 | 27 | 52.4 | 27 | 164 | | |
| MADRID | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 78 | 68.8 | 16 | 16 | | |
| TOTAL MADRID | | | 170 | 0 | 0 | 1.8 | 22.9 | 30.0 | 12.4 | 19.4 | 6.5 | 6.5 | 0.6 | 0.0 | 0.0 | 30 | 53.9 | 26 | 180 | | |
| MAHON | JET2.COM LTD | S | 56 | 0 | 0 | 5.4 | 35.7 | 44.6 | 5.4 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 86.4 | 7 | 66 | | |
| MAHON | RYANAIR | S | 26 | 0 | 0 | 3.8 | 19.2 | 23.1 | 19.2 | 15.4 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 34 | 80.8 | 13 | 26 | | |
| MAHON | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 22.2 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 6 | 18 | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 MAHON | | | 100 | 0 | 0 | 4.0 | 29.0 | 41.0 | 10.0 | 9.0 | 5.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 84.5 | 8 | 110 |
| MALAGA | JET2.COM LTD | S | 58 | 0 | 0 | 1.7 | 6.9 | 60.3 | 24.1 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 10 | 51 |
| MALAGA | RYANAIR | S | 172 | 0 | 1 | 2.3 | 10.4 | 28.9 | 15.6 | 21.4 | 17.3 | 2.9 | 0.6 | 0.0 | 0.0 | 0.6 | 34 | 68.0 | 16 | 172 |
| MALAGA | RYANAIR UK LTD | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 37.5 | 12.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 86 | 0.0 | 0 | 0 |
| 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 | 100.0 | 13 | 1 |
| TOTAL MALAGA | | | 238 | 0 | 1 | 2.1 | 9.2 | 36.0 | 17.6 | 18.4 | 13.0 | 2.1 | 1.3 | 0.0 | 0.0 | 0.4 | 30 | 71.1 | 15 | 224 |
| MURCIA INTERNATIONAL | RYANAIR | S | 86 | 0 | 0 | 3.5 | 23.3 | 19.8 | 18.6 | 15.1 | 18.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 65.1 | 23 | 86 |
| TOTAL MURCIA INTERNATIONAL | | | 86 | 0 | 0 | 3.5 | 23.3 | 19.8 | 18.6 | 15.1 | 18.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 65.1 | 23 | 86 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 139 | 0 | 0 | 2.9 | 23.7 | 42.4 | 14.4 | 9.4 | 6.5 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 18 | 74.4 | 17 | 159 |
| PALMA DE MALLORCA | RYANAIR | S | 154 | 1 | 0 | 1.9 | 13.5 | 31.6 | 16.1 | 15.5 | 16.8 | 3.2 | 0.0 | 0.6 | 0.6 | 0.0 | 34 | 55.7 | 23 | 182 |
| PALMA DE MALLORCA | RYANAIR UK LTD | S | 26 | 0 | 0 | 0.0 | 19.2 | 26.9 | 19.2 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 34 | 0 | 0 | 0.0 | 11.8 | 50.0 | 17.6 | 8.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 72.7 | 57 | 33 |
| TOTAL PALMA DE MALLORCA | | | 353 | 1 | 0 | 2.0 | 17.8 | 37.3 | 15.8 | 13.0 | 11.9 | 1.4 | 0.0 | 0.6 | 0.3 | 0.0 | 26 | 65.2 | 23 | 374 |
| REUS | JET2.COM LTD | S | 18 | 0 | 0 | 5.6 | 44.4 | 44.4 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 86.4 | 6 | 22 |
| REUS | RYANAIR | S | 68 | 0 | 0 | 2.9 | 20.6 | 35.3 | 17.6 | 16.2 | 4.4 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 37 | 56.0 | 22 | 50 |
| REUS | RYANAIR 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 | 0.0 | 6 | 100.0 | 4 | 10 |
| TOTAL REUS | | | 94 | 0 | 0 | 3.2 | 26.6 | 38.3 | 13.8 | 12.8 | 3.2 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 28 | 69.5 | 15 | 82 |
| SANTANDER | RYANAIR | S | 42 | 0 | 0 | 14.3 | 31.0 | 31.0 | 11.9 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.8 | 11 | 52 |
| TOTAL SANTANDER | | | 42 | 0 | 0 | 14.3 | 31.0 | 31.0 | 11.9 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.8 | 11 | 52 |
| SANTIAGO DE COMPOSTELA (SPAIN) | RYANAIR | S | 58 | 0 | 0 | 1.7 | 27.6 | 43.1 | 5.2 | 1.7 | 15.5 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 75.8 | 16 | 66 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 58 | 0 | 0 | 1.7 | 27.6 | 43.1 | 5.2 | 1.7 | 15.5 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 75.8 | 16 | 66 |
| SEVILLE | RYANAIR | S | 58 | 0 | 0 | 8.6 | 12.1 | 34.5 | 8.6 | 15.5 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 21 | 86 |
| TOTAL SEVILLE | | | 58 | 0 | 0 | 8.6 | 12.1 | 34.5 | 8.6 | 15.5 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 21 | 86 |
| VALENCIA | RYANAIR | S | 102 | 0 | 0 | 1.0 | 15.7 | 31.4 | 15.7 | 22.5 | 12.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 68.2 | 18 | 88 |
| TOTAL VALENCIA | | | 102 | 0 | 0 | 1.0 | 15.7 | 31.4 | 15.7 | 22.5 | 12.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 68.2 | 18 | 88 |
| VIGO | RYANAIR | S | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 73.1 | 14 | 26 |
| TOTAL VIGO | | | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 73.1 | 14 | 26 |
| ZARAGOZA | RYANAIR | S | 34 | 0 | 0 | 0.0 | 8.8 | 14.7 | 23.5 | 35.3 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 58.8 | 27 | 34 |
| TOTAL ZARAGOZA | | | 34 | 0 | 0 | 0.0 | 8.8 | 14.7 | 23.5 | 35.3 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 58.8 | 27 | 34 |
| TOTAL SPAIN | | | 2297 | 1 | 2 | 2.6 | 18.1 | 34.2 | 15.9 | 15.9 | 10.5 | 2.2 | 0.3 | 0.2 | 0.0 | 0.1 | 26 | 67.0 | 19 | 2365 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 71 | 0 | 0 | 2.8 | 22.5 | 46.5 | 16.9 | 9.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.9 | 12 | 62 |
| ARRECIFE | RYANAIR | S | 57 | 0 | 0 | 5.3 | 14.0 | 36.8 | 24.6 | 12.3 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 85.5 | 7 | 76 |
| ARRECIFE | RYANAIR UK LTD | S | 19 | 0 | 0 | 0.0 | 15.8 | 26.3 | 21.1 | 21.1 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 ARRECIFE | | | 147 | 0 | 0 | 3.4 | 18.4 | 40.1 | 20.4 | 12.2 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 17 | 84.8 | 9 | 138 | |
| FUERTEVENTURA | JET2.COM LTD | S | 43 | 0 | 0 | 2.3 | 23.3 | 39.5 | 16.3 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 94.4 | 4 | 36 | |
| FUERTEVENTURA | RYANAIR | S | 41 | 0 | 0 | 0.0 | 14.6 | 29.3 | 9.8 | 22.0 | 17.1 | 7.3 | 0.0 | 0.0 | 0.0 | 38 | 66.7 | 15 | 42 | |
| TOTAL FUERTEVENTURA | | | 84 | 0 | 0 | 1.2 | 19.0 | 34.5 | 13.1 | 20.2 | 8.3 | 3.6 | 0.0 | 0.0 | 0.0 | 25 | 79.5 | 10 | 78 | |
| LAS PALMAS | JET2.COM LTD | S | 52 | 0 | 0 | 0.0 | 15.4 | 34.6 | 21.2 | 17.3 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 67.4 | 14 | 46 | |
| LAS PALMAS | RYANAIR | S | 35 | 0 | 0 | 2.9 | 17.1 | 48.6 | 5.7 | 20.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 72.2 | 12 | 54 | |
| LAS PALMAS | RYANAIR UK LTD | S | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 31.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| LAS PALMAS | TUI AIRWAYS LTD | C | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 58.8 | 27 | 17 | |
| TOTAL LAS PALMAS | | | 121 | 0 | 0 | 0.8 | 15.7 | 36.4 | 19.0 | 20.7 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 68.4 | 15 | 117 | |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 120 | 0 | 0 | 10.0 | 16.7 | 45.8 | 10.0 | 13.3 | 3.3 | 0.8 | 0.0 | 0.0 | 0.0 | 15 | 69.4 | 17 | 121 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 103 | 0 | 0 | 1.9 | 20.4 | 40.8 | 14.6 | 14.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 26 | 120 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR UK LTD | S | 17 | 0 | 0 | 5.9 | 23.5 | 17.6 | 11.8 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 240 | 0 | 0 | 6.3 | 18.8 | 41.7 | 12.1 | 15.0 | 5.8 | 0.4 | 0.0 | 0.0 | 0.0 | 17 | 68.0 | 21 | 241 | |
| TOTAL SPAIN(CANARY SWEDEN) | | | 592 | 0 | 0 | 3.7 | 18.1 | 39.2 | 15.7 | 16.2 | 6.1 | 1.0 | 0.0 | 0.0 | 0.0 | 19 | 73.7 | 16 | 574 | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 74 | 0 | 0 | 4.1 | 29.7 | 21.6 | 21.6 | 16.2 | 4.1 | 2.7 | 0.0 | 0.0 | 0.0 | 21 | 83.3 | 8 | 60 | |
| GOTEBORG (LANDVETTER) | RYANAIR UK LTD | S | 16 | 0 | 0 | 6.3 | 18.8 | 6.3 | 31.3 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 61.1 | 24 | 18 | |
| TOTAL GOTEBORG (LANDVETTER) | | | 90 | 0 | 0 | 4.4 | 27.8 | 18.9 | 23.3 | 16.7 | 6.7 | 2.2 | 0.0 | 0.0 | 0.0 | 23 | 78.2 | 12 | 78 | |
| OREBRO | RYANAIR | S | 16 | 0 | 0 | 6.3 | 31.3 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 7 | 18 | |
| TOTAL OREBRO | | | 16 | 0 | 0 | 6.3 | 31.3 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 7 | 18 | |
| STOCKHOLM (ARLANDA) | RYANAIR | S | 48 | 0 | 0 | 2.1 | 29.2 | 29.2 | 18.8 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 22 | 54.8 | 23 | 84 | |
| STOCKHOLM (ARLANDA) | RYANAIR UK LTD | S | 8 | 0 | 0 | 12.5 | 25.0 | 37.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| TOTAL STOCKHOLM (ARLANDA) | | | 56 | 0 | 0 | 3.6 | 28.6 | 30.4 | 16.1 | 10.7 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 23 | 54.8 | 23 | 84 | |
| VASTERAS | RYANAIR | S | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.2 | 9 | 18 | |
| TOTAL VASTERAS | | | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.2 | 9 | 18 | |
| 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 | 88.9 | 5 | 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 | 88.9 | 5 | 18 | |
| TOTAL SWEDEN | | | 180 | 0 | 0 | 3.9 | 28.3 | 27.2 | 19.4 | 13.3 | 5.6 | 2.2 | 0.0 | 0.0 | 0.0 | 21 | 70.4 | 15 | 216 | |
| SWITZERLAND | | | | | | | | | | | | | | | | | | | | |
| BALE MULHOUSE | RYANAIR | S | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 0.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 | |
| BALE MULHOUSE | RYANAIR UK LTD | S | 18 | 0 | 0 | 16.7 | 38.9 | 16.7 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| TOTAL BALE MULHOUSE | | | 26 | 0 | 0 | 11.5 | 30.8 | 19.2 | 11.5 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TOTAL SWITZERLAND | | | 26 | 0 | 0 | 11.5 | 30.8 | 19.2 | 11.5 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: STANSTED (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 |
| ANKARA (ESENBOGA) | AJET HAVA TASIMACILIGI ANONIM SIRKETI | S | 6 | 0 | 0 | 0.0 | 16.7 | 16.7 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| ANKARA (ESENBOGA) | PEGASUS AIRLINES | S | 25 | 0 | 0 | 4.0 | 36.0 | 32.0 | 20.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 53.8 | 16 | 26 |
| ANKARA (ESENBOGA) | THY TURKISH AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 30.0 | 28 | 20 |
| TOTAL ANKARA (ESENBOGA) | | | 31 | 0 | 0 | 3.2 | 32.3 | 29.0 | 22.6 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.5 | 21 | 46 |
| ANTALYA | AJET HAVA TASIMACILIGI ANONIM SIRKETI | S | 22 | 0 | 0 | 4.5 | 27.3 | 36.4 | 13.6 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| 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 | 0.0 | 45 | 2 |
| ANTALYA | CORENDON AIRLINES | S | 26 | 0 | 0 | 11.5 | 7.7 | 34.6 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.0 | 14 | 10 |
| ANTALYA | JET2.COM LTD | S | 84 | 0 | 0 | 1.2 | 15.5 | 39.3 | 25.0 | 15.5 | 2.4 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 28 | 44.2 | 39 | 86 |
| ANTALYA | PEGASUS AIRLINES | S | 61 | 0 | 0 | 1.6 | 3.3 | 19.7 | 23.0 | 31.1 | 19.7 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 40 | 55.3 | 21 | 94 |
| ANTALYA | SUNEXPRESS | S | 60 | 0 | 0 | 3.3 | 20.0 | 41.7 | 10.0 | 10.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| ANTALYA | THY TURKISH AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 52.5 | 16 | 40 |
| ANTALYA | 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 | 70.4 | 10 | 27 |
| TOTAL ANTALYA | | | 253 | 0 | 0 | 3.2 | 13.8 | 34.4 | 19.8 | 17.8 | 10.3 | 0.0 | 0.4 | 0.4 | 0.0 | 0.0 | 28 | 52.5 | 25 | 259 |
| BODRUM (MILAS) | JET2.COM LTD | S | 35 | 0 | 0 | 0.0 | 5.7 | 28.6 | 25.7 | 22.9 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 17 | 33 |
| TOTAL BODRUM (MILAS) | | | 35 | 0 | 0 | 0.0 | 5.7 | 28.6 | 25.7 | 22.9 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 17 | 33 |
| CUKUROVA | SUNEXPRESS | S | 4 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| TOTAL CUKUROVA | | | 4 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| DALAMAN | FREEBIRD AIRLINES | 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 | 100.0 | 6 | 4 |
| DALAMAN | JET2.COM LTD | S | 95 | 0 | 0 | 0.0 | 12.6 | 38.9 | 20.0 | 18.9 | 8.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 45.8 | 22 | 95 |
| DALAMAN | PEGASUS AIRLINES | S | 34 | 0 | 0 | 5.9 | 35.3 | 44.1 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.5 | 15 | 34 |
| DALAMAN | TUI AIRWAYS LTD | C | 27 | 0 | 0 | 0.0 | 7.4 | 22.2 | 22.2 | 25.9 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 56.3 | 20 | 16 |
| TOTAL DALAMAN | | | 164 | 0 | 0 | 1.2 | 17.1 | 37.8 | 17.7 | 17.1 | 8.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 55.3 | 20 | 149 |
| GAZIANTEP | SUNEXPRESS | S | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 |
| TOTAL GAZIANTEP | | | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 |
| ISTANBUL (SABIHA GOKCEN) | AJET HAVA TASIMACILIGI ANONIM SIRKETI | S | 130 | 0 | 0 | 4.6 | 20.0 | 26.2 | 23.1 | 17.7 | 5.4 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 259 | 0 | 0 | 5.4 | 27.4 | 39.8 | 18.1 | 8.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 65.3 | 15 | 268 |
| ISTANBUL (SABIHA GOKCEN) | THY TURKISH AIRLINES | S | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 64.3 | 22 | 157 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 389 | 0 | 0 | 5.1 | 24.9 | 35.2 | 19.8 | 11.3 | 2.6 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 64.9 | 18 | 425 |
| IZMIR (ADNAN MENDERES) | JET2.COM LTD | S | 26 | 0 | 0 | 7.7 | 15.4 | 57.7 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 7 | 18 |
| IZMIR (ADNAN MENDERES) | PEGASUS AIRLINES | S | 60 | 0 | 0 | 15.0 | 36.7 | 30.0 | 8.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 11 | 60 |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 44 | 0 | 0 | 4.5 | 27.3 | 47.7 | 15.9 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 130 | 0 | 0 | 10.0 | 29.2 | 41.5 | 12.3 | 5.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.6 | 10 | 78 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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|------------------------------------|-----------------------|-------------------|--------------|----------|-----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-------------|------------------|-----------------|------------------|--------------|
| 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 |
| | | | | | | | 20.9 | 35.7 | 18.6 | 13.6 | 6.1 | 0.5 | 0.1 | 0.1 | | | | | | |
| TOTAL TURKEY | | | 1014 | 0 | 0 | 4.3 | 20.9 | 35.7 | 18.6 | 13.6 | 6.1 | 0.5 | 0.1 | 0.1 | 0.0 | 0.0 | 19 | 60.8 | 19 | 990 |
| TURKMENISTAN | | | | | | | | | | | | | | | | | | | | |
| 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 | 57.1 | 16 | 7 |
| 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 | 57.1 | 16 | 7 |
| 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 | 57.1 | 16 | 7 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 120 | 0 | 0 | 18.3 | 35.0 | 38.3 | 5.0 | 0.8 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.5 | 10 | 120 |
| TOTAL DUBAI | | | 120 | 0 | 0 | 18.3 | 35.0 | 38.3 | 5.0 | 0.8 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.5 | 10 | 120 |
| TOTAL UNITED ARAB | | | 120 | 0 | 0 | 18.3 | 35.0 | 38.3 | 5.0 | 0.8 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 72.5 | 10 | 120 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | 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 | 0.0 | 18 | 1 |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | 216 | 0 | 0 | 4.6 | 44.0 | 31.0 | 10.2 | 5.6 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.6 | 19 | 194 |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S | 120 | 0 | 0 | 5.8 | 49.2 | 22.5 | 2.5 | 9.2 | 5.8 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 20 | 60.0 | 29 | 120 |
| TOTAL BELFAST INTERNATIONAL | | | 336 | 0 | 0 | 5.1 | 45.8 | 28.0 | 7.4 | 6.8 | 5.1 | 0.6 | 1.2 | 0.0 | 0.0 | 0.0 | 14 | 67.0 | 23 | 315 |
| EDINBURGH | 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 |
| EDINBURGH | EASYJET UK LTD | S | 174 | 0 | 0 | 3.4 | 24.1 | 27.6 | 14.4 | 19.5 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 59.4 | 23 | 166 |
| EDINBURGH | RYANAIR UK LTD | S | 180 | 0 | 0 | 2.2 | 20.6 | 27.8 | 15.6 | 15.6 | 15.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 40.4 | 46 | 146 |
| TOTAL EDINBURGH | | | 354 | 0 | 0 | 2.8 | 22.3 | 27.7 | 15.0 | 17.5 | 13.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.8 | 33 | 313 |
| GLASGOW | 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 | 10 | 1 |
| GLASGOW | EASYJET UK LTD | S | 172 | 0 | 0 | 3.5 | 45.9 | 22.7 | 10.5 | 7.0 | 5.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 20 | 63.1 | 20 | 168 |
| TOTAL GLASGOW | | | 172 | 0 | 0 | 3.5 | 45.9 | 22.7 | 10.5 | 7.0 | 5.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 20 | 63.3 | 20 | 169 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 28 | 0 | 0 | 0.0 | 10.7 | 25.0 | 7.1 | 3.6 | 35.7 | 10.7 | 7.1 | 0.0 | 0.0 | 0.0 | 74 | 0.0 | 0 | 0 |
| TOTAL GUERNSEY | | | 28 | 0 | 0 | 0.0 | 10.7 | 25.0 | 7.1 | 3.6 | 35.7 | 10.7 | 7.1 | 0.0 | 0.0 | 0.0 | 74 | 0.0 | 0 | 0 |
| JERSEY | 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 | 9 | 8 |
| TOTAL JERSEY | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 9 | 8 |
| LONDON CITY | 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 | 0.0 | 41 | 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 | 41 | 1 |
| LUTON | EASYJET UK LTD | S | 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 | 54 | 0.0 | 0 | 0 |
| TOTAL LUTON | | | 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 | 54 | 0.0 | 0 | 0 |
| MANCHESTER | RYANAIR | S | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| TOTAL MANCHESTER | | | 1 | 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 |
| NEWQUAY | RYANAIR UK LTD | S | 26 | 0 | 0 | 3.8 | 53.8 | 26.9 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 79.2 | 17 | 24 |
| TOTAL NEWQUAY | | | 26 | 0 | 0 | 3.8 | 53.8 | 26.9 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 79.2 | 17 | 24 |
| TOTAL UNITED KINGDOM | | | 918 | 0 | 1 | 3.7 | 35.8 | 26.8 | 10.9 | 11.0 | 9.0 | 1.6 | 1.1 | 0.0 | 0.0 | 0.1 | 21 | 60.4 | 26 | 830 |
| TOTAL STANSTED | | | 16145 | 5 | 72 | 2.8 | 21.5 | 31.0 | 15.9 | 16.1 | 9.7 | 1.8 | 0.5 | 0.1 | 0.0 | 0.4 | 25 | 64.9 | 20 | 15728 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 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 | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | 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 | 0 | 90.0 | 6 | 10 | |
| TOTAL BURGAS | | | 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 | 90.0 | 6 | 10 | |
| TOTAL BULGARIA | | | 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 | 90.0 | 6 | 10 | |
| GREECE | | | | | | | | | | | | | | | | | | | | | |
| CORFU | RYANAIR | S | 8 | 0 | 0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.0 | 8 | 10 | |
| TOTAL CORFU | | | 8 | 0 | 0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.0 | 8 | 10 | |
| TOTAL GREECE | | | 8 | 0 | 0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.0 | 8 | 10 | |
| NETHERLANDS | | | | | | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 150 | 0 | 13 | 2.5 | 26.4 | 28.2 | 10.4 | 12.3 | 10.4 | 1.8 | 0.0 | 0.0 | 0.0 | 8.0 | 23 | 76.6 | 13 | 142 | |
| TOTAL AMSTERDAM | | | 150 | 0 | 13 | 2.5 | 26.4 | 28.2 | 10.4 | 12.3 | 10.4 | 1.8 | 0.0 | 0.0 | 0.0 | 8.0 | 23 | 76.6 | 13 | 142 | |
| EINDHOVEN | TUI FLY BELGIUM | C | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL EINDHOVEN | | | 0 | 0 | 0 | 0.0 | 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 | |
| MAASTRICHT | EASTERN AIRWAYS | 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 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 | 11 | 0.0 | 0 | 0 | |
| TOTAL NETHERLANDS | | | 151 | 0 | 13 | 2.4 | 26.2 | 28.7 | 10.4 | 12.2 | 10.4 | 1.8 | 0.0 | 0.0 | 0.0 | 7.9 | 23 | 76.7 | 13 | 143 | |
| NORWAY | | | | | | | | | | | | | | | | | | | | | |
| BERGEN | SAS | C | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL BERGEN | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| OSLO (GARDERMOEN) | ATLANTIC AIRWAYS | 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 | |
| OSLO (GARDERMOEN) | SAS | C | 0 | 0 | 0 | 0.0 | 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 | |
| TOTAL OSLO (GARDERMOEN) | | | 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 | |
| TOTAL NORWAY | | | 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 | 3 | 3 | |
| PORTUGAL(EXCLUDING FARO) | | | | | | | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 18 | 0 | 0 | 5.6 | 27.8 | 38.9 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 6 | 18 | |
| TOTAL FARO | | | 18 | 0 | 0 | 5.6 | 27.8 | 38.9 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 6 | 18 | |
| TOTAL PORTUGAL | | | 18 | 0 | 0 | 5.6 | 27.8 | 38.9 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 6 | 18 | |
| SPAIN | | | | | | | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 18 | 0 | 0 | 16.7 | 44.4 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 50.0 | 21 | 18 | |
| TOTAL ALICANTE | | | 18 | 0 | 0 | 16.7 | 44.4 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 50.0 | 21 | 18 | |
| PALMA DE MALLORCA | RYANAIR | S | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 27.8 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 57.9 | 20 | 17 | |
| PALMA DE MALLORCA | TUI AIRWAYS LTD | C | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 88.9 | 4 | 18 | |
| TOTAL PALMA DE MALLORCA | | | 34 | 0 | 0 | 0.0 | 5.9 | 29.4 | 20.6 | 38.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 73.0 | 11 | 35 | |
| TOTAL SPAIN | | | 52 | 0 | 0 | 5.8 | 19.2 | 28.8 | 15.4 | 26.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 65.5 | 15 | 53 | |
| TURKEY | | | | | | | | | | | | | | | | | | | | | |
| 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 | 100.0 | 8 | 7 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2024

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 ANTALYA | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 7 |
| DALAMAN | FREEBIRD AIRLINES | C | 7 | 0 | 0 | 0.0 | 0.0 | 42.9 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| TOTAL DALAMAN | | | 7 | 0 | 0 | 0.0 | 0.0 | 42.9 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| TOTAL TURKEY | | | 7 | 0 | 0 | 0.0 | 0.0 | 42.9 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 100.0 | 8 | 7 |
| UNITED KINGDOM | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 49 | 0 | 3 | 1.9 | 28.8 | 32.7 | 15.4 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 5.8 | 19 | 0.0 | 0 | 0 |
| ABERDEEN | 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 | 62.0 | 34 | 47 |
| TOTAL ABERDEEN | | | 49 | 0 | 3 | 1.9 | 28.8 | 32.7 | 15.4 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 5.8 | 19 | 62.0 | 34 | 47 |
| HUMBERSIDE | EASTERN AIRWAYS | S | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| TOTAL HUMBERSIDE | | | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| JERSEY | EASTERN AIRWAYS | S | 6 | 0 | 0 | 0.0 | 0.0 | 50.0 | 16.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 11 | 8 |
| TOTAL JERSEY | | | 6 | 0 | 0 | 0.0 | 0.0 | 50.0 | 16.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 11 | 8 |
| SOUTHAMPTON | 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 | 0 | 2 |
| TOTAL SOUTHAMPTON | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 |
| TOTAL UNITED KINGDOM | | | 63 | 0 | 3 | 1.5 | 25.8 | 31.8 | 15.2 | 13.6 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | 4.5 | 20 | 65.0 | 30 | 57 |
| TOTAL TEESSIDE | | | 306 | 0 | 16 | 3.1 | 26.1 | 30.4 | 12.7 | 14.3 | 6.8 | 1.6 | 0.0 | 0.0 | 0.0 | 5.0 | 20 | 74.1 | 16 | 301 |

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

| | | Origin/Destinations: A | | | | | | | | | | | | | | | | | SEP 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| A CORUNA | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | VUELING AIRLINES | S | A | 18 | 0 | 0 | 0.0 | 22.2 | 27.8 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.9 | 37 | 17 | |
| | GATWICK | VUELING AIRLINES | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 70.6 | 19 | 17 | |
| TOTAL A CORUNA | | | | | 36 | 0 | 0 | 0.0 | 13.9 | 36.1 | 30.6 | 11.1 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 61.8 | 28 | 34 | |
| AALBORG | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 0.0 | 45 | 1 | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 23.1 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 75.0 | 14 | 12 | |
| | STANSTED | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 25.0 | 0.0 | 58.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 83.3 | 13 | 12 | |
| TOTAL AALBORG | | | | | 25 | 0 | 0 | 4.0 | 12.0 | 24.0 | 16.0 | 40.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 76.0 | 14 | 25 | |
| AARHUS (TIRSTRUP) | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 19 | 0 | 0 | 10.5 | 52.6 | 15.8 | 15.8 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.2 | 11 | 42 | |
| | STANSTED | RYANAIR | S | D | 19 | 0 | 0 | 0.0 | 63.2 | 21.1 | 10.5 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 73.8 | 12 | 42 | |
| TOTAL AARHUS (TIRSTRUP) | | | | | 38 | 0 | 0 | 5.3 | 57.9 | 18.4 | 13.2 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 11 | 84 | |
| ABERDEEN | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | A | 25 | 0 | 0 | 8.0 | 68.0 | 12.0 | 4.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 60.9 | 18 | 23 | |
| | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | D | 25 | 0 | 0 | 8.0 | 48.0 | 24.0 | 12.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.6 | 14 | 23 | |
| | BIRMINGHAM | LOGANAIR LTD | S | A | 72 | 0 | 1 | 8.2 | 46.6 | 31.5 | 6.8 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 6 | 77.6 | 12 | 76 | |
| | BIRMINGHAM | LOGANAIR LTD | S | D | 72 | 0 | 1 | 0.0 | 20.5 | 52.1 | 15.1 | 5.5 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 14 | 51.3 | 23 | 75 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 1 | |
| | BRISTOL | LOGANAIR LTD | S | A | 24 | 0 | 0 | 29.2 | 20.8 | 41.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 16 | 23 | |
| | BRISTOL | LOGANAIR LTD | S | D | 24 | 0 | 1 | 4.0 | 40.0 | 36.0 | 4.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 8 | 58.3 | 22 | 23 | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 22 | 1 | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | EDINBURGH | LOGANAIR LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| | GLASGOW | 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 | 12 | 0.0 | 0 | 0 | |
| | GLASGOW | 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 | 68 | 0.0 | 0 | 0 | |
| | GLASGOW | LOGANAIR 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 | 24 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 58 | 0 | 2 | 1.7 | 23.3 | 23.3 | 13.3 | 15.0 | 10.0 | 8.3 | 0.0 | 1.7 | 0.0 | 3.3 | 43 | 49.2 | 28 | 60 | |
| | GATWICK | EASYJET UK LTD | S | D | 58 | 0 | 2 | 0.0 | 15.0 | 18.3 | 16.7 | 20.0 | 21.7 | 5.0 | 0.0 | 0.0 | 0.0 | 3.3 | 42 | 37.7 | 38 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 180 | 0 | 13 | 6.2 | 21.8 | 25.4 | 13.0 | 16.1 | 9.8 | 1.0 | 0.0 | 0.0 | 0.0 | 6.7 | 23 | 65.8 | 18 | 148 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 182 | 0 | 11 | 0.0 | 22.3 | 27.5 | 17.1 | 16.1 | 10.9 | 0.5 | 0.0 | 0.0 | 0.0 | 5.7 | 24 | 49.3 | 24 | 149 | |
| | HEATHROW | LOGANAIR LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 181 | 0.0 | 0 | 0 | |
| | LUTON | EASYJET UK LTD | S | A | 34 | 0 | 0 | 8.8 | 41.2 | 5.9 | 14.7 | 14.7 | 8.8 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 33 | 48.5 | 35 | 33 | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 34 | 0 | 0 | 0.0 | 32.4 | 23.5 | 8.8 | 8.8 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 48.5 | 38 | 33 | |
| | MANCHESTER | LOGANAIR LTD | S | A | 88 | 0 | 0 | 9.1 | 52.3 | 23.9 | 5.7 | 4.5 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.9 | 11 | 94 | |
| | MANCHESTER | LOGANAIR LTD | S | D | 88 | 0 | 0 | 0.0 | 20.5 | 52.3 | 11.4 | 6.8 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.8 | 18 | 92 | |
| | 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 | 38.5 | 31 | 39 | |
| | 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 | 60.0 | 27 | 39 | |
| | 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 | 33.3 | 35 | 3 | |
| | 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 | 55.6 | 51 | 9 | |
| | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | A | 24 | 0 | 2 | 0.0 | 23.1 | 42.3 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 14 | 0.0 | 0 | 0 | |
| | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | D | 25 | 0 | 1 | 3.8 | 34.6 | 23.1 | 15.4 | 3.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 3.8 | 24 | 0.0 | 0 | 0 | |
| | TEESSIDE INTERNATIONAL AIRPORT | LOGANAIR LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 60.0 | 36 | 23 | |
| | TEESSIDE INTERNATIONAL AIRPORT | LOGANAIR LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 64.0 | 32 | 24 | |
| TOTAL ABERDEEN | | | | | 1018 | 0 | 34 | 4.1 | 29.0 | 29.7 | 12.3 | 11.0 | 8.7 | 1.7 | 0.1 | 0.2 | 0.0 | 3.2 | 21 | 59.3 | 23 | 1052 | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 3 | 36.7 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 10.0 | 9 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 4 | 0.0 | 10.0 | 40.0 | 23.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 17 | 0.0 | 0 | 0 | |
| | HEATHROW | ETIHAD AIRWAYS | S | A | 120 | 0 | 0 | 12.5 | 39.2 | 25.8 | 10.0 | 8.3 | 3.3 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 12 | 91.7 | 6 | 120 | |
| | HEATHROW | ETIHAD AIRWAYS | S | D | 120 | 0 | 0 | 0.0 | 24.2 | 47.5 | 14.2 | 7.5 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 77.5 | 12 | 119 | |
| | MANCHESTER | ETIHAD AIRWAYS | S | A | 30 | 0 | 0 | 10.0 | 30.0 | 40.0 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.0 | 5 | 30 | |
| | MANCHESTER | ETIHAD AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 40.0 | 36.7 | 13.3 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 31 | 46.7 | 26 | 30 | |
| TOTAL ABU DHABI INTERNATIONAL | | | | | 353 | 0 | 7 | 8.1 | 26.9 | 35.3 | 15.0 | 7.5 | 3.9 | 0.8 | 0.6 | 0.0 | 0.0 | 1.9 | 15 | 81.3 | 10 | 299 | |
| ABUJA | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 16.7 | 43.3 | 23.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 5 | 76.7 | 8 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 10.0 | 43.3 | 13.3 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 19 | 63.3 | 14 | 30 | |
| TOTAL ABUJA | | | | | 58 | 0 | 2 | 8.3 | 26.7 | 33.3 | 10.0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 70.0 | 11 | 60 | |
| ACCRA | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 15 | 0 | 3 | 0.0 | 11.1 | 16.7 | 22.2 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 16.7 | 36 | 0.0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 16 | 0 | 2 | 0.0 | 0.0 | 0.0 | 22.2 | 38.9 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 54 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0.0 | 73.3 | 16.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 5 | 30 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: A | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S D | | | | 30 | 0 | 0 | 0.0 | 0.0 | 36.7 | 26.7 | 23.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 26.7 | 38 | 30 |
| TOTAL ACCRA | | | | | | | | | | 91 | 0 | 5 | 0.0 | 25.0 | 19.8 | 18.8 | 19.8 | 10.4 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 26 | 58.3 | 22 | 60 |
| ADDIS ABABA | | GATWICK | | ETHIOPIAN AIRLINES | | S A | | | | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 |
| | | GATWICK | | ETHIOPIAN AIRLINES | | S D | | | | 18 | 0 | 0 | 0.0 | 11.1 | 16.7 | 44.4 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| | | HEATHROW | | ETHIOPIAN AIRLINES | | S A | | | | 30 | 0 | 0 | 26.7 | 46.7 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 96.7 | 2 | 30 |
| | | HEATHROW | | ETHIOPIAN AIRLINES | | S D | | | | 30 | 0 | 0 | 0.0 | 16.7 | 60.0 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.3 | 11 | 30 |
| | | MANCHESTER | | ETHIOPIAN AIRLINES | | S A | | | | 22 | 0 | 0 | 0.0 | 0.0 | 22.7 | 22.7 | 45.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 47.6 | 22 | 21 |
| | | MANCHESTER | | ETHIOPIAN AIRLINES | | 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 | 4 | 95.2 | 2 | 21 |
| TOTAL ADDIS ABABA | | | | | | | | | | 140 | 0 | 0 | 5.7 | 25.0 | 30.7 | 21.4 | 14.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 79.4 | 9 | 102 |
| AGADIR (AL MASSIRA) | | BIRMINGHAM | | RYANAIR UK LTD | | S A | | | | 13 | 0 | 0 | 7.7 | 30.8 | 15.4 | 15.4 | 23.1 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | | RYANAIR UK LTD | | 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 | 15 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | | TUI AIRWAYS LTD | | S A | | | | 8 | 0 | 0 | 12.5 | 0.0 | 25.0 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 40.0 | 44 | 5 |
| | | BIRMINGHAM | | TUI AIRWAYS LTD | | S D | | | | 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 | 31 | 25.0 | 60 | 4 |
| | | BOURNEMOUTH | | RYANAIR UK LTD | | S A | | | | 9 | 0 | 0 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| | | BOURNEMOUTH | | RYANAIR 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 | 0.0 | 0 | 0 |
| | | EDINBURGH | | RYANAIR UK LTD | | S A | | | | 8 | 0 | 1 | 33.3 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 5 | 0.0 | 0 | 0 |
| | | EDINBURGH | | RYANAIR UK LTD | | S D | | | | 9 | 0 | 0 | 0.0 | 77.8 | 11.1 | 11.1 | 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 | | | | 16 | 0 | 0 | 0.0 | 31.3 | 25.0 | 6.3 | 12.5 | 18.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 |
| | | GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S D | | | | 16 | 0 | 0 | 0.0 | 6.3 | 25.0 | 31.3 | 18.8 | 6.3 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 58 | 0.0 | 0 | 0 |
| | | GATWICK | | EASYJET UK LTD | | S A | | | | 20 | 0 | 0 | 5.0 | 10.0 | 25.0 | 25.0 | 25.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 32 | 20 |
| | | GATWICK | | EASYJET UK LTD | | S D | | | | 20 | 0 | 0 | 0.0 | 0.0 | 40.0 | 30.0 | 10.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 52.4 | 31 | 21 |
| | | GATWICK | | TUI AIRWAYS LTD | | S A | | | | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 0.0 | 25.0 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 67 | 44.4 | 47 | 9 |
| | | GATWICK | | TUI AIRWAYS LTD | | S D | | | | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 11.1 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 82 | 37.5 | 68 | 8 |
| | | LUTON | | EASYJET UK LTD | | S A | | | | 18 | 0 | 0 | 22.2 | 33.3 | 16.7 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 8 | 8 |
| | | LUTON | | EASYJET UK LTD | | S D | | | | 18 | 0 | 0 | 0.0 | 44.4 | 16.7 | 22.2 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 37.5 | 16 | 8 |
| | | STANSTED | | RYANAIR UK LTD | | S A | | | | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 47.1 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.3 | 12 | 12 |
| | | STANSTED | | RYANAIR UK LTD | | S D | | | | 17 | 0 | 0 | 0.0 | 17.6 | 58.8 | 11.8 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 8 | 12 |
| | | MANCHESTER | | EASYJET UK LTD | | S A | | | | 12 | 0 | 1 | 38.5 | 15.4 | 7.7 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 17 | 0.0 | 0 | 0 |
| | | MANCHESTER | | EASYJET UK LTD | | S D | | | | 12 | 0 | 1 | 0.0 | 15.4 | 23.1 | 23.1 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 30 | 0.0 | 0 | 0 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | Origin/Destinations: A | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | |
|----------------------------------|--|-------------------|--------------------------------------|---------|---|------------|----------|----------|-------------|------------------------|-------------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|-----------|------------------|-----------------|------------------|-----|
| | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | | | | | |
| | | | | | | | | | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | MANCHESTER | RYANAIR UK LTD | S | A | 22 | 0 | 0 | 0.0 | 0.0 | 22.7 | 54.5 | 13.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 53.8 | 27 | 13 | |
| | | MANCHESTER | RYANAIR UK LTD | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 45.5 | 22.7 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 84.6 | 13 | 13 | |
| | | MANCHESTER | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 12.5 | 12.5 | 37.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 55.6 | 38 | 9 | |
| | | MANCHESTER | TUI AIRWAYS LTD | S | D | 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 | 26 | 50.0 | 38 | 8 | |
| TOTAL AGADIR (AL MASSIRA) | | | | | | 322 | 0 | 3 | 6.2 | 19.7 | 26.2 | 21.5 | 11.1 | 11.1 | 1.8 | 0.9 | 0.6 | 0.0 | 0.9 | 29 | 56.0 | 29 | 150 | |
| AHMEDABAD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | AIR INDIA | S | A | 12 | 0 | 0 | 16.7 | 8.3 | 33.3 | 8.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 84.6 | 12 | 13 | |
| | | GATWICK | AIR INDIA | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 7.7 | 23.1 | 38.5 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 65 | 35.7 | 33 | 13 | |
| | | HEATHROW | AIR INDIA | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL AHMEDABAD | | | | | | 25 | 0 | 0 | 8.0 | 4.0 | 20.0 | 16.0 | 32.0 | 16.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 43 | 60.7 | 22 | 27 | |
| ALDERNEY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | SOUTHAMPTON | AURIGNY AIR SERVICES | S | A | 59 | 0 | 1 | 1.7 | 51.7 | 20.0 | 1.7 | 11.7 | 3.3 | 3.3 | 3.3 | 1.7 | 0.0 | 1.7 | 30 | 79.4 | 21 | 62 | |
| | | SOUTHAMPTON | AURIGNY AIR SERVICES | S | D | 58 | 0 | 1 | 30.5 | 37.3 | 5.1 | 5.1 | 8.5 | 3.4 | 3.4 | 3.4 | 1.7 | 0.0 | 1.7 | 29 | 82.3 | 18 | 61 | |
| TOTAL ALDERNEY | | | | | | 117 | 0 | 2 | 16.0 | 44.5 | 12.6 | 3.4 | 10.1 | 3.4 | 3.4 | 3.4 | 1.7 | 0.0 | 1.7 | 30 | 80.8 | 20 | 123 | |
| ALESUND | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | WIDEROE FLYVESELSKAP A/S | 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 | WIDEROE FLYVESELSKAP A/S | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| TOTAL ALESUND | | | | | | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| ALGHERO (FERTILIA) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 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 | 6 | 25.0 | 47 | 12 | |
| | | STANSTED | RYANAIR | S | D | 12 | 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 | 41.7 | 33 | 12 | |
| TOTAL ALGHERO (FERTILIA) | | | | | | 24 | 0 | 0 | 0.0 | 37.5 | 58.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 33.3 | 40 | 24 | |
| ALGIERS | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 27 | 0 | 0 | 3.7 | 22.2 | 11.1 | 18.5 | 22.2 | 7.4 | 3.7 | 7.4 | 3.7 | 0.0 | 0.0 | 100 | 0.0 | 0 | 0 | |
| | | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 27 | 0 | 0 | 0.0 | 0.0 | 29.6 | 29.6 | 18.5 | 14.8 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | |
| | | GATWICK | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| | | 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | | HEATHROW | AIR ALGERIE | S | A | 22 | 0 | 0 | 4.5 | 18.2 | 22.7 | 9.1 | 31.8 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 57.7 | 31 | 26 | |
| | | HEATHROW | AIR ALGERIE | S | D | 22 | 0 | 0 | 4.5 | 13.6 | 27.3 | 13.6 | 27.3 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 65.4 | 27 | 26 | |
| | | 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 | 79.2 | 19 | 24 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: A | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | SEP 2023 | | |
|----------------------|----------------------------|---------------------|-------|---------|-----------|------------------------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | | | NUMBER OF FLIGHTS | | More than 15 m early | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| C/S | A/D | MAT | UNMAT | CAN | | | | | | | | | | | | | | | | | | |
| | 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 | 91.7 | 17 | 24 |
| TOTAL ALGIERS | | | | | 98 | 0 | 4 | 2.9 | 12.7 | 21.6 | 17.6 | 23.5 | 8.8 | 5.9 | 2.0 | 1.0 | 0.0 | 3.9 | 55 | 73.0 | 24 | 100 |
| ALICANTE | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 8.3 | 50.0 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.5 | 14 | 8 |
| | ABERDEEN | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 33.3 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 37.5 | 27 | 8 |
| | BELFAST CITY (GEORGE BEST) | EASYJET EUROPE | 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 | 0.0 | 0 | 0 |
| | BELFAST CITY (GEORGE BEST) | EASYJET EUROPE | 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 | 13 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | A | 30 | 0 | 0 | 43.3 | 33.3 | 10.0 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 16.7 | 13.3 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 21 | 30 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 60.0 | 19 | 30 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 5.9 | 41.2 | 35.3 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 5 | 14 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 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 | 78.6 | 11 | 14 |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 25 | 0 | 0 | 16.0 | 44.0 | 16.0 | 8.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 30.8 | 24 | 13 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 25 | 0 | 0 | 0.0 | 24.0 | 52.0 | 4.0 | 4.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 92.3 | 8 | 13 |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 0.0 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | 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 | 20 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 45 | 0 | 0 | 4.4 | 26.7 | 26.7 | 11.1 | 15.6 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 64.1 | 19 | 39 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 45 | 0 | 0 | 0.0 | 4.4 | 46.7 | 22.2 | 15.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 59.0 | 24 | 39 |
| | BIRMINGHAM | RYANAIR | S | A | 52 | 0 | 0 | 9.6 | 15.4 | 23.1 | 11.5 | 19.2 | 15.4 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 72.3 | 23 | 47 |
| | BIRMINGHAM | RYANAIR | S | D | 51 | 0 | 0 | 0.0 | 9.8 | 23.5 | 25.5 | 25.5 | 11.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 51.1 | 40 | 47 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 16.7 | 41.7 | 8.3 | 8.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 11.1 | 21 | 9 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 12 | 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 | 66.7 | 12 | 9 |
| | BOURNEMOUTH | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 33.3 | 33.3 | 10.0 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.8 | 9 | 26 |
| | BOURNEMOUTH | RYANAIR | S | D | 29 | 0 | 0 | 0.0 | 20.7 | 24.1 | 31.0 | 17.2 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 80.8 | 18 | 26 |
| | BRISTOL | EASYJET EUROPE | S | A | 25 | 0 | 0 | 16.0 | 40.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET EUROPE | S | D | 25 | 0 | 0 | 0.0 | 8.0 | 32.0 | 16.0 | 32.0 | 8.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET UK LTD | S | A | 45 | 0 | 0 | 0.0 | 24.4 | 33.3 | 17.8 | 11.1 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 51.4 | 28 | 68 |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 45 | 0 | 0 | 0.0 | 22.2 | 42.2 | 13.3 | 13.3 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.0 | 27 | 68 | | |
| BRISTOL | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 11.8 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 20 | 18 | | | |
| BRISTOL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 70.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 11 | 18 | | | |
| BRISTOL | RYANAIR | S | A | 51 | 0 | 0 | 0.0 | 11.8 | 21.6 | 19.6 | 25.5 | 15.7 | 5.9 | 0.0 | 0.0 | 0.0 | 38 | 61.5 | 24 | 52 | | | |
| BRISTOL | RYANAIR | S | D | 51 | 0 | 0 | 0.0 | 19.6 | 35.3 | 13.7 | 23.5 | 3.9 | 3.9 | 0.0 | 0.0 | 0.0 | 25 | 55.8 | 23 | 52 | | | |
| CARDIFF WALES | RYANAIR | S | A | 13 | 0 | 0 | 15.4 | 30.8 | 15.4 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | | |
| CARDIFF WALES | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 53.8 | 7.7 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 32 | 77.8 | 25 | 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 | 4 | 88.9 | 8 | 9 | | | |
| CARDIFF WALES | VUELING AIRLINES | 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 | 13 | 84.6 | 9 | 13 | | | |
| CARDIFF WALES | VUELING AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 76.9 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 20 | 76.9 | 9 | 13 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 30 | 0 | 0 | 16.7 | 33.3 | 23.3 | 13.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 18 | 30 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 86.7 | 8 | 30 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 63 | 0 | 0 | 4.8 | 20.6 | 34.9 | 15.9 | 12.7 | 9.5 | 1.6 | 0.0 | 0.0 | 0.0 | 22 | 76.8 | 14 | 56 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 63 | 0 | 0 | 0.0 | 27.0 | 38.1 | 14.3 | 14.3 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 19 | 83.9 | 14 | 56 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 8.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 78.6 | 11 | 14 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 84.6 | 6 | 13 | | | |
| EDINBURGH | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 7.7 | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 51 | 14.3 | 50 | 13 | | | |
| EDINBURGH | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 15.4 | 38.5 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 47 | 35.7 | 38 | 13 | | | |
| EDINBURGH | JET2.COM LTD | S | A | 21 | 0 | 0 | 0.0 | 28.6 | 33.3 | 28.6 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.8 | 19 | 24 | | | |
| EDINBURGH | 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 | 9 | 75.0 | 11 | 24 | | | |
| EDINBURGH | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 4.5 | 36.4 | 13.6 | 18.2 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 60.0 | 24 | 25 | | | |
| EDINBURGH | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 54.5 | 9.1 | 9.1 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 19 | 56.0 | 24 | 25 | | | |
| EDINBURGH | RYANAIR UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | | |
| EDINBURGH | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | |
| EXETER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 4 | 9 | | | |
| EXETER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 61.5 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 18 | 9 | | | |
| GLASGOW | 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 | 60.0 | 25 | 5 | | | |
| GLASGOW | 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 | 60.0 | 18 | 5 | | | |
| GLASGOW | 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 | 0.0 | 0 | 0 | | | |
| 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 | 0.0 | 0 | 0 | | | |
| GLASGOW | EASYJET UK LTD | S | A | 29 | 0 | 0 | 6.9 | 34.5 | 27.6 | 20.7 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 11 | 29 | | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 29 | 0 | 0 | 0.0 | 6.9 | 37.9 | 34.5 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 73.3 | 11 | 29 | | |
| GLASGOW | JET2.COM LTD | S A | 30 | 0 | 0 | 6.7 | 13.3 | 40.0 | 26.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.0 | 10 | 30 | | | |
| GLASGOW | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 43.3 | 46.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.7 | 8 | 30 | | | |
| GLASGOW | 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 | 10 | 75.0 | 12 | 8 | | | |
| GLASGOW | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 25.0 | 32 | 8 | | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 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 | 40 | 50.0 | 21 | 4 | | | |
| GLASGOW | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 12 | 4 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 69 | 0 | 0 | 14.5 | 33.3 | 20.3 | 10.1 | 13.0 | 5.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 78.0 | 12 | 59 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 68 | 0 | 0 | 1.5 | 26.5 | 39.7 | 13.2 | 10.3 | 5.9 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 20 | 83.1 | 10 | 59 | | | |
| LEEDS BRADFORD | RYANAIR | S A | 59 | 0 | 1 | 13.3 | 23.3 | 33.3 | 15.0 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 80.9 | 11 | 47 | | | |
| LEEDS BRADFORD | RYANAIR | S D | 59 | 0 | 1 | 0.0 | 10.0 | 40.0 | 23.3 | 10.0 | 8.3 | 5.0 | 1.7 | 0.0 | 0.0 | 1.7 | 33 | 76.6 | 17 | 47 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 38 | 0 | 0 | 2.6 | 18.4 | 44.7 | 21.1 | 5.3 | 2.6 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.5 | 18 | 41 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 38 | 0 | 0 | 0.0 | 57.9 | 31.6 | 5.3 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 9 | 65.0 | 18 | 40 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 17 | 0 | 0 | 5.9 | 35.3 | 23.5 | 17.6 | 11.8 | 5.9 | 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 | 35.3 | 58.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 48 | 0 | 0 | 6.3 | 27.1 | 33.3 | 20.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 70.0 | 15 | 30 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 48 | 0 | 0 | 0.0 | 33.3 | 54.2 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.0 | 15 | 30 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 32 | 0 | 0 | 0.0 | 0.0 | 15.6 | 18.8 | 25.0 | 25.0 | 12.5 | 0.0 | 3.1 | 0.0 | 0.0 | 87 | 31.6 | 43 | 38 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 32 | 0 | 0 | 0.0 | 0.0 | 46.9 | 31.3 | 9.4 | 6.3 | 3.1 | 0.0 | 3.1 | 0.0 | 0.0 | 59 | 26.3 | 38 | 38 | | | |
| GATWICK | 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 | | | |
| GATWICK | EASYJET UK LTD | S A | 156 | 0 | 1 | 1.3 | 13.4 | 19.1 | 14.0 | 22.9 | 18.5 | 7.6 | 2.5 | 0.0 | 0.0 | 0.6 | 47 | 32.7 | 45 | 157 | | | |
| GATWICK | EASYJET UK LTD | S D | 157 | 0 | 0 | 0.0 | 14.0 | 24.2 | 17.8 | 22.9 | 14.6 | 5.7 | 0.6 | 0.0 | 0.0 | 0.0 | 37 | 43.1 | 32 | 158 | | | |
| GATWICK | 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 | | | |
| GATWICK | RYANAIR | S A | 16 | 0 | 0 | 6.3 | 12.5 | 43.8 | 6.3 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 28 | 18 | | | |
| GATWICK | RYANAIR | S D | 16 | 0 | 0 | 0.0 | 0.0 | 12.5 | 18.8 | 37.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 5.6 | 49 | 18 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 66.7 | 14 | 9 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.9 | 8 | 9 | | | |
| GATWICK | VUELING AIRLINES | S A | 16 | 0 | 0 | 6.3 | 31.3 | 18.8 | 6.3 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 38 | 76.9 | 19 | 13 | | | |
| GATWICK | VUELING AIRLINES | S D | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 12.5 | 18.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 43 | 61.5 | 19 | 13 | | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 A | 64 | 0 | 0 | 0 | 3.1 | 15.6 | 32.8 | 17.2 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 46.2 | 25 | 64 | | |
| LUTON | EASYJET UK LTD | S D | 64 | 0 | 0 | 0 | 0.0 | 28.1 | 42.2 | 14.1 | 10.9 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.8 | 14 | 64 | | |
| LUTON | RYANAIR | S A | 35 | 0 | 0 | 0 | 2.9 | 25.7 | 40.0 | 11.4 | 14.3 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 24 | 30 | | |
| LUTON | RYANAIR | S D | 35 | 0 | 0 | 0 | 0.0 | 5.7 | 34.3 | 25.7 | 17.1 | 8.6 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 73.3 | 17 | 30 | | |
| STANSTED | JET2.COM LTD | S A | 30 | 0 | 0 | 0 | 0.0 | 13.3 | 53.3 | 13.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 70.0 | 15 | 30 | | |
| STANSTED | JET2.COM LTD | S D | 30 | 0 | 0 | 0 | 0.0 | 10.0 | 66.7 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 93.3 | 5 | 30 | | |
| STANSTED | RYANAIR | S A | 108 | 0 | 0 | 0 | 3.7 | 17.6 | 29.6 | 15.7 | 22.2 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 64.3 | 22 | 98 | | |
| STANSTED | RYANAIR | S D | 107 | 0 | 0 | 0 | 0.0 | 6.5 | 37.4 | 20.6 | 17.8 | 14.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 59.2 | 20 | 98 | | |
| STANSTED | RYANAIR UK LTD | S A | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 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 | 0 | 100.0 | 0 | 4 | | |
| MANCHESTER | EASYJET UK LTD | S A | 69 | 0 | 0 | 0 | 0.0 | 8.7 | 26.1 | 24.6 | 18.8 | 18.8 | 1.4 | 1.4 | 0.0 | 0.0 | 0.0 | 35 | 61.4 | 26 | 69 | | |
| MANCHESTER | EASYJET UK LTD | S D | 68 | 0 | 0 | 0 | 0.0 | 13.2 | 38.2 | 17.6 | 16.2 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 63.8 | 21 | 69 | | |
| MANCHESTER | JET2.COM LTD | S A | 57 | 0 | 0 | 0 | 0.0 | 10.5 | 19.3 | 15.8 | 35.1 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 29.5 | 36 | 44 | | |
| MANCHESTER | JET2.COM LTD | S D | 56 | 0 | 0 | 0 | 0.0 | 3.6 | 33.9 | 23.2 | 26.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 27.3 | 35 | 44 | | |
| MANCHESTER | RYANAIR | S A | 103 | 0 | 0 | 0 | 1.9 | 17.5 | 21.4 | 19.4 | 26.2 | 9.7 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 32 | 52.4 | 22 | 82 | | |
| MANCHESTER | RYANAIR | S D | 103 | 0 | 0 | 0 | 0.0 | 12.6 | 33.0 | 14.6 | 24.3 | 10.7 | 2.9 | 1.9 | 0.0 | 0.0 | 0.0 | 32 | 42.7 | 28 | 82 | | |
| MANCHESTER | RYANAIR UK LTD | S A | 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 | 16 | 50.0 | 22 | 12 | | |
| MANCHESTER | RYANAIR UK LTD | 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 | 1 | 83.3 | 9 | 12 | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 12 | 0 | 0 | 0 | 0.0 | 0.0 | 16.7 | 66.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 30.0 | 44 | 10 | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0 | 0.0 | 0.0 | 75.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 40.0 | 31 | 10 | | |
| NEWCASTLE | EASYJET UK LTD | S A | 8 | 0 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | |
| NEWCASTLE | EASYJET UK LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | | |
| NEWCASTLE | 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 | 100.0 | 4 | 1 | | |
| NEWCASTLE | JET2.COM LTD | S A | 31 | 0 | 0 | 0 | 0.0 | 22.6 | 38.7 | 19.4 | 12.9 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.8 | 8 | 33 | | |
| NEWCASTLE | JET2.COM LTD | S D | 31 | 0 | 0 | 0 | 0.0 | 25.8 | 54.8 | 16.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.8 | 7 | 33 | | |
| NEWCASTLE | RYANAIR | S A | 43 | 0 | 0 | 0 | 2.3 | 23.3 | 32.6 | 23.3 | 14.0 | 2.3 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 25 | 78.9 | 14 | 38 | | |
| NEWCASTLE | RYANAIR | S D | 43 | 0 | 0 | 0 | 0.0 | 18.6 | 48.8 | 16.3 | 9.3 | 4.7 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 24 | 57.9 | 32 | 38 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 8 | 0 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 33.3 | 24 | 9 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 0.0 | 87.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 11 | 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 | 0 | 0.0 | 99 | 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 | 0 | 0.0 | 66 | 1 | | |
| SOUTHAMPTON | EASYJET UK LTD | S A | 5 | 0 | 0 | 0 | 0.0 | 20.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | |
| SOUTHAMPTON | EASYJET UK LTD | S D | 5 | 0 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |
| SOUTHEND | EASYJET EUROPE | S A | 8 | 0 | 1 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 35 | 0.0 | 0 | 0 | | |
| SOUTHEND | EASYJET EUROPE | S D | 8 | 0 | 1 | 1 | 11.1 | 0.0 | 11.1 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 39 | 0.0 | 0 | 0 | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | | |
| ALICANTE | | TEESSIDE INTERNATIONAL AIRPORT | | RYANAIR | | S A | | 9 | | 0 | | 0 | | 0 | | 0 | | 0 | | 2 | | 66.7 | | 12 | | 9 | | | | | | | | | | | | | | | | | |
| ALICANTE | | TEESSIDE INTERNATIONAL AIRPORT | | RYANAIR | | S D | | 9 | | 0 | | 0 | | 0 | | 0 | | 0 | | 8 | | 33.3 | | 30 | | 9 | | | | | | | | | | | | | | | | | |
| TOTAL ALICANTE | | | | | | | | 3450 | | 0 | | 9 | | 2.5 | | 18.9 | | 34.4 | | 16.4 | | 15.7 | | 8.9 | | 2.3 | | 0.4 | | 0.1 | | 0.0 | | 0.3 | | 25 | | 60.7 | | 22 | | 3077 | |
| ALMATY | | HEATHROW | | AIR ASTANA | | S A | | 17 | | 0 | | 0 | | 5.9 | | 23.5 | | 35.3 | | 11.8 | | 11.8 | | 5.9 | | 0.0 | | 5.9 | | 0.0 | | 0.0 | | 38 | | 81.0 | | 8 | | 21 | | | |
| ALMATY | | HEATHROW | | AIR ASTANA | | S D | | 17 | | 0 | | 0 | | 0.0 | | 0.0 | | 41.2 | | 5.9 | | 29.4 | | 17.6 | | 0.0 | | 5.9 | | 0.0 | | 0.0 | | 53 | | 52.4 | | 19 | | 21 | | | |
| TOTAL ALMATY | | | | | | | | 34 | | 0 | | 0 | | 2.9 | | 11.8 | | 38.2 | | 8.8 | | 20.6 | | 11.8 | | 0.0 | | 5.9 | | 0.0 | | 0.0 | | 46 | | 66.7 | | 13 | | 42 | | | |
| ALMERIA | | BIRMINGHAM | | JET2.COM LTD | | S A | | 12 | | 0 | | 0 | | 33.3 | | 33.3 | | 8.3 | | 8.3 | | 16.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 8 | | 88.9 | | 2 | | 9 | | | |
| ALMERIA | | BIRMINGHAM | | JET2.COM LTD | | S D | | 12 | | 0 | | 0 | | 0.0 | | 0.0 | | 58.3 | | 33.3 | | 0.0 | | 8.3 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 19 | | 66.7 | | 13 | | 9 | | | |
| ALMERIA | | BIRMINGHAM | | TUI AIRWAYS LTD | | C A | | 0 | | 0 | | 0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0 | | 87.5 | | 9 | | 8 | | | |
| ALMERIA | | 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 | | 50.0 | | 19 | | 8 | | | | | |
| ALMERIA | | BRISTOL | | JET2.COM LTD | | S A | | 5 | | 0 | | 0 | | 0.0 | | 20.0 | | 40.0 | | 20.0 | | 20.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 13 | | 0.0 | | 0 | | 0 | | | |
| ALMERIA | | BRISTOL | | JET2.COM LTD | | S D | | 5 | | 0 | | 0 | | 0.0 | | 0.0 | | 40.0 | | 20.0 | | 40.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 24 | | 0.0 | | 0 | | 0 | | | |
| ALMERIA | | LEEDS BRADFORD | | 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 | | 80.0 | | 1 | | 4 | | | |
| ALMERIA | | 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 | | 6 | | 80.0 | | 10 | | 5 | | | |
| ALMERIA | | GATWICK | | EASYJET UK LTD | | S A | | 10 | | 0 | | 0 | | 10.0 | | 20.0 | | 20.0 | | 20.0 | | 20.0 | | 0.0 | | 10.0 | | 0.0 | | 0.0 | | 0.0 | | 28 | | 43.3 | | 27 | | 29 | | | |
| ALMERIA | | GATWICK | | EASYJET UK LTD | | S D | | 10 | | 0 | | 0 | | 0.0 | | 50.0 | | 20.0 | | 20.0 | | 0.0 | | 10.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 16 | | 63.3 | | 17 | | 29 | | | |
| ALMERIA | | STANSTED | | RYANAIR | | S A | | 12 | | 0 | | 0 | | 0.0 | | 33.3 | | 16.7 | | 25.0 | | 16.7 | | 0.0 | | 8.3 | | 0.0 | | 0.0 | | 0.0 | | 25 | | 61.5 | | 40 | | 13 | | | |
| ALMERIA | | STANSTED | | RYANAIR | | S D | | 12 | | 0 | | 0 | | 0.0 | | 41.7 | | 25.0 | | 16.7 | | 8.3 | | 0.0 | | 8.3 | | 0.0 | | 0.0 | | 0.0 | | 20 | | 53.8 | | 21 | | 13 | | | |
| ALMERIA | | 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 | | 100.0 | | 0 | | 1 | | | | | |
| ALMERIA | | MANCHESTER | | JET2.COM LTD | | S A | | 12 | | 0 | | 0 | | 8.3 | | 41.7 | | 16.7 | | 16.7 | | 16.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 13 | | 58.3 | | 16 | | 12 | | | |
| ALMERIA | | MANCHESTER | | JET2.COM LTD | | S D | | 12 | | 0 | | 0 | | 0.0 | | 8.3 | | 33.3 | | 25.0 | | 25.0 | | 8.3 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 25 | | 58.3 | | 30 | | 12 | | | |
| ALMERIA | | MANCHESTER | | RYANAIR | | S A | | 13 | | 0 | | 0 | | 0.0 | | 46.2 | | 38.5 | | 15.4 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 6 | | 37.5 | | 16 | | 8 | | | |
| ALMERIA | | MANCHESTER | | 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 | | 2 | | 87.5 | | 9 | | 8 | | | |
| ALMERIA | | MANCHESTER | | TUI AIRWAYS LTD | | C A | | 9 | | 0 | | 0 | | 0.0 | | 0.0 | | 33.3 | | 44.4 | | 0.0 | | 22.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 28 | | 37.5 | | 20 | | 8 | | | |
| ALMERIA | | MANCHESTER | | TUI AIRWAYS LTD | | C D | | 9 | | 0 | | 0 | | 0.0 | | 0.0 | | 33.3 | | 44.4 | | 0.0 | | 22.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 29 | | 25.0 | | 27 | | 8 | | | |
| TOTAL ALMERIA | | | | | | | | 154 | | 0 | | 0 | | 4.5 | | 27.3 | | 31.8 | | 20.1 | | 9.7 | | 4.5 | | 1.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 17 | | 58.8 | | 20 | | 184 | |
| AMMAN | | HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 29 | | 0 | | 1 | | 20.0 | | 33.3 | | 20.0 | | 10.0 | | 6.7 | | 6.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 3.3 | | 11 | | 89.7 | | 9 | | 29 | |
| AMMAN | | HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 30 | | 0 | | 0 | | 0.0 | | 16.7 | | 36.7 | | 16.7 | | 13.3 | | 16.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 28 | | 41.4 | | 24 | | 29 | |
| AMMAN | | HEATHROW | | ROYAL JORDANIAN | | S A | | 30 | | 0 | | 0 | | 20.0 | | 26.7 | | 26.7 | | 16.7 | | 10.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 9 | | 84.4 | | 6 | | 45 | | | |
| AMMAN | | HEATHROW | | ROYAL JORDANIAN | | S D | | 30 | | 0 | | 0 | | 0.0 | | 6.7 | | 46.7 | | 23.3 | | 13.3 | | 10.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 22 | | 88.6 | | 6 | | 44 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: A | | NUMBER OF FLIGHTS | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | | WIZZ AIR UK LTD | S | A | 9 | 0 | 2 | 27.3 | 36.4 | 9.1 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 5 | 33.3 | 33 | 15 | | |
| | | LUTON | | WIZZ AIR UK LTD | S | D | 10 | 0 | 2 | 0.0 | 8.3 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 12 | 60.0 | 34 | 15 | | | |
| | | STANSTED | | ROYAL JORDANIAN | S | A | 12 | 0 | 0 | 41.7 | 16.7 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | |
| | | STANSTED | | ROYAL JORDANIAN | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 16.7 | 25.0 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | | |
| | | MANCHESTER | | ROYAL JORDANIAN | S | A | 11 | 0 | 0 | 54.5 | 27.3 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | | |
| | | MANCHESTER | | ROYAL JORDANIAN | S | D | 11 | 0 | 0 | 0.0 | 0.0 | 27.3 | 27.3 | 45.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | | |
| TOTAL AMMAN | | | | | | | 184 | 0 | 5 | 13.8 | 19.6 | 30.7 | 15.3 | 12.7 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 16 | 72.9 | 14 | 177 | | |
| AMRITSAR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | | AIR INDIA | S | A | 13 | 0 | 0 | 46.2 | 15.4 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 11 | 13 | | | |
| | | BIRMINGHAM | | AIR INDIA | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 7.7 | 15.4 | 15.4 | 30.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 125 | 21.4 | 38 | 13 | | |
| | | GATWICK | | AIR INDIA | S | A | 13 | 0 | 0 | 15.4 | 23.1 | 23.1 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 84.6 | 11 | 13 | | | |
| | | GATWICK | | AIR INDIA | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 8.3 | 16.7 | 33.3 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 63 | 30.8 | 41 | 13 | | | |
| | | HEATHROW | | AIR INDIA | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 19 | 1 | | | |
| TOTAL AMRITSAR | | | | | | | 51 | 0 | 0 | 15.7 | 13.7 | 17.6 | 11.8 | 15.7 | 19.6 | 3.9 | 0.0 | 2.0 | 0.0 | 0.0 | 53 | 53.7 | 25 | 53 | | |
| AMSTERDAM | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ABERDEEN | | KLM | S | A | 20 | 0 | 6 | 3.8 | 30.8 | 15.4 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 23.1 | 15 | 25.0 | 0 | 1 | | | |
| | | ABERDEEN | | KLM | S | D | 20 | 0 | 9 | 0.0 | 17.2 | 27.6 | 3.4 | 13.8 | 6.9 | 0.0 | 0.0 | 0.0 | 31.0 | 21 | 25.0 | 0 | 1 | | | |
| | | ABERDEEN | | KLM CITYHOPPER | S | A | 117 | 0 | 0 | 0.0 | 34.2 | 42.7 | 13.7 | 7.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.4 | 10 | 138 | | | |
| | | ABERDEEN | | KLM CITYHOPPER | S | D | 116 | 0 | 0 | 0.0 | 13.8 | 54.3 | 19.0 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 78.3 | 14 | 138 | | | |
| | | BELFAST CITY (GEORGE BEST) | | KLM | S | A | 24 | 0 | 2 | 0.0 | 42.3 | 46.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 4 | 63.3 | 16 | 29 | | | |
| | | BELFAST CITY (GEORGE BEST) | | KLM | S | D | 23 | 0 | 4 | 0.0 | 18.5 | 44.4 | 14.8 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14.8 | 12 | 50.0 | 21 | 29 | | | |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 11.1 | 27.8 | 33.3 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 27.8 | 24 | 17 | | | |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 33.3 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 21 | 17 | | | |
| | | BELFAST INTERNATIONAL | | KLM CITYHOPPER | 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 | | | |
| | | BIRMINGHAM | | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 13 | 1 | | | |
| | | BIRMINGHAM | | EASYJET EUROPE | S | A | 58 | 0 | 1 | 6.8 | 40.7 | 28.8 | 5.1 | 6.8 | 10.2 | 0.0 | 0.0 | 0.0 | 1.7 | 14 | 82.1 | 8 | 55 | | | |
| | | BIRMINGHAM | | EASYJET EUROPE | S | D | 58 | 0 | 1 | 0.0 | 10.2 | 35.6 | 13.6 | 22.0 | 15.3 | 1.7 | 0.0 | 0.0 | 1.7 | 33 | 64.3 | 19 | 55 | | | |
| | | BIRMINGHAM | | KLM | S | A | 138 | 0 | 0 | 1.4 | 21.7 | 39.9 | 16.7 | 9.4 | 10.1 | 0.7 | 0.0 | 0.0 | 0.0 | 20 | 67.2 | 13 | 131 | | | |
| | | BIRMINGHAM | | KLM | S | D | 138 | 0 | 0 | 0.0 | 10.9 | 44.9 | 18.1 | 12.3 | 11.6 | 1.4 | 0.7 | 0.0 | 0.0 | 25 | 56.0 | 23 | 131 | | | |
| | | BRISTOL | | EASYJET EUROPE | S | A | 61 | 0 | 1 | 0.0 | 17.7 | 29.0 | 9.7 | 30.6 | 9.7 | 1.6 | 0.0 | 0.0 | 1.6 | 29 | 56.8 | 14 | 36 | | | |
| | | BRISTOL | | EASYJET EUROPE | S | D | 61 | 0 | 1 | 0.0 | 8.1 | 33.9 | 17.7 | 27.4 | 9.7 | 1.6 | 0.0 | 0.0 | 1.6 | 29 | 70.3 | 12 | 36 | | | |
| | | BRISTOL | | EASYJET UK LTD | S | A | 35 | 0 | 0 | 0.0 | 11.4 | 25.7 | 22.9 | 25.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 60.0 | 24 | 60 | | | |
| | | BRISTOL | | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 11.4 | 37.1 | 17.1 | 22.9 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 71.7 | 21 | 60 | | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | KLM | S A | 116 | 0 | 1 | 1.7 | 28.2 | 36.8 | 14.5 | 12.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 16 | 66.9 | 14 | 116 | | |
| BRISTOL | KLM | S D | 115 | 0 | 2 | 0.0 | 3.4 | 48.7 | 23.1 | 12.0 | 8.5 | 1.7 | 0.9 | 0.0 | 0.0 | 1.7 | 27 | 60.7 | 20 | 115 | | | |
| CARDIFF WALES | KLM | S A | 53 | 0 | 2 | 1.8 | 21.8 | 50.9 | 14.5 | 5.5 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 11 | 62.2 | 16 | 89 | | | |
| CARDIFF WALES | KLM | S D | 53 | 0 | 2 | 0.0 | 9.1 | 47.3 | 23.6 | 10.9 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 18 | 60.0 | 19 | 89 | | | |
| EDINBURGH | EASYJET EUROPE | S A | 28 | 0 | 2 | 0.0 | 30.0 | 43.3 | 10.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 13 | 65.5 | 17 | 29 | | | |
| EDINBURGH | EASYJET EUROPE | S D | 28 | 0 | 2 | 0.0 | 26.7 | 40.0 | 13.3 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 15 | 41.4 | 29 | 29 | | | |
| EDINBURGH | EASYJET UK LTD | S A | 31 | 0 | 0 | 3.2 | 16.1 | 19.4 | 25.8 | 19.4 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 40.0 | 48 | 35 | | | |
| EDINBURGH | EASYJET UK LTD | S D | 31 | 0 | 0 | 0.0 | 16.1 | 35.5 | 22.6 | 22.6 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 54.3 | 33 | 35 | | | |
| EDINBURGH | KLM | S A | 145 | 0 | 1 | 0.7 | 28.8 | 43.2 | 16.4 | 6.2 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 13 | 72.4 | 11 | 115 | | | |
| EDINBURGH | KLM | S D | 144 | 0 | 1 | 0.0 | 6.2 | 42.1 | 24.1 | 17.2 | 8.3 | 1.4 | 0.0 | 0.0 | 0.0 | 0.7 | 23 | 63.8 | 20 | 115 | | | |
| GLASGOW | 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 | | | |
| GLASGOW | EASYJET UK LTD | S A | 26 | 0 | 0 | 3.8 | 23.1 | 38.5 | 15.4 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.4 | 8 | 29 | | | |
| GLASGOW | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 26.9 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 62.1 | 15 | 29 | | | |
| GLASGOW | KLM | S A | 67 | 0 | 0 | 1.5 | 20.9 | 41.8 | 20.9 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 65.9 | 11 | 39 | | | |
| GLASGOW | KLM | S D | 66 | 0 | 1 | 0.0 | 6.0 | 40.3 | 20.9 | 25.4 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 22 | 51.2 | 19 | 39 | | | |
| GLASGOW | KLM CITYHOPPER | S A | 72 | 0 | 0 | 2.8 | 23.6 | 45.8 | 16.7 | 6.9 | 2.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 85.7 | 9 | 63 | | | |
| GLASGOW | KLM CITYHOPPER | S D | 70 | 0 | 0 | 0.0 | 12.9 | 40.0 | 21.4 | 17.1 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 79.4 | 15 | 63 | | | |
| 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 | 55.6 | 17 | 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 | 55.6 | 19 | 9 | | | |
| LEEDS BRADFORD | KLM | S A | 82 | 0 | 4 | 0.0 | 20.9 | 41.9 | 19.8 | 11.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 14 | 62.3 | 15 | 76 | | | |
| LEEDS BRADFORD | KLM | S D | 82 | 0 | 4 | 0.0 | 10.5 | 40.7 | 22.1 | 18.6 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 19 | 63.4 | 17 | 82 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 30 | 0 | 0 | 0.0 | 46.7 | 43.3 | 3.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 60.0 | 29 | 29 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK 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 | 76.7 | 23 | 29 | | | |
| GATWICK | BA CITYFLYER LTD | S A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 1 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 39 | 0 | 0 | 2.6 | 20.5 | 23.1 | 10.3 | 12.8 | 23.1 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 39 | 39.7 | 42 | 68 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 39 | 0 | 0 | 0.0 | 2.6 | 33.3 | 28.2 | 20.5 | 7.7 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 36 | 50.0 | 30 | 68 | | | |
| GATWICK | BRITISH AIRWAYS PLC | S A | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | |
| GATWICK | BRITISH AIRWAYS PLC | S D | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET EUROPE | S A | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET EUROPE | S D | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET UK LTD | S A | 175 | 0 | 6 | 2.8 | 18.2 | 19.9 | 17.7 | 21.5 | 12.2 | 3.9 | 0.6 | 0.0 | 0.0 | 3.3 | 34 | 42.1 | 31 | 155 | | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | |
| GATWICK | EASYJET UK LTD | S D | 175 | 0 | 6 | 0.0 | 7.7 | 23.2 | 25.4 | 21.5 | 15.5 | 2.8 | 0.6 | 0.0 | 0.0 | 3.3 | 35 | 42.3 | 30 | 155 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 220 | 0 | 19 | 1.3 | 14.2 | 24.7 | 18.0 | 20.1 | 10.0 | 2.5 | 1.3 | 0.0 | 0.0 | 7.9 | 31 | 39.1 | 29 | 223 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 221 | 0 | 18 | 0.0 | 14.2 | 40.6 | 12.6 | 16.3 | 7.9 | 0.8 | 0.0 | 0.0 | 0.0 | 7.5 | 22 | 51.5 | 21 | 223 | |
| HEATHROW | KLM | S A | 222 | 0 | 4 | 4.4 | 23.9 | 32.3 | 15.5 | 15.5 | 5.8 | 0.9 | 0.0 | 0.0 | 0.0 | 1.8 | 19 | 68.4 | 14 | 229 | |
| HEATHROW | KLM | S D | 223 | 0 | 4 | 0.4 | 18.1 | 40.5 | 19.8 | 13.2 | 5.3 | 0.9 | 0.0 | 0.0 | 0.0 | 1.8 | 19 | 72.0 | 13 | 229 | |
| LONDON CITY | BA CITYFLYER LTD | S A | 112 | 0 | 1 | 5.3 | 23.9 | 31.0 | 16.8 | 10.6 | 7.1 | 4.4 | 0.0 | 0.0 | 0.0 | 0.9 | 24 | 70.0 | 15 | 118 | |
| LONDON CITY | BA CITYFLYER LTD | S D | 115 | 0 | 0 | 0.0 | 13.0 | 36.5 | 19.1 | 20.9 | 5.2 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 72.7 | 14 | 119 | |
| LONDON CITY | KLM | S A | 216 | 0 | 7 | 6.3 | 48.4 | 28.3 | 5.4 | 8.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 7 | 78.0 | 9 | 209 | |
| LONDON CITY | KLM | S D | 216 | 0 | 10 | 0.4 | 13.3 | 44.7 | 17.3 | 15.0 | 4.0 | 0.9 | 0.0 | 0.0 | 0.0 | 4.4 | 19 | 66.0 | 14 | 210 | |
| LUTON | EASYJET EUROPE | S A | 21 | 0 | 4 | 4.0 | 28.0 | 20.0 | 16.0 | 8.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 18 | 58.6 | 13 | 28 | |
| LUTON | EASYJET EUROPE | S D | 21 | 0 | 4 | 0.0 | 20.0 | 24.0 | 16.0 | 12.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 23 | 72.4 | 10 | 28 | |
| LUTON | EASYJET UK LTD | S A | 144 | 0 | 2 | 4.1 | 24.7 | 32.9 | 8.2 | 17.1 | 7.5 | 2.7 | 0.7 | 0.7 | 0.0 | 1.4 | 26 | 61.3 | 19 | 149 | |
| LUTON | EASYJET UK LTD | S D | 144 | 0 | 3 | 0.0 | 25.9 | 40.8 | 15.6 | 8.8 | 4.8 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 17 | 69.3 | 14 | 149 | |
| STANSTED | BA CITYFLYER LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 16 | 1 | |
| STANSTED | EASYJET EUROPE | S A | 66 | 0 | 1 | 4.5 | 22.4 | 31.3 | 22.4 | 11.9 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 18 | 65.5 | 18 | 57 | |
| STANSTED | EASYJET EUROPE | S D | 66 | 0 | 1 | 0.0 | 17.9 | 29.9 | 28.4 | 13.4 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 21 | 60.3 | 22 | 57 | |
| 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 | 100.0 | 0 | 1 | |
| STANSTED | EASYJET UK LTD | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 1 | |
| STANSTED | 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 | |
| MANCHESTER | EASYJET EUROPE | S A | 12 | 0 | 1 | 0.0 | 23.1 | 38.5 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 11 | 0.0 | 0 | 0 | |
| MANCHESTER | EASYJET EUROPE | S D | 12 | 0 | 1 | 0.0 | 30.8 | 30.8 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 14 | 0.0 | 0 | 0 | |
| MANCHESTER | EASYJET UK LTD | S A | 147 | 0 | 7 | 0.0 | 10.4 | 26.0 | 21.4 | 22.7 | 12.3 | 2.6 | 0.0 | 0.0 | 0.0 | 4.5 | 32 | 48.6 | 22 | 139 | |
| MANCHESTER | EASYJET UK LTD | S D | 149 | 0 | 5 | 0.0 | 18.2 | 35.1 | 16.9 | 19.5 | 6.5 | 0.6 | 0.0 | 0.0 | 0.0 | 3.2 | 23 | 66.0 | 14 | 141 | |
| MANCHESTER | KLM | S A | 170 | 0 | 0 | 0.6 | 17.1 | 37.1 | 14.7 | 19.4 | 9.4 | 1.2 | 0.6 | 0.0 | 0.0 | 0.0 | 25 | 65.2 | 16 | 184 | |
| MANCHESTER | KLM | S D | 170 | 0 | 0 | 0.6 | 6.5 | 33.5 | 22.4 | 20.6 | 12.9 | 2.9 | 0.6 | 0.0 | 0.0 | 0.0 | 33 | 56.4 | 21 | 180 | |
| NEWCASTLE | EASYJET UK LTD | S A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| NEWCASTLE | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| NEWCASTLE | KLM | S A | 138 | 0 | 2 | 0.7 | 13.6 | 46.4 | 17.1 | 14.3 | 5.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 20 | 65.0 | 19 | 117 | |
| NEWCASTLE | KLM | S D | 139 | 0 | 1 | 0.0 | 12.9 | 35.7 | 21.4 | 17.1 | 10.0 | 1.4 | 0.7 | 0.0 | 0.0 | 0.7 | 28 | 65.8 | 21 | 116 | |
| SOUTHAMPTON | KLM | 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 | |
| SOUTHAMPTON | KLM | 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 | |
| SOUTHAMPTON | KLM CITYHOPPER | S A | 81 | 0 | 0 | 0.0 | 21.0 | 45.7 | 19.8 | 9.9 | 2.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.0 | 11 | 60 | |
| SOUTHAMPTON | KLM CITYHOPPER | S D | 81 | 0 | 0 | 0.0 | 14.8 | 40.7 | 18.5 | 17.3 | 6.2 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 23 | 73.3 | 14 | 60 | |
| SOUTHEND | EASYJET EUROPE | S A | 17 | 0 | 0 | 0.0 | 35.3 | 23.5 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 56.3 | 19 | 16 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SOUTHEND | | EASYJET EUROPE | | S | D | 19 | 0 | 0 | 0 | 0.0 | 31.6 | 57.9 | 0.0 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 56.3 | 19 | 16 | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | KLM | | S | A | 76 | 0 | 6 | 6 | 4.9 | 24.4 | 29.3 | 13.4 | 11.0 | 8.5 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 79.2 | 11 | 71 | | | | | |
| TEESSIDE INTERNATIONAL AIRPORT | | KLM | | S | D | 74 | 0 | 7 | 7 | 0.0 | 28.4 | 27.2 | 7.4 | 13.6 | 12.3 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 74.0 | 16 | 71 | | | | | |
| TOTAL AMSTERDAM | | | | | | 5972 | 0 | 184 | 1.2 | 18.8 | 36.0 | 17.1 | 15.0 | 7.3 | 1.4 | 0.2 | 0.0 | 0.0 | 3.0 | 22 | 62.8 | 18 | 5849 | | | | | | | |
| ANCONA | | 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 | 44.4 | 45 | 9 | | | | | | |
| ANCONA | | 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 | 33.3 | 28 | 9 | | | | | | |
| ANCONA | | STANSTED | | RYANAIR | S | A | 25 | 0 | 0 | 0 | 0.0 | 4.0 | 16.0 | 28.0 | 24.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 53.3 | 21 | 30 | | | | | | |
| ANCONA | | STANSTED | | RYANAIR | S | D | 26 | 0 | 0 | 0 | 0.0 | 11.5 | 38.5 | 23.1 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 60.0 | 13 | 30 | | | | | | |
| TOTAL ANCONA | | | | | | 51 | 0 | 0 | 0.0 | 7.8 | 27.5 | 25.5 | 21.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 52.6 | 22 | 78 | | | | | | | |
| ANKARA (ESENBOGA) | | STANSTED | | AJET HAVA TASIMACILIGI ANONIM SIRKETI | S | A | 3 | 0 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | | | | |
| ANKARA (ESENBOGA) | | STANSTED | | AJET HAVA TASIMACILIGI ANONIM SIRKETI | S | D | 3 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | | | | | | |
| ANKARA (ESENBOGA) | | STANSTED | | PEGASUS AIRLINES | S | A | 13 | 0 | 0 | 0 | 7.7 | 46.2 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 69.2 | 10 | 13 | | | | | | |
| ANKARA (ESENBOGA) | | STANSTED | | PEGASUS AIRLINES | S | D | 12 | 0 | 0 | 0 | 0.0 | 25.0 | 25.0 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 38.5 | 21 | 13 | | | | | | |
| ANKARA (ESENBOGA) | | STANSTED | | THY TURKISH AIRLINES | S | A | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 40.0 | 20 | 10 | | | | | | |
| ANKARA (ESENBOGA) | | STANSTED | | THY TURKISH AIRLINES | S | D | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 20.0 | 36 | 10 | | | | | | |
| TOTAL ANKARA (ESENBOGA) | | | | | | 31 | 0 | 0 | 3.2 | 32.3 | 29.0 | 22.6 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 43.5 | 21 | 46 | | | | | | | |
| ANTALYA | | BELFAST INTERNATIONAL | | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0 | 11.1 | 11.1 | 22.2 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 25.0 | 48 | 8 | | | | | | |
| ANTALYA | | BELFAST INTERNATIONAL | | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 25.0 | 40 | 8 | | | | | | |
| ANTALYA | | BELFAST INTERNATIONAL | | JET2.COM LTD | S | A | 13 | 0 | 0 | 0 | 7.7 | 46.2 | 23.1 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 24 | 9 | | | | | | |
| ANTALYA | | BELFAST INTERNATIONAL | | JET2.COM LTD | S | D | 12 | 0 | 0 | 0 | 0.0 | 16.7 | 50.0 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 33.3 | 23 | 9 | | | | | | |
| ANTALYA | | BIRMINGHAM | | CORENDON AIRLINES | S | A | 13 | 0 | 0 | 0 | 23.1 | 23.1 | 23.1 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 8 | 12 | | | | | | |
| ANTALYA | | BIRMINGHAM | | CORENDON AIRLINES | S | D | 13 | 0 | 0 | 0 | 0.0 | 0.0 | 30.8 | 23.1 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 33.3 | 24 | 12 | | | | | | |
| ANTALYA | | BIRMINGHAM | | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0 | 0.0 | 0.0 | 11.1 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 | | | | | | |
| ANTALYA | | BIRMINGHAM | | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | | | | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | 40.0 | 33 | 10 | | |
| BIRMINGHAM | 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 | 11.1 | 45 | 9 | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 39 | 0 | 0 | 2.6 | 25.6 | 23.1 | 28.2 | 12.8 | 5.1 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 22 | 33.3 | 27 | 39 | | |
| BIRMINGHAM | JET2.COM LTD | S | D | 38 | 0 | 0 | 0.0 | 5.3 | 47.4 | 15.8 | 23.7 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 46.2 | 24 | 39 | | |
| BIRMINGHAM | SUNEXPRESS | S | A | 51 | 0 | 0 | 5.9 | 21.6 | 39.2 | 23.5 | 5.9 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 17 | 55.9 | 22 | 34 | | |
| BIRMINGHAM | SUNEXPRESS | S | D | 51 | 0 | 0 | 0.0 | 3.9 | 19.6 | 35.3 | 27.5 | 9.8 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 39 | 17.6 | 42 | 34 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 29 | 0 | 0 | 3.4 | 6.9 | 20.7 | 34.5 | 24.1 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 38.5 | 30 | 13 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | D | 30 | 0 | 0 | 0.0 | 13.3 | 46.7 | 13.3 | 23.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 40.0 | 26 | 10 | | |
| BOURNEMOUTH | 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 | 55.6 | 17 | 9 | | |
| BOURNEMOUTH | 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 | 57.1 | 19 | 7 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C | D | 6 | 0 | 0 | 0.0 | 33.3 | 33.3 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| BRISTOL | CORENDON AIRLINES | S | 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 | 21 | 20.0 | 35 | 5 | | |
| BRISTOL | CORENDON AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 37 | 5 | | |
| BRISTOL | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 16.7 | 22.2 | 27.8 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 29.4 | 34 | 17 | | |
| BRISTOL | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 27.8 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 17.6 | 39 | 17 | | |
| BRISTOL | FREEBIRD AIRLINES | C | A | 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 | 13 | 0.0 | 0 | 0 | | |
| BRISTOL | FREEBIRD AIRLINES | C | D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | |
| BRISTOL | JET2.COM LTD | S | A | 30 | 0 | 0 | 0.0 | 16.7 | 30.0 | 16.7 | 26.7 | 6.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 66 | 26.9 | 75 | 26 | | |
| BRISTOL | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 26.7 | 40.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 57.7 | 18 | 26 | | |
| BRISTOL | SUNEXPRESS | S | A | 21 | 0 | 0 | 0.0 | 19.0 | 33.3 | 9.5 | 23.8 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 46.2 | 40 | 13 | | |
| BRISTOL | SUNEXPRESS | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 28.6 | 14.3 | 33.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 7.7 | 63 | 13 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 21 | 13 | | |
| BRISTOL | 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 | 0.0 | 5 | 83.3 | 10 | 12 | | |
| CARDIFF WALES | 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 | 100.0 | 3 | 4 | | |
| CARDIFF WALES | 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 | 100.0 | 4 | 3 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 8.3 | 25.0 | 33.3 | 8.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 50.0 | 24 | 4 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 11 | 0 | 0 | 0.0 | 9.1 | 36.4 | 27.3 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 75.0 | 22 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 66.7 | 15 | 3 | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 66.7 | 18 | 3 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 22 | 0 | 0 | 9.1 | 22.7 | 36.4 | 22.7 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 52.9 | 30 | 17 | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 22 | 0 | 0 | 0.0 | 18.2 | 50.0 | 13.6 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.6 | 26 | 18 | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 15 | 0 | 0 | 6.7 | 26.7 | 26.7 | 6.7 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 20.0 | 126 | 5 | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 25.0 | 63 | 4 | |
| | EDINBURGH | 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 | 0.0 | 25 | 22.2 | 51 | 9 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 11.1 | 50 | 9 | |
| | EDINBURGH | JET2.COM LTD | S | A | 26 | 0 | 0 | 7.7 | 15.4 | 26.9 | 19.2 | 11.5 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 35.3 | 33 | 17 | |
| | EDINBURGH | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 11.5 | 19.2 | 38.5 | 15.4 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 52.9 | 28 | 17 | |
| | EDINBURGH | SUNEXPRESS | S | A | 30 | 0 | 0 | 26.7 | 33.3 | 26.7 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.8 | 6 | 22 | |
| | EDINBURGH | SUNEXPRESS | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 46.7 | 23.3 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 31.8 | 30 | 22 | |
| | EXETER | 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 | 85.7 | 12 | 7 | |
| | EXETER | 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 | 66.7 | 31 | 6 | |
| | EXETER | TUI AIRWAYS LTD | C | A | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 61 | 0.0 | 0 | 0 | |
| | EXETER | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | GLASGOW | CORENDON AIRLINES | 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 | 6 | 88.9 | 3 | 9 | |
| | GLASGOW | CORENDON AIRLINES | 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 | 14 | 55.6 | 17 | 9 | |
| | GLASGOW | FREEBIRD AIRLINES | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 | |
| | GLASGOW | FREEBIRD AIRLINES | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64 | 0.0 | 0 | 0 | |
| | GLASGOW | JET2.COM LTD | S | A | 26 | 0 | 0 | 15.4 | 34.6 | 26.9 | 11.5 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.1 | 18 | 21 | |
| | GLASGOW | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 11.5 | 38.5 | 34.6 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.9 | 15 | 21 | |
| | GLASGOW | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 5.9 | 5.9 | 29.4 | 29.4 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 46.2 | 22 | 13 | |
| | GLASGOW | TUI AIRWAYS LTD | C | D | 16 | 0 | 0 | 0.0 | 0.0 | 31.3 | 43.8 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 36.4 | 20 | 11 | |
| | LEEDS BRADFORD | 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 | 85.7 | 11 | 7 | |
| | LEEDS BRADFORD | 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 | 80.0 | 10 | 5 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 30 | 0 | 1 | 6.5 | 9.7 | 25.8 | 19.4 | 25.8 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 25 | 37.9 | 24 | 29 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 26.7 | 36.7 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 46.7 | 22 | 30 | |
| | LEEDS BRADFORD | SUNEXPRESS | S | A | 13 | 0 | 0 | 23.1 | 46.2 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| | LEEDS BRADFORD | SUNEXPRESS | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 16 | 0 | 0 | 25.0 | 25.0 | 18.8 | 6.3 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 77.8 | 22 | 18 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 94.4 | 2 | 18 | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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) | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 23.5 | 41.2 | 11.8 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 55.6 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 20 | 0 | 0 | 5.0 | 0.0 | 15.0 | 25.0 | 20.0 | 25.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 102 | 19.0 | 55 | 21 | |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 21 | 0 | 0 | 0.0 | 0.0 | 4.8 | 28.6 | 28.6 | 23.8 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 72 | 28.6 | 50 | 21 | |
| 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 | 0.0 | 0 | 0 | |
| GATWICK | GATWICK | 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 | 100.0 | 3 | 1 | |
| GATWICK | GATWICK | CORENDON AIRLINES | S | A | 23 | 0 | 0 | 0.0 | 4.3 | 8.7 | 34.8 | 26.1 | 21.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 51.7 | 29 | 29 | |
| GATWICK | GATWICK | CORENDON AIRLINES | S | D | 22 | 0 | 0 | 0.0 | 4.5 | 9.1 | 36.4 | 22.7 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 10.0 | 46 | 30 | |
| GATWICK | GATWICK | EASYJET UK LTD | S | A | 73 | 0 | 0 | 2.7 | 4.1 | 15.1 | 12.3 | 38.4 | 19.2 | 6.8 | 1.4 | 0.0 | 0.0 | 0.0 | 51 | 11.3 | 58 | 78 | |
| GATWICK | GATWICK | EASYJET UK LTD | S | D | 73 | 0 | 0 | 0.0 | 0.0 | 5.5 | 34.2 | 38.4 | 19.2 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 21.5 | 40 | 77 | |
| GATWICK | 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 | 0.0 | 42 | 1 | |
| GATWICK | GATWICK | FREEBIRD AIRLINES | S | A | 32 | 0 | 1 | 3.0 | 3.0 | 27.3 | 21.2 | 27.3 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 34 | 32.0 | 40 | 25 | |
| GATWICK | GATWICK | FREEBIRD AIRLINES | S | D | 32 | 0 | 1 | 0.0 | 0.0 | 12.1 | 24.2 | 30.3 | 24.2 | 6.1 | 0.0 | 0.0 | 0.0 | 3.0 | 51 | 16.0 | 46 | 25 | |
| GATWICK | GATWICK | SUNEXPRESS | S | A | 60 | 0 | 0 | 6.7 | 26.7 | 18.3 | 20.0 | 16.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 46.8 | 20 | 47 | |
| GATWICK | GATWICK | SUNEXPRESS | S | D | 60 | 0 | 0 | 0.0 | 3.3 | 30.0 | 30.0 | 21.7 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 40.4 | 30 | 47 | |
| GATWICK | GATWICK | THY TURKISH AIRLINES | S | A | 15 | 0 | 0 | 13.3 | 40.0 | 20.0 | 6.7 | 6.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 22.2 | 48 | 18 | |
| GATWICK | GATWICK | THY TURKISH AIRLINES | S | D | 15 | 0 | 0 | 0.0 | 0.0 | 46.7 | 33.3 | 6.7 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 34 | 11.1 | 54 | 18 | |
| GATWICK | GATWICK | TUI AIRWAYS LTD | C | A | 29 | 1 | 0 | 3.3 | 10.0 | 13.3 | 13.3 | 26.7 | 23.3 | 0.0 | 3.3 | 3.3 | 3.3 | 0.0 | 86 | 36.8 | 67 | 38 | |
| GATWICK | GATWICK | TUI AIRWAYS LTD | C | D | 29 | 0 | 0 | 0.0 | 3.4 | 20.7 | 24.1 | 10.3 | 31.0 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 55 | 22.9 | 46 | 35 | |
| GATWICK | GATWICK | 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| GATWICK | GATWICK | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 23.5 | 17.6 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 11.8 | 50 | 17 | |
| GATWICK | GATWICK | WIZZ AIR UK LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 5.6 | 22.2 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 76.5 | 16 | 17 | |
| LUTON | LUTON | EASYJET UK LTD | S | A | 22 | 0 | 0 | 0.0 | 13.6 | 18.2 | 36.4 | 18.2 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 12.5 | 41 | 8 | |
| LUTON | LUTON | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 14.3 | 47.6 | 14.3 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 44.4 | 27 | 9 | |
| LUTON | LUTON | SUNEXPRESS | S | A | 26 | 0 | 0 | 3.8 | 38.5 | 19.2 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.9 | 14 | 13 | |
| LUTON | LUTON | SUNEXPRESS | S | D | 26 | 0 | 0 | 0.0 | 7.7 | 50.0 | 23.1 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 53.8 | 28 | 13 | |
| LUTON | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 1 | 14.3 | 14.3 | 14.3 | 14.3 | 14.3 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 29 | 55.6 | 35 | 9 | |
| LUTON | LUTON | WIZZ AIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 41.7 | 0.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 33.3 | 41 | 9 | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | AJET HAVA TASIMACILIGI ANONIM SIRKETI | S | A | 11 | 0 | 0 | 9.1 | 36.4 | 18.2 | 18.2 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| STANSTED | | AJET HAVA TASIMACILIGI ANONIM SIRKETI | S | D | 11 | 0 | 0 | 0.0 | 18.2 | 54.5 | 9.1 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| STANSTED | | 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 | 46 | 1 | | |
| STANSTED | | 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 | 43 | 1 | | |
| STANSTED | | CORENDON AIRLINES | S | A | 14 | 0 | 0 | 21.4 | 14.3 | 21.4 | 21.4 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 60.0 | 14 | 5 | | |
| STANSTED | | CORENDON AIRLINES | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.0 | 15 | 5 | | |
| STANSTED | | JET2.COM LTD | S | A | 42 | 0 | 0 | 2.4 | 23.8 | 38.1 | 14.3 | 16.7 | 2.4 | 0.0 | 0.0 | 2.4 | 0.0 | 38 | 27.9 | 56 | 43 | | |
| STANSTED | | JET2.COM LTD | S | D | 42 | 0 | 0 | 0.0 | 7.1 | 40.5 | 35.7 | 14.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 60.5 | 23 | 43 | | |
| STANSTED | | PEGASUS AIRLINES | S | A | 31 | 0 | 0 | 3.2 | 6.5 | 19.4 | 19.4 | 32.3 | 16.1 | 0.0 | 3.2 | 0.0 | 0.0 | 40 | 57.4 | 19 | 47 | | |
| STANSTED | | PEGASUS AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 20.0 | 26.7 | 30.0 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 53.2 | 24 | 47 | | |
| STANSTED | | SUNEXPRESS | S | A | 30 | 0 | 0 | 6.7 | 30.0 | 26.7 | 10.0 | 10.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |
| STANSTED | | SUNEXPRESS | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 56.7 | 10.0 | 10.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |
| STANSTED | | THY TURKISH AIRLINES | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 60.0 | 12 | 20 | | |
| STANSTED | | THY TURKISH AIRLINES | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 45.0 | 20 | 20 | | |
| STANSTED | | TUI AIRWAYS LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 78.6 | 7 | 14 | | |
| 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 | 61.5 | 13 | 13 | | |
| MANCHESTER | | CORENDON AIRLINES | S | A | 22 | 0 | 0 | 9.1 | 31.8 | 9.1 | 27.3 | 13.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 94.1 | 6 | 17 | | |
| MANCHESTER | | CORENDON AIRLINES | S | D | 22 | 0 | 0 | 0.0 | 4.5 | 36.4 | 22.7 | 31.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 64.7 | 16 | 17 | | |
| MANCHESTER | | EASYJET UK LTD | S | A | 36 | 0 | 1 | 5.4 | 10.8 | 16.2 | 24.3 | 21.6 | 13.5 | 5.4 | 0.0 | 0.0 | 0.0 | 34 | 30.8 | 35 | 39 | | |
| MANCHESTER | | EASYJET UK LTD | S | D | 38 | 0 | 0 | 0.0 | 2.6 | 39.5 | 28.9 | 23.7 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 47.5 | 26 | 40 | | |
| 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 | 100.0 | 0 | 1 | | |
| 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 | 100.0 | 10 | 1 | | |
| MANCHESTER | | JET2.COM LTD | S | A | 63 | 0 | 0 | 0.0 | 3.2 | 9.5 | 23.8 | 34.9 | 19.0 | 4.8 | 3.2 | 1.6 | 0.0 | 66 | 7.9 | 87 | 63 | | |
| MANCHESTER | | JET2.COM LTD | S | D | 62 | 0 | 0 | 0.0 | 1.6 | 12.9 | 25.8 | 37.1 | 12.9 | 9.7 | 0.0 | 0.0 | 0.0 | 48 | 12.7 | 47 | 63 | | |
| MANCHESTER | | PEGASUS AIRLINES | S | A | 30 | 0 | 0 | 3.3 | 23.3 | 20.0 | 23.3 | 13.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 53.3 | 26 | 30 | | |
| MANCHESTER | | PEGASUS AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 33.3 | 23.3 | 20.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 35 | 36.7 | 48 | 30 | | |
| MANCHESTER | | SUNEXPRESS | S | A | 90 | 0 | 0 | 15.6 | 28.9 | 35.6 | 8.9 | 8.9 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 15 | 60 | | |
| MANCHESTER | | SUNEXPRESS | S | D | 90 | 0 | 0 | 0.0 | 1.1 | 47.8 | 30.0 | 14.4 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 63.3 | 22 | 60 | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | TUI AIRWAYS LTD | C | A | 29 | 1 | 0 | 6.7 | 23.3 | 23.3 | 26.7 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 18 | 50.0 | 28 | 34 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 30 | 0 | 0 | 0.0 | 6.7 | 36.7 | 26.7 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 27.3 | 45 | 33 |
| | NEWCASTLE | CORENDON AIRLINES | S | A | 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 | 44.4 | 20 | 9 |
| | NEWCASTLE | CORENDON AIRLINES | 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 | 25 | 55.6 | 31 | 9 |
| | NEWCASTLE | FREEBIRD AIRLINES | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 21 | 1 |
| | NEWCASTLE | JET2.COM LTD | S | A | 22 | 0 | 0 | 4.5 | 13.6 | 31.8 | 22.7 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 82.6 | 11 | 23 |
| | NEWCASTLE | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 0.0 | 13.6 | 40.9 | 36.4 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 65.2 | 16 | 23 |
| | NEWCASTLE | SUNEXPRESS | S | A | 21 | 0 | 0 | 19.0 | 38.1 | 28.6 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 69.2 | 15 | 13 |
| | NEWCASTLE | SUNEXPRESS | S | D | 21 | 0 | 0 | 0.0 | 4.8 | 61.9 | 19.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 30.8 | 26 | 13 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 11.1 | 5.6 | 27.8 | 33.3 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 58.3 | 17 | 12 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 43.8 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 66.7 | 24 | 12 |
| | TEESSIDE INTERNATIONAL AIRPORT | 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 | 100.0 | 6 | 4 |
| | TEESSIDE INTERNATIONAL AIRPORT | 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 | 100.0 | 10 | 3 |
| TOTAL ANTALYA | | | | | 2605 | 2 | 7 | 3.4 | 12.5 | 28.5 | 22.9 | 19.7 | 10.2 | 1.6 | 0.5 | 0.2 | 0.1 | 0.3 | 30 | 42.9 | 33 | 2249 |
| ANTIGUA | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 7 | 0 | 0 | 28.6 | 14.3 | 14.3 | 0.0 | 14.3 | 0.0 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 68 | 66.7 | 10 | 3 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 7 | 0 | 0 | 0.0 | 14.3 | 57.1 | 14.3 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 43 | 33.3 | 29 | 3 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 4 | 0 | 0 | 25.0 | 25.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 11 | 2 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS 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 | 22 | 100.0 | 8 | 2 |
| | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 33.3 | 19 | 3 |
| | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 34 | 2 |
| TOTAL ANTIGUA | | | | | 22 | 0 | 0 | 13.6 | 18.2 | 27.3 | 9.1 | 13.6 | 4.5 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 44 | 53.3 | 18 | 15 |
| ANTWERP | | | | | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | LUXAIR | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 70.6 | 13 | 17 |
| | LONDON CITY | LUXAIR | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 76.5 | 16 | 17 |
| TOTAL ANTWERP | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 73.5 | 15 | 34 |
| ARRECIFE | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 35.3 | 29.4 | 17.6 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 11 | 12 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 70.6 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 24 | 12 |
| | BELFAST INTERNATIONAL | RYANAIR UK 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 | 28 | 0.0 | 0 | 0 |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | 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 | 25.0 | 34 | 4 | | |
| BELFAST INTERNATIONAL | 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 | 33.3 | 37 | 3 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S | A | 7 | 0 | 0 | 14.3 | 0.0 | 42.9 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS 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 | 0.0 | 11 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | TUI FLY NORDIC | 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 | 2 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | TUI FLY NORDIC | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 31 | 0 | 0 | 3.2 | 25.8 | 25.8 | 32.3 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.7 | 10 | 30 | | |
| BIRMINGHAM | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 46.7 | 36.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.7 | 11 | 30 | | |
| BIRMINGHAM | 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 | 12 | 50.0 | 26 | 8 | | |
| BIRMINGHAM | 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 | 3 | 50.0 | 22 | 8 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 22 | 0 | 0 | 4.5 | 22.7 | 27.3 | 13.6 | 27.3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 64.3 | 22 | 14 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | D | 22 | 0 | 0 | 0.0 | 0.0 | 45.5 | 18.2 | 18.2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 41.7 | 34 | 12 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 79 | 1 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 87 | 1 | | |
| BOURNEMOUTH | 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 | 3 | 0.0 | 0 | 0 | | |
| BOURNEMOUTH | RYANAIR | 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 | 0.0 | 8 | 0.0 | 0 | 0 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 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 | 10 | 100.0 | 0 | 3 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 26 | 75.0 | 63 | 4 | | |
| BRISTOL | EASYJET UK LTD | S | A | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 37.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 41.2 | 23 | 17 | | |
| BRISTOL | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 25.0 | 43.8 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 47.1 | 20 | 17 | | |
| BRISTOL | JET2.COM LTD | S | A | 17 | 0 | 0 | 11.8 | 23.5 | 17.6 | 11.8 | 11.8 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 10 | 18 | | |
| BRISTOL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 5.9 | 23.5 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 38.9 | 25 | 18 | | |
| BRISTOL | RYANAIR | S | A | 23 | 0 | 0 | 26.1 | 26.1 | 17.4 | 17.4 | 8.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.7 | 24 | 17 | | |
| BRISTOL | RYANAIR | S | D | 23 | 0 | 0 | 0.0 | 26.1 | 43.5 | 8.7 | 17.4 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 52.9 | 30 | 17 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 44.4 | 45 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 38 | 8 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 0.0 | 22.2 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 87.5 | 5 | 8 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 100.0 | 2 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 22 | 1 | 0 | 4.3 | 47.8 | 21.7 | 13.0 | 4.3 | 0.0 | 4.3 | 0.0 | 0.0 | 4.3 | 0.0 | 11 | 81.0 | 6 | 21 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 77.3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.0 | 7 | 20 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 14 | 0 | 0 | 14.3 | 57.1 | 14.3 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.8 | 10 | 18 | | |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| EAST MIDLANDS INTERNATIONAL | 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 | 3 | 72.2 | 8 | 18 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 0.0 | 14.3 | 50.0 | 7.1 | 7.1 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 46.2 | 30 | 13 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 14.3 | 50.0 | 14.3 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 41.7 | 29 | 12 |
| EDINBURGH | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 12.5 | 51 | 8 |
| EDINBURGH | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 11.1 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 12.5 | 43 | 8 |
| EDINBURGH | JET2.COM LTD | S | A | 22 | 0 | 0 | 13.6 | 13.6 | 50.0 | 9.1 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 22 | 16 |
| EDINBURGH | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 31.8 | 40.9 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 62.5 | 26 | 16 |
| EDINBURGH | RYANAIR | S | A | 11 | 0 | 1 | 16.7 | 0.0 | 25.0 | 0.0 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 41 | 22.2 | 29 | 9 |
| EDINBURGH | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 25.0 | 25.0 | 16.7 | 8.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 42 | 44.4 | 19 | 9 |
| 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 | 49 | 0.0 | 0 | 0 |
| EDINBURGH | 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 | 42 | 0.0 | 0 | 0 |
| EXETER | 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 | 75.0 | 0 | 3 |
| EXETER | 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 | 60.0 | 4 | 4 |
| GLASGOW | JET2.COM LTD | S | A | 22 | 0 | 0 | 40.9 | 9.1 | 18.2 | 18.2 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.6 | 20 | 17 |
| GLASGOW | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 38.1 | 23.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.7 | 24 | 17 |
| GLASGOW | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 0.0 | 21.4 | 50.0 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 55.6 | 23 | 9 |
| GLASGOW | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 7.7 | 61.5 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 29 | 8 |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 30 | 0 | 2 | 12.5 | 25.0 | 21.9 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 3.1 | 0.0 | 6.3 | 59 | 86.7 | 7 | 30 |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 56.7 | 10.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 83.9 | 8 | 31 |
| LEEDS BRADFORD | RYANAIR | S | A | 8 | 0 | 1 | 22.2 | 44.4 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 8 | 50.0 | 26 | 8 |
| LEEDS BRADFORD | RYANAIR | 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 | 12 | 75.0 | 10 | 8 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | 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 | 10 | 37.5 | 29 | 8 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK 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 | 11 | 44.4 | 18 | 9 |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 13 | 0 | 0 | 23.1 | 38.5 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 53.8 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 16 | 1 | 0 | 17.6 | 41.2 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 4 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 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 | 4 | 0.0 | 0 | 0 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 29 | 1 | 0 | 0.0 | 10.0 | 16.7 | 16.7 | 23.3 | 23.3 | 6.7 | 0.0 | 0.0 | 3.3 | 0.0 | 49 | 29.0 | 48 | 31 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 20.0 | 3.3 | 43.3 | 16.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 43.3 | 36 | 30 |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET UK LTD | S | A | 76 | 0 | 1 | 1.3 | 7.8 | 10.4 | 26.0 | 32.5 | 13.0 | 5.2 | 2.6 | 0.0 | 0.0 | 1.3 | 43 | 37.8 | 34 | 72 |
| | GATWICK | EASYJET UK LTD | S | D | 77 | 0 | 0 | 0.0 | 6.5 | 31.2 | 27.3 | 20.8 | 13.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 33.3 | 28 | 74 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 0.0 | 11.8 | 5.9 | 23.5 | 41.2 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 37.5 | 37 | 16 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 16.7 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 50.0 | 34 | 16 |
| | LUTON | EASYJET UK LTD | S | A | 16 | 0 | 0 | 25.0 | 31.3 | 25.0 | 0.0 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 22.2 | 30 | 9 |
| | LUTON | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 12.5 | 37.5 | 31.3 | 12.5 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 23 | 9 |
| | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 23 | 8 |
| | LUTON | RYANAIR | 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 | 0.0 | 6 | 87.5 | 5 | 8 |
| | LUTON | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 33.3 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 75.0 | 20 | 8 |
| | LUTON | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 19 | 8 |
| | STANSTED | JET2.COM LTD | S | A | 36 | 0 | 0 | 5.6 | 30.6 | 30.6 | 19.4 | 11.1 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.6 | 12 | 31 |
| | STANSTED | JET2.COM LTD | S | D | 35 | 0 | 0 | 0.0 | 14.3 | 62.9 | 14.3 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 87.1 | 12 | 31 |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 10.3 | 24.1 | 27.6 | 13.8 | 13.8 | 3.4 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 86.8 | 4 | 38 |
| | STANSTED | RYANAIR | S | D | 28 | 0 | 0 | 0.0 | 3.6 | 46.4 | 35.7 | 10.7 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.2 | 10 | 38 |
| | STANSTED | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 10 | 0 | 0 | 0.0 | 10.0 | 30.0 | 30.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 17.6 | 5.9 | 23.5 | 17.6 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 52.9 | 27 | 17 |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 52.9 | 0.0 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 35.3 | 29 | 17 |
| | MANCHESTER | JET2.COM LTD | S | A | 61 | 1 | 0 | 12.9 | 24.2 | 19.4 | 22.6 | 12.9 | 4.8 | 0.0 | 0.0 | 1.6 | 1.6 | 0.0 | 32 | 69.2 | 12 | 39 |
| | MANCHESTER | JET2.COM LTD | S | D | 60 | 0 | 0 | 0.0 | 5.0 | 30.0 | 25.0 | 26.7 | 10.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 45 | 31.6 | 41 | 38 |
| | MANCHESTER | RYANAIR | S | A | 29 | 0 | 0 | 10.3 | 27.6 | 24.1 | 20.7 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 41.4 | 30 | 29 |
| | MANCHESTER | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 40.0 | 20.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 25 | 30 |
| | MANCHESTER | 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 | 0.0 | 8 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR 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 | 14 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 29 | 1 | 0 | 0.0 | 16.7 | 30.0 | 16.7 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 25 | 23.8 | 178 | 21 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 30 | 0 | 0 | 0.0 | 6.7 | 36.7 | 20.0 | 33.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 19.0 | 84 | 21 |
| | NEWCASTLE | JET2.COM LTD | S | A | 22 | 0 | 0 | 0.0 | 40.9 | 31.8 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 72.7 | 16 | 22 |
| | NEWCASTLE | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 42.9 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 59.1 | 20 | 22 |
| | NEWCASTLE | RYANAIR | S | A | 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 | 88.9 | 8 | 9 |
| | NEWCASTLE | RYANAIR | S | D | 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 | 12 | 77.8 | 10 | 9 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 0.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 55.6 | 27 | 9 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 55.6 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 25.0 | 40 | 8 |
| TOTAL ARRECIFE | | | | | 1608 | 5 | 6 | 4.5 | 17.9 | 33.9 | 18.7 | 15.8 | 6.6 | 1.4 | 0.2 | 0.2 | 0.3 | 0.4 | 23 | 56.8 | 25 | 1317 |
| ARUBA | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 33.3 | 145 | 9 |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 20.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 50.0 | 61 | 8 |
| TOTAL ARUBA | | | | | 10 | 0 | 0 | 0.0 | 30.0 | 10.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 41.2 | 106 | 17 |
| ASHKHABAD | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | TURKMENISTAN AIRLINES | S | A | 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 | 14 | 0.0 | 0 | 0 |
| | GATWICK | TURKMENISTAN AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 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 | 66.7 | 14 | 3 |
| | 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 | 50.0 | 18 | 4 |
| TOTAL ASHKHABAD | | | | | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 37.5 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 16 | 7 |
| ASTURIAS | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | VUELING AIRLINES | S | A | 25 | 0 | 1 | 11.5 | 19.2 | 19.2 | 23.1 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 28 | 40.9 | 48 | 22 |
| | GATWICK | VUELING AIRLINES | S | D | 25 | 0 | 1 | 0.0 | 3.8 | 30.8 | 23.1 | 26.9 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 34 | 50.0 | 40 | 22 |
| | STANSTED | RYANAIR | S | A | 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 | 26 | 46.2 | 19 | 13 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 76.9 | 14 | 13 |
| | STANSTED | RYANAIR 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 | 37 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 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 | 32 | 0.0 | 0 | 0 |
| TOTAL ASTURIAS | | | | | 76 | 0 | 2 | 3.8 | 10.3 | 28.2 | 25.6 | 16.7 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 30 | 51.4 | 34 | 70 |
| ATHENS | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AEGEAN 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 | 10 | 9 |
| | BIRMINGHAM | AEGEAN 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 | 44.4 | 26 | 9 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 25.0 | 35 | 8 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 33.3 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 87.5 | 14 | 8 |
| | BRISTOL | AEGEAN AIRLINES | 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 | 6 | 9 |
| | BRISTOL | AEGEAN AIRLINES | S | D | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 22.2 | 27 | 9 |
| | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 50.0 | 16 | 8 |
| | BRISTOL | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 62.5 | 21 | 8 |
| | EDINBURGH | AEGEAN AIRLINES | S | A | 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 | 84.6 | 8 | 13 |
| | EDINBURGH | AEGEAN AIRLINES | 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 | 16 | 46.2 | 24 | 13 |
| | EDINBURGH | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 33.3 | 27 | 9 |
| | EDINBURGH | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 88.9 | 6 | 9 |
| | ISLE OF MAN | VISTAJET LTD MALTA | 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 |
| | GATWICK | AEGEAN 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 | 1 | 1 |
| | GATWICK | AEGEAN 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 | 70 | 1 |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | S | A | 0 | 0 | 0 | 0.0 | 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 |
| | GATWICK | EASYJET UK LTD | S | A | 72 | 0 | 2 | 1.4 | 12.2 | 14.9 | 17.6 | 28.4 | 17.6 | 4.1 | 1.4 | 0.0 | 0.0 | 2.7 | 41 | 28.4 | 48 | 73 |
| | GATWICK | EASYJET UK LTD | S | D | 73 | 0 | 0 | 0.0 | 8.2 | 31.5 | 20.5 | 23.3 | 11.0 | 1.4 | 4.1 | 0.0 | 0.0 | 0.0 | 38 | 40.5 | 30 | 73 |
| | GATWICK | SKY EXPRESS | S | A | 30 | 0 | 0 | 0.0 | 6.7 | 30.0 | 23.3 | 36.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 66.7 | 21 | 30 |
| | GATWICK | SKY EXPRESS | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 20.0 | 33.3 | 33.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 46.7 | 33 | 30 |
| | GATWICK | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 0.0 | 0.0 | 26.7 | 26.7 | 23.3 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 55.3 | 48 | 38 |
| | GATWICK | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 6.7 | 40.0 | 43.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 39.5 | 56 | 38 |
| | HEATHROW | AEGEAN 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 | 34 | 1 |
| | HEATHROW | AEGEAN AIRLINES | S | A | 116 | 0 | 0 | 3.4 | 14.7 | 23.3 | 29.3 | 21.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 73.3 | 10 | 90 |
| | HEATHROW | AEGEAN AIRLINES | S | D | 116 | 0 | 0 | 0.9 | 8.6 | 30.2 | 19.0 | 32.8 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 67.8 | 15 | 89 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 148 | 0 | 5 | 0.7 | 10.5 | 21.6 | 19.0 | 27.5 | 13.1 | 3.9 | 0.0 | 0.7 | 0.0 | 3.3 | 41 | 53.2 | 40 | 136 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 149 | 0 | 5 | 0.0 | 5.2 | 40.3 | 22.7 | 18.8 | 8.4 | 1.3 | 0.0 | 0.0 | 0.0 | 3.2 | 25 | 52.8 | 24 | 137 |
| | LUTON | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 0.0 | 28.6 | 23.8 | 38.1 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 29.4 | 24 | 17 |
| | LUTON | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 33.3 | 19.0 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 82.4 | 7 | 17 |
| | LUTON | WIZZ AIR UK LTD | S | A | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 52.4 | 29 | 21 |
| | LUTON | WIZZ AIR UK LTD | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 66.7 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.9 | 21 | 21 |
| | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 11.1 | 33.3 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 25.0 | 32 | 8 |
| | STANSTED | JET2.COM LTD | S | D | 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 | 16 | 100.0 | 5 | 8 |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 0.0 | 7.7 | 23.1 | 53.8 | 3.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 50.0 | 34 | 30 |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 0.0 | 34.6 | 26.9 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 83.3 | 15 | 30 |
| | MANCHESTER | AEGEAN AIRLINES | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 23.5 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 61.5 | 15 | 13 |
| | MANCHESTER | AEGEAN AIRLINES | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 17.6 | 35.3 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 38.5 | 20 | 13 |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 23.5 | 23.5 | 17.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 18.8 | 51 | 16 |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 11.8 | 23.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 6.3 | 46 | 16 |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 7.7 | 23.1 | 46.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 8.3 | 48 | 12 |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 15.4 | 61.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 25.0 | 22 | 12 |
| | NEWCASTLE | AEGEAN AIRLINES | S | A | 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 | 16 | 62.5 | 16 | 8 |
| | NEWCASTLE | AEGEAN AIRLINES | S | D | 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 | 21 | 75.0 | 18 | 8 |
| TOTAL ATHENS | | | | | 1136 | 0 | 12 | 0.6 | 8.4 | 27.7 | 22.6 | 26.0 | 11.8 | 1.5 | 0.3 | 0.1 | 0.0 | 1.0 | 32 | 53.3 | 28 | 1100 |
| ATLANTA | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | DELTA AIRLINES | S | A | 30 | 0 | 0 | 26.7 | 30.0 | 20.0 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 15 | 6 |
| | EDINBURGH | DELTA AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 26.7 | 3.3 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 42.9 | 84 | 6 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 3.3 | 13.3 | 10.0 | 30.0 | 33.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 46.7 | 23 | 26 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 30.0 | 30.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 44.8 | 30 | 26 |
| | HEATHROW | DELTA AIRLINES | S | A | 90 | 0 | 2 | 9.8 | 23.9 | 31.5 | 19.6 | 4.3 | 6.5 | 1.1 | 0.0 | 1.1 | 0.0 | 2.2 | 23 | 55.0 | 29 | 59 |

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | DELTA AIRLINES | S | D | 91 | 0 | 1 | 0.0 | 35.9 | 43.5 | 4.3 | 6.5 | 3.3 | 2.2 | 2.2 | 1.1 | 0.0 | 1.1 | 21 | 73.3 | 15 | 58 |
| | 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 | 29 | 0 | 1 | 0.0 | 16.7 | 30.0 | 13.3 | 26.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 29 | 96.7 | 1 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 1 | 0.0 | 6.7 | 30.0 | 20.0 | 33.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 29 | 77.4 | 8 | 31 |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 1 | 43.3 | 36.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 2 | 83.3 | 11 | 30 |
| | MANCHESTER | 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 | 0.0 | 5 | 93.3 | 3 | 30 |
| TOTAL ATLANTA | | | | | 418 | 0 | 6 | 7.3 | 27.6 | 30.0 | 13.9 | 12.0 | 5.2 | 1.7 | 0.5 | 0.5 | 0.0 | 1.4 | 20 | 69.4 | 17 | 303 |
| AUSTIN (BERGSTROM) | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 6.7 | 20.0 | 23.3 | 30.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.0 | 31 | 28 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 46.7 | 10.0 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 79.3 | 16 | 29 |
| | 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 | 52.9 | 29 | 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 | 58.8 | 34 | 16 |
| TOTAL AUSTIN (BERGSTROM) | | | | | 60 | 0 | 0 | 3.3 | 20.0 | 35.0 | 20.0 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.5 | 26 | 89 |
| AZORES PONTA DELGADA | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | SATA | 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 | 62 | 0.0 | 0 | 0 |
| | GATWICK | SATA | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 100.0 | 10 | 1 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 100.0 | 5 | 1 |
| | STANSTED | 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 | 4 | 75.0 | 14 | 4 |
| | STANSTED | 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 | 75.0 | 9 | 4 |
| TOTAL AZORES PONTA DELGADA | | | | | 26 | 0 | 0 | 3.8 | 26.9 | 15.4 | 3.8 | 19.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 80.0 | 11 | 10 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | | | | | | | | | | | |
|---|--|-------------------------|----------------------------|---------|---|------------|----------|-----------|-------------|-------------|-------------|-------------|-------------|------------|------------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|----------------------------|------------------|-----------------|------------------|-----|--|--|--|--|--|----------|--|--|
| | | | | | | | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | | | | | | | |
| BACAU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | DAN AIR (AOC) S.R.L | | 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 | 0.0 | 40 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | DAN AIR (AOC) S.R.L | | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | LUTON | DAN AIR (AOC) S.R.L | | S | A | 13 | 0 | 0 | 23.1 | 38.5 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | LUTON | DAN AIR (AOC) S.R.L | | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | | S | A | 30 | 0 | 0 | 66.7 | 10.0 | 10.0 | 0.0 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.4 | 30 | 26 | | | | | | | | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 36.7 | 30.0 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.6 | 34 | 27 | | | | | | | | | | | | | | |
| TOTAL BACAU | | | | | | 94 | 0 | 0 | 24.5 | 18.1 | 26.6 | 12.8 | 11.7 | 5.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.4 | 32 | 53 | | | | | | | | | | | | | | | |
| BAHRAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | | S | A | 28 | 0 | 2 | 0.0 | 26.7 | 20.0 | 16.7 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 22 | 90.0 | 7 | 30 | | | | | | | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | | S | D | 28 | 0 | 2 | 0.0 | 0.0 | 40.0 | 26.7 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 27 | 56.7 | 23 | 30 | | | | | | | | | | | | | | |
| | | HEATHROW | GULF AIR | | S | A | 60 | 0 | 0 | 6.7 | 40.0 | 38.3 | 3.3 | 8.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 73.3 | 19 | 60 | | | | | | | | | | | | | | |
| | | HEATHROW | GULF AIR | | S | D | 60 | 0 | 0 | 0.0 | 23.3 | 60.0 | 8.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 81.7 | 13 | 60 | | | | | | | | | | | | | | |
| | | MANCHESTER | GULF AIR | | S | A | 21 | 0 | 0 | 4.8 | 28.6 | 19.0 | 14.3 | 0.0 | 14.3 | 4.8 | 0.0 | 14.3 | 0.0 | 0.0 | 91 | 64.7 | 108 | 17 | | | | | | | | | | | | | | |
| | | MANCHESTER | GULF AIR | | S | D | 21 | 0 | 0 | 0.0 | 0.0 | 28.6 | 28.6 | 4.8 | 9.5 | 9.5 | 0.0 | 19.0 | 0.0 | 0.0 | 119 | 5.9 | 141 | 16 | | | | | | | | | | | | | | |
| TOTAL BAHRAIN | | | | | | 218 | 0 | 4 | 2.3 | 23.4 | 39.2 | 13.1 | 9.0 | 5.9 | 2.3 | 0.0 | 3.2 | 0.0 | 1.8 | 33 | 69.6 | 33 | 213 | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | AZERBAIJAN AIRLINES (AZAL) | | S | A | 14 | 0 | 0 | 50.0 | 28.6 | 0.0 | 0.0 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | GATWICK | AZERBAIJAN AIRLINES (AZAL) | | S | D | 14 | 0 | 0 | 0.0 | 0.0 | 42.9 | 7.1 | 28.6 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | | S | A | 12 | 0 | 0 | 41.7 | 25.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 69.2 | 11 | 13 | | | | | | | | | | | | | | |
| | | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | | S | D | 12 | 0 | 0 | 8.3 | 16.7 | 58.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 38.5 | 22 | 13 | | | | | | | | | | | | | | |
| | | LUTON | AZERBAIJAN AIRLINES (AZAL) | | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | LUTON | THY TURKISH AIRLINES | | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 86 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | STANSTED | AERO CARIBBEAN | | S | A | 0 | 0 | 5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| | | STANSTED | AERO CARIBBEAN | | 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 | | | | | | | | | | | | | | |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | | | | 55 | 0 | 10 | 20.0 | 13.8 | 24.6 | 6.2 | 12.3 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 18 | 53.8 | 17 | 26 | | | | | | | | | | | | | | | |
| BALE MULHOUSE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BRISTOL | EASYJET UK LTD | | S | A | 14 | 0 | 1 | 20.0 | 33.3 | 13.3 | 20.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 12 | 38.5 | 33 | 13 | | | | | | | | | | | | | | |
| | | BRISTOL | EASYJET UK LTD | | S | D | 14 | 0 | 0 | 0.0 | 42.9 | 14.3 | 28.6 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 23.1 | 32 | 13 | | | | | | | | | | | | | | |
| | | EDINBURGH | EASYJET SWITZERLAND | | S | A | 22 | 0 | 0 | 40.9 | 31.8 | 13.6 | 4.5 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.3 | 4 | 26 | | | | | | | | | | | | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 SWITZERLAND | S | D | 22 | 0 | 0 | 0.0 | 13.6 | 59.1 | 18.2 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 69.2 | 17 | 26 | |
| | GATWICK | EASYJET UK LTD | S | A | 56 | 0 | 4 | 20.0 | 30.0 | 10.0 | 6.7 | 18.3 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 6.7 | 21 | 52.5 | 36 | 55 | |
| | GATWICK | EASYJET UK LTD | S | D | 56 | 0 | 4 | 0.0 | 13.3 | 31.7 | 13.3 | 21.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 26 | 38.3 | 33 | 55 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 75 | 0 | 10 | 5.9 | 24.7 | 23.5 | 18.8 | 8.2 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 17 | 67.5 | 16 | 74 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 75 | 0 | 10 | 0.0 | 17.6 | 31.8 | 15.3 | 18.8 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 19 | 55.3 | 21 | 73 | |
| | STANSTED | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR 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 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET SWITZERLAND | S | A | 7 | 0 | 1 | 37.5 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 8 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET SWITZERLAND | S | D | 7 | 0 | 1 | 0.0 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 7 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 1 | 5.6 | 44.4 | 22.2 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 8 | 48.0 | 26 | 25 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 1 | 0.0 | 27.8 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 11 | 48.0 | 22 | 25 | |
| TOTAL BALE MULHOUSE | | | | | 408 | 0 | 33 | 8.2 | 25.2 | 25.2 | 13.8 | 13.6 | 6.1 | 0.5 | 0.0 | 0.0 | 0.0 | 7.5 | 18 | 54.7 | 24 | 385 | |
| BALTIMORE | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 2 | 6.9 | 6.9 | 17.2 | 17.2 | 27.6 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 33 | 66.7 | 28 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 2 | 0.0 | 3.4 | 27.6 | 20.7 | 24.1 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 6.9 | 37 | 43.3 | 35 | 30 | |
| TOTAL BALTIMORE | | | | | 54 | 0 | 4 | 3.4 | 5.2 | 22.4 | 19.0 | 25.9 | 15.5 | 1.7 | 0.0 | 0.0 | 0.0 | 6.9 | 35 | 55.0 | 32 | 60 | |
| BANDAR SERI BEGAWAN | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 13 | 0 | 0 | 7.7 | 38.5 | 46.2 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.6 | 5 | 13 | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 53.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 84.6 | 8 | 13 | |
| TOTAL BANDAR SERI BEGAWAN | | | | | 26 | 0 | 0 | 3.8 | 19.2 | 34.6 | 26.9 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 84.6 | 7 | 26 | |
| BANGALORE (BENGALURU) | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR INDIA | S | A | 22 | 0 | 0 | 0.0 | 4.5 | 0.0 | 13.6 | 31.8 | 40.9 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 79 | 0.0 | 0 | 0 | |
| | GATWICK | AIR INDIA | S | D | 22 | 0 | 0 | 0.0 | 0.0 | 4.5 | 9.1 | 13.6 | 50.0 | 18.2 | 4.5 | 0.0 | 0.0 | 0.0 | 89 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 38.1 | 19.0 | 14.3 | 9.5 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 31 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 0.0 | 4.8 | 38.1 | 33.3 | 14.3 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 34 | 33.3 | 34 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 6.7 | 20.0 | 10.0 | 20.0 | 26.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 53.3 | 23.3 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| TOTAL BANGALORE (BENGALURU) | | | | | 146 | 0 | 0 | 6.8 | 8.2 | 21.2 | 18.5 | 19.9 | 19.2 | 4.1 | 2.1 | 0.0 | 0.0 | 0.0 | 43 | 41.7 | 32 | 60 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: B | | NUMBER OF FLIGHTS | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | | |
| BANGKOK SUVARNABHUMI | | HEATHROW | | THAI AIRWAYS INTERNATIONAL | S | A | 60 | 0 | 0 | 5.0 | 25.0 | 33.3 | 21.7 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.3 | 12 | 60 | | | |
| BANGKOK SUVARNABHUMI | | HEATHROW | | THAI AIRWAYS INTERNATIONAL | S | D | 60 | 0 | 0 | 0.0 | 11.7 | 55.0 | 20.0 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 78.3 | 10 | 60 | | | |
| TOTAL BANGKOK SUVARNABHUMI | | | | | | | 120 | 0 | 0 | 2.5 | 18.3 | 44.2 | 20.8 | 12.5 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.8 | 11 | 120 | | | |
| BARCELONA | | BELFAST CITY (GEORGE BEST) | | BA CITYFLYER LTD | C | A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | | | |
| BARCELONA | | BELFAST CITY (GEORGE BEST) | | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | |
| BARCELONA | | BELFAST INTERNATIONAL | | EASYJET EUROPE | S | A | 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 | 100.0 | 1 | 9 | | | |
| BARCELONA | | BELFAST INTERNATIONAL | | EASYJET EUROPE | S | D | 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 | 77.8 | 11 | 9 | | | |
| BARCELONA | | BELFAST INTERNATIONAL | | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 15.4 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 41.7 | 21 | 12 | | | |
| BARCELONA | | BELFAST INTERNATIONAL | | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 23.1 | 7.7 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 9 | 12 | | | |
| BARCELONA | | BIRMINGHAM | | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 0.0 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | | |
| BARCELONA | | BIRMINGHAM | | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | | |
| BARCELONA | | BIRMINGHAM | | JET2.COM 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 | 19 | 75.0 | 11 | 8 | | | |
| BARCELONA | | BIRMINGHAM | | 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 | 16 | 50.0 | 20 | 8 | | | |
| BARCELONA | | BIRMINGHAM | | RYANAIR | S | A | 31 | 0 | 0 | 3.2 | 12.9 | 22.6 | 12.9 | 19.4 | 16.1 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 55 | 69.2 | 14 | 26 | | | |
| BARCELONA | | BIRMINGHAM | | RYANAIR | S | D | 31 | 0 | 0 | 0.0 | 9.7 | 19.4 | 19.4 | 16.1 | 19.4 | 9.7 | 6.5 | 0.0 | 0.0 | 0.0 | 61 | 53.8 | 18 | 26 | | | |
| BARCELONA | | BIRMINGHAM | | VUELING AIRLINES | S | A | 24 | 0 | 0 | 8.3 | 33.3 | 33.3 | 4.2 | 16.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 2 | 30 | | | |
| BARCELONA | | BIRMINGHAM | | VUELING AIRLINES | S | D | 24 | 0 | 0 | 0.0 | 0.0 | 20.8 | 33.3 | 25.0 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 42 | 63.3 | 16 | 30 | | | |
| BARCELONA | | BRISTOL | | EASYJET EUROPE | S | A | 21 | 0 | 0 | 19.0 | 42.9 | 28.6 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 95.2 | 2 | 21 | | | |
| BARCELONA | | BRISTOL | | EASYJET EUROPE | S | D | 21 | 0 | 0 | 0.0 | 42.9 | 38.1 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 95.2 | 5 | 21 | | | |
| BARCELONA | | BRISTOL | | EASYJET UK LTD | S | A | 39 | 0 | 0 | 0.0 | 12.8 | 7.7 | 28.2 | 33.3 | 10.3 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 42 | 59.0 | 23 | 39 | | | |
| BARCELONA | | BRISTOL | | EASYJET UK LTD | S | D | 39 | 0 | 0 | 0.0 | 10.3 | 41.0 | 15.4 | 15.4 | 10.3 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 34 | 64.1 | 22 | 39 | | | |
| BARCELONA | | BRISTOL | | RYANAIR | S | A | 25 | 0 | 0 | 8.0 | 44.0 | 28.0 | 8.0 | 4.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.4 | 18 | 26 | | | |
| BARCELONA | | BRISTOL | | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 12.0 | 52.0 | 28.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.8 | 25 | 26 | | | |
| BARCELONA | | EAST MIDLANDS INTERNATIONAL | | RYANAIR | S | A | 34 | 0 | 0 | 2.9 | 17.6 | 35.3 | 17.6 | 11.8 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.3 | 19 | 31 | | | |
| BARCELONA | | EAST MIDLANDS INTERNATIONAL | | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 41.2 | 32.4 | 11.8 | 2.9 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 80.6 | 13 | 31 | | | |
| BARCELONA | | EDINBURGH | | 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 | 25.0 | 70 | 4 | | | | |
| BARCELONA | | EDINBURGH | | 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 | 25.0 | 60 | 4 | | | | |
| BARCELONA | | EDINBURGH | | RYANAIR | S | A | 47 | 0 | 0 | 4.3 | 12.8 | 17.0 | 21.3 | 21.3 | 17.0 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 74.3 | 19 | 35 | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 46 | 0 | 0 | 0.0 | 13.0 | 23.9 | 23.9 | 30.4 | 6.5 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 60.0 | 21 | 35 | | |
| 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 | 50 | 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 | 50.0 | 154 | 4 | | |
| EDINBURGH | VUELING AIRLINES | S | A | 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 | 2 | 94.1 | 1 | 16 | | |
| EDINBURGH | VUELING AIRLINES | S | D | 10 | 0 | 0 | 0.0 | 10.0 | 10.0 | 50.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 52.9 | 25 | 15 | | |
| GLASGOW | EASYJET UK LTD | S | A | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 25.0 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 94.1 | 4 | 17 | | |
| GLASGOW | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 55.6 | 22.2 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 52.9 | 15 | 17 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 100.0 | 0 | 10 | | |
| LEEDS BRADFORD | JET2.COM 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 | 100.0 | 3 | 10 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 10 | 0 | 0 | 0.0 | 30.0 | 30.0 | 30.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.3 | 8 | 15 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 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 | 3 | 80.0 | 5 | 15 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 21 | 0 | 0 | 9.5 | 47.6 | 23.8 | 4.8 | 0.0 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 81.8 | 6 | 22 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 21 | 0 | 0 | 4.8 | 23.8 | 42.9 | 19.0 | 0.0 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 90.9 | 6 | 22 | | |
| GATWICK | EASYJET UK LTD | S | A | 123 | 0 | 0 | 5.7 | 12.2 | 27.6 | 16.3 | 15.4 | 13.8 | 4.9 | 4.1 | 0.0 | 0.0 | 0.0 | 39 | 41.4 | 36 | 124 | | |
| GATWICK | EASYJET UK LTD | S | D | 123 | 0 | 0 | 0.0 | 7.3 | 35.0 | 26.8 | 20.3 | 5.7 | 3.3 | 1.6 | 0.0 | 0.0 | 0.0 | 31 | 39.8 | 33 | 124 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 0.0 | 0 | 0 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | | |
| GATWICK | VUELING AIRLINES | S | A | 271 | 0 | 4 | 7.3 | 22.2 | 22.5 | 19.6 | 13.1 | 10.9 | 2.2 | 0.7 | 0.0 | 0.0 | 1.5 | 25 | 63.3 | 20 | 216 | | |
| GATWICK | VUELING AIRLINES | S | D | 269 | 0 | 6 | 0.0 | 4.7 | 23.3 | 22.2 | 25.1 | 15.3 | 5.5 | 1.8 | 0.0 | 0.0 | 2.2 | 43 | 38.1 | 36 | 213 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 229 | 0 | 13 | 1.7 | 11.2 | 26.0 | 18.6 | 24.0 | 9.5 | 2.1 | 1.7 | 0.0 | 0.0 | 5.4 | 31 | 49.8 | 23 | 205 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 230 | 0 | 12 | 0.0 | 14.5 | 40.1 | 13.6 | 15.7 | 8.7 | 1.2 | 1.2 | 0.0 | 0.0 | 5.0 | 25 | 48.1 | 24 | 205 | | |
| HEATHROW | VUELING AIRLINES | S | A | 60 | 0 | 0 | 0.0 | 3.3 | 25.0 | 23.3 | 35.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | | |
| HEATHROW | VUELING AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 0.0 | 25.0 | 18.3 | 36.7 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | | |
| LONDON CITY | BA CITYFLYER LTD | S | A | 21 | 0 | 2 | 0.0 | 26.1 | 34.8 | 8.7 | 8.7 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 24 | 82.4 | 8 | 16 | | |
| LONDON CITY | BA CITYFLYER LTD | S | D | 21 | 0 | 2 | 0.0 | 13.0 | 30.4 | 21.7 | 17.4 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 24 | 76.5 | 10 | 16 | | |
| LUTON | EASYJET UK LTD | S | A | 64 | 0 | 0 | 0.0 | 21.9 | 29.7 | 9.4 | 12.5 | 21.9 | 3.1 | 1.6 | 0.0 | 0.0 | 0.0 | 35 | 60.0 | 17 | 60 | | |
| LUTON | EASYJET UK LTD | S | D | 64 | 0 | 1 | 0.0 | 26.2 | 40.0 | 1.5 | 16.9 | 12.3 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 22 | 76.7 | 10 | 60 | | |
| LUTON | RYANAIR | S | A | 34 | 0 | 0 | 2.9 | 14.7 | 17.6 | 29.4 | 20.6 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 42.9 | 30 | 21 | | |
| LUTON | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 11.8 | 38.2 | 8.8 | 26.5 | 11.8 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 31 | 47.6 | 37 | 21 | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 112 | 0 | 0 | 1.8 | 24.1 | 22.3 | 8.0 | 15.2 | 21.4 | 5.4 | 1.8 | 0.0 | 0.0 | 0.0 | 40 | 63.6 | 21 | 107 | | | |
| STANSTED | RYANAIR | S D | 112 | 0 | 0 | 0.0 | 11.6 | 29.5 | 17.0 | 25.0 | 11.6 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 63.6 | 21 | 107 | | | |
| 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 | 13 | 76.9 | 18 | 13 | | | |
| STANSTED | RYANAIR UK LTD | S D | 4 | 0 | 0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 76.9 | 16 | 13 | | | |
| MANCHESTER | EASYJET EUROPE | S A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 100.0 | 4 | 4 | | | |
| MANCHESTER | EASYJET EUROPE | S D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 50.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 100.0 | 7 | 4 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 27 | 0 | 0 | 0.0 | 25.9 | 22.2 | 22.2 | 11.1 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 84.6 | 14 | 26 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 27 | 0 | 0 | 0.0 | 14.8 | 48.1 | 14.8 | 14.8 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.2 | 19 | 26 | | | |
| MANCHESTER | JET2.COM LTD | S A | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 27.8 | 27.8 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 71.4 | 21 | 21 | | | |
| MANCHESTER | JET2.COM LTD | S D | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 57.1 | 17 | 21 | | | |
| MANCHESTER | RYANAIR | S A | 44 | 0 | 0 | 0.0 | 9.1 | 22.7 | 22.7 | 25.0 | 15.9 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 66.7 | 22 | 42 | | | |
| MANCHESTER | RYANAIR | S D | 44 | 0 | 0 | 0.0 | 9.1 | 22.7 | 22.7 | 25.0 | 15.9 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 41 | 59.5 | 22 | 42 | | | |
| MANCHESTER | RYANAIR UK LTD | S A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 0 | 0 | | | |
| MANCHESTER | RYANAIR UK LTD | S D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | | | |
| MANCHESTER | VUELING AIRLINES | S A | 47 | 0 | 0 | 14.9 | 27.7 | 34.0 | 8.5 | 12.8 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 92.9 | 4 | 42 | | | |
| MANCHESTER | VUELING AIRLINES | S D | 47 | 0 | 0 | 2.1 | 10.6 | 53.2 | 8.5 | 14.9 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 73.8 | 12 | 42 | | | |
| NEWCASTLE | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 15.4 | 15.4 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 37.5 | 28 | 8 | | | |
| NEWCASTLE | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 15.4 | 15.4 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 75.0 | 30 | 8 | | | |
| TOTAL BARCELONA | | | 2825 | 0 | 40 | 2.1 | 15.4 | 28.8 | 17.6 | 18.8 | 11.7 | 3.1 | 1.2 | 0.0 | 0.0 | 1.4 | 31 | 59.9 | 22 | 2456 | | | |
| BARI (PALESE) | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 0.0 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 63 | 40.0 | 41 | 5 | | | |
| EDINBURGH | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 33.3 | 11.1 | 0.0 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 51 | 0.0 | 50 | 5 | | | |
| 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 | 22 | 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 | 8 | 4 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 29 | 0 | 0 | 6.9 | 6.9 | 10.3 | 27.6 | 27.6 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 50.0 | 43 | 24 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 29 | 0 | 0 | 0.0 | 0.0 | 34.5 | 20.7 | 27.6 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 52.0 | 39 | 25 | | | |
| GATWICK | EASYJET UK LTD | S A | 18 | 0 | 0 | 0.0 | 16.7 | 5.6 | 11.1 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 32.1 | 51 | 28 | | | |
| GATWICK | EASYJET UK LTD | S D | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 11.1 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 35.7 | 36 | 28 | | | |
| STANSTED | RYANAIR | S A | 30 | 0 | 0 | 3.3 | 3.3 | 16.7 | 10.0 | 23.3 | 36.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 56 | 46.2 | 28 | 25 | | | |
| STANSTED | RYANAIR | S D | 30 | 0 | 0 | 0.0 | 6.7 | 20.0 | 20.0 | 30.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 73.1 | 15 | 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 | 50.0 | 152 | 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 | 141 | 4 | | | |
| TOTAL BARI (PALESE) | | | 172 | 0 | 0 | 1.7 | 7.0 | 19.8 | 16.9 | 27.3 | 22.7 | 3.5 | 1.2 | 0.0 | 0.0 | 0.0 | 44 | 46.5 | 40 | 182 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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) | Mat | | | | |
| BARRA | | | | | | | | | | | | | | | | | | | | | | | |
| | | GLASGOW | LOGANAIR LTD | S | A | 55 | 0 | 6 | 13.1 | 42.6 | 23.0 | 8.2 | 1.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 | 7 | 77.2 | 9 | 56 |
| | | GLASGOW | LOGANAIR LTD | S | D | 56 | 0 | 3 | 0.0 | 44.1 | 33.9 | 10.2 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 9 | 77.2 | 11 | 56 |
| TOTAL BARRA | | | | | | 111 | 0 | 9 | 6.7 | 43.3 | 28.3 | 9.2 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 8 | 77.2 | 10 | 112 |
| BASTIA | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | EASYJET UK LTD | S | A | 10 | 0 | 0 | 0.0 | 0.0 | 30.0 | 30.0 | 20.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 60 | 44.4 | 28 | 9 |
| | | GATWICK | EASYJET UK LTD | S | D | 10 | 0 | 0 | 0.0 | 30.0 | 10.0 | 30.0 | 20.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 51 | 44.4 | 27 | 9 |
| | | 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 | 60.0 | 268 | 5 | |
| | | 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 | 60.0 | 225 | 5 | |
| TOTAL BASTIA | | | | | | 20 | 0 | 0 | 0.0 | 15.0 | 20.0 | 30.0 | 20.0 | 5.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 56 | 50.0 | 106 | 28 |
| BEAUVAIS | | | | | | | | | | | | | | | | | | | | | | | |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | 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 | 4 | 100.0 | 1 | 9 |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | 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 | 9 | 88.9 | 2 | 9 | |
| | | BIRMINGHAM | RYANAIR | S | A | 29 | 0 | 0 | 3.4 | 24.1 | 20.7 | 27.6 | 6.9 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | |
| | | BIRMINGHAM | RYANAIR | S | D | 29 | 0 | 0 | 0.0 | 27.6 | 20.7 | 13.8 | 13.8 | 20.7 | 3.4 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | |
| | | EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 3.8 | 34.6 | 38.5 | 11.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 58.3 | 24 | 12 | |
| | | EDINBURGH | RYANAIR | 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 | 8 | 58.3 | 18 | 12 | |
| | | LEEDS BRADFORD | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 61.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 61.5 | 17 | 13 | |
| | | LEEDS BRADFORD | 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 | 7 | 69.2 | 14 | 13 | |
| | | 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 | 92.9 | 2 | 14 | |
| | | 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 | 85.7 | 4 | 14 | |
| | | MANCHESTER | RYANAIR | S | A | 37 | 0 | 0 | 5.4 | 18.9 | 35.1 | 13.5 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.9 | 24 | 34 | |
| | | MANCHESTER | RYANAIR | S | D | 37 | 0 | 0 | 0.0 | 18.9 | 21.6 | 35.1 | 24.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 27 | 34 | |
| | | MANCHESTER | RYANAIR 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 | 1 | 0.0 | 0 | 0 | |
| | | MANCHESTER | 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 | 0.0 | 0 | 0 | |
| TOTAL BEAUVAIS | | | | | | 236 | 0 | 0 | 3.4 | 26.7 | 33.9 | 17.8 | 12.7 | 4.7 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.5 | 17 | 164 |
| BEIJING | | | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | HAINAN AIRLINES | S | A | 16 | 0 | 0 | 31.3 | 18.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 25.0 | 6.3 | 0.0 | 0.0 | 101 | 66.7 | 43 | 9 |
| | | EDINBURGH | HAINAN AIRLINES | S | D | 17 | 0 | 0 | 17.6 | 23.5 | 23.5 | 0.0 | 0.0 | 5.9 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 85 | 88.9 | 35 | 9 |
| | | GATWICK | AIR CHINA | S | A | 30 | 0 | 0 | 3.3 | 20.0 | 16.7 | 26.7 | 23.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| | | GATWICK | AIR CHINA | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 50.0 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| | | HEATHROW | AIR CHINA | S | A | 60 | 0 | 0 | 38.3 | 16.7 | 16.7 | 10.0 | 16.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.0 | 9 | 60 | |
| | | HEATHROW | AIR CHINA | S | D | 60 | 0 | 0 | 0.0 | 50.0 | 45.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.3 | 7 | 60 | |
| | | MANCHESTER | HAINAN AIRLINES | S | A | 31 | 0 | 0 | 0.0 | 3.2 | 19.4 | 25.8 | 41.9 | 6.5 | 0.0 | 3.2 | 0.0 | 0.0 | 39 | 82.4 | 6 | 17 | |

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

| | | Origin/Destinations: B | | | | | | | | | | | | | | | | | SEP 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 | 73.3 | 23.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | MANCHESTER | HAINAN AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 73.3 | 23.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 1 | 17 |
| TOTAL BEIJING | | | | | 274 | 0 | 0 | 11.7 | 30.3 | 27.7 | 10.9 | 12.4 | 2.6 | 1.1 | 2.6 | 0.7 | 0.0 | 0.0 | 23 | 84.9 | 10 | 172 |
| BEIJING DAXING INTERNATIONAL AIRPORT | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 0.0 | 29.4 | 23.5 | 5.9 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 5.9 | 74 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 23.5 | 5.9 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 35.3 | 37 | 17 |
| | HEATHROW | CHINA SOUTHERN | S | A | 30 | 0 | 0 | 30.0 | 36.7 | 23.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 73.3 | 12 | 30 |
| | HEATHROW | CHINA SOUTHERN | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 60.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.3 | 2 | 30 |
| TOTAL BEIJING DAXING INTERNATIONAL AIRPORT | | | | | 94 | 0 | 0 | 9.6 | 24.5 | 38.3 | 10.6 | 8.5 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.6 | 25 | 94 |
| BEIRUT | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | A | 48 | 0 | 0 | 0.0 | 14.6 | 33.3 | 31.3 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.3 | 6 | 60 |
| | HEATHROW | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | D | 48 | 0 | 0 | 0.0 | 16.7 | 45.8 | 31.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 89.8 | 5 | 59 |
| TOTAL BEIRUT | | | | | 96 | 0 | 0 | 0.0 | 15.6 | 39.6 | 31.3 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 86.6 | 5 | 119 |
| BEJA | | | | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | AIR HORIZONT | C | A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| | GLASGOW | AIR HORIZONT | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95 | 0.0 | 0 | 0 |
| | MANCHESTER | LEAV AVIATION GMBH | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| TOTAL BEJA | | | | | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 |
| BELFAST CITY (GEORGE BEST) | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 25 | 0 | 0 | 20.0 | 48.0 | 12.0 | 12.0 | 0.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.6 | 13 | 23 |
| | ABERDEEN | LOGANAIR LTD | S | D | 25 | 0 | 0 | 0.0 | 68.0 | 20.0 | 4.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 56.5 | 19 | 23 |
| | BIRMINGHAM | AER LINGUS | S | A | 141 | 0 | 4 | 13.1 | 40.0 | 24.1 | 6.2 | 7.6 | 4.1 | 0.7 | 1.4 | 0.0 | 0.0 | 2.8 | 13 | 0.0 | 0 | 0 |
| | BIRMINGHAM | AER LINGUS | S | D | 141 | 0 | 4 | 0.7 | 24.8 | 40.0 | 11.0 | 9.0 | 9.7 | 0.7 | 1.4 | 0.0 | 0.0 | 2.8 | 20 | 0.0 | 0 | 0 |
| | BIRMINGHAM | STOBART 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 | 76.6 | 13 | 104 |
| | BIRMINGHAM | STOBART 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 | 62.6 | 17 | 103 |
| | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 70.6 | 15 | 17 |
| | BRISTOL | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 70.6 | 13 | 17 |
| | CARDIFF WALES | EMERALD AIRLINES UK LTD | S | A | 30 | 0 | 0 | 6.7 | 66.7 | 23.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.0 | 15 | 30 |
| | CARDIFF WALES | EMERALD AIRLINES UK LTD | S | D | 30 | 0 | 0 | 3.3 | 60.0 | 33.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 73.3 | 15 | 30 |
| | EAST MIDLANDS INTERNATIONAL | AER LINGUS | S | A | 30 | 0 | 0 | 26.7 | 53.3 | 13.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.9 | 7 | 33 |
| | EAST MIDLANDS INTERNATIONAL | AER LINGUS | S | D | 30 | 0 | 0 | 3.3 | 50.0 | 40.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 69.7 | 14 | 33 |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | AER LINGUS | S A | 105 | 0 | 2 | 13.1 | 44.9 | 19.6 | 4.7 | 4.7 | 6.5 | 2.8 | 1.9 | 0.0 | 0.0 | 1.9 | 18 | 77.7 | 10 | 100 | | | |
| EDINBURGH | AER LINGUS | S D | 105 | 0 | 2 | 2.8 | 42.1 | 23.4 | 11.2 | 6.5 | 7.5 | 2.8 | 1.9 | 0.0 | 0.0 | 1.9 | 22 | 65.0 | 16 | 100 | | | |
| EXETER | EMERALD AIRLINES UK LTD | S A | 30 | 0 | 0 | 6.7 | 43.3 | 26.7 | 6.7 | 3.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.7 | 14 | 30 | | | |
| EXETER | EMERALD AIRLINES UK LTD | S D | 29 | 0 | 0 | 6.9 | 37.9 | 37.9 | 0.0 | 3.4 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 73.3 | 15 | 30 | | | |
| GLASGOW | AER LINGUS | S A | 56 | 0 | 1 | 7.0 | 57.9 | 17.5 | 1.8 | 0.0 | 5.3 | 1.8 | 5.3 | 1.8 | 0.0 | 1.8 | 26 | 86.7 | 8 | 60 | | | |
| GLASGOW | AER LINGUS | S D | 56 | 0 | 1 | 3.5 | 54.4 | 17.5 | 8.8 | 0.0 | 5.3 | 1.8 | 5.3 | 1.8 | 0.0 | 1.8 | 29 | 81.7 | 9 | 60 | | | |
| GLASGOW | EASYJET UK LTD | S A | 25 | 0 | 1 | 26.9 | 26.9 | 11.5 | 7.7 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 16 | 72.2 | 22 | 17 | | | |
| GLASGOW | EASYJET UK LTD | S D | 25 | 0 | 1 | 0.0 | 42.3 | 26.9 | 3.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 16 | 58.8 | 24 | 17 | | | |
| 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 | 90.5 | 4 | 21 | | | |
| 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 | 90.5 | 4 | 21 | | | |
| JERSEY | 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 | 100.0 | 6 | 2 | | | |
| JERSEY | 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 | 2 | | | |
| LEEDS BRADFORD | AER LINGUS | S A | 85 | 0 | 3 | 8.0 | 48.9 | 23.9 | 2.3 | 8.0 | 3.4 | 2.3 | 0.0 | 0.0 | 0.0 | 3.4 | 11 | 75.3 | 12 | 83 | | | |
| LEEDS BRADFORD | AER LINGUS | S D | 85 | 0 | 3 | 2.3 | 45.5 | 31.8 | 9.1 | 3.4 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 3.4 | 11 | 78.8 | 12 | 83 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 36 | 0 | 0 | 5.6 | 72.2 | 13.9 | 0.0 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.7 | 3 | 55 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 36 | 0 | 0 | 0.0 | 75.0 | 16.7 | 0.0 | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 92.7 | 4 | 55 | | | |
| GATWICK | EASYJET UK LTD | S A | 87 | 0 | 3 | 4.4 | 14.4 | 11.1 | 18.9 | 20.0 | 16.7 | 8.9 | 2.2 | 0.0 | 0.0 | 3.3 | 49 | 53.3 | 29 | 85 | | | |
| GATWICK | EASYJET UK LTD | S D | 88 | 0 | 2 | 0.0 | 17.8 | 8.9 | 14.4 | 23.3 | 25.6 | 7.8 | 0.0 | 0.0 | 0.0 | 2.2 | 49 | 38.5 | 36 | 85 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 179 | 0 | 11 | 3.7 | 27.4 | 19.5 | 15.3 | 17.4 | 9.5 | 1.6 | 0.0 | 0.0 | 0.0 | 5.8 | 24 | 67.8 | 15 | 169 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 180 | 0 | 10 | 0.0 | 17.9 | 32.6 | 21.6 | 13.7 | 7.4 | 1.1 | 0.5 | 0.0 | 0.0 | 5.3 | 23 | 50.0 | 24 | 169 | | | |
| LONDON CITY | BA CITYFLYER LTD | S A | 60 | 0 | 1 | 14.8 | 54.1 | 16.4 | 6.6 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 7 | 85.0 | 5 | 76 | | | |
| LONDON CITY | BA CITYFLYER LTD | S D | 59 | 0 | 1 | 0.0 | 35.0 | 45.0 | 11.7 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 10 | 75.3 | 10 | 78 | | | |
| LUTON | EASYJET UK LTD | S A | 25 | 0 | 0 | 44.0 | 32.0 | 4.0 | 0.0 | 8.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.9 | 3 | 18 | | | |
| LUTON | EASYJET UK LTD | S D | 25 | 0 | 1 | 0.0 | 34.6 | 30.8 | 15.4 | 3.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 18 | 64.7 | 13 | 17 | | | |
| MANCHESTER | AER LINGUS | S A | 88 | 0 | 2 | 11.1 | 60.0 | 18.9 | 2.2 | 2.2 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 2.2 | 7 | 79.1 | 8 | 110 | | | |
| MANCHESTER | AER LINGUS | S D | 88 | 0 | 2 | 1.1 | 56.7 | 28.9 | 5.6 | 1.1 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 2.2 | 7 | 82.3 | 7 | 109 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 39 | 0 | 0 | 43.6 | 41.0 | 2.6 | 2.6 | 2.6 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.2 | 5 | 17 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 39 | 0 | 0 | 2.6 | 48.7 | 28.2 | 10.3 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 88.2 | 7 | 17 | | | |
| NEWCASTLE | AER LINGUS | S A | 26 | 0 | 0 | 50.0 | 30.8 | 7.7 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.7 | 5 | 29 | | | |
| NEWCASTLE | AER LINGUS | S D | 26 | 0 | 0 | 3.8 | 46.2 | 38.5 | 0.0 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.0 | 7 | 29 | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | | | | | | |
| | SOUTHAMPTON | AER LINGUS | S | A | 83 | 0 | 0 | 19.3 | 44.6 | 18.1 | 10.8 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 67.3 | 16 | 55 | |
| | SOUTHAMPTON | AER LINGUS | S | D | 82 | 0 | 1 | 3.6 | 49.4 | 26.5 | 6.0 | 9.6 | 2.4 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | 12 | 63.6 | 20 | 55 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | | | 2317 | 0 | 56 | 7.4 | 40.1 | 23.7 | 9.0 | 7.9 | 6.8 | 1.9 | 0.8 | 0.1 | 0.0 | 2.4 | 18 | 71.8 | 14 | 2267 | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | 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 | 58 | 1 | |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | 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 | 44 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 121 | 0 | 0 | 7.4 | 50.4 | 22.3 | 11.6 | 4.1 | 3.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 67.5 | 21 | 113 | |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 121 | 0 | 0 | 0.0 | 30.6 | 36.4 | 19.0 | 7.4 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 52.6 | 33 | 113 | |
| | BRISTOL | EASYJET UK LTD | S | A | 100 | 0 | 0 | 4.0 | 27.0 | 20.0 | 13.0 | 22.0 | 10.0 | 3.0 | 1.0 | 0.0 | 0.0 | 0.0 | 29 | 53.9 | 31 | 112 | |
| | BRISTOL | EASYJET UK LTD | S | D | 100 | 0 | 0 | 3.0 | 25.0 | 23.0 | 12.0 | 23.0 | 11.0 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 27 | 62.6 | 22 | 112 | |
| | 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 | 88.9 | 3 | 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 | 88.9 | 2 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR UK LTD | S | A | 17 | 0 | 0 | 17.6 | 64.7 | 5.9 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 94.1 | 2 | 17 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 47.1 | 35.3 | 5.9 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.9 | 4 | 18 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 126 | 0 | 0 | 6.3 | 36.5 | 23.0 | 14.3 | 14.3 | 4.0 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 20 | 50.8 | 36 | 123 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 126 | 0 | 0 | 4.0 | 35.7 | 25.4 | 14.3 | 11.1 | 7.9 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 22 | 52.4 | 37 | 123 | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 56 | 0 | 0 | 8.9 | 39.3 | 14.3 | 10.7 | 14.3 | 7.1 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 65.1 | 29 | 43 | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 56 | 0 | 0 | 0.0 | 25.0 | 26.8 | 17.9 | 17.9 | 7.1 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 58.1 | 28 | 43 | |
| | GLASGOW | EASYJET UK LTD | S | A | 133 | 0 | 3 | 7.4 | 45.6 | 12.5 | 13.2 | 8.8 | 7.4 | 2.2 | 0.7 | 0.0 | 0.0 | 2.2 | 21 | 56.2 | 28 | 121 | |
| | GLASGOW | EASYJET UK LTD | S | D | 127 | 0 | 3 | 0.0 | 50.0 | 16.2 | 10.0 | 13.1 | 5.4 | 2.3 | 0.8 | 0.0 | 0.0 | 2.3 | 20 | 57.0 | 26 | 121 | |
| | ISLE OF MAN | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 76.9 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 69.2 | 16 | 11 | |
| | ISLE OF MAN | 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 | 10 | 69.2 | 16 | 11 | |
| | JERSEY | 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 | 0.0 | 2 | 77.8 | 12 | 9 | |
| | JERSEY | EASYJET UK LTD | S | D | 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 | 4 | 55.6 | 14 | 9 | |
| | LEEDS BRADFORD | EASYJET UK LTD | S | A | 25 | 0 | 1 | 3.8 | 50.0 | 15.4 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 8 | 70.6 | 12 | 16 | |
| | LEEDS BRADFORD | EASYJET UK LTD | S | D | 25 | 0 | 1 | 0.0 | 19.2 | 34.6 | 23.1 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 14 | 76.5 | 12 | 16 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 145 | 0 | 2 | 8.8 | 51.0 | 22.4 | 7.5 | 5.4 | 2.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 9 | 77.1 | 10 | 160 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 145 | 0 | 1 | 2.7 | 56.2 | 24.7 | 6.2 | 5.5 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 9 | 80.6 | 9 | 160 | |
| | GATWICK | EASYJET UK LTD | S | A | 156 | 0 | 1 | 3.2 | 14.6 | 24.2 | 15.9 | 15.3 | 15.9 | 7.0 | 3.2 | 0.0 | 0.0 | 0.6 | 44 | 35.6 | 54 | 147 | |
| | GATWICK | EASYJET UK LTD | S | D | 156 | 0 | 1 | 0.0 | 14.0 | 26.1 | 12.7 | 21.0 | 18.5 | 3.2 | 3.8 | 0.0 | 0.0 | 0.6 | 42 | 41.3 | 42 | 147 | |
| | LUTON | EASYJET UK LTD | S | A | 112 | 0 | 0 | 5.4 | 42.9 | 25.0 | 9.8 | 7.1 | 7.1 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 18 | 61.9 | 21 | 112 | |
| | LUTON | EASYJET UK LTD | S | D | 112 | 0 | 0 | 0.0 | 32.1 | 33.0 | 10.7 | 13.4 | 7.1 | 2.7 | 0.9 | 0.0 | 0.0 | 0.0 | 23 | 56.6 | 22 | 112 | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | BA CITYFLYER LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 1 |
| | STANSTED | EASYJET UK LTD | S | A | 108 | 0 | 0 | 8.3 | 48.1 | 26.9 | 8.3 | 4.6 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 74.2 | 16 | 97 |
| | STANSTED | EASYJET UK LTD | S | D | 108 | 0 | 0 | 0.9 | 39.8 | 35.2 | 12.0 | 6.5 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.1 | 22 | 97 |
| | STANSTED | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 11.7 | 56.7 | 11.7 | 1.7 | 8.3 | 5.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 18 | 73.3 | 25 | 60 |
| | STANSTED | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 41.7 | 33.3 | 3.3 | 10.0 | 6.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 23 | 46.7 | 32 | 60 |
| | MANCHESTER | EASYJET UK LTD | S | A | 122 | 0 | 1 | 2.4 | 42.3 | 22.8 | 8.1 | 10.6 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 19 | 65.9 | 20 | 130 |
| | MANCHESTER | EASYJET UK LTD | S | D | 121 | 0 | 1 | 0.0 | 50.8 | 17.2 | 9.8 | 13.1 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 17 | 70.5 | 18 | 130 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 8.3 | 53.3 | 23.3 | 3.3 | 5.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 81.0 | 10 | 58 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 41.7 | 36.7 | 6.7 | 8.3 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.3 | 18 | 60 |
| | NEWCASTLE | EASYJET UK LTD | S | A | 81 | 0 | 0 | 0.0 | 37.0 | 34.6 | 12.3 | 9.9 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 27 | 63 |
| | NEWCASTLE | EASYJET UK LTD | S | D | 81 | 0 | 0 | 0.0 | 43.2 | 25.9 | 12.3 | 11.1 | 4.9 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 61.9 | 29 | 63 |
| | SOUTHAMPTON | EASYJET UK LTD | S | A | 22 | 0 | 0 | 4.5 | 50.0 | 31.8 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 |
| | SOUTHAMPTON | EASYJET UK LTD | S | D | 22 | 0 | 0 | 4.5 | 36.4 | 40.9 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | | | 2924 | 0 | 16 | 3.6 | 39.4 | 24.6 | 11.2 | 11.0 | 7.0 | 1.9 | 0.7 | 0.1 | 0.0 | 0.5 | 20 | 61.8 | 25 | 2807 |
| BELGRADE | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR SERBIA | S | A | 39 | 0 | 0 | 0.0 | 7.7 | 12.8 | 30.8 | 41.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 64.1 | 13 | 39 |
| | HEATHROW | AIR SERBIA | S | D | 38 | 0 | 0 | 0.0 | 0.0 | 21.1 | 28.9 | 34.2 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 53.8 | 23 | 39 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 1 | 7.7 | 7.7 | 23.1 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 22 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 1 | 0.0 | 30.8 | 61.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 3 | 0.0 | 0 | 0 |
| | LUTON | WIZZ AIR UK LTD | S | A | 29 | 0 | 0 | 13.8 | 31.0 | 20.7 | 10.3 | 13.8 | 6.9 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 24 | 63.6 | 54 | 22 |
| | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 33.3 | 10.0 | 10.0 | 10.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 33 | 71.4 | 32 | 21 |
| | MANCHESTER | AIR SERBIA | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 15 | 1 |
| | MANCHESTER | AIR SERBIA | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 30 | 1 |
| TOTAL BELGRADE | | | | | 160 | 0 | 2 | 3.1 | 16.0 | 24.7 | 20.4 | 24.1 | 8.6 | 0.0 | 1.9 | 0.0 | 0.0 | 1.2 | 28 | 61.8 | 27 | 123 |
| BENBECULA | | | | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR LTD | S | A | 39 | 0 | 3 | 16.7 | 38.1 | 16.7 | 9.5 | 9.5 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 7.1 | 13 | 80.6 | 24 | 30 |
| | GLASGOW | LOGANAIR LTD | S | D | 39 | 0 | 3 | 0.0 | 26.2 | 40.5 | 7.1 | 14.3 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 7.1 | 16 | 74.2 | 25 | 30 |
| TOTAL BENBECULA | | | | | 78 | 0 | 6 | 8.3 | 32.1 | 28.6 | 8.3 | 11.9 | 1.2 | 1.2 | 1.2 | 0.0 | 0.0 | 7.1 | 15 | 77.4 | 24 | 60 |
| BERGAMO | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 56 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 31 | 12 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 80.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 58.3 | 35 | 12 |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 0.0 | 7.7 | 30.8 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 87 | 53.8 | 14 | 13 |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 13 | 0 | 0 | 0.0 | 0.0 | 7.7 | 15.4 | 53.8 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 70 | 61.5 | 83 | 13 | | | |
| BRISTOL | RYANAIR | S A | 17 | 0 | 0 | 17.6 | 76.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 37.5 | 60 | 24 | | | | |
| BRISTOL | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 17.6 | 58.8 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 40.0 | 43 | 25 | | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 12 | 0 | 0 | 0.0 | 16.7 | 16.7 | 25.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 100.0 | 3 | 17 | | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 25.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 94.1 | 4 | 17 | | | | |
| EDINBURGH | RYANAIR | S A | 30 | 0 | 0 | 3.3 | 30.0 | 23.3 | 20.0 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 29.6 | 36 | 26 | | | | |
| EDINBURGH | RYANAIR | S D | 30 | 0 | 0 | 0.0 | 30.0 | 50.0 | 10.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 36 | 26 | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 2 | 9 | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 100.0 | 1 | 9 | | | | |
| GATWICK | EASYJET UK LTD | S A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 38.1 | 47 | 20 | | | | |
| GATWICK | EASYJET UK LTD | S D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.9 | 32 | 20 | | | | |
| STANSTED | RYANAIR | S A | 106 | 0 | 1 | 4.7 | 22.4 | 26.2 | 15.0 | 14.0 | 15.0 | 1.9 | 0.0 | 0.0 | 0.0 | 27 | 54.3 | 29 | 92 | | | | |
| STANSTED | RYANAIR | S D | 107 | 0 | 0 | 0.0 | 13.1 | 30.8 | 21.5 | 20.6 | 11.2 | 2.8 | 0.0 | 0.0 | 0.0 | 29 | 55.8 | 31 | 93 | | | | |
| 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 | 66.7 | 21 | 24 | | | | |
| 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 | 18 | 24 | | | | |
| MANCHESTER | RYANAIR | S A | 38 | 0 | 0 | 2.6 | 13.2 | 26.3 | 28.9 | 18.4 | 7.9 | 2.6 | 0.0 | 0.0 | 0.0 | 28 | 73.5 | 17 | 32 | | | | |
| MANCHESTER | RYANAIR | S D | 38 | 0 | 0 | 0.0 | 18.4 | 31.6 | 18.4 | 23.7 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 61.8 | 36 | 32 | | | | |
| MANCHESTER | RYANAIR UK LTD | S A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 61 | 0.0 | 38 | 5 | | | | |
| MANCHESTER | RYANAIR UK LTD | S D | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 34 | 5 | | | | |
| NEWCASTLE | RYANAIR | S A | 17 | 0 | 0 | 5.9 | 47.1 | 17.6 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 17 | 9 | | | | |
| NEWCASTLE | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 11.8 | 58.8 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 23 | 9 | | | | |
| TOTAL BERGAMO | | | 531 | 0 | 1 | 2.1 | 19.7 | 29.5 | 18.0 | 17.9 | 9.8 | 1.9 | 0.9 | 0.0 | 0.0 | 0.2 | 27 | 57.7 | 30 | 568 | | | |
| BERGEN | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | WIDEROE FLYVESELSKAP A/S | S A | 51 | 0 | 5 | 3.6 | 53.6 | 25.0 | 7.1 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 4 | 88.9 | 6 | 53 | | | |
| ABERDEEN | WIDEROE FLYVESELSKAP A/S | S D | 51 | 0 | 5 | 3.6 | 62.5 | 17.9 | 3.6 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 4 | 92.6 | 3 | 53 | | | |
| BELFAST INTERNATIONAL | JAPAN AIRLINES | 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 | 91 | 0.0 | 0 | 0 | | | | |
| BELFAST INTERNATIONAL | JAPAN AIRLINES | 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 | | | | |
| EDINBURGH | LOGANAIR LTD | S A | 19 | 0 | 0 | 0.0 | 26.3 | 42.1 | 21.1 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 19 | 37.5 | 22 | 15 | | | | |
| EDINBURGH | LOGANAIR LTD | S D | 19 | 0 | 0 | 0.0 | 31.6 | 63.2 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 56.3 | 22 | 16 | | | | |
| LIVERPOOL (JOHN LENNON) | WIDEROE FLYVESELSKAP A/S | S A | 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 | | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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) | WIDEROE FLYVESELSKAP A/S | S | D | 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 | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 55 | 0 | 1 | 14.3 | 33.9 | 32.1 | 8.9 | 5.4 | 1.8 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 | 11 | 52.7 | 23 | 54 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 55 | 0 | 1 | 3.6 | 23.2 | 28.6 | 19.6 | 17.9 | 3.6 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 | 23 | 47.3 | 26 | 54 | |
| | STANSTED | WIDEROE FLYVESELSKAP A/S | S | A | 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 | 8 | 9 | | |
| | STANSTED | WIDEROE FLYVESELSKAP A/S | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 7 | 9 | | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 7 | 9 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | 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 | 6 | 77.8 | 6 | 9 | |
| | MANCHESTER | SAS | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 85.7 | 3 | 6 | | |
| | MANCHESTER | SAS | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 85.7 | 2 | 6 | | |
| | NEWCASTLE | LOGANAIR LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 32 | 4 | |
| | NEWCASTLE | LOGANAIR LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 56 | 50.0 | 14 | 4 | |
| | TEESSIDE INTERNATIONAL AIRPORT | SAS | 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 BERGEN BERGERAC | | | | | 278 | 0 | 12 | 5.5 | 40.0 | 30.0 | 9.7 | 6.6 | 3.1 | 0.3 | 0.7 | 0.0 | 0.0 | 4.1 | 12 | 69.1 | 14 | 320 | |
| | 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 | 50.0 | 36 | 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 | 25.0 | 42 | 4 | | |
| | BOURNEMOUTH | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 0.0 | 22.2 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 44.4 | 19 | 9 | |
| | BOURNEMOUTH | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 0.0 | 11.1 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 55.6 | 14 | 9 | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 15.4 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.5 | 17 | 8 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 23.1 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 1 | 8 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 7.7 | 30.8 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 44.4 | 23 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 9 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 21 | 4 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 20 | 4 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 15 | 8 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 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 | 75.0 | 9 | 8 | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 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 | 14 | 100.0 | 1 | 2 |
| | LONDON CITY | BA CITYFLYER 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 | 11 | 50.0 | 16 | 2 |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 7.7 | 38.5 | 11.5 | 26.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 57.7 | 24 | 26 |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 3.8 | 46.2 | 30.8 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.2 | 12 | 26 |
| | 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 | 0.0 | 2 | 100.0 | 0 | 4 |
| | MANCHESTER | JET2.COM LTD | S | D | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 75.0 | 5 | 4 |
| | SOUTHAMPTON | BA CITYFLYER LTD | S | A | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 72 | 0.0 | 39 | 4 |
| | SOUTHAMPTON | BA CITYFLYER LTD | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 78 | 75.0 | 16 | 4 |
| TOTAL BERGERAC | | | | | 184 | 0 | 0 | 1.1 | 19.6 | 31.5 | 20.7 | 15.8 | 9.8 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.2 | 17 | 156 |
| BERLIN BRANDENBURG | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 16 | 0 | 1 | 0.0 | 0.0 | 35.3 | 29.4 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 36 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 16 | 0 | 1 | 0.0 | 35.3 | 29.4 | 17.6 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 18 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | A | 12 | 0 | 0 | 25.0 | 16.7 | 33.3 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 8.3 | 25.0 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| | BRISTOL | EASYJET UK LTD | S | A | 26 | 0 | 0 | 7.7 | 19.2 | 15.4 | 26.9 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 17.6 | 50 | 17 |
| | BRISTOL | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 30.8 | 23.1 | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 52.9 | 37 | 17 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 29.4 | 29.4 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.0 | 21 | 15 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 15 | 0 | 0 | 0.0 | 26.7 | 20.0 | 40.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 60.0 | 14 | 15 |
| | EDINBURGH | EASYJET UK LTD | S | A | 30 | 0 | 0 | 0.0 | 16.7 | 33.3 | 23.3 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 23.5 | 57 | 15 |
| | EDINBURGH | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 40.0 | 26.7 | 23.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 41.2 | 27 | 15 |
| | EDINBURGH | RYANAIR | S | A | 29 | 0 | 0 | 17.2 | 20.7 | 27.6 | 13.8 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 64.7 | 11 | 17 |
| | EDINBURGH | RYANAIR | S | D | 29 | 0 | 0 | 0.0 | 37.9 | 34.5 | 17.2 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.6 | 12 | 17 |
| | 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 | 44 | 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 | 61 | 4 | |
| | GLASGOW | EASYJET UK LTD | S | A | 17 | 0 | 0 | 5.9 | 17.6 | 29.4 | 17.6 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 29 | 12 |
| | GLASGOW | EASYJET UK LTD | S | D | 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 | 22 | 75.0 | 20 | 12 |
| | 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 | 50.0 | 117 | 2 | |
| | 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 | 50.0 | 119 | 2 | |
| | GATWICK | BA CITYFLYER LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 17 | 1 | |
| | GATWICK | EASYJET EUROPE | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET EUROPE | S | D | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET UK LTD | S | A | 81 | 0 | 0 | 6.2 | 30.9 | 23.5 | 17.3 | 16.0 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.6 | 27 | 78 |
| | GATWICK | EASYJET UK LTD | S | D | 81 | 0 | 0 | 0.0 | 11.1 | 35.8 | 17.3 | 17.3 | 17.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 36.3 | 35 | 78 |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | A | 170 | 0 | 10 | 3.9 | 18.9 | 26.1 | 17.8 | 12.8 | 12.2 | 2.2 | 0.0 | 0.6 | 0.0 | 5.6 | 29 | 51.7 | 25 | 143 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 170 | 0 | 10 | 0.0 | 22.8 | 36.1 | 13.3 | 13.9 | 6.7 | 1.1 | 0.0 | 0.6 | 0.0 | 5.6 | 26 | 58.9 | 17 | 143 |
| | HEATHROW | TITAN 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 | 29 | 0.0 | 0 | 0 |
| | HEATHROW | TITAN AIRWAYS LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 88 | 0 | 3 | 4.4 | 37.4 | 28.6 | 14.3 | 7.7 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 3.3 | 13 | 51.2 | 27 | 80 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 90 | 0 | 4 | 0.0 | 8.5 | 57.4 | 12.8 | 11.7 | 4.3 | 0.0 | 1.1 | 0.0 | 0.0 | 4.3 | 17 | 70.9 | 15 | 82 |
| | LUTON | EASYJET UK LTD | S | A | 23 | 0 | 3 | 0.0 | 23.1 | 42.3 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 | 11 | 60.0 | 21 | 25 |
| | LUTON | EASYJET UK LTD | S | D | 23 | 0 | 3 | 0.0 | 19.2 | 53.8 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 | 9 | 76.0 | 7 | 25 |
| | STANSTED | 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 | 2 |
| | STANSTED | RYANAIR | S | A | 94 | 0 | 0 | 1.1 | 25.5 | 31.9 | 10.6 | 13.8 | 16.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 26 | 60.0 | 18 | 90 |
| | STANSTED | RYANAIR | S | D | 94 | 0 | 0 | 0.0 | 17.0 | 36.2 | 18.1 | 21.3 | 6.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 61.1 | 20 | 90 |
| | STANSTED | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 46.2 | 21 | 12 |
| | MANCHESTER | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 61.5 | 16 | 12 |
| | MANCHESTER | RYANAIR | S | A | 50 | 0 | 0 | 8.0 | 18.0 | 30.0 | 12.0 | 14.0 | 14.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 64.1 | 17 | 39 |
| | MANCHESTER | RYANAIR | S | D | 50 | 0 | 1 | 0.0 | 17.6 | 33.3 | 19.6 | 19.6 | 5.9 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 24 | 53.8 | 23 | 39 |
| | 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 | 36 | 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 | 75.0 | 38 | 4 |
| TOTAL BERLIN BRANDENBURG | | | | | 1354 | 0 | 38 | 2.3 | 20.7 | 33.0 | 17.0 | 14.8 | 8.0 | 1.1 | 0.1 | 0.1 | 0.0 | 2.7 | 23 | 55.4 | 23 | 1111 |
| BERMUDA | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 3.3 | 16.7 | 26.7 | 13.3 | 13.3 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 | 35 | 16.7 | 36 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 26.7 | 23.3 | 13.3 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 38 | 33.3 | 33 | 29 |
| TOTAL BERMUDA | | | | | 59 | 0 | 1 | 1.7 | 15.0 | 26.7 | 18.3 | 13.3 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 1.7 | 37 | 25.0 | 35 | 58 |
| BEZIERS | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 50.0 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 21 | 41.2 | 35 | 17 |
| | BRISTOL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 66.7 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 47.1 | 30 | 17 |
| | EDINBURGH | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 14 | 7 |
| | EDINBURGH | 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 | 6 | 75.0 | 8 | 8 |
| | EDINBURGH | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| | LUTON | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 38.5 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 21 | 9 |
| | LUTON | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 88.9 | 4 | 9 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| TOTAL BEZIERS | | | | | | | | | | | | | | | | | | | | | | 120 | 0 | 0 | 0.0 | 22.5 | 45.8 | 14.2 | 6.7 | 7.5 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 65.0 | 17 | 119 |
| BIARRITZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | 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 | 0.0 | 4 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| GATWICK | EASYJET UK 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 | 0.0 | 16 | 8.3 | 56 | 12 | | | | | | | | | | | | | | | | | | | | |
| GATWICK | 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 | 0.0 | 0.0 | 16 | 25.0 | 37 | 12 | | | | | | | | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | A | 35 | 0 | 0 | 0.0 | 28.6 | 40.0 | 14.3 | 5.7 | 5.7 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 72.0 | 21 | 25 | | | | | | | | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | D | 35 | 0 | 0 | 0.0 | 28.6 | 42.9 | 14.3 | 8.6 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 60.0 | 21 | 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 | 0.0 | 0 | 20.0 | 72 | 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 | 0.0 | 0 | 40.0 | 67 | 5 | | | | | | | | | | | | | | | | | | | | |
| TOTAL BIARRITZ | | | | | | | | | | | | | | | | | | | | | | 106 | 0 | 0 | 0.9 | 29.2 | 43.4 | 12.3 | 7.5 | 3.8 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 47.6 | 34 | 84 | |
| BIGGIN HILL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | BA CITYFLYER LTD | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | BA CITYFLYER 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 | 0.0 | 28 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| TOTAL BIGGIN HILL | | | | | | | | | | | | | | | | | | | | | | 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 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| BILBAO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 0.0 | 0.0 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 62.5 | 22 | 8 | | | | | | | | | | | | | | | | | | | | |
| BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 23.1 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.5 | 24 | 8 | | | | | | | | | | | | | | | | | | | | |
| CARDIFF WALES | 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 | 100.0 | 0 | 1 | | | | | | | | | | | | | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 18 | 0 | 0 | 5.6 | 38.9 | 22.2 | 11.1 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.7 | 19 | 16 | | | | | | | | | | | | | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 27.8 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 64.7 | 11 | 16 | | | | | | | | | | | | | | | | | | | | |
| GATWICK | VUELING AIRLINES | S | A | 98 | 0 | 2 | 8.0 | 28.0 | 35.0 | 13.0 | 10.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 13 | 72.2 | 15 | 89 | | | | | | | | | | | | | | | | | | | | |
| GATWICK | VUELING AIRLINES | S | D | 98 | 0 | 2 | 0.0 | 9.0 | 34.0 | 24.0 | 22.0 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 26 | 57.8 | 22 | 89 | | | | | | | | | | | | | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 22 | 0 | 0 | 4.5 | 27.3 | 27.3 | 18.2 | 0.0 | 18.2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 85.7 | 7 | 21 | | | | | | | | | | | | | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 36.4 | 27.3 | 4.5 | 13.6 | 13.6 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 81.0 | 11 | 21 | | | | | | | | | | | | | | | | | | | | |
| TOTAL BILBAO | | | | | | | | | | | | | | | | | | | | | | 302 | 0 | 4 | 3.3 | 22.2 | 33.3 | 17.0 | 12.7 | 7.8 | 1.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 23 | 67.8 | 17 | 269 | |
| 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 | 0.0 | 0 | 100.0 | 2 | 8 | | | | | | | | | | | | | | | | | | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 0 | 0 | 0 | 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 | | |
| | EDINBURGH | RYANAIR | S | A | 18 | 0 | 0 | 16.7 | 16.7 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 73.1 | 16 | 26 | |
| | EDINBURGH | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 33.3 | 11.1 | 16.7 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 61.5 | 23 | 26 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 1 | 3.7 | 18.5 | 29.6 | 22.2 | 14.8 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 19 | 67.9 | 17 | 28 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 1 | 0.0 | 25.9 | 22.2 | 33.3 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 16 | 42.9 | 26 | 28 | |
| | LONDON CITY | SUN AIR OF SCANDINAVIA | S | A | 14 | 0 | 0 | 14.3 | 50.0 | 14.3 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 92.6 | 8 | 27 | | |
| | LONDON CITY | SUN AIR OF SCANDINAVIA | S | D | 14 | 0 | 0 | 0.0 | 50.0 | 28.6 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 85.2 | 12 | 27 | | |
| | STANSTED | RYANAIR | S | A | 79 | 0 | 0 | 5.1 | 40.5 | 31.6 | 11.4 | 3.8 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 84.7 | 8 | 85 | | |
| | STANSTED | RYANAIR | S | D | 79 | 0 | 0 | 0.0 | 29.1 | 36.7 | 11.4 | 16.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.5 | 12 | 85 | | |
| | 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 | 78.6 | 15 | 28 | | |
| | 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 | 78.6 | 13 | 28 | | |
| | MANCHESTER | RYANAIR | S | A | 14 | 0 | 0 | 0.0 | 14.3 | 21.4 | 7.1 | 21.4 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 66.7 | 23 | 21 | | |
| | MANCHESTER | RYANAIR | S | D | 14 | 0 | 0 | 0.0 | 14.3 | 21.4 | 7.1 | 21.4 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 38.1 | 31 | 21 | | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 25.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |
| | MANCHESTER | 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 | 41 | 0.0 | 0 | 0 | | |
| TOTAL BILLUND | | | | | 310 | 0 | 2 | 3.5 | 30.1 | 27.9 | 14.7 | 14.1 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 18 | 74.5 | 14 | 446 | |
| BIRMINGHAM | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 72 | 0 | 2 | 9.5 | 44.6 | 27.0 | 5.4 | 5.4 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 10 | 63.2 | 20 | 75 | |
| | ABERDEEN | LOGANAIR LTD | S | D | 72 | 0 | 2 | 2.7 | 54.1 | 31.1 | 2.7 | 4.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 6 | 77.6 | 11 | 76 | |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 16.7 | 24 | 2 | | |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | D | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 20.0 | 36 | 2 | | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 141 | 0 | 0 | 6.4 | 31.9 | 30.5 | 9.9 | 9.9 | 9.2 | 0.7 | 1.4 | 0.0 | 0.0 | 0.0 | 19 | 66.3 | 16 | 101 | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 141 | 0 | 0 | 2.8 | 51.8 | 24.1 | 7.1 | 7.1 | 5.0 | 0.7 | 1.4 | 0.0 | 0.0 | 0.0 | 13 | 79.6 | 12 | 103 | |
| | BELFAST INTERNATIONAL | 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 | 40 | 0.0 | 0 | 0 | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 121 | 0 | 0 | 5.0 | 33.9 | 34.7 | 14.0 | 6.6 | 5.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 51.8 | 32 | 113 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 121 | 0 | 0 | 0.8 | 62.8 | 18.2 | 10.7 | 3.3 | 3.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.9 | 23 | 113 | |
| | BELFAST INTERNATIONAL | JAPAN 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 | 59 | 0.0 | 0 | 0 | | |
| | 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 | 6 | 0.0 | 0 | 0 | | |
| | BOURNEMOUTH | EASTERN AIRWAYS | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 15 | 1 | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| | BOURNEMOUTH | 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 | 5 | 1 | |
| | BRISTOL | JET2.COM LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| | EDINBURGH | EASTERN AIRWAYS | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 1 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 74 | 0 | 0 | 1.4 | 21.6 | 39.2 | 14.9 | 17.6 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 59.3 | 30 | 57 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 74 | 0 | 0 | 0.0 | 37.8 | 32.4 | 13.5 | 10.8 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 58.3 | 25 | 58 | |
| | GLASGOW | 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 | 21 | 1 | |
| | GLASGOW | EASYJET UK LTD | S | A | 79 | 0 | 0 | 6.3 | 41.8 | 29.1 | 7.6 | 6.3 | 6.3 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.2 | 15 | 71 | |
| | GLASGOW | EASYJET UK LTD | S | D | 77 | 0 | 0 | 0.0 | 64.9 | 16.9 | 2.6 | 6.5 | 6.5 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.0 | 16 | 71 | |
| | ISLE OF MAN | LOGANAIR LTD | S | A | 25 | 0 | 0 | 0.0 | 16.0 | 28.0 | 12.0 | 20.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 76.9 | 13 | 26 | |
| | ISLE OF MAN | LOGANAIR LTD | S | D | 25 | 0 | 0 | 0.0 | 8.0 | 64.0 | 12.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.2 | 12 | 26 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 19 | 0 | 2 | 0.0 | 14.3 | 42.9 | 4.8 | 9.5 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 9.5 | 35 | 76.9 | 15 | 39 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 19 | 0 | 2 | 0.0 | 14.3 | 28.6 | 19.0 | 14.3 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 9.5 | 34 | 84.6 | 15 | 39 | |
| | JERSEY | 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 | 1 | 0.0 | 0 | 0 | |
| | JERSEY | EASYJET UK LTD | 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 | 0.0 | 2 | 0.0 | 0 | 0 | |
| | 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 | 0.0 | 25 | 1 | |
| TOTAL BIRMINGHAM | | | | | 1080 | 0 | 16 | 3.4 | 41.8 | 28.7 | 9.2 | 8.1 | 5.7 | 1.1 | 0.5 | 0.0 | 0.0 | 1.5 | 15 | 67.1 | 19 | 977 | |
| BLACKPOOL | | | | | | | | | | | | | | | | | | | | | | | |
| | EXETER | 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 | 10 | 0.0 | 0 | 0 | |
| TOTAL BLACKPOOL | | | | | 1 | 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 | |
| BOA VISTA (RABIL) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 13 | 0 | 0 | 7.7 | 53.8 | 23.1 | 0.0 | 0.0 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 19 | 12 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 76.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 9 | 12 | |
| | BRISTOL | TUI AIRWAYS LTD | S | A | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 | |
| | BRISTOL | 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 | 9 | 0.0 | 0 | 0 | |
| | GATWICK | TUI AIRWAYS LTD | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 17.6 | 23.5 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 47 | 55.6 | 32 | 18 | |
| | GATWICK | TUI AIRWAYS LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 35.3 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 38.9 | 31 | 18 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 17 | 0 | 3 | 0.0 | 35.0 | 30.0 | 10.0 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 15.0 | 19 | 44.4 | 45 | 9 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 17 | 0 | 1 | 0.0 | 16.7 | 55.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 12 | 37.5 | 35 | 8 | |
| TOTAL BOA VISTA (RABIL) | | | | | 102 | 0 | 4 | 0.9 | 21.7 | 37.7 | 15.1 | 11.3 | 5.7 | 1.9 | 1.9 | 0.0 | 0.0 | 3.8 | 23 | 53.2 | 28 | 77 | |
| BODRUM (MILAS) | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | 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 | 0.0 | 9 | 0.0 | 0 | 0 | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | JET2.COM LTD | S D | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S A | 13 | 0 | 0 | 23.1 | 38.5 | 15.4 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.9 | 7 | 13 | | | |
| BIRMINGHAM | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 15.4 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 30.8 | 30 | 13 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C 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 | 32 | 62.5 | 24 | 8 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 12.5 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 42.9 | 22 | 7 | | | |
| BRISTOL | EASYJET UK LTD | S A | 13 | 0 | 0 | 0.0 | 15.4 | 15.4 | 7.7 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 69.2 | 21 | 13 | | | |
| BRISTOL | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 7.7 | 30.8 | 23.1 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 58.3 | 18 | 12 | | | |
| BRISTOL | JET2.COM LTD | 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 | 33 | 12.5 | 41 | 8 | | | |
| BRISTOL | JET2.COM LTD | S D | 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 | 29 | 12.5 | 32 | 8 | | | |
| 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 | 100.0 | 1 | 9 | | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 0.0 | 12 | 88.9 | 7 | 9 | | | |
| EDINBURGH | EASYJET UK LTD | S A | 9 | 0 | 1 | 0.0 | 0.0 | 0.0 | 20.0 | 50.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 43 | 25.0 | 67 | 8 | | | |
| EDINBURGH | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 68 | 9 | | | |
| EDINBURGH | JET2.COM LTD | 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 | 13 | 100.0 | 5 | 5 | | | |
| EDINBURGH | JET2.COM LTD | S D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.0 | 12 | 5 | | | |
| GLASGOW | JET2.COM LTD | S A | 8 | 0 | 0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 37.5 | 32 | 8 | | | |
| GLASGOW | JET2.COM LTD | S D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 42.9 | 33 | 7 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 9 | 0 | 0 | 33.3 | 22.2 | 11.1 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 12 | 8 | | | |
| LEEDS BRADFORD | 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 | 18 | 62.5 | 20 | 8 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET 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 | 4 | 55.6 | 13 | 9 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 5 | 55.6 | 18 | 9 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S D | 9 | 0 | 0 | 0.0 | 11.1 | 77.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET UK LTD | S A | 51 | 1 | 0 | 0.0 | 7.7 | 19.2 | 11.5 | 36.5 | 21.2 | 0.0 | 0.0 | 1.9 | 1.9 | 0.0 | 50 | 24.5 | 52 | 52 | | | |
| GATWICK | EASYJET UK LTD | S D | 52 | 0 | 0 | 0.0 | 1.9 | 23.1 | 36.5 | 19.2 | 17.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 35.3 | 43 | 51 | | | |
| GATWICK | THY TURKISH AIRLINES | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 24 | 4 | | | |
| GATWICK | THY TURKISH AIRLINES | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 25.0 | 31 | 4 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 11.1 | 0.0 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 22.2 | 154 | 9 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 12.5 | 12.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 47 | 12.5 | 157 | 8 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 13 | 0 | 0 | 15.4 | 15.4 | 23.1 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 154 | 9 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 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 | 16 | 77.8 | 10 | 9 | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | A | 24 | 0 | 0 | 4.2 | 33.3 | 12.5 | 20.8 | 8.3 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 33.3 | 27 | 21 | |
| | LUTON | EASYJET UK LTD | S | D | 25 | 0 | 0 | 0.0 | 16.0 | 32.0 | 36.0 | 4.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 38.1 | 20 | 21 | |
| | STANSTED | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 17.6 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 58.8 | 18 | 17 | |
| | STANSTED | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 75.0 | 16 | 16 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 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 | 21 | 0.0 | 0 | 0 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 88.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| | MANCHESTER | JET2.COM LTD | S | A | 26 | 0 | 0 | 3.8 | 15.4 | 38.5 | 15.4 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 21.7 | 35 | 23 | |
| | MANCHESTER | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 7.7 | 3.8 | 19.2 | 38.5 | 26.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 8.7 | 47 | 23 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 3 | 75.0 | 17 | 8 | |
| | MANCHESTER | 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 | 11 | 62.5 | 19 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 8 | 0 | 0 | 25.0 | 0.0 | 12.5 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 100.0 | 1 | 9 | |
| | NEWCASTLE | JET2.COM LTD | 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 | 24 | 55.6 | 15 | 9 | |
| TOTAL BODRUM (MILAS) | | | | | 546 | 1 | 1 | 5.1 | 12.2 | 25.9 | 22.3 | 20.3 | 13.0 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 28 | 44.7 | 36 | 477 | |
| BOGOTA | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AVIANCA COLOMBIA | S | A | 30 | 0 | 0 | 10.0 | 16.7 | 36.7 | 23.3 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 73.3 | 104 | 30 | |
| | HEATHROW | AVIANCA COLOMBIA | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 56.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 153 | 30 | |
| TOTAL BOGOTA | | | | | 60 | 0 | 0 | 5.0 | 25.0 | 46.7 | 15.0 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 71.7 | 128 | 60 | |
| BOLOGNA | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | C | A | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 16 | 4 | |
| | BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | C | D | 2 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 4 | |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 0.0 | 15.4 | 30.8 | 7.7 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 25.0 | 24 | 4 | |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 15.4 | 15.4 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 18 | 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 | 11.1 | 40 | 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 | 0.0 | 0 | 66.7 | 19 | 9 | |
| | GLASGOW | BA CITYFLYER LTD | C | A | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 25.0 | 44 | 4 | |
| | GLASGOW | BA CITYFLYER 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 | 5 | 50.0 | 36 | 4 | |
| | GATWICK | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 22.2 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 41 | 23.8 | 37 | 21 | |
| | GATWICK | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.9 | 20 | 21 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 78 | 0 | 4 | 3.7 | 23.2 | 23.2 | 12.2 | 15.9 | 13.4 | 1.2 | 2.4 | 0.0 | 0.0 | 4.9 | 31 | 37.7 | 31 | 57 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 78 | 0 | 4 | 0.0 | 9.8 | 32.9 | 24.4 | 13.4 | 12.2 | 2.4 | 0.0 | 0.0 | 0.0 | 4.9 | 29 | 53.4 | 23 | 56 | |
| | LUTON | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 23.5 | 17.6 | 17.6 | 23.5 | 0.0 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 50 | 50.0 | 38 | 18 | |
| | LUTON | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 11.8 | 41.2 | 0.0 | 5.9 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 46 | 61.1 | 24 | 18 | |
| | STANSTED | RYANAIR | S | A | 46 | 0 | 0 | 0.0 | 13.0 | 17.4 | 10.9 | 39.1 | 10.9 | 6.5 | 2.2 | 0.0 | 0.0 | 0.0 | 47 | 48.0 | 32 | 50 | |
| | STANSTED | RYANAIR | S | D | 46 | 0 | 0 | 0.0 | 17.4 | 39.1 | 17.4 | 10.9 | 10.9 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 63.5 | 26 | 52 | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | S | A | 15 | 0 | 0 | 0.0 | 0.0 | 13.3 | 26.7 | 20.0 | 33.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 38.5 | 23 | 13 | |
| | MANCHESTER | RYANAIR | S | D | 15 | 0 | 0 | 0.0 | 13.3 | 26.7 | 20.0 | 20.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 53.8 | 20 | 13 | |
| TOTAL BOLOGNA | | | | | 384 | 0 | 8 | 1.0 | 16.6 | 25.5 | 18.4 | 17.6 | 13.5 | 3.6 | 1.8 | 0.0 | 0.0 | 2.0 | 35 | 49.0 | 28 | 361 | |
| BOLZANO | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | SKYALPS | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| | GATWICK | SKYALPS | S | D | 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 | 16 | 0.0 | 0 | 0 | |
| TOTAL BOLZANO | | | | | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| BORDEAUX | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | 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 | 25 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 0 | 1 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0 | 100.0 | 3 | 1 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 0.0 | 55.6 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 80 | 77.8 | 8 | 9 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 0.0 | 55.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 66.7 | 13 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | A | 20 | 0 | 2 | 4.5 | 9.1 | 22.7 | 13.6 | 4.5 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 9.1 | 44 | 61.9 | 17 | 20 | |
| | BRISTOL | EASYJET UK LTD | S | D | 21 | 0 | 1 | 0.0 | 18.2 | 18.2 | 13.6 | 13.6 | 27.3 | 4.5 | 0.0 | 0.0 | 0.0 | 4.5 | 42 | 61.9 | 16 | 20 | |
| | CARDIFF WALES | ALBA STAR | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | CARDIFF WALES | ALBA STAR | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | CARDIFF WALES | CORSAIR | 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 | 114 | 1 | |
| | CARDIFF WALES | EUROPE AIRPOST | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | EDINBURGH | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 33.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 37.5 | 53 | 8 | |
| | EDINBURGH | RYANAIR | S | D | 12 | 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 | 25.0 | 44 | 8 | |
| | 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 | 40 | 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 | 40.0 | 43 | 5 | |
| | 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 | 0.0 | 19 | 1 | |
| | GLASGOW | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 1 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 40 | 0 | 0 | 15.0 | 32.5 | 12.5 | 10.0 | 12.5 | 10.0 | 5.0 | 0.0 | 2.5 | 0.0 | 0.0 | 36 | 61.0 | 23 | 41 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 40 | 0 | 0 | 0.0 | 15.0 | 42.5 | 17.5 | 10.0 | 7.5 | 5.0 | 0.0 | 2.5 | 0.0 | 0.0 | 35 | 41.5 | 32 | 41 | |
| | GATWICK | 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 | |
| | GATWICK | 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 | |
| | GATWICK | EASYJET EUROPE | 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 | EASYJET UK LTD | S | A | 52 | 1 | 2 | 9.1 | 25.5 | 14.5 | 7.3 | 20.0 | 10.9 | 7.3 | 0.0 | 0.0 | 1.8 | 3.6 | 32 | 53.3 | 28 | 59 | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | EASYJET UK LTD | S | D | 51 | 0 | 2 | 0.0 | 0.0 | 17.0 | 22.6 | 35.8 | 11.3 | 9.4 | 0.0 | 0.0 | 0.0 | 3.8 | 47 | 40.0 | 35 | 59 |
| | LUTON | EASYJET UK LTD | S | A | 14 | 0 | 0 | 0.0 | 14.3 | 21.4 | 0.0 | 21.4 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 69.2 | 12 | 13 |
| | LUTON | EASYJET UK LTD | S | D | 14 | 0 | 0 | 0.0 | 7.1 | 28.6 | 7.1 | 28.6 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 69.2 | 13 | 13 |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 17.6 | 35.3 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 83.3 | 7 | 30 |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 29.4 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.0 | 15 | 30 |
| | MANCHESTER | EASYJET UK LTD | S | A | 18 | 0 | 0 | 27.8 | 33.3 | 11.1 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 36 | 13 |
| | MANCHESTER | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 55.6 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.9 | 38 | 13 |
| | MANCHESTER | RYANAIR | S | A | 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 | 12 | 53.8 | 31 | 13 |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 30.8 | 30.8 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 61.5 | 28 | 13 |
| TOTAL BORDEAUX | | | | | 406 | 2 | 12 | 4.0 | 16.7 | 24.5 | 16.4 | 18.8 | 10.0 | 5.5 | 0.2 | 0.5 | 0.5 | 2.9 | 34 | 57.1 | 25 | 430 |
| BOSTON | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | DELTA AIRLINES | S | A | 30 | 0 | 0 | 66.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 80.0 | 17 | 30 |
| | EDINBURGH | DELTA AIRLINES | S | D | 30 | 0 | 0 | 10.0 | 66.7 | 10.0 | 10.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.7 | 10 | 30 |
| | GATWICK | JETBLUE AIRWAYS CORPORATION | S | A | 30 | 0 | 0 | 30.0 | 33.3 | 13.3 | 10.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.7 | 16 | 22 |
| | GATWICK | JETBLUE AIRWAYS CORPORATION | S | D | 29 | 0 | 1 | 0.0 | 36.7 | 46.7 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 8 | 86.4 | 11 | 22 |
| | GATWICK | NORSE ATLANTIC 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 | 89.5 | 6 | 19 |
| | GATWICK | NORSE ATLANTIC 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 | 10 | 20 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 26.7 | 26.7 | 30.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.3 | 5 | 30 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 33.3 | 6.7 | 3.3 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 93.3 | 2 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 86 | 0 | 0 | 9.3 | 29.1 | 33.7 | 12.8 | 7.0 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 58.2 | 26 | 85 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 0 | 0.0 | 12.6 | 44.8 | 19.5 | 16.1 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 41.1 | 26 | 85 |
| | HEATHROW | DELTA AIRLINES | S | A | 30 | 0 | 0 | 30.0 | 40.0 | 13.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 56.7 | 20 | 29 |
| | HEATHROW | DELTA AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 66.7 | 26.7 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 8 | 29 |
| | HEATHROW | JETBLUE AIRWAYS CORPORATION | S | A | 30 | 0 | 0 | 0.0 | 56.7 | 33.3 | 3.3 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 15 | 90.0 | 4 | 30 |
| | HEATHROW | JETBLUE AIRWAYS CORPORATION | S | D | 29 | 0 | 2 | 3.2 | 64.5 | 16.1 | 3.2 | 0.0 | 3.2 | 0.0 | 3.2 | 0.0 | 0.0 | 6.5 | 16 | 80.0 | 12 | 30 |
| | 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 | 76.7 | 14 | 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 | 0.0 | 0 | 93.3 | 7 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 59 | 0 | 1 | 45.0 | 26.7 | 18.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 4 | 93.1 | 10 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 59 | 0 | 1 | 0.0 | 8.3 | 50.0 | 21.7 | 8.3 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 22 | 86.2 | 6 | 29 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | 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 | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | | | | | | |
| TOTAL BOSTON | | | | | | 589 | 0 | 5 | 14.3 | 32.8 | 30.5 | 10.6 | 6.1 | 3.7 | 0.8 | 0.3 | 0.0 | 0.0 | 0.8 | 12 | 73.9 | 14 | 611 | | | | | |
| BOURNEMOUTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | EASTERN AIRWAYS | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 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 | 100.0 | 15 | 1 | | | | | | |
| | | 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 | 100.0 | 0 | 1 | | | | | | |
| | | EDINBURGH | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 17.6 | 41 | 17 | | | | | | |
| | | EDINBURGH | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 23.5 | 31 | 17 | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | LOGANAIR LTD | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | LOGANAIR 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 BOURNEMOUTH | | | | | | 27 | 0 | 1 | 0.0 | 25.0 | 28.6 | 14.3 | 17.9 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 22 | 26.3 | 34 | 37 | | | | | |
| BRASILIA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | HI FLY MALTA | 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 | | | | | | |
| | | STANSTED | INTERSKY LUFTFAHRT GMBH | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | | | | |
| TOTAL BRASILIA | | | | | | 2 | 0 | 0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | | | | |
| BRASOV-GHIMBAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | DAN AIR (AOC) S.R.L | S | A | 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 | 80 | 5 | | | | | | |
| | | GATWICK | DAN AIR (AOC) S.R.L | S | D | 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 | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | A | 18 | 0 | 0 | 16.7 | 22.2 | 33.3 | 11.1 | 0.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 24 | 76.9 | 11 | 13 | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 11.1 | 0.0 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 27 | 76.9 | 13 | 13 | | | | | | |
| TOTAL BRASOV-GHIMBAV | | | | | | 36 | 0 | 0 | 8.3 | 25.0 | 38.9 | 11.1 | 0.0 | 11.1 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 25 | 69.4 | 22 | 35 | | | | | |
| BRATISLAVA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | RYANAIR | 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 | 4 | 100.0 | 1 | 9 | | | | | | |
| | | EDINBURGH | RYANAIR | 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 | 77.8 | 11 | 9 | | | | | | |
| | | EDINBURGH | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | | | | | | |
| | | EDINBURGH | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | | | | | |
| | | GLASGOW | CSA CZECH AIRLINES | 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 | ENTER AIR | C | A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | | | | |
| | | GLASGOW | 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 | 58 | 0.0 | 0 | 0 | | | | | | |
| | | GLASGOW | LOT-POLISH AIRLINES | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | | | | |
| | | LEEDS BRADFORD | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 44.4 | 25 | 8 | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| LEEDS BRADFORD | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 36 | 9 | | |
| LIVERPOOL (JOHN LENNON) | AIR HORIZONT | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | |
| LUTON | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 47.1 | 35.3 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 21 | | |
| LUTON | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 35.3 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 95.2 | 1 | 21 | | |
| STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 31.8 | 45.5 | 18.2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 21 | | |
| STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 40.9 | 40.9 | 4.5 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 90.5 | 5 | 21 | | |
| MANCHESTER | RYANAIR | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 6 | 1 | | |
| MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 15.4 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 12.5 | 63 | 8 | | |
| MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 7.7 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 12.5 | 55 | 8 | | |
| MANCHESTER | RYANAIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 40.0 | 40 | 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 | 0.0 | 0 | 60.0 | 32 | 5 | | |
| TOTAL BRATISLAVA | | | | 143 | 0 | 0 | 11.9 | 34.3 | 29.4 | 8.4 | 8.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 78.2 | 14 | 146 | | |
| BREMEN | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 100.0 | 0 | 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 | 0.0 | 0 | 100.0 | 14 | 1 | | |
| STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 43.3 | 26.7 | 6.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.3 | 18 | 31 | | |
| STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 20.0 | 10.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.1 | 14 | 31 | | |
| STANSTED | RYANAIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 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 | 0.0 | 0 | 100.0 | 1 | 4 | | |
| TOTAL BREMEN | | | | 60 | 0 | 0 | 1.7 | 48.3 | 23.3 | 8.3 | 10.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 65.3 | 14 | 72 | | |
| BREST | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 0.0 | 57 | 1 | | |
| LUTON | EASYJET UK LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 192 | 0.0 | 0 | 0 | | |
| TOTAL BREST | | | | 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 | 192 | 0.0 | 57 | 1 | | |
| BRIDGETOWN | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0.0 | 13.3 | 50.0 | 10.0 | 13.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 48.1 | 26 | 27 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 33.3 | 13.3 | 10.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 70.4 | 18 | 27 | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS 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 | 0.0 | 4 | 85.7 | 7 | 7 | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 57.1 | 27 | 7 | | |
| HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 21 | 2 | | |
| HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 31 | 2 | | |
| TOTAL BRIDGETOWN | | | | 68 | 0 | 0 | 1.5 | 19.1 | 42.6 | 13.2 | 10.3 | 7.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 61.1 | 21 | 72 | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| BRINDISI | GATWICK | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 30.8 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 11.1 | 69 | 18 |
| | GATWICK | 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 | 25 | 41.2 | 27 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 23.5 | 11.8 | 23.5 | 11.8 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 105 | 71.4 | 22 | 21 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 58.8 | 17.6 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 21 | 21 |
| | STANSTED | RYANAIR | S | A | 24 | 0 | 0 | 4.2 | 16.7 | 16.7 | 12.5 | 20.8 | 20.8 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 57.1 | 21 | 21 |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 26.9 | 46.2 | 3.8 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 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 | 100.0 | 3 | 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 | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 58 | 5 |
| | MANCHESTER | RYANAIR | 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 | 20.0 | 45 | 5 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 59 | 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 | 25.0 | 60 | 4 |
| TOTAL BRINDISI | | | | | 128 | 0 | 0 | 0.8 | 14.1 | 34.4 | 16.4 | 16.4 | 12.5 | 4.7 | 0.0 | 0.8 | 0.0 | 0.0 | 39 | 49.0 | 31 | 145 |
| BRISTOL | ABERDEEN | LOGANAIR LTD | S | A | 24 | 0 | 0 | 29.2 | 29.2 | 29.2 | 4.2 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 16 | 23 |
| | ABERDEEN | LOGANAIR LTD | S | D | 24 | 0 | 0 | 4.2 | 29.2 | 45.8 | 12.5 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.8 | 16 | 23 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 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 | 28 | 76.5 | 13 | 17 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 76.5 | 14 | 17 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 100 | 0 | 0 | 6.0 | 20.0 | 23.0 | 15.0 | 23.0 | 10.0 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 27 | 63.5 | 21 | 112 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 100 | 0 | 0 | 0.0 | 28.0 | 23.0 | 12.0 | 25.0 | 8.0 | 3.0 | 1.0 | 0.0 | 0.0 | 0.0 | 28 | 56.5 | 30 | 112 |
| | CARDIFF WALES | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 0.0 | 0 | 0 |
| | EAST MIDLANDS INTERNATIONAL | BLUE ISLANDS LIMITED | 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 | 54 | 0.0 | 0 | 0 |
| | EDINBURGH | EASYJET UK LTD | S | A | 120 | 0 | 1 | 7.4 | 27.3 | 26.4 | 12.4 | 13.2 | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 21 | 57.4 | 26 | 121 |
| | EDINBURGH | EASYJET UK LTD | S | D | 120 | 0 | 1 | 2.5 | 21.5 | 25.6 | 19.8 | 16.5 | 12.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 24 | 48.8 | 28 | 122 |
| | GLASGOW | EASYJET UK LTD | S | A | 94 | 0 | 1 | 2.1 | 23.2 | 30.5 | 12.6 | 15.8 | 11.6 | 3.2 | 0.0 | 0.0 | 0.0 | 1.1 | 26 | 74.1 | 14 | 107 |
| | GLASGOW | EASYJET UK LTD | S | D | 95 | 0 | 0 | 0.0 | 23.2 | 28.4 | 15.8 | 17.9 | 10.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 73.1 | 17 | 107 |
| | ISLE OF MAN | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 46.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 53.8 | 22 | 37 |
| | ISLE OF MAN | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 30.8 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 51.3 | 31 | 37 |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 34 | 0 | 3 | 0.0 | 13.5 | 32.4 | 8.1 | 8.1 | 18.9 | 8.1 | 2.7 | 0.0 | 0.0 | 8.1 | 44 | 47.4 | 27 | 38 |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 35 | 0 | 3 | 0.0 | 21.1 | 26.3 | 13.2 | 5.3 | 18.4 | 5.3 | 2.6 | 0.0 | 0.0 | 7.9 | 39 | 74.4 | 13 | 39 |
| | GATWICK | EASYJET UK LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: B | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| LUTON | EASYJET UK LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 89 | 0.0 | 0 | 0 | | |
| MANCHESTER | 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 | 0.0 | 32 | 0.0 | 0 | 0 | | |
| NEWCASTLE | EASYJET UK LTD | S | A | 48 | 0 | 0 | 0.0 | 20.8 | 14.6 | 10.4 | 29.2 | 18.8 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 42 | 56.9 | 24 | 49 | | | |
| NEWCASTLE | EASYJET UK LTD | S | D | 48 | 0 | 0 | 2.1 | 18.8 | 10.4 | 14.6 | 29.2 | 18.8 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 43 | 51.0 | 29 | 49 | | | |
| TOTAL BRISTOL | | | | 891 | 0 | 9 | 3.2 | 22.0 | 25.8 | 14.6 | 18.0 | 12.2 | 2.6 | 0.7 | 0.0 | 0.0 | 1.0 | 28 | 61.3 | 23 | 1011 | | | |
| BRIVE-LA-GAILLARDE | | | | | | | | | | | | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 18 | 9 | | | |
| STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 77.8 | 14 | 9 | | | |
| TOTAL BRIVE-LA-GAILLARDE | | | | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.2 | 16 | 18 | | | |
| BRNO (TURANY) | | | | | | | | | | | | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 3.8 | 42.3 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 21 | 30 | | | |
| STANSTED | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 32.0 | 28.0 | 20.0 | 12.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.7 | 19 | 30 | | | |
| TOTAL BRNO (TURANY) | | | | 51 | 0 | 0 | 0.0 | 17.6 | 35.3 | 25.5 | 13.7 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 48.3 | 20 | 60 | | | |
| 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 | 0.0 | 0.0 | 0.0 | 0 | 85.7 | 12 | 48 | | | |
| 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 | 0.0 | 0.0 | 0 | 61.2 | 21 | 48 | | | |
| EDINBURGH | BRUSSELS AIRLINES | S | A | 30 | 0 | 0 | 0.0 | 23.3 | 36.7 | 20.0 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 70.0 | 11 | 29 | | | |
| EDINBURGH | BRUSSELS AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 36.7 | 30.0 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 46.7 | 27 | 29 | | | |
| GLASGOW | AERO4M | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 38 | 1 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 77 | 0 | 10 | 0.0 | 5.7 | 32.2 | 11.5 | 19.5 | 13.8 | 5.7 | 0.0 | 0.0 | 0.0 | 11.5 | 38 | 57.7 | 23 | 101 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 77 | 0 | 10 | 0.0 | 23.0 | 26.4 | 13.8 | 10.3 | 11.5 | 3.4 | 0.0 | 0.0 | 0.0 | 11.5 | 26 | 53.4 | 31 | 101 | | | |
| HEATHROW | BRUSSELS AIRLINES | S | A | 114 | 0 | 1 | 0.0 | 23.5 | 34.8 | 21.7 | 15.7 | 2.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 17 | 54.2 | 22 | 83 | | | |
| HEATHROW | BRUSSELS AIRLINES | S | D | 115 | 0 | 1 | 0.0 | 14.7 | 42.2 | 12.1 | 22.4 | 6.9 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 22 | 35.4 | 35 | 82 | | | |
| 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 | 193 | 1 | | | |
| MANCHESTER | BRUSSELS AIRLINES | S | A | 51 | 0 | 0 | 2.0 | 27.5 | 39.2 | 17.6 | 7.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 28.0 | 32 | 50 | | | |
| MANCHESTER | BRUSSELS AIRLINES | S | D | 50 | 0 | 0 | 0.0 | 10.0 | 48.0 | 22.0 | 14.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 41.2 | 27 | 51 | | | |
| TOTAL BRUSSELS | | | | 544 | 0 | 22 | 0.2 | 17.8 | 36.4 | 17.0 | 15.4 | 7.2 | 1.9 | 0.2 | 0.0 | 0.0 | 3.9 | 23 | 52.3 | 26 | 624 | | | |
| BUCHAREST (OTOPENI) | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 4.5 | 9.1 | 22.7 | 36.4 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 43.8 | 22 | 16 | | | |
| BIRMINGHAM | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 0.0 | 13.6 | 31.8 | 27.3 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 68.8 | 13 | 16 | | | |
| BIRMINGHAM | WIZZ AIR MALTA | S | A | 17 | 0 | 0 | 52.9 | 29.4 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 90.0 | 11 | 20 | | | |
| BIRMINGHAM | WIZZ AIR MALTA | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 47.1 | 29.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 4.8 | 52 | 20 | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 77.8 | 10 | 9 | | |
| BRISTOL | 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 | 0.0 | 14 | 55.6 | 15 | 9 | | | |
| EDINBURGH | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 23.1 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 58 | 8 | | | |
| EDINBURGH | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 23.1 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 60 | 8 | | | |
| 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 | 88.9 | 22 | 9 | | | |
| 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 | 66.7 | 35 | 9 | | | |
| LEEDS BRADFORD | RYANAIR | S A | 12 | 0 | 0 | 0.0 | 8.3 | 25.0 | 16.7 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | | | |
| LEEDS BRADFORD | RYANAIR | S D | 12 | 0 | 0 | 0.0 | 0.0 | 33.3 | 8.3 | 33.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | | | |
| LEEDS BRADFORD | WIZZ AIR MALTA | S A | 12 | 0 | 0 | 41.7 | 41.7 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 70.6 | 16 | 17 | | | |
| LEEDS BRADFORD | WIZZ AIR MALTA | S D | 12 | 0 | 0 | 0.0 | 0.0 | 41.7 | 33.3 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 35.3 | 40 | 17 | | | |
| LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S A | 12 | 0 | 0 | 8.3 | 16.7 | 8.3 | 16.7 | 16.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 61.5 | 22 | 13 | | | |
| LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S D | 12 | 0 | 0 | 0.0 | 8.3 | 25.0 | 0.0 | 25.0 | 25.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 65 | 53.8 | 31 | 13 | | | |
| GATWICK | DAN AIR (AOC) S.R.L | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 323 | 1 | | | |
| 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 | | | |
| GATWICK | TITAN 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 | 98 | 0.0 | 0 | 0 | | | |
| GATWICK | WIZZ AIR MALTA | S A | 30 | 0 | 0 | 10.0 | 13.3 | 26.7 | 20.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 36 | 30 | | | |
| GATWICK | WIZZ AIR MALTA | S D | 30 | 0 | 0 | 0.0 | 0.0 | 20.0 | 26.7 | 30.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 33.3 | 47 | 30 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 59 | 0 | 1 | 6.7 | 20.0 | 18.3 | 20.0 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 24 | 63.3 | 16 | 59 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 59 | 0 | 1 | 0.0 | 8.3 | 38.3 | 23.3 | 18.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 24 | 41.7 | 31 | 60 | | | |
| HEATHROW | TAROM | S A | 30 | 0 | 0 | 0.0 | 10.0 | 40.0 | 23.3 | 13.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 80.0 | 7 | 30 | | | |
| HEATHROW | TAROM | S D | 30 | 0 | 0 | 0.0 | 0.0 | 16.7 | 26.7 | 40.0 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 45 | 50.0 | 22 | 30 | | | |
| 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 | 73.9 | 15 | 111 | | | |
| 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 | 53.6 | 27 | 111 | | | |
| LUTON | WIZZ AIR MALTA | S A | 103 | 0 | 0 | 10.7 | 26.2 | 22.3 | 10.7 | 12.6 | 14.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | | |
| LUTON | WIZZ AIR MALTA | S D | 103 | 0 | 0 | 0.0 | 5.8 | 28.2 | 23.3 | 19.4 | 17.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 | | | |
| STANSTED | RYANAIR | S A | 90 | 0 | 0 | 0.0 | 6.7 | 25.6 | 16.7 | 24.4 | 18.9 | 6.7 | 1.1 | 0.0 | 0.0 | 0.0 | 44 | 59.4 | 21 | 101 | | | |
| STANSTED | RYANAIR | S D | 90 | 0 | 0 | 0.0 | 16.7 | 37.8 | 12.2 | 22.2 | 6.7 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 61.4 | 23 | 101 | | | |
| STANSTED | RYANAIR UK LTD | S A | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | |
| STANSTED | RYANAIR UK LTD | S D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | |
| MANCHESTER | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 15.4 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 33.3 | 23 | 9 | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | 0.0 | 19 | 88.9 | 8 | 9 | |
| TOTAL BUCHAREST (OTOPENI) | | | | | 861 | 0 | 2 | 3.8 | 12.4 | 27.1 | 19.7 | 20.2 | 11.9 | 4.2 | 0.5 | 0.0 | 0.0 | 0.2 | 33 | 57.3 | 24 | 867 | |
| BUDAPEST | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 3 | 100.0 | 1 | 8 | |
| | BELFAST INTERNATIONAL | 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 | 11 | 87.5 | 7 | 8 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 7 | 0 | 0 | 28.6 | 28.6 | 14.3 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 0 | 2 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 100.0 | 4 | 2 | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 7.7 | 38.5 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 23.1 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | WIZZ AIR | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 22.2 | 11.1 | 0.0 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 46 | 87.5 | 6 | 8 | |
| | BIRMINGHAM | WIZZ AIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 66 | 33.3 | 51 | 9 | |
| | BOURNEMOUTH | RYANAIR | S | A | 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 | 1 | 88.9 | 7 | 9 | |
| | BOURNEMOUTH | RYANAIR | S | D | 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 | 77.8 | 11 | 9 | |
| | BRISTOL | RYANAIR | S | A | 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 | 45 | 64.3 | 15 | 14 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 30.8 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 47 | 78.6 | 7 | 14 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 87.5 | 6 | 8 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 9 | 62.5 | 8 | 8 | |
| | EDINBURGH | AIR BLUE | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 87 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | S | A | 21 | 0 | 0 | 14.3 | 19.0 | 14.3 | 23.8 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 62.5 | 14 | 16 | |
| | EDINBURGH | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 38.1 | 14.3 | 14.3 | 9.5 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.5 | 13 | 16 | |
| | EDINBURGH | 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 | 56 | 25.0 | 52 | 4 | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 63 | 25.0 | 29 | 4 | |
| | 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 | 8 | |
| | 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 | 37.5 | 18 | 8 | |
| | GLASGOW | WIZZ AIR | S | A | 12 | 0 | 0 | 8.3 | 33.3 | 8.3 | 8.3 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| | GLASGOW | WIZZ AIR | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 8.3 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 85.7 | 5 | 7 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 61 | 57.1 | 16 | 7 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | 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 | 7 | 62.5 | 21 | 8 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 23 | 8 | |
| | GATWICK | EASYJET UK LTD | S | A | 27 | 0 | 0 | 7.4 | 18.5 | 11.1 | 22.2 | 18.5 | 18.5 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 37.9 | 48 | 29 | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | EASYJET UK LTD | S | D | 27 | 0 | 0 | 0.0 | 18.5 | 22.2 | 22.2 | 25.9 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 24.1 | 39 | 29 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 77 | 0.0 | 0 | 0 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 57 | 0.0 | 0 | 0 |
| | GATWICK | WIZZ AIR | S | A | 21 | 0 | 1 | 0.0 | 4.5 | 18.2 | 27.3 | 18.2 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 4.5 | 45 | 60.0 | 27 | 20 |
| | GATWICK | WIZZ AIR | S | D | 22 | 0 | 0 | 0.0 | 0.0 | 4.5 | 18.2 | 31.8 | 31.8 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 76 | 45.0 | 32 | 20 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 116 | 0 | 4 | 5.0 | 19.2 | 26.7 | 16.7 | 19.2 | 6.7 | 0.0 | 2.5 | 0.8 | 0.0 | 3.3 | 30 | 62.7 | 17 | 107 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 116 | 0 | 3 | 0.0 | 16.8 | 36.1 | 13.4 | 20.2 | 8.4 | 0.8 | 1.7 | 0.0 | 0.0 | 2.5 | 27 | 46.8 | 25 | 106 |
| | LUTON | WIZZ AIR | S | A | 90 | 0 | 0 | 4.4 | 32.2 | 22.2 | 20.0 | 14.4 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.6 | 16 | 92 |
| | LUTON | WIZZ AIR | S | D | 90 | 0 | 0 | 0.0 | 5.6 | 30.0 | 17.8 | 33.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 25 | 90 |
| | STANSTED | RYANAIR | S | A | 120 | 0 | 0 | 8.3 | 35.8 | 19.2 | 15.8 | 7.5 | 12.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 79.2 | 17 | 119 |
| | STANSTED | RYANAIR | S | D | 120 | 0 | 0 | 0.0 | 20.0 | 36.7 | 11.7 | 18.3 | 12.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 70.0 | 21 | 119 |
| | STANSTED | WIZZ AIR | S | A | 1 | 0 | 1 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 8 | 0.0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 5.9 | 35.3 | 35.3 | 5.9 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 43.8 | 32 | 15 |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 47.1 | 11.8 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 40.0 | 29 | 15 |
| | MANCHESTER | RYANAIR | S | A | 16 | 0 | 0 | 6.3 | 50.0 | 6.3 | 31.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.9 | 6 | 18 |
| | MANCHESTER | RYANAIR | S | D | 16 | 0 | 0 | 0.0 | 25.0 | 31.3 | 0.0 | 37.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.6 | 18 | 18 |
| | MANCHESTER | 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 | 16 | 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 | 4 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 26 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| TOTAL BUDAPEST | | | | | 1082 | 0 | 9 | 3.5 | 20.3 | 28.0 | 16.3 | 18.0 | 9.8 | 1.9 | 1.3 | 0.1 | 0.0 | 0.8 | 28 | 61.9 | 21 | 982 |
| BUENOS AIRES | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 6.7 | 23.3 | 26.7 | 26.7 | 10.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 20 | 81.0 | 10 | 20 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 66.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 59.1 | 18 | 21 |
| TOTAL BUENOS AIRES | | | | | 60 | 0 | 0 | 3.3 | 18.3 | 46.7 | 18.3 | 10.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 15 | 69.8 | 14 | 41 |
| BURGAS | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | BH AIR | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 50.0 | 24 | 2 |
| | ABERDEEN | BH 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 | 34 | 1 |
| | BELFAST INTERNATIONAL | BH AIR | C | A | 5 | 0 | 0 | 20.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 11 | 4 |
| | BELFAST INTERNATIONAL | BH AIR | C | D | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 27 | 2 |
| | BIRMINGHAM | BH AIR | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 2 |
| | BIRMINGHAM | BH 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 | 6 | 1 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 30.8 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 33.3 | 24 | 12 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 23.1 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 13 | 12 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 22.2 | 33.3 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.5 | 13 | 8 |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | C | D | 7 | 0 | 0 | 0.0 | 0.0 | 28.6 | 57.1 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 17 | 6 | | |
| BRISTOL | JET2.COM LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 76 | 0.0 | 0 | 0 | | |
| BRISTOL | JET2.COM LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 0 | 0 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 44.4 | 21 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C | D | 7 | 0 | 0 | 0.0 | 14.3 | 57.1 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 85.7 | 10 | 7 | | |
| CARDIFF WALES | BH AIR | 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 | 75.0 | 34 | 4 | | |
| CARDIFF WALES | BH AIR | C | D | 2 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 33.3 | 58 | 3 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 25.0 | 53 | 8 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 7 | 0 | 0 | 0.0 | 0.0 | 57.1 | 0.0 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 46 | 6 | | |
| EAST MIDLANDS INTERNATIONAL | BH AIR | 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 | 0.0 | 1 | 66.7 | 6 | 3 | | |
| EAST MIDLANDS INTERNATIONAL | BH AIR | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 6 | 2 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 25 | 5 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | 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 | 5 | 100.0 | 4 | 5 | | |
| GLASGOW | BH AIR | 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 | 2 | 100.0 | 1 | 2 | | |
| GLASGOW | BH AIR | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 0 | 1 | | |
| GLASGOW | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 5 | 4 | | |
| GLASGOW | JET2.COM LTD | S | D | 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 | 24 | 100.0 | 0 | 4 | | |
| LEEDS BRADFORD | BH AIR | C | 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 | 75.0 | 7 | 4 | | |
| LEEDS BRADFORD | BH AIR | C | D | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 60 | 3 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 40.0 | 31 | 4 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 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 | 50.0 | 38 | 4 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 8 | 0 | 1 | 0.0 | 0.0 | 22.2 | 22.2 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 11.1 | 49 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| GATWICK | BH AIR | C | A | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 25.0 | 48 | 3 | | |
| GATWICK | BH AIR | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73 | 33.3 | 18 | 2 | | |
| 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 | 38 | 1 | | |
| GATWICK | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 14 | 1 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 0.0 | 7.7 | 7.7 | 46.2 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 5.9 | 70 | 17 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 10 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 40.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 23.1 | 68 | 13 | | |
| GATWICK | 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 | 35 | 1 | | |
| LUTON | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 62 | 44.4 | 25 | 9 | | |
| LUTON | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 100.0 | 5 | 9 | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | 17 | 44.0 | 43 | 25 | | |
| LUTON | 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 | 8 | 54.2 | 31 | 24 | | | |
| STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 22.2 | 11.1 | 33.3 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 71.4 | 22 | 7 | | | |
| STANSTED | 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 | 57.1 | 23 | 7 | | | |
| MANCHESTER | BH AIR | C | A | 3 | 0 | 0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 31 | 4 | | | |
| MANCHESTER | BH AIR | 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 | 7 | 33.3 | 50 | 3 | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 53.8 | 15.4 | 7.7 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 19 | 33.3 | 20 | 9 | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 33.3 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 30 | 33.3 | 23 | 9 | | | |
| MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 1 | 0.0 | 0.0 | 21.1 | 21.1 | 26.3 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 41 | 63.2 | 28 | 19 | | |
| MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 16.7 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 52.9 | 19 | 17 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 16 | 0 | 0 | 18.8 | 25.0 | 6.3 | 18.8 | 25.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 24 | 43.5 | 26 | 23 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 23.1 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 22.2 | 53 | 18 | | | |
| NEWCASTLE | BH AIR | S | A | 5 | 0 | 0 | 20.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 28 | 100.0 | 0 | 6 | | | |
| NEWCASTLE | BH AIR | 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 | 1 | 100.0 | 7 | 4 | | | |
| NEWCASTLE | 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 | 8 | 50.0 | 15 | 10 | | | |
| NEWCASTLE | 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 | 8 | 77.8 | 8 | 9 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 62.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 88.9 | 7 | 9 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 7 | 0 | 0 | 0.0 | 0.0 | 42.9 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 72 | 71.4 | 13 | 7 | | | |
| SOUTHEND | BH AIR | S | A | 2 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | |
| SOUTHEND | BH AIR | S | D | 2 | 0 | 0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | |
| TEESSIDE INTERNATIONAL AIRPORT | BH AIR | 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 | 0 | 100.0 | 2 | 6 | | | |
| TEESSIDE INTERNATIONAL AIRPORT | BH AIR | 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 | 75.0 | 12 | 4 | | | |
| TOTAL BURGAS | | | | 402 | 0 | 2 | 3.0 | 16.8 | 31.9 | 19.1 | 16.1 | 9.2 | 2.5 | 0.7 | 0.2 | 0.0 | 0.5 | 27 | 53.2 | 27 | 404 | | |
| BYDGOSZCZ | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 68 | 78.6 | 11 | 14 | | | |
| BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 61 | 92.9 | 4 | 14 | | | |
| BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 11.1 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 13 | 9 | | | |
| BRISTOL | 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 | 20 | 55.6 | 17 | 9 | | | |
| LUTON | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 0.0 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 29 | 75.0 | 26 | 12 | | | |
| LUTON | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 46.2 | 7.7 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 28 | 61.5 | 29 | 13 | | | |
| 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 | 87.5 | 4 | 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 | 100.0 | 3 | 8 | | | |
| STANSTED | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 33.3 | 16.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 82.4 | 6 | 17 | | | |
| STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 15.4 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 64.7 | 9 | 17 | | | |
| STANSTED | RYANAIR UK LTD | 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 | 22 | 0.0 | 0 | 0 | | | |

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 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 | 0.0 | 22 | 0.0 | 0 | 0 |
| TOTAL BYDGOSZCZ | | | | | 96 | 0 | 0 | 2.1 | 25.0 | 26.0 | 14.6 | 17.7 | 9.4 | 3.1 | 2.1 | 0.0 | 0.0 | 0.0 | 28 | 76.0 | 12 | 121 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: C | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CAEN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | SOUTHAMPTON | CHALAIR | S | A | 7 | 0 | 0 | 0.0 | 0.0 | 28.6 | 57.1 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 54 | 0.0 | 0 | 0 | | | | |
| | | SOUTHAMPTON | CHALAIR | S | D | 7 | 0 | 0 | 0.0 | 28.6 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | | | | |
| TOTAL CAEN | | | | | | 14 | 0 | 0 | 0.0 | 14.3 | 42.9 | 28.6 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 | | | | |
| CAGLIARI (ELMAS) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 32 | 0 | 0 | 6.3 | 9.4 | 31.3 | 18.8 | 15.6 | 15.6 | 3.1 | 0.0 | 0.0 | 0.0 | 33 | 42.9 | 31 | 28 | | | | | |
| | | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 32 | 0 | 0 | 0.0 | 3.1 | 15.6 | 50.0 | 15.6 | 12.5 | 3.1 | 0.0 | 0.0 | 0.0 | 33 | 64.3 | 29 | 28 | | | | | |
| | | GATWICK | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 11.1 | 27.8 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 40 | 23.8 | 51 | 20 | | | | |
| | | GATWICK | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 38.9 | 22.2 | 11.1 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 22 | 28.6 | 48 | 20 | | | | | |
| | | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 31.8 | 40.9 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 47.1 | 41 | 17 | | | | | |
| | | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 22.7 | 50.0 | 4.5 | 18.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.5 | 12 | 17 | | | | | |
| TOTAL CAGLIARI (ELMAS) | | | | | | 144 | 0 | 0 | 1.4 | 18.1 | 30.6 | 21.5 | 16.7 | 8.3 | 2.8 | 0.7 | 0.0 | 0.0 | 0.0 | 26 | 47.0 | 35 | 130 | | | | |
| CAIRO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 1 | 8.3 | 35.0 | 26.7 | 16.7 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 11 | 73.2 | 32 | 56 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 1 | 0.0 | 3.3 | 53.3 | 20.0 | 11.7 | 8.3 | 1.7 | 0.0 | 0.0 | 1.7 | 22 | 37.5 | 31 | 56 | | | | | |
| | | HEATHROW | EGYPT AIR | S | A | 89 | 0 | 0 | 2.2 | 1.1 | 31.5 | 33.7 | 24.7 | 4.5 | 1.1 | 1.1 | 0.0 | 0.0 | 30 | 90.0 | 6 | 60 | | | | | |
| | | HEATHROW | EGYPT AIR | S | D | 89 | 0 | 0 | 0.0 | 0.0 | 16.9 | 24.7 | 39.3 | 15.7 | 2.2 | 1.1 | 0.0 | 0.0 | 42 | 40.0 | 22 | 60 | | | | | |
| | | MANCHESTER | EGYPT AIR | S | A | 30 | 0 | 0 | 0.0 | 13.3 | 40.0 | 23.3 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 59.1 | 15 | 22 | | | | | |
| | | MANCHESTER | EGYPT AIR | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 0.0 | 20.0 | 50.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 55 | 4.5 | 64 | 22 | | | | | |
| TOTAL CAIRO | | | | | | 356 | 0 | 2 | 2.0 | 7.8 | 28.8 | 24.3 | 25.1 | 9.2 | 1.7 | 0.6 | 0.0 | 0.0 | 0.6 | 30 | 55.8 | 25 | 276 | | | | |
| CALGARY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | WEST JET AIRLINES | S | A | 16 | 0 | 0 | 50.0 | 37.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 84.6 | 7 | 13 | | | | | |
| | | EDINBURGH | WEST JET AIRLINES | S | D | 16 | 0 | 0 | 0.0 | 50.0 | 31.3 | 12.5 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 13 | 84.6 | 7 | 13 | | | | | |
| | | GATWICK | WEST JET AIRLINES | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 30.0 | 24 | 30 | | | | | |
| | | GATWICK | WEST JET AIRLINES | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 26.7 | 35 | 30 | | | | | |
| | | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 40.0 | 36.7 | 13.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.3 | 5 | 30 | | | | | |
| | | HEATHROW | AIR CANADA | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 46.7 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 33.3 | 35 | 30 | | | | | |
| | | HEATHROW | WEST JET AIRLINES | S | A | 30 | 0 | 0 | 20.0 | 33.3 | 16.7 | 16.7 | 3.3 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 18 | 86.7 | 7 | 30 | | | | | |
| | | HEATHROW | WEST JET AIRLINES | S | D | 29 | 0 | 0 | 0.0 | 34.5 | 34.5 | 10.3 | 10.3 | 3.4 | 3.4 | 3.4 | 0.0 | 0.0 | 23 | 53.3 | 21 | 30 | | | | | |
| TOTAL CALGARY | | | | | | 151 | 0 | 0 | 17.2 | 33.8 | 25.8 | 11.9 | 6.0 | 2.6 | 1.3 | 1.3 | 0.0 | 0.0 | 0.0 | 14 | 56.3 | 19 | 206 | | | | |
| CALVI | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 32 | 1 | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | GATWICK | | EASYJET UK LTD | | S D | | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 54 | 1 | | |
| | | STANSTED | | 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 | 75.0 | 24 | 4 | | | |
| | | STANSTED | | 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 | 66.7 | 25 | 3 | | | |
| | | STANSTED | | BRITISH AIRWAYS PLC | | C A | | 5 | 0 | 0 | 0.0 | 40.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 20.0 | 70 | 0.0 | 0 | 0 | | | |
| | | STANSTED | | BRITISH AIRWAYS PLC | | C D | | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | |
| TOTAL CALVI | | | | | | | | 12 | 0 | 0 | 0.0 | 33.3 | 25.0 | 16.7 | 16.7 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 36 | 55.6 | 29 | 9 |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GLASGOW | | LOGANAIR LTD | | S A | | 45 | 0 | 2 | 29.8 | 25.5 | 31.9 | 4.3 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 4.3 | 6 | 88.9 | 6 | 42 | |
| | | GLASGOW | | LOGANAIR LTD | | S D | | 47 | 0 | 1 | 0.0 | 37.5 | 50.0 | 8.3 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 5 | 87.0 | 9 | 43 | |
| TOTAL CAMPBELTOWN | | | | | | | | 92 | 0 | 3 | 14.7 | 31.6 | 41.1 | 6.3 | 1.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 6 | 87.9 | 8 | 85 |
| CANCUN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | | TUI AIRWAYS LTD | | S A | | 14 | 0 | 0 | 21.4 | 50.0 | 21.4 | 0.0 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 26 | 12 | |
| | | BIRMINGHAM | | TUI AIRWAYS LTD | | S D | | 13 | 0 | 0 | 0.0 | 15.4 | 69.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 46.2 | 47 | 13 | | |
| | | BRISTOL | | TUI AIRWAYS LTD | | S A | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 60.0 | 25 | 5 | | |
| | | BRISTOL | | TUI AIRWAYS LTD | | S D | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 17 | 4 | | |
| | | GLASGOW | | TUI AIRWAYS LTD | | S A | | 9 | 0 | 0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 22.2 | 0.0 | 11.1 | 22.2 | 245 | 66.7 | 16 | 8 | | |
| | | GLASGOW | | TUI AIRWAYS LTD | | S D | | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 51 | 33.3 | 21 | 9 | |
| | | GATWICK | | BRITISH AIRWAYS PLC | | S A | | 25 | 0 | 2 | 7.4 | 25.9 | 11.1 | 3.7 | 18.5 | 22.2 | 3.7 | 0.0 | 0.0 | 7.4 | 38 | 83.3 | 10 | 30 | |
| | | GATWICK | | BRITISH AIRWAYS PLC | | S D | | 26 | 0 | 0 | 0.0 | 19.2 | 38.5 | 7.7 | 7.7 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 37 | 60.0 | 17 | 30 | |
| | | GATWICK | | TUI AIRWAYS LTD | | S A | | 21 | 0 | 1 | 13.6 | 13.6 | 13.6 | 27.3 | 13.6 | 9.1 | 4.5 | 0.0 | 0.0 | 4.5 | 27 | 38.5 | 42 | 26 | |
| | | GATWICK | | TUI AIRWAYS LTD | | S D | | 22 | 0 | 0 | 0.0 | 13.6 | 50.0 | 18.2 | 4.5 | 13.6 | 0.0 | 0.0 | 0.0 | 20 | 23.1 | 33 | 26 | | |
| | | 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 | 17 | 0.0 | 0 | 0 | | |
| | | MANCHESTER | | TUI AIRWAYS LTD | | S A | | 26 | 0 | 0 | 11.5 | 19.2 | 19.2 | 11.5 | 15.4 | 15.4 | 3.8 | 3.8 | 0.0 | 0.0 | 39 | 69.2 | 13 | 26 | |
| | | MANCHESTER | | TUI AIRWAYS LTD | | S D | | 26 | 0 | 0 | 0.0 | 0.0 | 50.0 | 19.2 | 7.7 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 39 | 34.6 | 25 | 26 | |
| | | NEWCASTLE | | TUI AIRWAYS LTD | | S A | | 8 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 77.8 | 11 | 9 | | |
| | | NEWCASTLE | | TUI AIRWAYS LTD | | S D | | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 22.2 | 37 | 9 | | |
| TOTAL CANCUN | | | | | | | | 208 | 0 | 3 | 7.6 | 18.0 | 31.8 | 13.7 | 9.0 | 12.3 | 3.8 | 1.4 | 0.9 | 0.0 | 1.4 | 39 | 52.6 | 24 | 233 |
| CAPE TOWN | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 30 | 0 | 0 | 43.3 | 43.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 96.7 | 2 | 30 | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 30 | 0 | 0 | 0.0 | 36.7 | 36.7 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.3 | 13 | 30 | | |
| TOTAL CAPE TOWN | | | | | | | | 60 | 0 | 0 | 21.7 | 40.0 | 21.7 | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 8 | 60 | |
| CARCASSONNE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BOURNEMOUTH | | RYANAIR | | S A | | 7 | 0 | 0 | 0.0 | 14.3 | 14.3 | 14.3 | 14.3 | 14.3 | 0.0 | 28.6 | 0.0 | 0.0 | 86 | 88.9 | 4 | 9 | |
| | | BOURNEMOUTH | | RYANAIR | | S D | | 6 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 77.8 | 4 | 9 | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S A/ D | | MAT UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | A | 7 | 0 | 0 | 0.0 | 0.0 | 14.3 | 28.6 | 14.3 | 28.6 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 179 | 75.0 | 10 | 8 | | | |
| EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | D | 7 | 0 | 0 | 0.0 | 28.6 | 14.3 | 14.3 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 7 | 8 | | | | |
| 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 | 100.0 | 8 | 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 | 0.0 | 0 | 100.0 | 4 | 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 | 100.0 | 4 | 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 | 100.0 | 5 | 4 | | | | |
| STANSTED | | RYANAIR | | S | A | 15 | 0 | 0 | 0.0 | 13.3 | 20.0 | 26.7 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 70.0 | 19 | 30 | | | | |
| STANSTED | | RYANAIR | | S | D | 15 | 0 | 0 | 0.0 | 0.0 | 66.7 | 13.3 | 6.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.7 | 11 | 30 | | | | |
| STANSTED | | RYANAIR UK LTD | | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | |
| STANSTED | | RYANAIR UK LTD | | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | |
| MANCHESTER | | RYANAIR | | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 29.4 | 17.6 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 46 | 76.5 | 26 | 17 | | | | |
| MANCHESTER | | RYANAIR | | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 52.9 | 17.6 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 76.5 | 7 | 17 | | | | |
| TOTAL CARCASSONNE | | | | | | 109 | 0 | 0 | 0.0 | 11.0 | 33.0 | 22.0 | 15.6 | 13.8 | 0.0 | 3.7 | 0.9 | 0.0 | 0.0 | 42 | 79.2 | 12 | 144 | | | |
| CARDIFF WALES | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES UK LTD | | S | A | 30 | 0 | 0 | 20.0 | 56.7 | 20.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 73.3 | 13 | 30 | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES UK LTD | | S | D | 30 | 0 | 0 | 0.0 | 70.0 | 26.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 70.0 | 13 | 30 | | | | |
| 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 | 100.0 | 1 | 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 | 88.9 | 4 | 9 | | | | |
| BRISTOL | | TUI AIRWAYS LTD | | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | | |
| EDINBURGH | | LOGANAIR LTD | | S | A | 20 | 0 | 1 | 4.8 | 33.3 | 28.6 | 14.3 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 18 | 66.7 | 24 | 24 | | | |
| EDINBURGH | | LOGANAIR LTD | | S | D | 20 | 0 | 1 | 0.0 | 19.0 | 33.3 | 19.0 | 9.5 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 26 | 66.7 | 24 | 24 | | | |
| TOTAL CARDIFF WALES | | | | | | 101 | 0 | 2 | 6.8 | 47.6 | 27.2 | 6.8 | 3.9 | 4.9 | 1.0 | 0.0 | 0.0 | 0.0 | 1.9 | 10 | 72.4 | 16 | 126 | | | |
| CASABLANCA MOHAMED V | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | ROYAL AIR MAROC | | S | A | 28 | 0 | 1 | 0.0 | 3.4 | 13.8 | 17.2 | 41.4 | 17.2 | 3.4 | 0.0 | 0.0 | 0.0 | 3.4 | 41 | 23.3 | 49 | 30 | | | |
| GATWICK | | ROYAL AIR MAROC | | S | D | 28 | 0 | 1 | 0.0 | 0.0 | 3.4 | 13.8 | 48.3 | 20.7 | 6.9 | 3.4 | 0.0 | 0.0 | 3.4 | 65 | 13.3 | 58 | 30 | | | |
| HEATHROW | | ROYAL AIR MAROC | | S | A | 37 | 0 | 0 | 0.0 | 0.0 | 37.8 | 35.1 | 21.6 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 27 | 59.0 | 33 | 39 | | | | |
| HEATHROW | | ROYAL AIR MAROC | | S | D | 37 | 0 | 0 | 0.0 | 8.1 | 48.6 | 16.2 | 10.8 | 13.5 | 2.7 | 0.0 | 0.0 | 0.0 | 25 | 56.4 | 35 | 39 | | | | |
| MANCHESTER | | ROYAL AIR MAROC | | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 46.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | | |
| MANCHESTER | | ROYAL AIR MAROC | | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 7.7 | 38.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | | | |
| TOTAL CASABLANCA MOHAMED V | | | | | | 156 | 0 | 2 | 0.0 | 5.1 | 25.9 | 24.7 | 27.2 | 12.0 | 3.2 | 0.6 | 0.0 | 0.0 | 1.3 | 35 | 40.6 | 42 | 138 | | | |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| CASCAIS | | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR MALTA | 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 | 3 | 0.0 | 0 | 0 |
| TOTAL CASCAIS | | | | | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| CASTELLON COSTA AZAHAR | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 41.7 | 33.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 47.1 | 27 | 17 | |
| | STANSTED | 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 | 94.1 | 3 | 17 | |
| TOTAL CASTELLON COSTA AZAHAR | | | | | 24 | 0 | 0 | 0.0 | 41.7 | 41.7 | 12.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.6 | 15 | 34 |
| CATANIA (FONTANAROSSA) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 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 | 75.0 | 16 | 4 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 2 | 4 | |
| | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 52 | 44.4 | 33 | 9 | |
| | BRISTOL | EASYJET UK LTD | 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 | 88.9 | 4 | 9 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 4 | 7 | |
| | EDINBURGH | 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 | 6 | 87.5 | 8 | 7 | |
| | LEEDS BRADFORD | JET2.COM LTD | 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 | 18 | 75.0 | 25 | 4 | |
| | LEEDS BRADFORD | 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 | 0.0 | 24 | 75.0 | 32 | 4 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 34 | 0 | 0 | 0.0 | 11.8 | 23.5 | 17.6 | 17.6 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 43 | 20.7 | 51 | 29 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 34 | 0 | 0 | 0.0 | 2.9 | 26.5 | 20.6 | 32.4 | 14.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 37.9 | 34 | 29 | |
| | GATWICK | EASYJET UK LTD | S | A | 54 | 0 | 0 | 0.0 | 5.6 | 20.4 | 16.7 | 29.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 54 | 32.7 | 36 | 48 | |
| | GATWICK | EASYJET UK LTD | S | D | 54 | 0 | 0 | 0.0 | 24.1 | 24.1 | 18.5 | 18.5 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 56.0 | 20 | 48 | |
| | GATWICK | WIZZ AIR 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 | 0.0 | 17 | 23.1 | 63 | 13 | |
| | GATWICK | WIZZ AIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 38.5 | 54 | 13 | |
| | LUTON | EASYJET UK LTD | S | A | 26 | 0 | 0 | 19.2 | 23.1 | 11.5 | 15.4 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 22 | 20 | |
| | LUTON | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 42.3 | 30.8 | 15.4 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 17 | 90.0 | 10 | 20 | |
| | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 38 | 8 | |
| | LUTON | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 19 | 8 | |
| | STANSTED | JET2.COM LTD | S | 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 | 38 | 75.0 | 16 | 8 | |
| | STANSTED | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 0.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 12.5 | 27 | 8 | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 23.1 | 15.4 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 55.6 | 20 | 9 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 7.7 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 88.9 | 8 | 9 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 0.0 | 44.4 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 24 | 8 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 10 | 8 | |
| | MANCHESTER | JET2.COM LTD | S | A | 8 | 0 | 0 | 37.5 | 0.0 | 25.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 33.3 | 55 | 9 | |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | JET2.COM LTD | 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 | 0.0 | 14 | 55.6 | 50 | 9 |
| | NEWCASTLE | JET2.COM LTD | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| TOTAL CATANIA (FONTANAROSSA) | | | | | 398 | 0 | 2 | 2.0 | 17.3 | 28.5 | 17.5 | 19.3 | 10.8 | 2.3 | 2.0 | 0.0 | 0.0 | 0.5 | 31 | 50.0 | 29 | 352 |
| CHANIA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 8 | 0 | 0 | 25.0 | 25.0 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 11 | 9 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 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 | 29 | 44.4 | 21 | 9 |
| | BIRMINGHAM | RYANAIR | S | A | 6 | 0 | 0 | 0.0 | 0.0 | 66.7 | 16.7 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 25.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 62 | 66.7 | 23 | 9 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 55.6 | 23 | 9 |
| | BRISTOL | EASYJET UK LTD | S | A | 0 | 1 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | BRISTOL | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 13 | 1 | |
| | BRISTOL | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 75.0 | 20 | 4 |
| | BRISTOL | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 28 | 4 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 62.5 | 19 | 8 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 75.0 | 7 | 8 |
| | GLASGOW | EASYJET UK LTD | S | A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 351 | 1 | |
| | 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 | 230 | 1 | |
| | LEEDS BRADFORD | JET2.COM 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 | 14 | 80.0 | 19 | 5 |
| | LEEDS BRADFORD | JET2.COM 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 | 0.0 | 27 | 50.0 | 39 | 4 |
| | LEEDS BRADFORD | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 20.0 | 58 | 5 |
| | LEEDS BRADFORD | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 20.0 | 95 | 5 |
| | GATWICK | EASYJET UK LTD | S | A | 60 | 0 | 0 | 0.0 | 3.3 | 16.7 | 11.7 | 36.7 | 25.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 14.0 | 74 | 56 |
| | GATWICK | EASYJET UK LTD | S | D | 59 | 0 | 0 | 0.0 | 3.4 | 11.9 | 33.9 | 27.1 | 18.6 | 3.4 | 1.7 | 0.0 | 0.0 | 0.0 | 42 | 19.3 | 41 | 57 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 8.3 | 16.7 | 25.0 | 16.7 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 48 | 30.8 | 55 | 13 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 11 | 0 | 0 | 0.0 | 0.0 | 18.2 | 18.2 | 36.4 | 18.2 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 56 | 25.0 | 45 | 12 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 8.0 | 12.0 | 20.0 | 28.0 | 28.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 76.9 | 17 | 26 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 0.0 | 8.0 | 60.0 | 24.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.8 | 15 | 26 |
| | LUTON | EASYJET UK LTD | S | A | 18 | 0 | 0 | 11.1 | 11.1 | 27.8 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 52.9 | 21 | 17 |
| | LUTON | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 50.0 | 5.6 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 70.6 | 16 | 17 |
| | STANSTED | JET2.COM LTD | S | A | 11 | 0 | 0 | 18.2 | 27.3 | 27.3 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 7 | 12 |
| | STANSTED | JET2.COM LTD | S | D | 11 | 0 | 0 | 0.0 | 9.1 | 63.6 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 11 | 12 |
| | STANSTED | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 0.0 | 16.7 | 25.0 | 8.3 | 33.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 71 | 72.2 | 19 | 18 |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 38.5 | 7.7 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 61.1 | 22 | 18 |
| | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | A | 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 | 30 | 11.1 | 52 | 9 |
| | MANCHESTER | EASYJET UK LTD | S | D | 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 | 14 | 11.1 | 59 | 9 |
| | MANCHESTER | JET2.COM LTD | S | A | 14 | 0 | 0 | 0.0 | 7.1 | 28.6 | 21.4 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 30.8 | 43 | 13 |
| | MANCHESTER | JET2.COM LTD | S | D | 14 | 0 | 0 | 0.0 | 0.0 | 0.0 | 35.7 | 21.4 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 7.7 | 58 | 13 |
| | MANCHESTER | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 8.3 | 16.7 | 25.0 | 16.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 30.8 | 45 | 13 |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 23.1 | 46 | 13 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 0.0 | 8.3 | 25.0 | 58.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 42.9 | 20 | 14 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 11 | 0 | 0 | 0.0 | 0.0 | 18.2 | 45.5 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 38.5 | 24 | 13 |
| | 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 | 8 | 0.0 | 0 | 0 |
| | NEWCASTLE | 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 | 14 | 0.0 | 0 | 0 |
| | NEWCASTLE | RYANAIR | S | A | 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 | 22 | 12.5 | 61 | 8 |
| | NEWCASTLE | RYANAIR | 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 | 20 | 37.5 | 52 | 8 |
| TOTAL CHANIA | | | | | 507 | 1 | 0 | 1.8 | 5.9 | 28.7 | 22.6 | 25.0 | 12.2 | 2.6 | 1.0 | 0.0 | 0.2 | 0.0 | 33 | 43.5 | 37 | 480 |
| CHARLEROI | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 36 | 0 | 2 | 2.6 | 31.6 | 21.1 | 10.5 | 21.1 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 20 | 73.1 | 10 | 26 |
| | EDINBURGH | RYANAIR | S | D | 36 | 0 | 2 | 0.0 | 36.8 | 18.4 | 15.8 | 18.4 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 17 | 66.7 | 26 | 27 |
| | 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 | 66.7 | 7 | 3 |
| | 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 | 3 |
| | GLASGOW | RYANAIR | S | A | 8 | 0 | 1 | 11.1 | 55.6 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 11 | 100.0 | 0 | 9 |
| | GLASGOW | RYANAIR | S | D | 8 | 0 | 1 | 0.0 | 22.2 | 33.3 | 11.1 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 11.1 | 54 | 88.9 | 6 | 9 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 8 |
| | 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 | 100.0 | 0 | 8 |
| | MANCHESTER | RYANAIR | S | A | 75 | 0 | 6 | 13.6 | 33.3 | 24.7 | 11.1 | 7.4 | 1.2 | 0.0 | 1.2 | 0.0 | 0.0 | 7.4 | 13 | 78.5 | 12 | 65 |
| | MANCHESTER | RYANAIR | S | D | 76 | 0 | 5 | 0.0 | 23.5 | 40.7 | 16.0 | 8.6 | 3.7 | 0.0 | 1.2 | 0.0 | 0.0 | 6.2 | 17 | 68.8 | 17 | 64 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 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 CHARLEROI | | | | | 239 | 0 | 17 | 5.1 | 30.9 | 28.1 | 12.9 | 10.9 | 4.3 | 0.0 | 1.2 | 0.0 | 0.0 | 6.6 | 17 | 77.1 | 13 | 230 |
| CHARLOTTE | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 88 | 0 | 1 | 13.5 | 19.1 | 21.3 | 15.7 | 6.7 | 11.2 | 4.5 | 1.1 | 5.6 | 0.0 | 1.1 | 84 | 65.6 | 21 | 90 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 88 | 0 | 6 | 0.0 | 37.2 | 21.3 | 7.4 | 20.2 | 3.2 | 2.1 | 0.0 | 2.1 | 0.0 | 6.4 | 42 | 84.4 | 19 | 89 |
| TOTAL CHARLOTTE | | | | | 176 | 0 | 7 | 6.6 | 28.4 | 21.3 | 11.5 | 13.7 | 7.1 | 3.3 | 0.5 | 3.8 | 0.0 | 3.8 | 63 | 75.0 | 20 | 179 |
| CHENGDU TIANFU | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | S | A | 12 | 0 | 0 | 25.0 | 16.7 | 8.3 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 57.1 | 13 | 13 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| | | HEATHROW | AIR CHINA | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 16.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 83 | 13 | | |
| TOTAL CHENGDU TIANFU | | | | | | 24 | 0 | 0 | 12.5 | 29.2 | 12.5 | 29.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 48 | 26 | | |
| | | CHENNAI | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 1 | 13.0 | 34.8 | 26.1 | 4.3 | 4.3 | 8.7 | 0.0 | 4.3 | 0.0 | 0.0 | 4.3 | 22 | 72.4 | 23 | 29 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 1 | 0.0 | 13.6 | 40.9 | 13.6 | 9.1 | 9.1 | 4.5 | 4.5 | 0.0 | 0.0 | 4.5 | 35 | 43.3 | 39 | 30 | |
| TOTAL CHENNAI | | | | | | 43 | 0 | 2 | 6.7 | 24.4 | 33.3 | 8.9 | 6.7 | 8.9 | 2.2 | 4.4 | 0.0 | 0.0 | 4.4 | 29 | 57.6 | 31 | 59 | |
| | | CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | UNITED AIRLINES | S | A | 25 | 0 | 0 | 36.0 | 20.0 | 12.0 | 8.0 | 16.0 | 4.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 21 | 55.2 | 42 | 28 | |
| | | EDINBURGH | UNITED AIRLINES | S | D | 25 | 0 | 0 | 8.0 | 52.0 | 28.0 | 8.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.4 | 27 | 28 | | |
| | | GATWICK | UNITED AIRLINES | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |
| | | HEATHROW | AMERICAN AIRLINES | S | A | 120 | 1 | 1 | 14.8 | 27.0 | 16.4 | 12.3 | 6.6 | 9.0 | 4.1 | 2.5 | 5.7 | 0.8 | 0.8 | 63 | 76.9 | 25 | 119 | |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 118 | 0 | 2 | 2.5 | 41.7 | 23.3 | 8.3 | 5.8 | 5.8 | 2.5 | 5.8 | 2.5 | 0.0 | 1.7 | 51 | 85.7 | 33 | 117 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 86 | 0 | 6 | 10.9 | 7.6 | 18.5 | 17.4 | 29.3 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 6.5 | 33 | 41.7 | 35 | 57 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 3 | 0.0 | 5.6 | 46.7 | 20.0 | 17.8 | 4.4 | 2.2 | 0.0 | 0.0 | 0.0 | 3.3 | 23 | 37.3 | 39 | 57 | |
| | | HEATHROW | ROYAL JORDANIAN | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 24 | 1 | | |
| | | HEATHROW | UNITED AIRLINES | S | A | 90 | 0 | 0 | 16.7 | 34.4 | 25.6 | 4.4 | 11.1 | 4.4 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 18 | 75.9 | 17 | 81 | |
| | | HEATHROW | UNITED AIRLINES | S | D | 90 | 0 | 0 | 0.0 | 45.6 | 28.9 | 12.2 | 5.6 | 4.4 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.7 | 9 | 81 | |
| TOTAL CHICAGO (O'HARE) | | | | | | 642 | 1 | 12 | 8.7 | 28.2 | 25.5 | 11.9 | 11.8 | 5.3 | 2.7 | 2.3 | 1.5 | 0.2 | 1.8 | 34 | 70.0 | 27 | 569 | |
| | | CHISINAU INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | |
| | | LUTON | FLY ONE | S | A | 16 | 0 | 0 | 6.3 | 50.0 | 31.3 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 60.0 | 55 | 29 | | |
| | | LUTON | FLY ONE | S | D | 16 | 0 | 0 | 0.0 | 25.0 | 50.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 40.0 | 63 | 29 | | |
| | | LUTON | WIZZ AIR UK LTD | S | A | 39 | 0 | 0 | 7.7 | 28.2 | 28.2 | 12.8 | 12.8 | 7.7 | 2.6 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | |
| | | LUTON | WIZZ AIR UK LTD | S | D | 39 | 0 | 0 | 0.0 | 17.9 | 61.5 | 10.3 | 5.1 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| | | STANSTED | FLY ONE | S | A | 13 | 0 | 0 | 7.7 | 46.2 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 34.8 | 61 | 21 | | |
| | | STANSTED | FLY ONE | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 30.4 | 64 | 21 | | |
| | | STANSTED | HISKY | S | A | 28 | 0 | 0 | 3.6 | 7.1 | 25.0 | 7.1 | 17.9 | 17.9 | 14.3 | 7.1 | 0.0 | 0.0 | 68 | 53.3 | 40 | 12 | | |
| | | STANSTED | HISKY | S | D | 28 | 0 | 0 | 0.0 | 10.7 | 17.9 | 14.3 | 21.4 | 14.3 | 14.3 | 7.1 | 0.0 | 0.0 | 70 | 46.7 | 43 | 12 | | |
| TOTAL CHISINAU INTERNATIONAL | | | | | | 192 | 0 | 0 | 3.1 | 22.9 | 37.0 | 11.5 | 9.9 | 8.3 | 5.2 | 2.1 | 0.0 | 0.0 | 0.0 | 30 | 44.1 | 57 | 124 | |
| | | CHONGQING JIANGBEI INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | TIANJIN AIRLINES | S | A | 7 | 0 | 0 | 28.6 | 0.0 | 14.3 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 16 | 9 | | |
| | | HEATHROW | TIANJIN AIRLINES | S | D | 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 | 4 | 9 | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: C | | NUMBER OF FLIGHTS | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | TITAN 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 | 0.0 | 0 | 0 | | | | |
| TOTAL CHONGQING JIANGBEI INTERNATIONAL | | | | | | 15 | 0 | 2 | 17.6 | 23.5 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 9 | 66.7 | 10 | 18 | | | | |
| CINCINNATI | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 1 | 0.0 | 31.8 | 36.4 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 16 | 57.1 | 18 | 21 | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 0.0 | 4.5 | 36.4 | 9.1 | 31.8 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 66.7 | 15 | 21 | | | | |
| TOTAL CINCINNATI | | | | | | 43 | 0 | 1 | 0.0 | 18.2 | 36.4 | 9.1 | 20.5 | 11.4 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 26 | 61.9 | 17 | 42 | | | | |
| CITY OF DERRY (EGLINTON) | | BIRMINGHAM | RYANAIR 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 | 0.0 | 11 | 0.0 | 0 | 0 | | | | |
| | | BIRMINGHAM | RYANAIR UK 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 | 18 | 0.0 | 0 | 0 | | | | |
| | | GLASGOW | LOGANAIR LTD | S | A | 17 | 0 | 0 | 29.4 | 41.2 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 76.5 | 9 | 17 | | | | | |
| | | GLASGOW | LOGANAIR LTD | S | D | 17 | 0 | 0 | 0.0 | 58.8 | 23.5 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.7 | 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 | 100.0 | 1 | 13 | | | | | |
| | | 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 | 100.0 | 3 | 13 | | | | | |
| | | HEATHROW | LOGANAIR LTD | S | A | 86 | 0 | 0 | 11.6 | 24.4 | 30.2 | 14.0 | 10.5 | 8.1 | 1.2 | 0.0 | 0.0 | 0.0 | 18 | 79.0 | 8 | 81 | | | | | |
| | | HEATHROW | LOGANAIR LTD | S | D | 85 | 0 | 1 | 0.0 | 19.8 | 38.4 | 11.6 | 15.1 | 11.6 | 2.3 | 0.0 | 0.0 | 0.0 | 1.2 | 23 | 79.0 | 10 | 81 | | | | |
| | | MANCHESTER | RYANAIR UK LTD | S | A | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 27.8 | 38.9 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 39 | 88.2 | 8 | 17 | | | | | |
| | | MANCHESTER | RYANAIR UK LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 5.6 | 22.2 | 61.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 46 | 88.2 | 9 | 17 | | | | | |
| TOTAL CITY OF DERRY (EGLINTON) | | | | | | 257 | 0 | 1 | 5.8 | 23.3 | 28.7 | 15.5 | 16.7 | 7.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.4 | 21 | 80.9 | 8 | 256 | | | | |
| CLUJ NAPOCA | | BIRMINGHAM | 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 | 77.8 | 13 | 9 | | | | | |
| | | BIRMINGHAM | 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 | 33.3 | 30 | 9 | | | | | |
| | | LEEDS BRADFORD | WIZZ AIR MALTA | S | A | 8 | 0 | 0 | 25.0 | 37.5 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 73 | 44.4 | 29 | 9 | | | | | |
| | | LEEDS BRADFORD | WIZZ AIR MALTA | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 | 131 | 33.3 | 38 | 9 | | | | | |
| | | 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 | 75.0 | 17 | 7 | | | | | |
| | | 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 | 28 | 7 | | | | | |
| | | 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 | 86.8 | 10 | 68 | | | | | |
| | | 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 | 67.6 | 17 | 68 | | | | | |
| | | LUTON | WIZZ AIR MALTA | S | A | 52 | 0 | 0 | 13.5 | 46.2 | 23.1 | 5.8 | 3.8 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | | | | |
| | | LUTON | WIZZ AIR MALTA | S | D | 52 | 0 | 0 | 0.0 | 15.4 | 38.5 | 25.0 | 7.7 | 7.7 | 3.8 | 1.9 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | | | | |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 11.8 | 41.2 | 17.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 81.3 | 10 | 16 |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 64.7 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 81.3 | 8 | 16 |
| TOTAL CLUJ NAPOCA | | | | | 154 | 0 | 0 | 5.8 | 24.7 | 30.5 | 17.5 | 7.1 | 9.1 | 2.6 | 1.3 | 1.3 | 0.0 | 0.0 | 30 | 71.8 | 16 | 218 |
| COCHIN | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR INDIA | S | A | 11 | 0 | 1 | 0.0 | 8.3 | 16.7 | 8.3 | 16.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 55 | 69.2 | 14 | 13 |
| | GATWICK | AIR INDIA | S | D | 12 | 0 | 1 | 0.0 | 0.0 | 23.1 | 30.8 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 7.7 | 44 | 46.2 | 29 | 13 |
| TOTAL COCHIN | | | | | 23 | 0 | 2 | 0.0 | 4.0 | 20.0 | 20.0 | 16.0 | 24.0 | 8.0 | 0.0 | 0.0 | 0.0 | 8.0 | 49 | 57.7 | 21 | 26 |
| 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 | 38.5 | 53 | 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 | 46.2 | 45 | 13 | |
| | EDINBURGH | EUROWINGS LUFTVERKEHRS | S | A | 30 | 0 | 0 | 0.0 | 3.3 | 26.7 | 13.3 | 30.0 | 20.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 49 | 63.3 | 16 | 29 |
| | EDINBURGH | EUROWINGS LUFTVERKEHRS | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 20.0 | 6.7 | 33.3 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 58 | 43.3 | 30 | 29 |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 84 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 44 | 0 | 8 | 1.9 | 23.1 | 25.0 | 9.6 | 19.2 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 15.4 | 23 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 44 | 0 | 8 | 0.0 | 34.6 | 21.2 | 3.8 | 19.2 | 3.8 | 0.0 | 1.9 | 0.0 | 0.0 | 15.4 | 21 | 0.0 | 0 | 0 |
| | HEATHROW | EUROWINGS LUFTVERKEHRS | S | A | 76 | 0 | 1 | 0.0 | 5.2 | 20.8 | 27.3 | 31.2 | 10.4 | 3.9 | 0.0 | 0.0 | 0.0 | 1.3 | 37 | 73.7 | 13 | 76 |
| | HEATHROW | EUROWINGS LUFTVERKEHRS | S | D | 76 | 0 | 1 | 0.0 | 3.9 | 26.0 | 24.7 | 22.1 | 14.3 | 7.8 | 0.0 | 0.0 | 0.0 | 1.3 | 41 | 69.7 | 16 | 76 |
| | STANSTED | RYANAIR | S | A | 63 | 0 | 0 | 0.0 | 19.0 | 15.9 | 15.9 | 27.0 | 17.5 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 40 | 60.8 | 22 | 74 |
| | STANSTED | RYANAIR | S | D | 63 | 0 | 0 | 0.0 | 15.9 | 30.2 | 17.5 | 17.5 | 15.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 52.7 | 24 | 74 |
| | STANSTED | RYANAIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 4 | |
| | STANSTED | RYANAIR UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 4 | |
| | MANCHESTER | RYANAIR | S | A | 34 | 0 | 0 | 0.0 | 20.6 | 32.4 | 14.7 | 17.6 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 31.8 | 31 | 22 |
| | MANCHESTER | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 23.5 | 29.4 | 5.9 | 26.5 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 54.5 | 23 | 22 |
| TOTAL COLOGNE BONN | | | | | 495 | 0 | 18 | 0.2 | 15.0 | 24.2 | 15.8 | 24.0 | 12.5 | 4.1 | 0.8 | 0.0 | 0.0 | 3.5 | 35 | 60.0 | 22 | 436 |
| COLOMBO | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SRILANKAN AIRLINES | S | A | 30 | 0 | 0 | 6.7 | 40.0 | 20.0 | 13.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 8 | 30 |
| | HEATHROW | SRILANKAN AIRLINES | S | D | 29 | 0 | 1 | 0.0 | 13.3 | 36.7 | 16.7 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 37.9 | 23 | 29 | |
| TOTAL COLOMBO | | | | | 59 | 0 | 1 | 3.3 | 26.7 | 28.3 | 15.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 18 | 61.0 | 15 | 59 |
| CONSTANTA | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 58.3 | 8.3 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 27 | 87.5 | 5 | 8 |
| | LUTON | WIZZ AIR UK LTD | S | D | 12 | 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 | 100.0 | 2 | 8 |
| TOTAL CONSTANTA | | | | | 24 | 0 | 0 | 0.0 | 33.3 | 50.0 | 8.3 | 4.2 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 16 | 93.8 | 3 | 16 |
| COPENHAGEN | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | SAS | S | A | 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 | 83.3 | 16 | 12 |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | SAS | 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 | 0.0 | 2 | 83.3 | 14 | 12 | | |
| BIRMINGHAM | SAS | S A | 25 | 0 | 1 | 0.0 | 23.1 | 42.3 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 12 | 60.5 | 18 | 37 | | |
| BIRMINGHAM | SAS | S D | 25 | 0 | 1 | 0.0 | 23.1 | 26.9 | 19.2 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 18 | 44.7 | 28 | 37 | | |
| BRISTOL | EASYJET UK LTD | S A | 22 | 0 | 0 | 0.0 | 13.6 | 40.9 | 31.8 | 4.5 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 38.5 | 28 | 13 | | |
| BRISTOL | EASYJET UK LTD | S D | 22 | 0 | 0 | 0.0 | 18.2 | 27.3 | 31.8 | 13.6 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 30.8 | 25 | 13 | | |
| BRISTOL | RYANAIR | S A | 14 | 0 | 0 | 7.1 | 64.3 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| BRISTOL | RYANAIR | S D | 14 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| EDINBURGH | AVANTI AIR BEDARFSFLUGGES | 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 | 47 | 1 | | |
| EDINBURGH | EASYJET UK LTD | S A | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.6 | 14 | 13 | | |
| EDINBURGH | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 69.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 84.6 | 13 | 13 | | |
| EDINBURGH | GLOBAL REACH AVIATION | C D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | |
| EDINBURGH | NORWEGIAN AIR 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 | 0.0 | 0 | 56.8 | 18 | 37 | | |
| EDINBURGH | NORWEGIAN AIR INTERNATIONAL | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 35.1 | 31 | 37 | | |
| EDINBURGH | NORWEGIAN AIR SWEDEN AB | S A | 39 | 0 | 0 | 0.0 | 35.9 | 28.2 | 12.8 | 15.4 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | | |
| EDINBURGH | NORWEGIAN AIR SWEDEN AB | S D | 39 | 0 | 0 | 2.6 | 23.1 | 28.2 | 17.9 | 17.9 | 5.1 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | |
| EDINBURGH | RYANAIR | S A | 38 | 0 | 0 | 5.3 | 34.2 | 15.8 | 5.3 | 21.1 | 15.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 27.3 | 42 | 22 | | |
| EDINBURGH | RYANAIR | S D | 38 | 0 | 0 | 0.0 | 39.5 | 15.8 | 5.3 | 21.1 | 13.2 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 27.3 | 40 | 22 | | |
| EDINBURGH | SAS | S A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | |
| EDINBURGH | SAS | 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 | 31 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S A | 37 | 0 | 1 | 2.6 | 10.5 | 36.8 | 13.2 | 7.9 | 18.4 | 5.3 | 2.6 | 0.0 | 0.0 | 2.6 | 41 | 47.3 | 32 | 52 | | | |
| GATWICK | EASYJET UK LTD | S D | 37 | 0 | 1 | 0.0 | 15.8 | 26.3 | 18.4 | 13.2 | 15.8 | 5.3 | 2.6 | 0.0 | 0.0 | 2.6 | 40 | 54.5 | 22 | 52 | | | |
| GATWICK | NORWEGIAN AIR 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 | 0.0 | 0 | 54.3 | 23 | 138 | | |
| GATWICK | NORWEGIAN AIR INTERNATIONAL | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 51.4 | 24 | 138 | | |
| GATWICK | NORWEGIAN AIR SHUTTLE | S A | 15 | 0 | 0 | 20.0 | 40.0 | 26.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| GATWICK | NORWEGIAN AIR SHUTTLE | S D | 14 | 0 | 0 | 0.0 | 42.9 | 21.4 | 21.4 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | |
| GATWICK | NORWEGIAN AIR SWEDEN AB | S A | 123 | 0 | 1 | 6.5 | 17.7 | 33.9 | 18.5 | 12.9 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 20 | 0.0 | 0 | 0 | | | |
| GATWICK | NORWEGIAN AIR SWEDEN AB | S D | 122 | 0 | 2 | 0.0 | 17.7 | 34.7 | 16.9 | 13.7 | 12.1 | 2.4 | 0.8 | 0.0 | 0.0 | 1.6 | 27 | 0.0 | 0 | 0 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 146 | 0 | 10 | 3.8 | 19.9 | 23.7 | 17.9 | 14.7 | 10.9 | 1.3 | 1.3 | 0.0 | 0.0 | 6.4 | 28 | 64.4 | 15 | 138 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 147 | 0 | 9 | 0.0 | 22.4 | 30.8 | 14.7 | 14.7 | 9.0 | 1.9 | 0.6 | 0.0 | 0.0 | 5.8 | 25 | 51.7 | 23 | 138 | | | |
| HEATHROW | SAS | S A | 115 | 0 | 1 | 4.3 | 28.4 | 37.1 | 18.1 | 7.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 13 | 73.4 | 14 | 128 | | | |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | SAS | S | D | 114 | 0 | 1 | 0.0 | 35.7 | 45.2 | 7.0 | 7.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 10 | 79.1 | 11 | 128 | |
| | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | A | 22 | 0 | 0 | 4.5 | 22.7 | 40.9 | 9.1 | 13.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 71.4 | 17 | 7 | |
| | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | D | 22 | 0 | 0 | 0.0 | 45.5 | 31.8 | 9.1 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 42.9 | 22 | 7 | |
| | STANSTED | RYANAIR | S | A | 80 | 0 | 0 | 5.0 | 38.8 | 27.5 | 10.0 | 7.5 | 7.5 | 2.5 | 0.0 | 1.3 | 0.0 | 0.0 | 23 | 68.6 | 17 | 86 | |
| | STANSTED | RYANAIR | S | D | 81 | 0 | 0 | 0.0 | 29.6 | 38.3 | 13.6 | 6.2 | 8.6 | 1.2 | 1.2 | 1.2 | 0.0 | 0.0 | 26 | 75.6 | 17 | 86 | |
| | STANSTED | RYANAIR UK LTD | 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 | 25.0 | 56 | 4 | |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 25.0 | 57 | 4 | |
| | MANCHESTER | 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 | 100.0 | 8 | 1 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 38 | 0 | 1 | 0.0 | 17.9 | 23.1 | 12.8 | 30.8 | 7.7 | 5.1 | 0.0 | 0.0 | 0.0 | 2.6 | 34 | 69.6 | 20 | 46 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 38 | 0 | 1 | 0.0 | 10.3 | 43.6 | 7.7 | 25.6 | 7.7 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 27 | 69.6 | 18 | 46 | |
| | MANCHESTER | NORWEGIAN AIR 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 | 7 | 13 | |
| | MANCHESTER | NORWEGIAN AIR INTERNATIONAL | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 84.6 | 6 | 13 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | 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 | 55 | 0.0 | 0 | 0 | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62 | 0.0 | 0 | 0 | |
| | MANCHESTER | NORWEGIAN AIR SWEDEN AB | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| | MANCHESTER | NORWEGIAN AIR SWEDEN AB | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | A | 23 | 0 | 0 | 4.3 | 34.8 | 21.7 | 8.7 | 13.0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 71.4 | 11 | 21 | |
| | MANCHESTER | RYANAIR | S | D | 23 | 0 | 0 | 0.0 | 39.1 | 21.7 | 0.0 | 17.4 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 61.9 | 15 | 21 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 12 | 0 | 0 | 0.0 | 0.0 | 25.0 | 16.7 | 25.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 87.5 | 5 | 8 | |
| | MANCHESTER | RYANAIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 16.7 | 8.3 | 41.7 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 88.9 | 4 | 9 | |
| | MANCHESTER | SAS | S | A | 53 | 0 | 0 | 1.9 | 35.8 | 35.8 | 17.0 | 7.5 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 52.7 | 17 | 54 | |
| | MANCHESTER | SAS | S | D | 53 | 0 | 0 | 0.0 | 24.5 | 37.7 | 24.5 | 9.4 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 56.4 | 21 | 54 | |
| TOTAL COPENHAGEN | | | | | 1693 | 0 | 30 | 2.0 | 26.8 | 32.0 | 14.9 | 12.4 | 7.9 | 1.6 | 0.5 | 0.1 | 0.0 | 1.7 | 22 | 61.0 | 20 | 1662 | |
| CORFU | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 20.0 | 142 | 5 | |
| | ABERDEEN | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 20.0 | 119 | 5 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 15.4 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.8 | 34 | 12 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 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 | 12 | 58.3 | 28 | 12 | |
| | BELFAST INTERNATIONAL | 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 | 20.0 | 128 | 5 | |
| | BELFAST INTERNATIONAL | 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 | 25.0 | 86 | 4 | |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | S | A | 4 | 0 | 0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 85 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 33.3 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 25 | 0 | 0 | 0.0 | 12.0 | 28.0 | 20.0 | 20.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 71.4 | 25 | 21 | | |
| BIRMINGHAM | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 0.0 | 34.6 | 30.8 | 23.1 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 76.2 | 13 | 21 | | |
| BIRMINGHAM | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 0.0 | 8.3 | 8.3 | 33.3 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 46.2 | 47 | 13 | | |
| BIRMINGHAM | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 33.3 | 8.3 | 33.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 69.2 | 17 | 13 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 22 | 0 | 0 | 0.0 | 13.6 | 22.7 | 18.2 | 22.7 | 13.6 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 70 | 52.2 | 37 | 23 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | D | 18 | 0 | 0 | 0.0 | 5.6 | 38.9 | 27.8 | 16.7 | 5.6 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 60 | 44.4 | 32 | 18 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 44.4 | 192 | 9 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.5 | 19 | 8 | | |
| BRISTOL | EASYJET UK LTD | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 23.5 | 23.5 | 17.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 29.4 | 34 | 17 | | |
| BRISTOL | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 38.9 | 16.7 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 41.2 | 29 | 17 | | |
| BRISTOL | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 15.4 | 38.5 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 38.5 | 21 | 13 | | |
| BRISTOL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 69.2 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 84.6 | 8 | 13 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 18 | 0 | 0 | 0.0 | 11.1 | 0.0 | 44.4 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 46.2 | 19 | 13 | | |
| BRISTOL | TUI AIRWAYS LTD | C | D | 15 | 0 | 0 | 0.0 | 0.0 | 60.0 | 20.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 91.7 | 7 | 12 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 77.8 | 46 | 9 | | |
| CARDIFF WALES | 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 | 13 | 75.0 | 41 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 7.7 | 30.8 | 30.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 37 | 62.5 | 16 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 62.5 | 10 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 37.5 | 22 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 87.5 | 5 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 22.2 | 33.3 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 38.5 | 31 | 13 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 15 | 0 | 0 | 0.0 | 13.3 | 60.0 | 6.7 | 6.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 63.6 | 18 | 11 | | |
| EDINBURGH | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 22.2 | 0.0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 25.0 | 43 | 8 | | |
| EDINBURGH | EASYJET UK LTD | 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 | 32 | 37.5 | 30 | 8 | | |
| EDINBURGH | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 15 | 8 | | |
| EDINBURGH | 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 | 0.0 | 14 | 62.5 | 13 | 8 | | |
| EDINBURGH | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 100.0 | 1 | 4 | | |
| EDINBURGH | RYANAIR | 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 | 40 | 50.0 | 28 | 4 | | |
| EDINBURGH | TUI AIRWAYS LTD | 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 | 37 | 0.0 | 147 | 5 | | |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | |
| EDINBURGH | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 152 | 5 |
| EXETER | TUI AIRWAYS LTD | C 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 | 0.0 | 7 | 77.8 | 18 | 9 |
| EXETER | TUI AIRWAYS LTD | C D | 7 | 0 | 0 | 0.0 | 42.9 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 23 | 8 |
| GLASGOW | JET2.COM LTD | S A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 87.5 | 15 | 8 |
| GLASGOW | 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 | 0.0 | 0.0 | 12 | 75.0 | 18 | 8 |
| GLASGOW | TUI AIRWAYS LTD | C A | 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 | 0.0 | 48 | 33.3 | 26 | 9 |
| GLASGOW | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 87.5 | 6 | 8 |
| LEEDS BRADFORD | JET2.COM LTD | S A | 16 | 0 | 0 | 18.8 | 18.8 | 6.3 | 31.3 | 0.0 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 76.5 | 9 | 17 |
| LEEDS BRADFORD | JET2.COM LTD | S D | 16 | 0 | 0 | 0.0 | 12.5 | 62.5 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.2 | 10 | 17 |
| LEEDS BRADFORD | TUI AIRWAYS LTD | C A | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 40.0 | 27 | 5 |
| LEEDS BRADFORD | TUI AIRWAYS LTD | C D | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 20.0 | 48 | 5 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 9 | 0 | 0 | 11.1 | 22.2 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 9 | 4 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | 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 | 0.0 | 9 | 75.0 | 6 | 4 |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 0.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 11.1 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 11.1 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 0.0 | 15 | 0.0 | 0 | 0 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 29 | 0 | 0 | 6.9 | 10.3 | 20.7 | 13.8 | 20.7 | 24.1 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 38.5 | 32 | 13 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 30 | 0 | 0 | 0.0 | 0.0 | 30.0 | 36.7 | 26.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 38.5 | 23 | 13 |
| 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| GATWICK | EASYJET UK LTD | S A | 104 | 1 | 3 | 0.0 | 6.5 | 16.7 | 15.7 | 22.2 | 27.8 | 7.4 | 0.0 | 0.0 | 0.9 | 2.8 | 52 | 17.5 | 65 | 102 | |
| GATWICK | EASYJET UK LTD | S D | 104 | 0 | 1 | 0.0 | 13.3 | 34.3 | 18.1 | 14.3 | 14.3 | 3.8 | 1.0 | 0.0 | 0.0 | 1.0 | 33 | 41.7 | 32 | 103 | |
| GATWICK | ENTER AIR | S A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 99 | 4 |
| GATWICK | ENTER AIR | S 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 | 0.0 | 23 | 75.0 | 9 | 4 |
| GATWICK | TUI AIRWAYS LTD | C A | 23 | 0 | 0 | 4.3 | 17.4 | 4.3 | 4.3 | 30.4 | 26.1 | 8.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 62 | 22.7 | 63 | 22 |
| GATWICK | TUI AIRWAYS LTD | C D | 21 | 0 | 0 | 0.0 | 4.8 | 52.4 | 4.8 | 19.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 52.6 | 41 | 19 |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 64 | 0 | 1 | 6.2 | 20.0 | 23.1 | 21.5 | 18.5 | 7.7 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | 23 | 47.1 | 23 | 69 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 65 | 0 | 0 | 0.0 | 16.9 | 55.4 | 20.0 | 4.6 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.7 | 15 | 69 |
| LUTON | EASYJET UK LTD | S A | 30 | 0 | 0 | 0.0 | 16.7 | 26.7 | 16.7 | 23.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 29.4 | 31 | 34 |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| LUTON | EASYJET UK LTD | S D | 30 | 0 | 0 | 0.0 | 23.3 | 53.3 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.6 | 13 | 34 | |
| LUTON | TUI AIRWAYS LTD | C 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 | 33 | 50.0 | 18 | 8 | |
| LUTON | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 12 | 9 | |
| LUTON | TUI AIRWAYS LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 34 | 1 | |
| STANSTED | JET2.COM LTD | S A | 37 | 0 | 0 | 2.7 | 24.3 | 21.6 | 16.2 | 24.3 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 77.4 | 8 | 31 | |
| STANSTED | JET2.COM LTD | S D | 37 | 0 | 0 | 0.0 | 8.1 | 51.4 | 21.6 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 87.1 | 8 | 31 | |
| STANSTED | RYANAIR | S A | 13 | 0 | 0 | 15.4 | 38.5 | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 53.8 | 19 | 13 | |
| STANSTED | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 38.5 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 4 | 13 | |
| STANSTED | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 126 | 11.1 | 46 | 9 | |
| STANSTED | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 100 | 62.5 | 17 | 8 | |
| MANCHESTER | EASYJET UK LTD | S A | 33 | 0 | 0 | 6.1 | 15.2 | 21.2 | 12.1 | 27.3 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 27.8 | 41 | 36 | |
| MANCHESTER | EASYJET UK LTD | S D | 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 | 19 | 47.2 | 33 | 36 | |
| MANCHESTER | JET2.COM LTD | S A | 37 | 1 | 0 | 2.6 | 5.3 | 10.5 | 21.1 | 36.8 | 18.4 | 0.0 | 0.0 | 2.6 | 2.6 | 0.0 | 49 | 51.3 | 32 | 39 | |
| MANCHESTER | JET2.COM LTD | S D | 37 | 0 | 0 | 0.0 | 0.0 | 37.8 | 27.0 | 24.3 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.5 | 28 | 39 | |
| MANCHESTER | RYANAIR | S A | 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 | 49 | 23.1 | 35 | 13 | |
| MANCHESTER | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.8 | 45 | 13 | |
| MANCHESTER | RYANAIR UK LTD | S A | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | |
| MANCHESTER | RYANAIR UK LTD | S D | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 28 | 0 | 0 | 3.6 | 3.6 | 3.6 | 17.9 | 42.9 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 31.8 | 34 | 22 | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 23 | 0 | 0 | 0.0 | 4.3 | 39.1 | 17.4 | 26.1 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 63.2 | 20 | 19 | |
| NEWCASTLE | JET2.COM LTD | S A | 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 | 21 | 61.5 | 14 | 13 | |
| NEWCASTLE | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 7.7 | 69.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.9 | 7 | 13 | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 38.9 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 15.4 | 37 | 13 | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 15 | 0 | 0 | 0.0 | 0.0 | 86.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 45.5 | 27 | 11 | |
| TEESSIDE INTERNATIONAL AIRPORT | 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 | 1 | 80.0 | 3 | 5 | |
| TEESSIDE INTERNATIONAL AIRPORT | 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 | 5 | 60.0 | 12 | 5 | |
| TOTAL CORFU | | | 1491 | 2 | 6 | 1.5 | 12.7 | 31.7 | 18.8 | 20.1 | 11.3 | 2.5 | 0.5 | 0.3 | 0.1 | 0.4 | 32 | 50.3 | 31 | 1365 | |
| CORK | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | RYANAIR | S A | 17 | 0 | 0 | 5.9 | 35.3 | 23.5 | 17.6 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 69.2 | 18 | 26 | |
| BIRMINGHAM | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 23.5 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 34 | 27 | |
| BRISTOL | AER LINGUS | S A | 26 | 0 | 0 | 0.0 | 11.5 | 26.9 | 34.6 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| BRISTOL | AER LINGUS | S D | 26 | 0 | 0 | 0.0 | 7.7 | 23.1 | 38.5 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| BRISTOL | STOBART 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 | 44.0 | 37 | 25 | |
| BRISTOL | STOBART 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 | 52.0 | 33 | 25 | |
| 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 | 76.9 | 13 | 13 | |

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 0 | 0 | 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 | 13 | |
| | EDINBURGH | RYANAIR | S | A | 29 | 0 | 0 | 6.9 | 44.8 | 31.0 | 6.9 | 6.9 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 73.7 | 19 | 38 | |
| | EDINBURGH | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 40.0 | 13.3 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 65.8 | 21 | 38 | |
| | 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 | 100.0 | 2 | 1 | |
| | 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 | 1 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 41.2 | 23.5 | 5.9 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.5 | 10 | 26 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 29.4 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 81.5 | 14 | 27 | |
| | GATWICK | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 33.3 | 20.0 | 20.0 | 13.3 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 25 | 66.7 | 27 | 30 | |
| | GATWICK | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 23.3 | 23.3 | 33.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 40 | 40.0 | 44 | 30 | |
| | HEATHROW | AER LINGUS | S | A | 119 | 0 | 1 | 3.3 | 25.8 | 34.2 | 19.2 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 15 | 88.9 | 5 | 113 | |
| | HEATHROW | AER LINGUS | S | D | 119 | 0 | 1 | 1.7 | 25.8 | 35.8 | 13.3 | 12.5 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.8 | 19 | 81.2 | 8 | 112 | |
| | LUTON | RYANAIR | S | A | 20 | 0 | 0 | 15.0 | 30.0 | 30.0 | 10.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.2 | 9 | 21 | |
| | LUTON | RYANAIR | S | D | 20 | 0 | 0 | 0.0 | 45.0 | 25.0 | 0.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 90.5 | 6 | 21 | |
| | STANSTED | RYANAIR | S | A | 85 | 0 | 0 | 17.6 | 31.8 | 17.6 | 11.8 | 9.4 | 10.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.6 | 13 | 85 | |
| | STANSTED | RYANAIR | S | D | 85 | 0 | 0 | 0.0 | 32.9 | 30.6 | 7.1 | 18.8 | 8.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 68.2 | 16 | 85 | |
| | MANCHESTER | RYANAIR | S | A | 42 | 0 | 0 | 23.8 | 23.8 | 19.0 | 16.7 | 9.5 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.0 | 33 | 50 | |
| | MANCHESTER | RYANAIR | S | D | 42 | 0 | 0 | 2.4 | 33.3 | 23.8 | 11.9 | 16.7 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.0 | 26 | 50 | |
| | 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 | 70.0 | 28 | 10 | |
| | 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 | 70.0 | 6 | 10 | |
| TOTAL CORK | | | | | 771 | 0 | 2 | 5.2 | 27.6 | 28.5 | 15.3 | 13.8 | 7.6 | 1.6 | 0.3 | 0.0 | 0.0 | 0.3 | 20 | 73.1 | 17 | 877 | |
| CRAIOVA | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | WIZZ AIR MALTA | 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 | 6 | 92.3 | 1 | 13 | |
| | BIRMINGHAM | WIZZ AIR MALTA | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 53.8 | 18 | 13 | |
| | 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 | 80.9 | 16 | 47 | |
| | 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 | 58.3 | 20 | 47 | |
| | LUTON | WIZZ AIR MALTA | S | A | 29 | 0 | 1 | 0.0 | 23.3 | 60.0 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 0.0 | 0 | 0 | |
| | LUTON | WIZZ AIR MALTA | S | D | 28 | 0 | 1 | 0.0 | 6.9 | 41.4 | 24.1 | 6.9 | 13.8 | 0.0 | 3.4 | 0.0 | 0.0 | 3.4 | 31 | 0.0 | 0 | 0 | |
| TOTAL CRAIOVA | | | | | 73 | 0 | 2 | 2.7 | 17.3 | 46.7 | 13.3 | 6.7 | 9.3 | 0.0 | 1.3 | 0.0 | 0.0 | 2.7 | 20 | 70.2 | 16 | 120 | |
| CUKUROVA | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | SUNEXPRESS | S | A | 2 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| | STANSTED | SUNEXPRESS | S | D | 2 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL CUKUROVA | | | | | 4 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| DALAMAN | ABERDEEN | TUI AIRWAYS LTD | C | 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 | 10 | 12.5 | 304 | 8 | |
| | ABERDEEN | TUI AIRWAYS LTD | C | 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 | 13 | 75.0 | 211 | 8 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 30.8 | 23.1 | 15.4 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 25.0 | 48 | 8 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 41.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 33.3 | 44 | 9 | |
| | BELFAST INTERNATIONAL | FREEBIRD AIRLINES | C | A | 2 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | FREEBIRD AIRLINES | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 35.3 | 23.5 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 77.8 | 11 | 9 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 25.0 | 16 | 8 | |
| | BELFAST INTERNATIONAL | TUI AIRWAYS LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 12 | 2 | |
| | BELFAST INTERNATIONAL | 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 | 15 | 1 | |
| | BELFAST INTERNATIONAL | TUI AIRWAYS 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 | 17 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | TUI AIRWAYS 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 | |
| | BIRMINGHAM | CORENDON AIRLINES | 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 | 2 | 100.0 | 3 | 9 | |
| | BIRMINGHAM | CORENDON AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 19 | 9 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 12 | 0 | 0 | 0.0 | 25.0 | 33.3 | 8.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 25.0 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 29 | 0 | 0 | 20.7 | 24.1 | 24.1 | 3.4 | 10.3 | 13.8 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 55 | 53.1 | 31 | 32 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 10.0 | 26.7 | 43.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 18.8 | 35 | 32 | |
| | BIRMINGHAM | SUNEXPRESS | S | A | 47 | 0 | 0 | 36.2 | 31.9 | 12.8 | 12.8 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 0 | 13 | |
| | BIRMINGHAM | SUNEXPRESS | S | D | 47 | 0 | 0 | 0.0 | 8.5 | 38.3 | 27.7 | 19.1 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 76.9 | 11 | 13 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 21 | 0 | 0 | 9.5 | 19.0 | 38.1 | 14.3 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.5 | 20 | 34 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 21 | 0 | 0 | 0.0 | 9.5 | 33.3 | 23.8 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 39.4 | 44 | 33 | |
| | BIRMINGHAM | WIZZ AIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 1 | |
| | BOURNEMOUTH | 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 | 100.0 | 0 | 9 | |
| | BOURNEMOUTH | 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 | 88.9 | 3 | 9 | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 7 | 0 | 0 | 0.0 | 14.3 | 71.4 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET UK LTD | S | A | 30 | 0 | 0 | 3.3 | 13.3 | 23.3 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 48.3 | 19 | 29 | |
| | BRISTOL | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 26.7 | 30.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 20 | 30 | |

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | JET2.COM LTD | S A | 30 | 0 | 0 | 0.0 | 3.3 | 26.7 | 20.0 | 26.7 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 7.7 | 46 | 26 |
| BRISTOL | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 3.3 | 26.7 | 23.3 | 30.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 30.8 | 26 | 26 |
| BRISTOL | TUI AIRWAYS LTD | C A | 18 | 0 | 0 | 11.1 | 27.8 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 85.7 | 6 | 14 |
| BRISTOL | TUI AIRWAYS LTD | C D | 17 | 0 | 0 | 0.0 | 5.9 | 58.8 | 17.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.1 | 16 | 14 |
| CARDIFF WALES | FREEBIRD AIRLINES | C A | 4 | 0 | 0 | 25.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| CARDIFF WALES | FREEBIRD AIRLINES | C D | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 11.1 | 11.1 | 22.2 | 0.0 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 64.3 | 26 | 14 |
| CARDIFF WALES | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 41.7 | 35 | 12 |
| EAST MIDLANDS INTERNATIONAL | FREEBIRD AIRLINES | C A | 4 | 0 | 0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 |
| EAST MIDLANDS INTERNATIONAL | FREEBIRD AIRLINES | C D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 30 | 0 | 0 | 10.0 | 53.3 | 20.0 | 10.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 88.5 | 7 | 26 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 3.3 | 66.7 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 52.0 | 17 | 25 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 15.4 | 30.8 | 30.8 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 82.4 | 14 | 17 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0.0 | 8.3 | 75.0 | 8.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 71.4 | 23 | 14 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 33 | 1 |
| EDINBURGH | EASYJET UK LTD | S A | 13 | 0 | 0 | 0.0 | 15.4 | 15.4 | 15.4 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 33.3 | 23 | 13 |
| EDINBURGH | EASYJET UK LTD | S D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 16.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 38.5 | 24 | 13 |
| EDINBURGH | 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 | 100.0 | 2 | 8 |
| EDINBURGH | 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 | 50.0 | 22 | 6 |
| EDINBURGH | JET2.COM LTD | S A | 21 | 0 | 0 | 9.5 | 33.3 | 28.6 | 14.3 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 68 | 20 |
| EDINBURGH | JET2.COM LTD | S D | 21 | 0 | 0 | 0.0 | 9.5 | 52.4 | 19.0 | 0.0 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 20 | 20 |
| EDINBURGH | SUNEXPRESS | 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 | 0.0 | 1 | 0.0 | 0 | 0 |
| EDINBURGH | SUNEXPRESS | 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 | 0.0 | 14 | 0.0 | 0 | 0 |
| EXETER | TUI AIRWAYS LTD | C 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 | 0.0 | 20 | 66.7 | 27 | 8 |
| EXETER | TUI AIRWAYS LTD | C D | 7 | 0 | 0 | 0.0 | 14.3 | 42.9 | 28.6 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 28.6 | 38 | 6 |
| GLASGOW | EASYJET UK LTD | S A | 8 | 1 | 0 | 11.1 | 11.1 | 22.2 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 31 | 44.4 | 23 | 9 |
| GLASGOW | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 44.4 | 35 | 9 |
| GLASGOW | JET2.COM LTD | S A | 30 | 0 | 0 | 10.0 | 13.3 | 40.0 | 13.3 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 70.8 | 15 | 24 |
| GLASGOW | JET2.COM LTD | S D | 29 | 0 | 0 | 0.0 | 0.0 | 41.4 | 27.6 | 20.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 60.0 | 17 | 25 |
| GLASGOW | TUI AIRWAYS LTD | C A | 18 | 0 | 0 | 5.6 | 27.8 | 38.9 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 26.3 | 48 | 19 |
| GLASGOW | TUI AIRWAYS LTD | C D | 18 | 0 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 33.3 | 138 | 18 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | FREEBIRD AIRLINES | C | A | 9 | 0 | 0 | 44.4 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 85.7 | 6 | 7 | | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | FREEBIRD AIRLINES | C | D | 7 | 0 | 0 | 0.0 | 14.3 | 42.9 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.0 | 12 | 5 | | | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | JET2.COM LTD | S | A | 30 | 0 | 1 | 3.2 | 22.6 | 41.9 | 12.9 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 15 | 51.6 | 19 | 29 | | | | | | | | |
| LEEDS BRADFORD | LEEDS BRADFORD | JET2.COM LTD | S | D | 29 | 0 | 1 | 0.0 | 6.7 | 33.3 | 16.7 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 29 | 53.3 | 19 | 30 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 21 | 0 | 0 | 19.0 | 28.6 | 28.6 | 4.8 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 88.0 | 7 | 25 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 61.9 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.0 | 9 | 25 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 16 | 0 | 0 | 31.3 | 37.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 64.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 28 | 0 | 0 | 7.1 | 3.6 | 10.7 | 25.0 | 21.4 | 21.4 | 3.6 | 7.1 | 0.0 | 0.0 | 0.0 | 56 | 37.5 | 70 | 32 | | | | | | | | |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 29 | 0 | 0 | 0.0 | 0.0 | 24.1 | 24.1 | 20.7 | 20.7 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 51 | 33.3 | 43 | 33 | | | | | | | | |
| GATWICK | GATWICK | 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 | | | | | | | | |
| 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 | 0.0 | 0 | 0 | | | | | | | | |
| GATWICK | GATWICK | CORENDON AIRLINES | S | A | 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 | 28 | 33.3 | 34 | 9 | | | | | | | | |
| GATWICK | GATWICK | CORENDON AIRLINES | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 22.2 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 22.2 | 48 | 9 | | | | | | | | |
| GATWICK | GATWICK | EASYJET UK LTD | S | A | 88 | 0 | 0 | 1.1 | 11.4 | 14.8 | 17.0 | 29.5 | 21.6 | 3.4 | 0.0 | 1.1 | 0.0 | 0.0 | 47 | 25.0 | 58 | 89 | | | | | | | | |
| GATWICK | GATWICK | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 4.4 | 27.8 | 24.4 | 26.7 | 15.6 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 20.0 | 40 | 90 | | | | | | | | |
| GATWICK | GATWICK | SUNEXPRESS | S | A | 38 | 0 | 0 | 0.0 | 10.5 | 23.7 | 31.6 | 15.8 | 10.5 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 52 | 59.1 | 26 | 22 | | | | | | | | |
| GATWICK | GATWICK | SUNEXPRESS | S | D | 37 | 0 | 0 | 0.0 | 0.0 | 16.2 | 21.6 | 40.5 | 16.2 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 45 | 31.8 | 40 | 22 | | | | | | | | |
| GATWICK | GATWICK | TUI AIRWAYS LTD | C | A | 35 | 0 | 0 | 5.7 | 28.6 | 28.6 | 14.3 | 8.6 | 8.6 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 54 | 34.7 | 130 | 49 | | | | | | | | |
| GATWICK | GATWICK | TUI AIRWAYS LTD | C | D | 35 | 0 | 0 | 0.0 | 8.6 | 48.6 | 17.1 | 17.1 | 2.9 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 25 | 28.9 | 90 | 45 | | | | | | | | |
| GATWICK | GATWICK | TUI AIRWAYS LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 1 | | | | | | | | |
| GATWICK | GATWICK | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 17.6 | 17.6 | 29.4 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 54 | 33.3 | 101 | 17 | | | | | | | | |
| GATWICK | GATWICK | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 47.1 | 35.3 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 41.2 | 89 | 17 | | | | | | | | |
| HEATHROW | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 0.0 | 28.6 | 42.9 | 9.5 | 14.3 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 82 | 73.7 | 85 | 18 | | | | | | | | |
| HEATHROW | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 42.9 | 14.3 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 16 | 18 | | | | | | | | |
| LUTON | LUTON | EASYJET UK LTD | S | A | 31 | 0 | 0 | 12.9 | 25.8 | 19.4 | 9.7 | 19.4 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 34.8 | 25 | 23 | | | | | | | | |
| LUTON | LUTON | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 36.7 | 23.3 | 6.7 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 27 | 36.4 | 26 | 22 | | | | | | | | |
| LUTON | LUTON | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 0.0 | 14.3 | 14.3 | 28.6 | 21.4 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 55.6 | 16 | 9 | | | | | | | | |

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0.0 | 0.0 | 25.0 | 33.3 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 50.0 | 20 | 6 | | |
| LUTON | WIZZ AIR UK LTD | S A | 8 | 0 | 0 | 12.5 | 12.5 | 12.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 42.9 | 38 | 7 | | |
| LUTON | WIZZ AIR UK LTD | 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 | 0.0 | 32 | 50.0 | 15 | 8 | | |
| STANSTED | FREEBIRD AIRLINES | 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 | 0.0 | 7 | 100.0 | 0 | 2 | | |
| STANSTED | FREEBIRD AIRLINES | C D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 100.0 | 11 | 2 | | |
| STANSTED | JET2.COM LTD | S A | 48 | 0 | 0 | 0.0 | 16.7 | 37.5 | 14.6 | 18.8 | 10.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 36.7 | 26 | 48 | | |
| STANSTED | JET2.COM LTD | S D | 47 | 0 | 0 | 0.0 | 8.5 | 40.4 | 25.5 | 19.1 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.3 | 19 | 47 | | |
| STANSTED | PEGASUS AIRLINES | S A | 17 | 0 | 0 | 11.8 | 58.8 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.2 | 12 | 17 | | |
| STANSTED | PEGASUS AIRLINES | S D | 17 | 0 | 0 | 0.0 | 11.8 | 70.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 64.7 | 18 | 17 | | |
| STANSTED | TUI AIRWAYS LTD | C A | 14 | 0 | 0 | 0.0 | 14.3 | 21.4 | 7.1 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 50.0 | 23 | 8 | | |
| STANSTED | TUI AIRWAYS LTD | C D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 38.5 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 62.5 | 16 | 8 | | |
| MANCHESTER | CORENDON AIRLINES | S A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 32 | 8 | | |
| MANCHESTER | CORENDON AIRLINES | S D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 37.5 | 39 | 8 | | |
| MANCHESTER | EASYJET UK LTD | S A | 60 | 0 | 0 | 3.3 | 15.0 | 28.3 | 18.3 | 25.0 | 8.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 65.6 | 17 | 60 | | |
| MANCHESTER | EASYJET UK LTD | S D | 60 | 0 | 0 | 0.0 | 6.7 | 38.3 | 21.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 49.2 | 22 | 60 | | |
| 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 | 100.0 | 0 | 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 | 0.0 | 30 | 1 | | |
| MANCHESTER | JET2.COM LTD | S A | 61 | 0 | 0 | 19.7 | 31.1 | 24.6 | 11.5 | 8.2 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.0 | 18 | 62 | | |
| MANCHESTER | JET2.COM LTD | S D | 61 | 0 | 0 | 0.0 | 0.0 | 37.7 | 31.1 | 23.0 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 33.9 | 34 | 62 | | |
| MANCHESTER | PEGASUS AIRLINES | S A | 17 | 0 | 0 | 5.9 | 35.3 | 35.3 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 27.8 | 48 | 18 | | |
| MANCHESTER | PEGASUS AIRLINES | S D | 17 | 0 | 0 | 0.0 | 17.6 | 23.5 | 47.1 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 16.7 | 69 | 18 | | |
| MANCHESTER | SUNEXPRESS | S A | 73 | 0 | 0 | 15.1 | 42.5 | 23.3 | 5.5 | 9.6 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 93.3 | 3 | 30 | | |
| MANCHESTER | SUNEXPRESS | S D | 73 | 0 | 0 | 0.0 | 8.2 | 38.4 | 28.8 | 16.4 | 6.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 63.3 | 21 | 30 | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 31 | 0 | 0 | 19.4 | 32.3 | 12.9 | 19.4 | 9.7 | 3.2 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 42 | 59.2 | 23 | 49 | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 30 | 1 | 0 | 0.0 | 3.2 | 38.7 | 12.9 | 38.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 38.8 | 37 | 49 | | |
| MANCHESTER | 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 | 0.0 | 30 | 1 | | |
| MANCHESTER | 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 | 0.0 | 50 | 1 | | |
| NEWCASTLE | CORENDON AIRLINES | 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 | 0.0 | 8 | 83.3 | 9 | 6 | | |
| NEWCASTLE | CORENDON AIRLINES | S D | 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 | 0.0 | 18 | 50.0 | 17 | 6 | | |
| NEWCASTLE | FREEBIRD AIRLINES | S A | 12 | 0 | 0 | 16.7 | 33.3 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 93.8 | 3 | 16 | | |

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

| | | Origin/Destinations: D | | | | | | | | | | | | | | | | | SEP 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 | 20.0 | 30.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | NEWCASTLE | FREEBIRD AIRLINES | S | D | 10 | 0 | 0 | 0.0 | 20.0 | 30.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 71.4 | 8 | 14 |
| | NEWCASTLE | JET2.COM LTD | S | A | 26 | 0 | 0 | 3.8 | 30.8 | 15.4 | 30.8 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 13 | 28 |
| | NEWCASTLE | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 3.8 | 19.2 | 34.6 | 34.6 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 57.7 | 18 | 26 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 5.6 | 11.1 | 38.9 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 23 | 9 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 16 | 0 | 1 | 0.0 | 0.0 | 35.3 | 29.4 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 27 | 62.5 | 26 | 8 |
| | TEESSIDE INTERNATIONAL AIRPORT | FREEBIRD AIRLINES | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| | TEESSIDE INTERNATIONAL AIRPORT | FREEBIRD AIRLINES | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| TOTAL DALAMAN | | | | | 2342 | 2 | 6 | 4.9 | 15.7 | 31.9 | 19.1 | 17.7 | 8.7 | 1.1 | 0.3 | 0.3 | 0.1 | 0.3 | 26 | 50.5 | 35 | 2081 |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 118 | 0 | 5 | 17.1 | 17.9 | 22.0 | 17.9 | 9.8 | 7.3 | 1.6 | 0.8 | 1.6 | 0.0 | 4.1 | 37 | 81.7 | 12 | 119 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 119 | 1 | 4 | 2.4 | 41.1 | 32.3 | 8.1 | 5.6 | 4.0 | 2.4 | 0.0 | 0.0 | 0.8 | 3.2 | 13 | 88.2 | 10 | 119 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 2 | 3.3 | 16.7 | 20.0 | 20.0 | 16.7 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 6.7 | 35 | 40.0 | 40 | 27 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 2 | 0.0 | 3.3 | 50.0 | 20.0 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 26 | 23.3 | 49 | 27 |
| TOTAL DALLAS/FORT WORTH | | | | | 293 | 1 | 13 | 8.1 | 25.7 | 28.7 | 14.3 | 8.8 | 6.5 | 2.0 | 0.7 | 0.7 | 0.3 | 4.2 | 26 | 74.2 | 17 | 292 |
| DEBRECEN | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 21 | 0 | 0 | 23.8 | 14.3 | 23.8 | 19.0 | 9.5 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 95.8 | 2 | 24 |
| | LUTON | WIZZ AIR | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 33.3 | 23.8 | 9.5 | 0.0 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 28 | 84.0 | 7 | 25 |
| TOTAL DEBRECEN | | | | | 42 | 0 | 0 | 11.9 | 19.0 | 28.6 | 21.4 | 9.5 | 0.0 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 26 | 89.8 | 4 | 49 |
| DELHI | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR INDIA | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 23.1 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 49 | 61.5 | 18 | 13 |
| | BIRMINGHAM | AIR INDIA | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 7.7 | 15.4 | 0.0 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 103 | 53.8 | 33 | 13 |
| | HEATHROW | AIR INDIA | S | A | 72 | 0 | 0 | 20.8 | 19.4 | 34.7 | 16.7 | 6.9 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 11 | 71.2 | 23 | 73 |
| | HEATHROW | AIR INDIA | S | D | 72 | 0 | 0 | 0.0 | 12.5 | 43.1 | 25.0 | 13.9 | 1.4 | 1.4 | 2.8 | 0.0 | 0.0 | 0.0 | 24 | 64.4 | 27 | 73 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 3 | 25.4 | 28.8 | 20.3 | 8.5 | 5.1 | 5.1 | 1.7 | 0.0 | 0.0 | 0.0 | 5.1 | 13 | 65.0 | 35 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 3 | 0.0 | 8.5 | 45.8 | 11.9 | 15.3 | 11.9 | 1.7 | 0.0 | 0.0 | 0.0 | 5.1 | 26 | 60.0 | 23 | 60 |
| | HEATHROW | TATA SIA AIRLINES LTD (VISTARA) | S | A | 30 | 0 | 0 | 13.3 | 30.0 | 30.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 1 | 30 |
| | HEATHROW | TATA SIA AIRLINES LTD (VISTARA) | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 50.0 | 23.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 80.0 | 9 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 60 | 0 | 0 | 16.7 | 28.3 | 16.7 | 10.0 | 11.7 | 13.3 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 43 | 85.0 | 7 | 60 |

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

| | | Origin/Destinations: D | | | | | | | | | | | | | | | | | SEP 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 | 17.1 | 37.0 | 16.2 | 10.9 | 5.1 | 1.1 | 1.1 | 0.6 | 0.0 | 1.3 | 26 | 72.2 | 20 | 472 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 60 | 0 | 0 | 0.0 | 1.7 | 60.0 | 16.7 | 11.7 | 6.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 28 | 78.3 | 14 | 60 |
| TOTAL DELHI | | | | | 462 | 0 | 6 | 9.6 | 17.1 | 37.0 | 16.2 | 10.9 | 5.1 | 1.1 | 1.1 | 0.6 | 0.0 | 1.3 | 26 | 72.2 | 20 | 472 |
| DENVER INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 16.7 | 20.0 | 23.3 | 10.0 | 13.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 21 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 56.7 | 23.3 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 36.7 | 23 | 30 |
| | HEATHROW | UNITED AIRLINES | S | A | 60 | 0 | 0 | 11.7 | 40.0 | 28.3 | 11.7 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 15 | 60 |
| | HEATHROW | UNITED AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 36.7 | 43.3 | 8.3 | 6.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.0 | 11 | 60 |
| TOTAL DENVER INTERNATIONAL | | | | | 180 | 0 | 0 | 6.7 | 30.6 | 37.2 | 12.2 | 6.7 | 4.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.8 | 16 | 180 |
| DETROIT | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | DELTA AIRLINES | S | A | 29 | 0 | 1 | 33.3 | 23.3 | 33.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 4 | 80.4 | 11 | 50 |
| | HEATHROW | DELTA AIRLINES | S | D | 29 | 0 | 1 | 0.0 | 43.3 | 36.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 7 | 92.2 | 5 | 50 |
| TOTAL DETROIT | | | | | 58 | 0 | 2 | 16.7 | 33.3 | 35.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 5 | 86.3 | 8 | 100 |
| DHAKHA | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | A | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 17.6 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 72.2 | 26 | 18 |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 62.5 | 6.3 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 21 | 18 |
| | MANCHESTER | BIMAN BANGLADESH AIRLINES | S | A | 10 | 0 | 0 | 0.0 | 70.0 | 10.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 13 | 12 |
| | MANCHESTER | BIMAN BANGLADESH AIRLINES | S | D | 10 | 0 | 0 | 0.0 | 0.0 | 40.0 | 10.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 50.0 | 25 | 12 |
| TOTAL DHAKHA | | | | | 53 | 0 | 0 | 0.0 | 28.3 | 39.6 | 11.3 | 11.3 | 7.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 70.0 | 22 | 60 |
| DOHA HAMAD | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | QATAR AIRWAYS | S | A | 30 | 0 | 0 | 20.0 | 53.3 | 20.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 93.3 | 4 | 30 |
| | BIRMINGHAM | QATAR AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 60.0 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 16 | 30 |
| | EDINBURGH | QATAR AIRWAYS | S | A | 60 | 0 | 0 | 30.0 | 50.0 | 11.7 | 5.0 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 93.3 | 3 | 60 |
| | EDINBURGH | QATAR AIRWAYS | S | D | 60 | 0 | 0 | 0.0 | 35.0 | 36.7 | 11.7 | 11.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 14 | 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 | 77.4 | 24 | 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 | 23.3 | 39 | 30 |
| | GATWICK | QATAR AIRWAYS | S | A | 58 | 0 | 0 | 13.8 | 43.1 | 24.1 | 10.3 | 3.4 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 84.6 | 7 | 39 |
| | GATWICK | QATAR AIRWAYS | S | D | 58 | 0 | 0 | 0.0 | 6.9 | 37.9 | 31.0 | 17.2 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 51.3 | 19 | 39 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 58 | 0 | 2 | 41.7 | 25.0 | 20.0 | 5.0 | 0.0 | 3.3 | 0.0 | 0.0 | 1.7 | 0.0 | 3.3 | 26 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 2 | 0.0 | 6.7 | 36.7 | 20.0 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 31 | 0.0 | 0 | 0 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | | | | | | | | | | | | |
| TOTAL DOHA HAMAD | | | | | | | | | | | | | | | | | | | | | | 1011 | 0 | 6 | 10.9 | 29.3 | 34.0 | 12.3 | 8.2 | 3.7 | 0.7 | 0.2 | 0.1 | 0.0 | 0.6 | 14 | 74.5 | 13 | 874 | | |
| DONEGAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | | LOGANAIR LTD | | S A | | 13 | | 0 | | 0 | | 38.5 | | 30.8 | | 7.7 | | 15.4 | | 0.0 | | 7.7 | | 0.0 | | 0.0 | | 0.0 | | 12 | | 63.6 | | 43 | | 11 | | | | | |
| GLASGOW | | LOGANAIR LTD | | S D | | 13 | | 0 | | 0 | | 15.4 | | 30.8 | | 30.8 | | 7.7 | | 7.7 | | 7.7 | | 0.0 | | 0.0 | | 0.0 | | 14 | | 63.6 | | 60 | | 11 | | | | | |
| TOTAL DONEGAL | | | | | | | | | | | | | | | | | | | | | | 26 | 0 | 0 | 26.9 | 30.8 | 19.2 | 11.5 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.6 | 51 | 22 |
| DORTMUND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | | AIR HORIZONT | | C D | | 1 | | 0 | | 0 | | 0.0 | | 0.0 | | 100.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 2 | | 0.0 | | 0 | | 0 | | | | | | | |
| GLASGOW | | 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 | | | | | | | |
| STANSTED | | RYANAIR | | S A | | 38 | | 0 | | 0 | | 0.0 | | 18.4 | | 28.9 | | 15.8 | | 34.2 | | 2.6 | | 0.0 | | 0.0 | | 21 | | 86.2 | | 8 | | 29 | | | | | | | |
| STANSTED | | RYANAIR | | S D | | 38 | | 0 | | 0 | | 0.0 | | 31.6 | | 23.7 | | 15.8 | | 28.9 | | 0.0 | | 0.0 | | 0.0 | | 16 | | 80.0 | | 10 | | 30 | | | | | | | |
| TOTAL DORTMUND | | | | | | | | | | | | | | | | | | | | | | 78 | 0 | 0 | 0.0 | 25.6 | 26.9 | 15.4 | 30.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.1 | 9 | 59 |
| DRESDEN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANSTED | | RYANAIR | | S A | | 0 | | 0 | | 0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0 | | 71.4 | | 9 | | 7 | | | | | | | | | |
| STANSTED | | RYANAIR | | S D | | 0 | | 0 | | 0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0 | | 62.5 | | 26 | | 8 | | | | | | | | | |
| 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 | 0.0 | 0.0 | 0 | 66.7 | 18 | 15 |
| DUBAI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | EMIRATES | | S A | | 60 | | 0 | | 0 | | 25.0 | | 33.3 | | 30.0 | | 8.3 | | 1.7 | | 1.7 | | 0.0 | | 0.0 | | 6 | | 76.7 | | 16 | | 60 | | | | | | | |
| BIRMINGHAM | | EMIRATES | | S D | | 60 | | 0 | | 0 | | 0.0 | | 46.7 | | 33.3 | | 13.3 | | 5.0 | | 1.7 | | 0.0 | | 0.0 | | 9 | | 81.7 | | 16 | | 60 | | | | | | | |
| GLASGOW | | EMIRATES | | S A | | 30 | | 0 | | 0 | | 6.7 | | 43.3 | | 33.3 | | 10.0 | | 6.7 | | 0.0 | | 0.0 | | 0.0 | | 6 | | 83.3 | | 9 | | 30 | | | | | | | |
| GLASGOW | | EMIRATES | | S D | | 30 | | 0 | | 0 | | 0.0 | | 0.0 | | 63.3 | | 26.7 | | 6.7 | | 3.3 | | 0.0 | | 0.0 | | 15 | | 53.3 | | 18 | | 30 | | | | | | | |
| 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 | | 100.0 | | 5 | | 1 | | | | | | | |
| GATWICK | | EMIRATES | | S A | | 90 | | 0 | | 0 | | 4.4 | | 32.2 | | 31.1 | | 22.2 | | 7.8 | | 2.2 | | 0.0 | | 0.0 | | 12 | | 71.1 | | 14 | | 90 | | | | | | | |
| GATWICK | | EMIRATES | | S D | | 90 | | 0 | | 0 | | 1.1 | | 8.9 | | 38.9 | | 28.9 | | 16.7 | | 4.4 | | 1.1 | | 0.0 | | 21 | | 58.9 | | 20 | | 90 | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 75 | | 0 | | 5 | | 26.3 | | 31.3 | | 6.3 | | 6.3 | | 11.3 | | 8.8 | | 3.8 | | 0.0 | | 6.3 | | 22 | | 79.7 | | 29 | | 79 | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 74 | | 0 | | 6 | | 0.0 | | 16.3 | | 32.5 | | 22.5 | | 15.0 | | 3.8 | | 1.3 | | 1.3 | | 0.0 | | 7.5 | | 22 | | 52.5 | | 38 | | 80 | | | |
| HEATHROW | | EMIRATES | | S A | | 210 | | 0 | | 0 | | 4.3 | | 23.8 | | 36.2 | | 20.5 | | 11.9 | | 2.9 | | 0.5 | | 0.0 | | 0.0 | | 15 | | 70.6 | | 13 | | 180 | | | | | |
| HEATHROW | | EMIRATES | | S D | | 209 | | 0 | | 2 | | 0.0 | | 15.2 | | 45.0 | | 20.9 | | 12.8 | | 4.3 | | 0.5 | | 0.5 | | 0.0 | | 0.9 | | 18 | | 70.6 | | 14 | | 180 | | | |
| STANSTED | | EMIRATES | | S A | | 60 | | 0 | | 0 | | 36.7 | | 38.3 | | 18.3 | | 5.0 | | 0.0 | | 1.7 | | 0.0 | | 0.0 | | 4 | | 88.3 | | 5 | | 60 | | | | | | | |
| STANSTED | | EMIRATES | | S D | | 60 | | 0 | | 0 | | 0.0 | | 31.7 | | 58.3 | | 5.0 | | 1.7 | | 3.3 | | 0.0 | | 0.0 | | 8 | | 56.7 | | 15 | | 60 | | | | | | | |
| MANCHESTER | | EMIRATES | | S A | | 90 | | 0 | | 0 | | 1.1 | | 30.0 | | 44.4 | | 16.7 | | 5.6 | | 2.2 | | 0.0 | | 0.0 | | 11 | | 80.0 | | 10 | | 90 | | | | | | | |
| MANCHESTER | | EMIRATES | | S D | | 90 | | 0 | | 0 | | 0.0 | | 10.0 | | 48.9 | | 21.1 | | 15.6 | | 4.4 | | 0.0 | | 0.0 | | 18 | | 55.6 | | 20 | | 90 | | | | | | | |
| NEWCASTLE | | EMIRATES | | S A | | 30 | | 0 | | 0 | | 36.7 | | 36.7 | | 20.0 | | 6.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 3 | | 86.7 | | 5 | | 30 | | | | | | | |

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

| | | Origin/Destinations: D | | | | | | | | | | | | | | | | | | SEP 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 | |
| | | | | | | | | 6.6 | 23.7 | 37.4 | 17.7 | 9.6 | 3.3 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 14 | 70.2 | 17 |
| | NEWCASTLE | EMIRATES | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 63.3 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.3 | 13 | 30 | |
| TOTAL DUBAI | | | | | 1288 | 0 | 13 | 6.6 | 23.7 | 37.4 | 17.7 | 9.6 | 3.3 | 0.5 | 0.2 | 0.0 | 0.0 | 1.0 | 14 | 70.2 | 17 | 1240 | |
| DUBLIN | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | AER LINGUS | S | A | 32 | 0 | 0 | 6.3 | 28.1 | 40.6 | 12.5 | 9.4 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.7 | 31 | 30 | |
| | ABERDEEN | AER LINGUS | S | D | 32 | 0 | 0 | 0.0 | 34.4 | 37.5 | 12.5 | 12.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 53.3 | 31 | 30 | |
| | ABERDEEN | LOGANAIR LTD | S | A | 26 | 0 | 0 | 0.0 | 26.9 | 34.6 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 73.3 | 19 | 30 | |
| | ABERDEEN | LOGANAIR LTD | S | D | 26 | 0 | 0 | 0.0 | 42.3 | 42.3 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 60.0 | 21 | 30 | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES (IRELAND) LIMITED | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES (IRELAND) LIMITED | S | D | 0 | 0 | 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 | |
| | BELFAST INTERNATIONAL | AER LINGUS | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 17 | 2 | |
| | BIRMINGHAM | AER LINGUS | S | A | 122 | 0 | 0 | 3.3 | 30.3 | 32.0 | 9.8 | 17.2 | 5.7 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 19 | 81.8 | 10 | 55 | |
| | BIRMINGHAM | AER LINGUS | S | D | 120 | 0 | 0 | 0.0 | 9.2 | 40.0 | 15.0 | 23.3 | 10.0 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 30 | 58.2 | 19 | 55 | |
| | BIRMINGHAM | RYANAIR | S | A | 129 | 0 | 0 | 2.3 | 27.1 | 33.3 | 15.5 | 14.7 | 6.2 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 19 | 54.0 | 27 | 150 | |
| | BIRMINGHAM | RYANAIR | S | D | 129 | 0 | 0 | 0.0 | 17.8 | 27.1 | 16.3 | 25.6 | 10.9 | 1.6 | 0.8 | 0.0 | 0.0 | 0.0 | 29 | 38.3 | 34 | 149 | |
| | BIRMINGHAM | STOBART 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 | 47.7 | 28 | 65 | |
| | BIRMINGHAM | STOBART 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 | 35.4 | 35 | 65 | |
| | BOURNEMOUTH | RYANAIR | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 53.8 | 24 | 13 | |
| | BOURNEMOUTH | RYANAIR | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 30.8 | 24 | 13 | |
| | BRISTOL | AER LINGUS | S | A | 83 | 0 | 3 | 0.0 | 15.1 | 27.9 | 32.6 | 11.6 | 8.1 | 0.0 | 1.2 | 0.0 | 0.0 | 3.5 | 24 | 0.0 | 0 | 0 | |
| | BRISTOL | AER LINGUS | S | D | 82 | 0 | 4 | 0.0 | 10.5 | 46.5 | 16.3 | 11.6 | 9.3 | 0.0 | 1.2 | 0.0 | 0.0 | 4.7 | 23 | 0.0 | 0 | 0 | |
| | BRISTOL | RYANAIR | S | A | 94 | 0 | 0 | 2.1 | 22.3 | 34.0 | 18.1 | 17.0 | 5.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 57.6 | 28 | 92 | |
| | BRISTOL | RYANAIR | S | D | 94 | 0 | 0 | 1.1 | 26.6 | 28.7 | 17.0 | 14.9 | 9.6 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 69.9 | 22 | 93 | |
| | BRISTOL | STOBART 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 | 48.2 | 33 | 83 | |
| | BRISTOL | STOBART 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 | 38 | 82 | |
| | CARDIFF WALES | 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 | 50.0 | 15 | 2 | |
| | CARDIFF WALES | 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 | 0.0 | 62 | 1 | |
| | CARDIFF WALES | RYANAIR | S | A | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 56.7 | 23 | 30 | |
| | CARDIFF WALES | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 22.2 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 60.0 | 22 | 30 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 56 | 0 | 0 | 8.9 | 33.9 | 21.4 | 14.3 | 10.7 | 7.1 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 23 | 45.1 | 30 | 51 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 55 | 0 | 0 | 0.0 | 38.2 | 27.3 | 10.9 | 10.9 | 9.1 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 24 | 51.0 | 30 | 51 | |
| | EDINBURGH | AER LINGUS | S | A | 197 | 0 | 0 | 0.5 | 20.3 | 36.0 | 17.8 | 14.7 | 9.6 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 23 | 55.6 | 30 | 162 | |
| | EDINBURGH | AER LINGUS | S | D | 197 | 0 | 0 | 0.5 | 12.7 | 31.5 | 22.8 | 19.8 | 11.2 | 0.5 | 1.0 | 0.0 | 0.0 | 0.0 | 29 | 28.8 | 44 | 162 | |

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | 0 | 0 | | |
| EDINBURGH | RYANAIR | S A | 116 | 0 | 0 | 8.6 | 22.4 | 37.9 | 14.7 | 9.5 | 6.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 54.0 | 33 | 123 | | |
| EDINBURGH | RYANAIR | S D | 116 | 0 | 0 | 0.0 | 26.7 | 31.0 | 20.7 | 13.8 | 6.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 38.2 | 43 | 123 | | |
| EDINBURGH | RYANAIR UK LTD | S A | 8 | 0 | 0 | 12.5 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 52 | 66.7 | 19 | 9 | | | |
| EDINBURGH | RYANAIR UK LTD | S D | 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 | 11 | 55.6 | 25 | 9 | | | |
| EXETER | EMERALD AIRLINES (IRELAND) LIMITED | S A | 22 | 0 | 0 | 9.1 | 72.7 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 50.0 | 28 | 22 | | | |
| EXETER | EMERALD AIRLINES (IRELAND) LIMITED | S D | 22 | 0 | 0 | 0.0 | 68.2 | 31.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 54.5 | 30 | 21 | | | |
| GLASGOW | AER LINGUS | S A | 132 | 0 | 2 | 5.2 | 28.4 | 29.9 | 16.4 | 9.7 | 6.7 | 1.5 | 0.7 | 0.0 | 0.0 | 1.5 | 19 | 66.1 | 19 | 123 | | | |
| GLASGOW | AER LINGUS | S D | 132 | 0 | 2 | 0.0 | 20.9 | 36.6 | 20.1 | 11.2 | 6.7 | 2.2 | 0.7 | 0.0 | 0.0 | 1.5 | 23 | 52.4 | 23 | 123 | | | |
| GLASGOW | RYANAIR | S A | 95 | 0 | 0 | 4.2 | 41.1 | 26.3 | 10.5 | 13.7 | 1.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 74.5 | 18 | 94 | | | |
| GLASGOW | RYANAIR | S D | 95 | 0 | 0 | 0.0 | 18.9 | 37.9 | 20.0 | 16.8 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 64.9 | 22 | 94 | | | |
| ISLE OF MAN | EMERALD AIRLINES (IRELAND) LIMITED | S A | 41 | 0 | 0 | 0.0 | 14.6 | 36.6 | 14.6 | 24.4 | 7.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 53.2 | 28 | 42 | | | |
| ISLE OF MAN | EMERALD AIRLINES (IRELAND) LIMITED | S D | 41 | 0 | 0 | 0.0 | 12.2 | 43.9 | 9.8 | 22.0 | 9.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 48.9 | 29 | 42 | | | |
| ISLE OF MAN | EMERALD AIRLINES 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 | 45 | 0.0 | 0 | 0 | | | |
| ISLE OF MAN | EMERALD AIRLINES UK LTD | S D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 77 | 0.0 | 0 | 0 | | | |
| JERSEY | AER LINGUS | 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 | 0.0 | 0 | 0 | | | |
| JERSEY | AER LINGUS | S D | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | | |
| JERSEY | BLUE ISLANDS LIMITED | S A | 17 | 0 | 1 | 5.6 | 38.9 | 16.7 | 11.1 | 0.0 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 5.6 | 31 | 64.7 | 18 | 17 | | | |
| JERSEY | BLUE ISLANDS LIMITED | S D | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 16.7 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 53 | 58.8 | 25 | 17 | | | |
| JERSEY | 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 | 0.0 | 43 | 2 | | | |
| JERSEY | 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 | 0.0 | 52 | 2 | | | |
| LEEDS BRADFORD | AER LINGUS | S A | 71 | 0 | 3 | 5.4 | 27.0 | 36.5 | 10.8 | 10.8 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 15 | 66.1 | 20 | 59 | | | |
| LEEDS BRADFORD | AER LINGUS | S D | 71 | 0 | 4 | 0.0 | 28.0 | 38.7 | 10.7 | 9.3 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 17 | 64.4 | 21 | 59 | | | |
| LEEDS BRADFORD | RYANAIR | S A | 84 | 0 | 1 | 0.0 | 15.3 | 37.6 | 20.0 | 15.3 | 8.2 | 2.4 | 0.0 | 0.0 | 0.0 | 1.2 | 23 | 60.0 | 29 | 85 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEEDS BRADFORD | RYANAIR | S | D | 84 | 0 | 3 | 0.0 | 20.7 | 39.1 | 14.9 | 11.5 | 8.0 | 2.3 | 0.0 | 0.0 | 0.0 | 3.4 | 21 | 63.5 | 28 | 85 | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | AER LINGUS | S | A | 46 | 0 | 2 | 10.4 | 12.5 | 22.9 | 14.6 | 16.7 | 16.7 | 2.1 | 0.0 | 0.0 | 0.0 | 4.2 | 31 | 31.9 | 32 | 46 | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | AER LINGUS | S | D | 46 | 0 | 2 | 2.1 | 10.4 | 33.3 | 10.4 | 20.8 | 14.6 | 2.1 | 0.0 | 2.1 | 0.0 | 4.2 | 62 | 42.6 | 25 | 46 | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 154 | 0 | 0 | 9.7 | 43.5 | 18.8 | 11.7 | 13.6 | 1.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.1 | 18 | 157 | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 154 | 0 | 0 | 0.6 | 45.5 | 27.9 | 6.5 | 17.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.1 | 13 | 157 | | | | | | | | | | | | | |
| 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 | 38.7 | 35 | 104 | | | | | | | | | | | | | |
| 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 | 27.4 | 44 | 104 | | | | | | | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | A | 48 | 0 | 1 | 0.0 | 6.1 | 14.3 | 24.5 | 34.7 | 12.2 | 2.0 | 4.1 | 0.0 | 0.0 | 2.0 | 43 | 0.0 | 0 | 0 | | | | | | | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | D | 48 | 0 | 1 | 0.0 | 2.0 | 12.2 | 18.4 | 34.7 | 18.4 | 6.1 | 6.1 | 0.0 | 0.0 | 2.0 | 58 | 0.0 | 0 | 0 | | | | | | | | | | | | | |
| GATWICK | RYANAIR | S | A | 223 | 0 | 0 | 0.4 | 9.9 | 24.7 | 21.5 | 23.8 | 15.7 | 2.7 | 1.3 | 0.0 | 0.0 | 0.0 | 37 | 40.8 | 40 | 222 | | | | | | | | | | | | | |
| GATWICK | RYANAIR | S | D | 223 | 0 | 0 | 0.0 | 10.3 | 17.5 | 17.5 | 27.4 | 20.2 | 4.5 | 2.7 | 0.0 | 0.0 | 0.0 | 47 | 27.4 | 54 | 222 | | | | | | | | | | | | | |
| HEATHROW | AER LINGUS | S | A | 410 | 0 | 1 | 3.2 | 22.6 | 28.7 | 19.0 | 18.2 | 7.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.2 | 21 | 54.8 | 23 | 358 | | | | | | | | | | | | | |
| HEATHROW | AER LINGUS | S | D | 408 | 0 | 2 | 1.0 | 28.0 | 26.6 | 16.8 | 15.4 | 9.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.5 | 23 | 59.6 | 23 | 358 | | | | | | | | | | | | | |
| HEATHROW | AIR FRANCE | S | A | 0 | 0 | 0 | 0.0 | 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 | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 168 | 0 | 11 | 2.8 | 10.1 | 22.9 | 19.6 | 23.5 | 13.4 | 1.1 | 0.6 | 0.0 | 0.0 | 6.1 | 32 | 56.7 | 19 | 141 | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 168 | 0 | 11 | 0.0 | 24.0 | 29.6 | 12.8 | 18.4 | 7.3 | 1.1 | 0.6 | 0.0 | 0.0 | 6.1 | 23 | 47.7 | 22 | 142 | | | | | | | | | | | | | |
| HEATHROW | SWISS AIRLINES | 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 | | | | | | | | | | | | | |
| LONDON CITY | BA CITYFLYER LTD | S | A | 130 | 0 | 7 | 16.1 | 32.8 | 27.0 | 11.7 | 2.2 | 2.2 | 2.9 | 0.0 | 0.0 | 0.0 | 5.1 | 12 | 69.8 | 12 | 129 | | | | | | | | | | | | | |
| LONDON CITY | BA CITYFLYER LTD | S | D | 133 | 0 | 6 | 0.0 | 18.7 | 50.4 | 10.1 | 10.1 | 2.9 | 3.6 | 0.0 | 0.0 | 0.0 | 4.3 | 17 | 59.7 | 16 | 128 | | | | | | | | | | | | | |
| LUTON | RYANAIR | S | A | 109 | 0 | 0 | 11.0 | 23.9 | 19.3 | 9.2 | 15.6 | 12.8 | 6.4 | 1.8 | 0.0 | 0.0 | 0.0 | 35 | 56.6 | 24 | 106 | | | | | | | | | | | | | |
| LUTON | RYANAIR | S | D | 108 | 0 | 0 | 0.0 | 25.9 | 30.6 | 5.6 | 13.0 | 16.7 | 6.5 | 1.9 | 0.0 | 0.0 | 0.0 | 35 | 53.8 | 28 | 106 | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | A | 236 | 0 | 0 | 2.5 | 29.7 | 27.1 | 14.4 | 16.1 | 7.6 | 2.1 | 0.4 | 0.0 | 0.0 | 0.0 | 22 | 55.5 | 27 | 229 | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | D | 236 | 0 | 0 | 0.0 | 19.1 | 28.8 | 16.9 | 21.2 | 10.2 | 2.5 | 1.3 | 0.0 | 0.0 | 0.0 | 31 | 47.6 | 29 | 229 | | | | | | | | | | | | | |
| STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 50.0 | 38 | 12 | | | | | | | | | | | | | |
| 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 | 83.3 | 28 | 12 | | | | | | | | | | | | | |
| MANCHESTER | AER LINGUS | S | A | 173 | 0 | 0 | 4.6 | 23.7 | 32.9 | 17.9 | 13.9 | 5.8 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 19 | 58.8 | 19 | 168 | | | | | | | | | | | | | |
| MANCHESTER | AER LINGUS | S | D | 174 | 0 | 0 | 0.0 | 14.4 | 33.9 | 21.3 | 19.5 | 8.6 | 1.1 | 0.6 | 0.6 | 0.0 | 0.0 | 27 | 53.8 | 23 | 167 | | | | | | | | | | | | | |
| MANCHESTER | RYANAIR | S | A | 160 | 0 | 0 | 3.8 | 31.9 | 27.5 | 14.4 | 14.4 | 7.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 55.1 | 25 | 146 | | | | | | | | | | | | | |
| MANCHESTER | RYANAIR | S | D | 160 | 0 | 0 | 0.6 | 30.6 | 26.9 | 13.8 | 16.9 | 9.4 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 49.7 | 27 | 147 | | | | | | | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | A | 20 | 0 | 0 | 0.0 | 55.0 | 20.0 | 15.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 48.0 | 36 | 25 | | | | | | | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | D | 20 | 0 | 0 | 0.0 | 55.0 | 15.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 60.0 | 31 | 25 | | | | | | | | | | | | | |
| NEWCASTLE | AER LINGUS | S | A | 35 | 0 | 0 | 0.0 | 14.3 | 40.0 | 31.4 | 8.6 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 70.0 | 17 | 30 | | | | | | | | | | | | | |

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 |
| | NEWCASTLE | AER LINGUS | S | D | 35 | 0 | 0 | 0.0 | 8.6 | 31.4 | 28.6 | 22.9 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 60.0 | 26 | 30 |
| | NEWCASTLE | RYANAIR | S | A | 43 | 0 | 0 | 2.3 | 37.2 | 25.6 | 9.3 | 16.3 | 7.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 23 | 42.2 | 35 | 64 |
| | NEWCASTLE | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 27.9 | 32.6 | 14.0 | 11.6 | 11.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 40.6 | 37 | 64 |
| | SOUTHAMPTON | AER LINGUS | S | A | 60 | 0 | 0 | 6.7 | 38.3 | 30.0 | 8.3 | 10.0 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 16 | 40.7 | 25 | 54 |
| | SOUTHAMPTON | AER LINGUS | S | D | 60 | 0 | 0 | 0.0 | 28.3 | 36.7 | 13.3 | 13.3 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 20 | 34.5 | 29 | 55 |
| | 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 | 0.0 | 39 | 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 |
| TOTAL DUBLIN | | | | | 6730 | 0 | 72 | 2.3 | 23.7 | 29.9 | 15.9 | 16.3 | 8.5 | 1.7 | 0.7 | 0.0 | 0.0 | 1.1 | 24 | 52.8 | 27 | 6663 |
| DUBROVNIK | BELFAST INTERNATIONAL | 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 | 60.0 | 251 | 5 |
| | BELFAST INTERNATIONAL | 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 | 4 | 60.0 | 23 | 5 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 12 | 0 | 0 | 41.7 | 25.0 | 16.7 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.9 | 40 | 13 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 33.3 | 41.7 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 53.8 | 22 | 13 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 62 | 50.0 | 19 | 8 |
| | BIRMINGHAM | TUI AIRWAYS LTD | 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 | 0.0 | 15 | 75.0 | 14 | 8 |
| | BRISTOL | EASYJET UK LTD | S | A | 22 | 0 | 0 | 4.5 | 9.1 | 40.9 | 18.2 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 64.7 | 23 | 17 |
| | BRISTOL | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 13.6 | 36.4 | 36.4 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.8 | 32 | 17 |
| | BRISTOL | TUI AIRWAYS LTD | S | 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 | 39 | 50.0 | 21 | 4 |
| | BRISTOL | 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 | 50.0 | 28 | 4 |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 5 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 4 |
| | CARDIFF WALES | 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 | 3 | 100.0 | 0 | 4 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 5 | 4 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 7 | 4 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 100.0 | 1 | 4 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | 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 | 11 | 100.0 | 0 | 4 |
| | EDINBURGH | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 70.0 | 10 | 9 |
| | EDINBURGH | 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 | 100.0 | 4 | 9 |
| | EDINBURGH | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 85.7 | 9 | 7 |
| | EDINBURGH | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 5 | 7 |
| | GLASGOW | BRITISH AIRWAYS PLC | 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 | 102 | 0.0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60 | 0.0 | 0 | 0 |
| | GLASGOW | TUI AIRWAYS LTD | S | 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 | 35 | 100.0 | 1 | 4 |

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | TUI AIRWAYS LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 100.0 | 9 | 4 |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 11 | 0 | 0 | 27.3 | 27.3 | 18.2 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 3 | 8 |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 11 | 0 | 0 | 0.0 | 27.3 | 54.5 | 9.1 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 87.5 | 5 | 8 |
| | LEEDS BRADFORD | TUI AIRWAYS LTD | 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 | 41 | 75.0 | 8 | 4 |
| | LEEDS BRADFORD | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 25.0 | 23 | 4 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 37 | 0 | 0 | 0.0 | 10.8 | 10.8 | 29.7 | 27.0 | 13.5 | 5.4 | 2.7 | 0.0 | 0.0 | 0.0 | 45 | 37.2 | 35 | 43 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 37 | 0 | 0 | 0.0 | 0.0 | 40.5 | 27.0 | 18.9 | 10.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 44.2 | 27 | 43 |
| | GATWICK | EASYJET UK LTD | S | A | 77 | 0 | 4 | 1.2 | 4.9 | 13.6 | 21.0 | 22.2 | 28.4 | 1.2 | 2.5 | 0.0 | 0.0 | 4.9 | 51 | 31.5 | 45 | 71 |
| | GATWICK | EASYJET UK LTD | S | D | 77 | 0 | 1 | 0.0 | 6.4 | 37.2 | 23.1 | 16.7 | 11.5 | 2.6 | 1.3 | 0.0 | 0.0 | 1.3 | 32 | 50.0 | 30 | 72 |
| | GATWICK | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 0.0 | 11.1 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 25.0 | 42 | 8 |
| | GATWICK | TUI AIRWAYS LTD | 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 | 0.0 | 13 | 75.0 | 25 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 1 | 3.6 | 14.3 | 42.9 | 10.7 | 14.3 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 21 | 55.6 | 81 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 1 | 0.0 | 3.6 | 57.1 | 14.3 | 17.9 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 20 | 72.2 | 16 | 18 |
| | 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 | 76.9 | 24 | 12 |
| | 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 | 61.5 | 31 | 13 |
| | STANSTED | JET2.COM LTD | S | A | 17 | 0 | 0 | 11.8 | 35.3 | 23.5 | 17.6 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 60.0 | 14 | 20 |
| | STANSTED | JET2.COM 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 | 4 | 90.0 | 5 | 20 |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 3.4 | 24.1 | 41.4 | 13.8 | 10.3 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 0.0 | 3.4 | 31.0 | 13.8 | 34.5 | 13.8 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| | MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 0.0 | 50.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 56 | 70.0 | 14 | 9 |
| | MANCHESTER | EASYJET UK LTD | S | D | 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 | 40 | 55.6 | 20 | 9 |
| | MANCHESTER | JET2.COM LTD | S | A | 16 | 0 | 0 | 6.3 | 0.0 | 31.3 | 37.5 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 70.6 | 18 | 17 |
| | MANCHESTER | JET2.COM LTD | S | D | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 31.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 37.5 | 25 | 16 |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 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 | 0.0 | 6 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 8 | 0 | 2 | 0.0 | 10.0 | 30.0 | 0.0 | 20.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 20.0 | 196 | 75.0 | 27 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 10 | 0 | 1 | 0.0 | 0.0 | 36.4 | 27.3 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 26 | 75.0 | 12 | 8 |
| | NEWCASTLE | 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 | 4 | 1 |
| | NEWCASTLE | JET2.COM 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 | 0.0 | 7 | 100.0 | 0 | 4 |
| | NEWCASTLE | 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 | 6 | 75.0 | 11 | 4 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | 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 | 43 | 25.0 | 24 | 4 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | SEP 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 |
| NEWCASTLE | | TUI AIRWAYS LTD | | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 7 | 4 | |
| TOTAL DUBROVNIK | | | | | | 716 | 0 | 10 | 2.9 | 12.5 | 33.7 | 18.2 | 16.4 | 12.3 | 1.7 | 0.8 | 0.1 | 0.0 | 1.4 | 31 | 59.0 | 28 | 612 |
| DUNDEE | | ABERDEEN | | LOGANAIR LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| | | BELFAST CITY (GEORGE BEST) | | 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 | 71.4 | 0 | 5 | |
| | | BELFAST CITY (GEORGE BEST) | | 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 | 71.4 | 2 | 5 | |
| | | HEATHROW | | LOGANAIR LTD | S | A | 31 | 0 | 0 | 6.5 | 25.8 | 35.5 | 22.6 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 11 | 55.2 | 27 | 29 | |
| | | HEATHROW | | LOGANAIR LTD | S | D | 29 | 0 | 0 | 0.0 | 10.3 | 55.2 | 20.7 | 3.4 | 10.3 | 0.0 | 0.0 | 0.0 | 15 | 67.9 | 21 | 28 | |
| TOTAL DUNDEE | | | | | | 61 | 0 | 0 | 3.3 | 18.0 | 44.3 | 23.0 | 4.9 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 63.4 | 21 | 67 | |
| DUNKESWELL | | EXETER | | EMERALD AIRLINES 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 | |
| TOTAL DUNKESWELL | | | | | | 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 | |
| DUSSELDORF | | BIRMINGHAM | | AIRTANKER SERVICES LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 1 | | |
| | | BIRMINGHAM | | 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 | 116 | 1 | | |
| | | BIRMINGHAM | | EUROWINGS LUFTVERKEHRS | S | A | 56 | 0 | 3 | 0.0 | 18.6 | 30.5 | 22.0 | 20.3 | 1.7 | 1.7 | 0.0 | 5.1 | 22 | 69.0 | 12 | 56 | |
| | | BIRMINGHAM | | EUROWINGS LUFTVERKEHRS | S | D | 56 | 0 | 3 | 0.0 | 15.3 | 32.2 | 13.6 | 27.1 | 5.1 | 1.7 | 0.0 | 5.1 | 24 | 56.9 | 18 | 56 | |
| | | EDINBURGH | | EUROWINGS LUFTVERKEHRS | S | A | 26 | 0 | 0 | 3.8 | 30.8 | 23.1 | 15.4 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 21 | 72.7 | 11 | 22 | |
| | | EDINBURGH | | EUROWINGS LUFTVERKEHRS | S | D | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 26.9 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 28 | 50.0 | 20 | 22 | |
| | | JERSEY | | EUROWINGS LUFTVERKEHRS | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 5 | 3 | | |
| | | JERSEY | | EUROWINGS LUFTVERKEHRS | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 3 | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | S | A | 74 | 0 | 4 | 2.6 | 16.7 | 26.9 | 14.1 | 11.5 | 16.7 | 2.6 | 3.8 | 5.1 | 38 | 41.7 | 41 | 103 | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | S | D | 74 | 0 | 4 | 0.0 | 12.8 | 41.0 | 11.5 | 17.9 | 7.7 | 2.6 | 1.3 | 5.1 | 27 | 50.0 | 22 | 103 | |
| | | HEATHROW | | EUROWINGS LUFTVERKEHRS | S | A | 114 | 0 | 2 | 0.0 | 12.1 | 36.2 | 20.7 | 19.0 | 9.5 | 0.9 | 0.0 | 1.7 | 26 | 50.0 | 24 | 110 | |
| | | HEATHROW | | EUROWINGS LUFTVERKEHRS | S | D | 114 | 0 | 2 | 0.0 | 15.5 | 34.5 | 16.4 | 19.8 | 11.2 | 0.9 | 0.0 | 1.7 | 25 | 52.7 | 23 | 110 | |
| | | LONDON CITY | | BA CITYFLYER LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 72.5 | 15 | 60 | | |
| | | LONDON CITY | | BA CITYFLYER LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 64.3 | 17 | 62 | | |
| | | STANSTED | | 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 | 100.0 | 3 | 1 | | |

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 59 | 0 | 1 | 1.7 | 8.3 | 36.7 | 26.7 | 13.3 | 10.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | 26 | 67.2 | 14 | 57 |
| | MANCHESTER | EUROWINGS LUFTVERKEHRS | S | D | 59 | 0 | 1 | 0.0 | 13.3 | 38.3 | 23.3 | 10.0 | 8.3 | 1.7 | 3.3 | 0.0 | 0.0 | 1.7 | 28 | 72.4 | 13 | 57 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 15 | 9 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 44.4 | 24 | 9 |
| TOTAL DUSSELDORF | | | | | 678 | 0 | 20 | 0.6 | 14.8 | 34.5 | 18.1 | 17.6 | 9.2 | 1.4 | 1.0 | 0.0 | 0.0 | 2.9 | 27 | 57.6 | 21 | 845 |

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

| | | Origin/Destinations: E | | | | | | | | | | | | | | | | | SEP 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 | 12 | 0 | 0 | 16.7 | 41.7 | 16.7 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.1 | 16 | 7 |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 69.2 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 57.1 | 24 | 7 | |
| | | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | 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 | 3 | 100.0 | 9 | 1 | |
| | | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 0 | 1 | |
| TOTAL E T JOSHUA | | | | | | 27 | 0 | 0 | 7.4 | 22.2 | 48.1 | 7.4 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 18 | 16 | |
| EAST MIDLANDS INTERNATIONAL | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 30 | 0 | 0 | 13.3 | 53.3 | 26.7 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.7 | 12 | 33 | |
| | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 30 | 0 | 0 | 0.0 | 63.3 | 26.7 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 87.9 | 8 | 33 | |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 17 | 0 | 0 | 11.8 | 52.9 | 17.6 | 0.0 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 94.4 | 3 | 18 | |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 52.9 | 35.3 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 5 | 18 | |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| | | JERSEY | AURIGNY AIR SERVICES | 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 | 23 | 0.0 | 0 | 0 | |
| | | JERSEY | BLUE ISLANDS LIMITED | S | A | 27 | 0 | 4 | 0.0 | 29.0 | 16.1 | 16.1 | 12.9 | 9.7 | 3.2 | 0.0 | 0.0 | 12.9 | 26 | 63.3 | 19 | 30 | |
| | | JERSEY | BLUE ISLANDS LIMITED | S | D | 26 | 0 | 4 | 0.0 | 20.0 | 33.3 | 13.3 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 13.3 | 22 | 53.3 | 18 | 30 | |
| | | JERSEY | 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 | 5 | 75.0 | 12 | 4 | |
| | | JERSEY | JET2.COM LTD | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 25.0 | 36 | 4 | |
| | | GATWICK | 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 | 30 | 1 | |
| | | SOUTHAMPTON | LOGANAIR LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | | | | 156 | 0 | 8 | 3.7 | 42.1 | 27.4 | 7.9 | 7.9 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 13 | 72.3 | 13 | 171 | |
| EDINBURGH | | BELFAST CITY (GEORGE BEST) | AER LINGUS | 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 | 260 | 0.0 | 0 | 0 | |
| | | BELFAST CITY (GEORGE BEST) | AER LINGUS | 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 | 245 | 0.0 | 0 | 0 | |
| | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 104 | 0 | 2 | 4.7 | 34.9 | 30.2 | 9.4 | 7.5 | 7.5 | 2.8 | 0.9 | 0.0 | 1.9 | 22 | 65.0 | 17 | 100 | |
| | | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 104 | 0 | 2 | 0.0 | 62.3 | 16.0 | 4.7 | 3.8 | 7.5 | 2.8 | 0.9 | 0.0 | 1.9 | 15 | 82.0 | 9 | 100 | |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 126 | 0 | 0 | 8.7 | 30.2 | 26.2 | 13.5 | 11.1 | 8.7 | 0.8 | 0.0 | 0.8 | 0.0 | 22 | 49.6 | 35 | 122 | |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 126 | 0 | 0 | 0.8 | 38.9 | 24.6 | 13.5 | 15.1 | 5.6 | 0.8 | 0.0 | 0.8 | 0.0 | 22 | 46.3 | 36 | 121 | |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 56 | 0 | 0 | 3.6 | 25.0 | 25.0 | 8.9 | 25.0 | 7.1 | 5.4 | 0.0 | 0.0 | 0.0 | 27 | 67.4 | 25 | 43 | |

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 56 | 0 | 0 | 1.8 | 35.7 | 26.8 | 5.4 | 17.9 | 7.1 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 58.1 | 31 | 43 | |
| BIRMINGHAM | EASYJET UK LTD | S | A | 74 | 0 | 0 | 12.2 | 29.7 | 24.3 | 17.6 | 12.2 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.7 | 23 | 58 | | |
| BIRMINGHAM | EASYJET UK LTD | S | D | 74 | 0 | 0 | 0.0 | 14.9 | 40.5 | 24.3 | 14.9 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 46.7 | 35 | 58 | | |
| BOURNEMOUTH | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 23.1 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 23.5 | 32 | 17 | | |
| BOURNEMOUTH | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 23.1 | 15.4 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 17.6 | 41 | 17 | | |
| BRISTOL | EASYJET UK LTD | S | A | 120 | 0 | 1 | 4.1 | 28.1 | 26.4 | 13.2 | 16.5 | 9.9 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | 22 | 47.5 | 28 | 122 | | |
| BRISTOL | EASYJET UK LTD | S | D | 120 | 0 | 1 | 3.3 | 29.8 | 28.9 | 9.9 | 14.9 | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 22 | 53.3 | 27 | 121 | | |
| CARDIFF WALES | LOGANAIR LTD | S | A | 20 | 0 | 1 | 4.8 | 19.0 | 28.6 | 14.3 | 14.3 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 23 | 58.3 | 29 | 24 | | |
| CARDIFF WALES | LOGANAIR LTD | S | D | 20 | 0 | 1 | 0.0 | 19.0 | 47.6 | 9.5 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 21 | 62.5 | 26 | 24 | | |
| EXETER | LOGANAIR LTD | S | A | 29 | 1 | 0 | 3.3 | 46.7 | 33.3 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 8 | 50.0 | 27 | 36 | | |
| EXETER | LOGANAIR LTD | S | D | 30 | 0 | 0 | 3.3 | 40.0 | 36.7 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 59.0 | 28 | 36 | | |
| GLASGOW | AIR FRANCE | S | A | 0 | 0 | 0 | 0.0 | 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 | | |
| GLASGOW | AIR FRANCE | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | |
| GLASGOW | 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 | 13 | 0.0 | 0 | 0 | | |
| GLASGOW | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 1 | | |
| GLASGOW | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 26 | 1 | | |
| 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 | 13 | 2 | | |
| 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 | 0.0 | 42 | 2 | | |
| ISLE OF MAN | LOGANAIR LTD | S | A | 18 | 0 | 0 | 5.6 | 50.0 | 33.3 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 70.6 | 25 | 16 | | |
| ISLE OF MAN | LOGANAIR LTD | S | D | 18 | 0 | 0 | 5.6 | 50.0 | 27.8 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 58.8 | 30 | 15 | | |
| JERSEY | EASYJET UK 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 | 0.0 | 20 | 66.7 | 12 | 9 | | |
| JERSEY | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 44.4 | 27 | 9 | | |
| GATWICK | BA CITYFLYER LTD | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | |
| GATWICK | BA CITYFLYER LTD | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S | A | 141 | 0 | 3 | 9.7 | 14.6 | 19.4 | 17.4 | 18.8 | 16.0 | 0.7 | 0.7 | 0.7 | 0.0 | 2.1 | 35 | 36.8 | 45 | 134 | | |
| GATWICK | EASYJET UK LTD | S | D | 141 | 0 | 3 | 0.0 | 9.0 | 27.1 | 17.4 | 21.5 | 18.8 | 3.5 | 0.7 | 0.0 | 0.0 | 2.1 | 38 | 32.9 | 45 | 134 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 337 | 0 | 19 | 3.7 | 14.0 | 24.4 | 17.4 | 21.6 | 11.0 | 1.4 | 0.6 | 0.6 | 0.0 | 5.3 | 32 | 47.7 | 26 | 311 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 339 | 0 | 17 | 0.0 | 14.0 | 35.7 | 18.8 | 16.0 | 9.6 | 0.3 | 0.8 | 0.0 | 0.0 | 4.8 | 25 | 35.4 | 31 | 311 | | |
| HEATHROW | TITAN AIRWAYS 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 | 60 | 0.0 | 0 | 0 | | |
| HEATHROW | TITAN AIRWAYS LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 0.0 | 0 | 0 | | |
| LONDON CITY | BA CITYFLYER LTD | S | A | 201 | 0 | 5 | 18.9 | 41.7 | 19.4 | 5.3 | 6.3 | 5.3 | 0.5 | 0.0 | 0.0 | 0.0 | 2.4 | 11 | 74.6 | 16 | 204 | | |
| LONDON CITY | BA CITYFLYER LTD | S | D | 202 | 0 | 6 | 0.0 | 25.5 | 44.7 | 13.0 | 8.2 | 5.3 | 0.5 | 0.0 | 0.0 | 0.0 | 2.9 | 14 | 71.2 | 14 | 206 | | |

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | A | 100 | 0 | 0 | 4.0 | 33.0 | 19.0 | 14.0 | 14.0 | 13.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 61.0 | 24 | 99 |
| | LUTON | EASYJET UK LTD | S | D | 100 | 0 | 0 | 0.0 | 21.0 | 38.0 | 12.0 | 14.0 | 13.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 65.0 | 19 | 99 |
| | STANSTED | 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 | |
| | STANSTED | EASYJET UK LTD | S | A | 87 | 0 | 0 | 6.9 | 26.4 | 26.4 | 13.8 | 17.2 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 65.9 | 19 | 83 | |
| | STANSTED | EASYJET UK LTD | S | D | 87 | 0 | 0 | 0.0 | 21.8 | 28.7 | 14.9 | 21.8 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 52.9 | 26 | 83 | |
| | STANSTED | RYANAIR UK LTD | S | A | 90 | 0 | 0 | 4.4 | 20.0 | 27.8 | 12.2 | 18.9 | 14.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 39.7 | 54 | 73 | |
| | STANSTED | RYANAIR UK LTD | S | D | 90 | 0 | 0 | 0.0 | 21.1 | 27.8 | 18.9 | 12.2 | 15.6 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 41.1 | 37 | 73 | |
| | MANCHESTER | RYANAIR | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 12 | 1 | |
| | MANCHESTER | RYANAIR | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 47 | 1 | |
| | NEWCASTLE | 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 | 3 | 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 | 100.0 | 3 | 5 | |
| | 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 | 75.0 | 26 | 4 | |
| | SOUTHAMPTON | LOGANAIR LTD | S | A | 108 | 0 | 0 | 1.9 | 38.9 | 28.7 | 9.3 | 12.0 | 7.4 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 19 | 55.5 | 29 | 117 | |
| | SOUTHAMPTON | LOGANAIR LTD | S | D | 108 | 0 | 0 | 0.9 | 25.0 | 32.4 | 9.3 | 19.4 | 9.3 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 26 | 54.9 | 27 | 118 | |
| TOTAL EDINBURGH | | | | | 3285 | 1 | 61 | 3.8 | 25.8 | 28.5 | 13.6 | 14.7 | 9.6 | 1.4 | 0.4 | 0.1 | 0.0 | 1.8 | 24 | 53.2 | 28 | 3158 | |
| EINDHOVEN | | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 44.4 | 30 | 9 | |
| | EDINBURGH | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 80.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 66.7 | 27 | 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 | 0.0 | 53 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | |
| | LUTON | AIR ONE | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | |
| | LUTON | TUI FLY BELGIUM | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | STANSTED | RYANAIR | S | A | 74 | 0 | 0 | 0.0 | 9.5 | 25.7 | 21.6 | 27.0 | 12.2 | 2.7 | 1.4 | 0.0 | 0.0 | 0.0 | 36 | 67.8 | 19 | 90 | |
| | STANSTED | RYANAIR | S | D | 74 | 0 | 0 | 0.0 | 33.8 | 29.7 | 13.5 | 17.6 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 74.4 | 17 | 90 | |
| | STANSTED | RYANAIR UK LTD | S | A | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 31.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK LTD | S | D | 16 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | A | 14 | 0 | 0 | 0.0 | 14.3 | 35.7 | 7.1 | 28.6 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 41 | 61.5 | 27 | 13 | |
| | MANCHESTER | RYANAIR | S | D | 14 | 0 | 0 | 0.0 | 64.3 | 14.3 | 0.0 | 14.3 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 22 | 76.9 | 14 | 13 | |
| | TEESSIDE INTERNATIONAL AIRPORT | TUI FLY BELGIUM | 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 | |
| TOTAL EINDHOVEN | | | | | 226 | 0 | 0 | 0.0 | 24.3 | 27.9 | 16.4 | 21.2 | 7.1 | 1.8 | 1.3 | 0.0 | 0.0 | 0.0 | 26 | 70.0 | 19 | 227 | |
| ENFIDHA - HAMMAMET INTL | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 25.0 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | 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 | 11 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 11.1 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C 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 | 32 | 33.3 | 17 | 9 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C 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 | 20 | 33.3 | 20 | 9 | | | |
| BRISTOL | EASYJET UK LTD | S A | 13 | 0 | 0 | 23.1 | 7.7 | 38.5 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 55.6 | 24 | 9 | | | |
| BRISTOL | EASYJET UK 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 | 33.3 | 31 | 9 | | | |
| 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 | 50.0 | 21 | 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 | 0.0 | 0 | 50.0 | 16 | 4 | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 20.0 | 43 | 5 | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C 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 | 18 | 60.0 | 37 | 5 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 14 | 0 | 0 | 0.0 | 21.4 | 21.4 | 35.7 | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 19 | 9 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 23.1 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 66.7 | 19 | 9 | | | |
| GLASGOW | EASYJET UK 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 | 3 | 0.0 | 0 | 0 | | | |
| GLASGOW | EASYJET UK 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 | 10 | 0.0 | 0 | 0 | | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 1 | 4 | | | |
| GLASGOW | TUI AIRWAYS LTD | C 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 | 16 | 100.0 | 6 | 4 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | 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 | 12 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 3 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET UK LTD | S A | 39 | 0 | 0 | 2.6 | 7.7 | 25.6 | 23.1 | 20.5 | 7.7 | 7.7 | 5.1 | 0.0 | 0.0 | 0.0 | 45 | 36.4 | 43 | 22 | | | |
| GATWICK | EASYJET UK LTD | S D | 38 | 0 | 0 | 0.0 | 13.2 | 21.1 | 28.9 | 21.1 | 7.9 | 2.6 | 5.3 | 0.0 | 0.0 | 0.0 | 38 | 36.4 | 35 | 22 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 23.1 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 11.1 | 110 | 9 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 15.4 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 35 | 22.2 | 97 | 9 | | | |
| LUTON | EASYJET UK LTD | S A | 12 | 0 | 0 | 58.3 | 0.0 | 16.7 | 0.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | |
| LUTON | EASYJET UK LTD | S D | 12 | 0 | 0 | 0.0 | 25.0 | 41.7 | 0.0 | 8.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | | |
| LUTON | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 33.3 | 25 | 9 | | | |
| LUTON | TUI AIRWAYS LTD | C D | 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 | 12 | 44.4 | 25 | 9 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 30 | 0 | 0 | 0.0 | 16.7 | 43.3 | 10.0 | 20.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.5 | 24 | 26 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 30 | 0 | 0 | 0.0 | 3.3 | 50.0 | 30.0 | 10.0 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 23 | 38.5 | 31 | 26 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 12 | 0 | 0 | 0.0 | 0.0 | 0.0 | 8.3 | 50.0 | 16.7 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 100 | 22.2 | 58 | 9 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 38.5 | 15.4 | 7.7 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 87 | 33.3 | 34 | 9 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 13 | 0 | 0 | 0.0 | 7.7 | 15.4 | 38.5 | 30.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 37 | 22.2 | 69 | 9 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 22.2 | 55 | 9 | | | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 432 | 0 | 0 | 3.5 | 13.9 | 34.3 | 20.1 | 16.7 | 6.3 | 2.8 | 2.1 | 0.5 | 0.0 | 0.0 | 29 | 41.1 | 37 | 248 | | | |
| ERBIL INTERNATIONAL | GATWICK | BH AIR | S A | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | | |
| | GATWICK | BH AIR | 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 | 50 | 0.0 | 0 | 0 | | | |

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | HEX AIR | 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 | HEX AIR | 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 ERBIL INTERNATIONAL | | | | | 6 | 0 | 2 | 0.0 | 12.5 | 12.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 40 | 0.0 | 0 | 0 |
| ESBJERG | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 17 | 0 | 0 | 35.3 | 35.3 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 61.9 | 30 | 20 |
| | ABERDEEN | LOGANAIR 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 | 0.0 | 5 | 57.1 | 32 | 20 |
| TOTAL ESBJERG | | | | | 34 | 0 | 0 | 17.6 | 44.1 | 26.5 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 59.5 | 31 | 40 |
| ESSAOUIRA | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 87.5 | 27 | 8 |
| | STANSTED | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 75.0 | 35 | 8 |
| TOTAL ESSAOUIRA | | | | | 18 | 0 | 0 | 0.0 | 5.6 | 44.4 | 5.6 | 16.7 | 5.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 81.3 | 31 | 16 |
| EXETER | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 30 | 0 | 0 | 10.0 | 50.0 | 20.0 | 3.3 | 3.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 73.3 | 13 | 30 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 30 | 0 | 0 | 0.0 | 60.0 | 16.7 | 6.7 | 3.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.7 | 10 | 30 |
| | BRISTOL | 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 | 12 | 1 |
| | EDINBURGH | LOGANAIR LTD | S | A | 30 | 0 | 0 | 10.0 | 36.7 | 33.3 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.0 | 22 | 36 |
| | EDINBURGH | LOGANAIR LTD | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 50.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 45.0 | 29 | 36 |
| | 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 | 95.5 | 3 | 21 |
| | 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 | 86.4 | 7 | 22 |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 30 | 0 | 0 | 0.0 | 26.7 | 30.0 | 13.3 | 10.0 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 31 | 63.3 | 22 | 29 |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 43.3 | 16.7 | 3.3 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 30 | 66.7 | 19 | 29 |
| | NEWCASTLE | LOGANAIR LTD | S | A | 22 | 0 | 0 | 13.6 | 54.5 | 27.3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 66.7 | 19 | 17 |
| | NEWCASTLE | LOGANAIR LTD | S | D | 22 | 0 | 0 | 0.0 | 36.4 | 36.4 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 44.4 | 26 | 17 |
| TOTAL EXETER | | | | | 224 | 0 | 0 | 4.0 | 37.1 | 32.1 | 12.5 | 4.9 | 6.7 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 17 | 66.8 | 17 | 268 |

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

| | | Origin/Destinations: F | | | | | | | | | | | | | | | | | SEP 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) | LONDON EXECUTIVE AVIATION 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 | 31 | 0.0 | 0 | 0 |
| | | 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 |
| TOTAL FARNBOROUGH | | | | | | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 31 | 0.0 | 0 | 0 |
| FARO | | ABERDEEN | RYANAIR | 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 | 8 | 100.0 | 0 | 9 |
| | | ABERDEEN | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 4 | 9 |
| | | ABERDEEN | 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 |
| | | BELFAST INTERNATIONAL | 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 | 2 | 0.0 | 0 | 0 |
| | | BELFAST INTERNATIONAL | EASYJET EUROPE | 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 | 3 | 0.0 | 0 | 0 |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 60 | 1 | 0 | 1.6 | 26.2 | 39.3 | 11.5 | 13.1 | 4.9 | 1.6 | 0.0 | 1.6 | 0.0 | 18 | 41.7 | 40 | 60 |
| | | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 60 | 0 | 0 | 0.0 | 43.3 | 35.0 | 13.3 | 5.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 11 | 48.3 | 29 | 60 |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 29.4 | 47.1 | 11.8 | 0.0 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 24 | 94.1 | 3 | 17 |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 47.1 | 0.0 | 0.0 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 26 | 94.1 | 7 | 17 |
| | | BELFAST INTERNATIONAL | 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 | 11 | 75.0 | 17 | 4 |
| | | BELFAST INTERNATIONAL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 15.4 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 33 | 4 |
| | | 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 | 6 | 76.9 | 18 | 13 |
| | | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 76.9 | 23 | 13 |
| | | 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 | 8 |
| | | 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 | 50.0 | 21 | 8 |
| | | BIRMINGHAM | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | 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 | 17 | 0.0 | 0 | 0 |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 35 | 0 | 0 | 22.9 | 34.3 | 25.7 | 11.4 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.0 | 8 | 42 |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 35 | 0 | 0 | 0.0 | 14.3 | 54.3 | 20.0 | 8.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 16 | 42 |
| | | BIRMINGHAM | RYANAIR | S | A | 39 | 0 | 0 | 5.1 | 33.3 | 35.9 | 10.3 | 10.3 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.8 | 17 | 43 |
| | | BIRMINGHAM | RYANAIR | S | D | 39 | 0 | 0 | 0.0 | 5.1 | 25.6 | 43.6 | 12.8 | 10.3 | 0.0 | 2.6 | 0.0 | 0.0 | 30 | 39.5 | 29 | 43 |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 8 | 8 |
| | | BIRMINGHAM | 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 | 13 | 37.5 | 18 | 8 |
| | | BOURNEMOUTH | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 29.4 | 29.4 | 5.9 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 45 | 61.9 | 20 | 21 |
| | | BOURNEMOUTH | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 64.7 | 0.0 | 0.0 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 34 | 21 |
| | | BRISTOL | EASYJET EUROPE | S | A | 42 | 0 | 1 | 7.0 | 30.2 | 39.5 | 18.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 7 | 89.5 | 8 | 38 |

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 EUROPE | S | D | 42 | 0 | 1 | 4.7 | 14.0 | 37.2 | 20.9 | 18.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 18 | 76.3 | 15 | 38 | | |
| BRISTOL | EASYJET UK LTD | S | A | 42 | 0 | 1 | 0.0 | 18.6 | 14.0 | 32.6 | 16.3 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 30 | 38.6 | 32 | 43 | | |
| BRISTOL | EASYJET UK LTD | S | D | 42 | 0 | 1 | 2.3 | 11.6 | 34.9 | 23.3 | 9.3 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 25 | 39.5 | 29 | 42 | | |
| BRISTOL | JET2.COM LTD | S | A | 26 | 0 | 0 | 0.0 | 38.5 | 38.5 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.9 | 11 | 26 | | |
| BRISTOL | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 11.5 | 73.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.9 | 12 | 26 | | |
| BRISTOL | RYANAIR | S | A | 26 | 0 | 0 | 3.8 | 15.4 | 42.3 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.0 | 19 | 25 | | |
| BRISTOL | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 38.5 | 15.4 | 19.2 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 52.0 | 22 | 25 | | |
| CARDIFF WALES | 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 | 0.0 | 42 | 1 | | |
| CARDIFF WALES | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 100.0 | 2 | 9 | | |
| CARDIFF WALES | RYANAIR | S | D | 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 | 30 | 88.9 | 7 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 34 | 0 | 0 | 32.4 | 38.2 | 26.5 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.3 | 8 | 34 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 34 | 0 | 0 | 0.0 | 50.0 | 44.1 | 0.0 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.0 | 9 | 35 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 30 | 0 | 0 | 3.3 | 23.3 | 23.3 | 20.0 | 6.7 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 72.5 | 13 | 51 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 30.0 | 16.7 | 10.0 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 36 | 80.4 | 11 | 51 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 7.1 | 42.9 | 35.7 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 91.7 | 8 | 12 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 35.7 | 42.9 | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 91.7 | 4 | 12 | | |
| EDINBURGH | JET2.COM LTD | S | A | 29 | 0 | 0 | 6.9 | 44.8 | 41.4 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 86.2 | 9 | 29 | | |
| EDINBURGH | JET2.COM LTD | S | D | 29 | 0 | 0 | 0.0 | 41.4 | 51.7 | 0.0 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 75.9 | 11 | 29 | | |
| EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 15.4 | 23.1 | 26.9 | 7.7 | 7.7 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.7 | 22 | 30 | | |
| EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 15.4 | 30.8 | 19.2 | 11.5 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 70.0 | 14 | 30 | | |
| EXETER | RYANAIR | S | A | 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 | 87.5 | 3 | 8 | | |
| EXETER | RYANAIR | S | D | 9 | 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 | 87.5 | 10 | 8 | | |
| GLASGOW | EASYJET UK LTD | S | A | 20 | 0 | 0 | 0.0 | 30.0 | 35.0 | 10.0 | 10.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 25 | 14 | | |
| GLASGOW | EASYJET UK LTD | S | D | 20 | 0 | 0 | 0.0 | 10.0 | 50.0 | 15.0 | 10.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 28.6 | 32 | 14 | | |
| GLASGOW | JET2.COM LTD | S | A | 29 | 0 | 0 | 41.4 | 37.9 | 13.8 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 96.6 | 7 | 29 | | |
| GLASGOW | JET2.COM LTD | S | D | 31 | 0 | 0 | 0.0 | 29.0 | 64.5 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 89.7 | 6 | 29 | | |
| ISLE OF MAN | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | | |
| ISLE OF MAN | BA CITYFLYER LTD | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 93 | 0.0 | 0 | 0 | | |
| JERSEY | BA CITYFLYER 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 | 75.0 | 16 | 4 | | |
| JERSEY | BA CITYFLYER LTD | C | D | 3 | 0 | 0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 33.3 | 33 | 3 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 57 | 0 | 1 | 27.6 | 29.3 | 27.6 | 3.4 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 9 | 93.9 | 3 | 49 | | |

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 57 | 0 | 0 | 0.0 | 33.3 | 42.1 | 14.0 | 7.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.6 | 9 | 49 | |
| | LEEDS BRADFORD | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 8.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 94.1 | 3 | 17 | |
| | LEEDS BRADFORD | RYANAIR | S | D | 11 | 0 | 1 | 0.0 | 25.0 | 25.0 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 16 | 76.5 | 10 | 17 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 59 | 0 | 1 | 8.3 | 43.3 | 31.7 | 8.3 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 1.7 | 9 | 75.4 | 31 | 69 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 59 | 0 | 1 | 1.7 | 45.0 | 35.0 | 8.3 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 9 | 73.9 | 10 | 69 | | |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 17 | 0 | 0 | 47.1 | 35.3 | 11.8 | 5.9 | 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 | 17 | 0 | 0 | 0.0 | 23.5 | 58.8 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 38.5 | 0.0 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 83.3 | 12 | 12 | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 46.2 | 23.1 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 58.3 | 26 | 12 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 58 | 1 | 0 | 1.7 | 11.9 | 28.8 | 20.3 | 16.9 | 15.3 | 3.4 | 0.0 | 0.0 | 1.7 | 0.0 | 33 | 33.3 | 48 | 69 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 57 | 0 | 0 | 0.0 | 1.8 | 28.1 | 28.1 | 28.1 | 8.8 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 36.2 | 33 | 69 | |
| | GATWICK | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET EUROPE | S | A | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET EUROPE | S | D | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET UK LTD | 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 | 16 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET UK LTD | S | A | 202 | 0 | 1 | 2.0 | 11.8 | 26.1 | 20.7 | 19.7 | 15.3 | 2.5 | 1.0 | 0.5 | 0.0 | 0.5 | 35 | 42.9 | 37 | 187 | |
| | GATWICK | EASYJET UK LTD | S | D | 202 | 0 | 1 | 0.0 | 5.9 | 28.6 | 27.1 | 25.6 | 10.3 | 2.0 | 0.0 | 0.0 | 0.0 | 0.5 | 32 | 38.5 | 32 | 187 | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 13 | 0 | 1 | 0.0 | 7.1 | 42.9 | 7.1 | 14.3 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 33 | 62.5 | 13 | 8 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 30.8 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 75.0 | 9 | 8 | |
| | GATWICK | WIZZ AIR UK LTD | S | A | 42 | 0 | 0 | 4.8 | 11.9 | 11.9 | 19.0 | 31.0 | 19.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 42.6 | 48 | 46 | |
| | GATWICK | WIZZ AIR UK LTD | S | D | 42 | 0 | 0 | 0.0 | 7.1 | 31.0 | 38.1 | 11.9 | 9.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 32.6 | 52 | 46 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 2 | 3.3 | 19.7 | 39.3 | 11.5 | 16.4 | 4.9 | 1.6 | 0.0 | 0.0 | 0.0 | 3.3 | 20 | 55.2 | 42 | 55 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 1 | 0.0 | 6.7 | 38.3 | 31.7 | 11.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 1.7 | 24 | 56.1 | 41 | 55 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 14 | 0 | 1 | 0.0 | 53.3 | 20.0 | 6.7 | 0.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 6.7 | 26 | 100.0 | 0 | 7 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 14 | 0 | 0 | 0.0 | 7.1 | 50.0 | 21.4 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 5 | 7 | |
| | 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 | 50 | 1 | |
| | LUTON | EASYJET UK LTD | S | A | 89 | 0 | 0 | 5.6 | 23.6 | 31.5 | 6.7 | 16.9 | 13.5 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 26 | 58.0 | 30 | 86 | |

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 90 | 0 | 0 | 0.0 | 17.8 | 38.9 | 15.6 | 11.1 | 14.4 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 27 | 54.5 | 21 | 87 | | |
| LUTON | RYANAIR | S | A | 21 | 0 | 0 | 14.3 | 23.8 | 42.9 | 9.5 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 95.5 | 4 | 22 | | |
| LUTON | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 57.1 | 28.6 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 86.4 | 5 | 22 | | |
| STANSTED | JET2.COM LTD | S | A | 37 | 0 | 0 | 5.4 | 29.7 | 43.2 | 5.4 | 13.5 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 92.9 | 4 | 42 | | |
| STANSTED | JET2.COM LTD | S | D | 37 | 0 | 0 | 0.0 | 27.0 | 43.2 | 10.8 | 8.1 | 8.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 95.2 | 4 | 42 | | |
| STANSTED | RYANAIR | S | A | 86 | 0 | 0 | 8.1 | 26.7 | 34.9 | 19.8 | 8.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.0 | 12 | 99 | | |
| STANSTED | RYANAIR | S | D | 86 | 0 | 0 | 0.0 | 7.0 | 40.7 | 22.1 | 23.3 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 65.7 | 21 | 99 | | |
| MANCHESTER | 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 | 7 | 0.0 | 0 | 0 | | |
| MANCHESTER | EASTERN AIRWAYS | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 128 | 0.0 | 0 | 0 | | |
| MANCHESTER | EASYJET EUROPE | S | A | 30 | 0 | 0 | 6.7 | 30.0 | 43.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 86.7 | 7 | 30 | | |
| MANCHESTER | EASYJET EUROPE | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 53.3 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 14 | 30 | | |
| MANCHESTER | 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 | 9 | 0.0 | 0 | 0 | | |
| MANCHESTER | JET2.COM LTD | S | A | 47 | 0 | 0 | 4.3 | 25.5 | 23.4 | 23.4 | 19.1 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.4 | 37 | 48 | | |
| MANCHESTER | JET2.COM LTD | S | D | 47 | 0 | 0 | 0.0 | 0.0 | 27.7 | 31.9 | 29.8 | 8.5 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 33.3 | 40 | 48 | | |
| MANCHESTER | RYANAIR | S | A | 60 | 0 | 0 | 6.7 | 33.3 | 28.3 | 11.7 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 78.1 | 10 | 73 | | |
| MANCHESTER | RYANAIR | S | D | 61 | 0 | 1 | 0.0 | 17.7 | 40.3 | 21.0 | 12.9 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 19 | 77.0 | 13 | 74 | | |
| 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 | 55 | 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 | 25.0 | 54 | 4 | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 14 | 0 | 0 | 0.0 | 7.1 | 28.6 | 21.4 | 21.4 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 55.6 | 17 | 9 | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 26 | 8 | | |
| NEWCASTLE | JET2.COM LTD | S | A | 30 | 0 | 0 | 10.0 | 53.3 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 0 | 31 | | |
| NEWCASTLE | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 70.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 90.3 | 7 | 31 | | |
| NEWCASTLE | 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 | 11 | 76.9 | 14 | 13 | | |
| NEWCASTLE | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 69.2 | 26 | 13 | | |
| SOUTHAMPTON | BA CITYFLYER LTD | S | A | 4 | 0 | 0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 100.0 | 1 | 5 | | |
| SOUTHAMPTON | BA CITYFLYER LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 40.0 | 15 | 5 | | |
| SOUTHAMPTON | 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 | | |
| SOUTHAMPTON | EASYJET 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 | 12 | 0.0 | 0 | 0 | | |
| SOUTHEND | EASYJET EUROPE | S | A | 18 | 0 | 0 | 5.6 | 33.3 | 38.9 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.3 | 18 | 16 | | |
| SOUTHEND | EASYJET EUROPE | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 31.3 | 26 | 16 | | |
| TEESSIDE INTERNATIONAL AIRPORT | 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 | 88.9 | 2 | 9 | | |
| TEESSIDE INTERNATIONAL AIRPORT | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.9 | 10 | 9 | | |
| TOTAL FARO | | | | 3130 | 2 | 22 | 4.1 | 21.7 | 35.1 | 17.1 | 12.2 | 7.4 | 1.2 | 0.4 | 0.0 | 0.1 | 0.7 | 20 | 63.9 | 22 | 3169 | | |

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

| | | Origin/Destinations: F | | | | | | | | | | | | | | | | | SEP 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| FEZ | | STANSTED | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 33.3 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 98 | 11.1 | 61 | 9 |
| | | STANSTED | RYANAIR 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 | 6 | 44.4 | 31 | 9 | |
| TOTAL FEZ | | | | | | 18 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 16.7 | 11.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 52 | 27.8 | 46 | 18 |
| FIGARI | | GATWICK | EASYJET UK LTD | S | A | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 100.0 | 15 | 1 | |
| | | GATWICK | EASYJET UK LTD | S | D | 6 | 0 | 0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 7 | 1 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | 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 | 21 | 55.6 | 15 | 9 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 23.1 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 26 | 66.7 | 13 | 9 | |
| TOTAL FIGARI | | | | | | 38 | 0 | 0 | 0.0 | 13.2 | 42.1 | 26.3 | 13.2 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 22 | 65.0 | 14 | 20 | |
| FLORENCE | | EDINBURGH | BA CITYFLYER LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 38.5 | 24 | 12 | |
| | | EDINBURGH | BA CITYFLYER LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 53.8 | 25 | 12 | |
| | | GATWICK | VUELING AIRLINES | S | A | 63 | 0 | 5 | 5.9 | 16.2 | 19.1 | 20.6 | 25.0 | 5.9 | 0.0 | 0.0 | 0.0 | 7.4 | 22 | 40.6 | 30 | 60 | |
| | | GATWICK | VUELING AIRLINES | S | D | 63 | 0 | 5 | 0.0 | 5.9 | 23.5 | 29.4 | 16.2 | 16.2 | 1.5 | 0.0 | 0.0 | 7.4 | 33 | 36.5 | 36 | 60 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 1 | 0.0 | 14.3 | 28.6 | 25.0 | 21.4 | 3.6 | 3.6 | 0.0 | 0.0 | 3.6 | 27 | 33.3 | 28 | 18 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 1 | 0.0 | 20.7 | 51.7 | 13.8 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 13 | 90.5 | 5 | 21 | |
| | | LONDON CITY | BA CITYFLYER LTD | S | A | 62 | 0 | 5 | 4.5 | 11.9 | 23.9 | 22.4 | 14.9 | 9.0 | 4.5 | 1.5 | 0.0 | 7.5 | 34 | 57.1 | 20 | 55 | |
| | | LONDON CITY | BA CITYFLYER LTD | S | D | 62 | 0 | 5 | 0.0 | 11.9 | 28.4 | 20.9 | 17.9 | 6.0 | 6.0 | 1.5 | 0.0 | 7.5 | 33 | 65.5 | 20 | 56 | |
| | | STANSTED | 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 | 22 | 1 | |
| | | STANSTED | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | | STANSTED | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | |
| TOTAL FLORENCE | | | | | | 333 | 0 | 22 | 2.0 | 12.4 | 27.6 | 22.5 | 18.9 | 7.3 | 2.5 | 0.6 | 0.0 | 0.0 | 6.2 | 28 | 50.8 | 25 | 295 |
| FORLI | | STANSTED | RYANAIR | S | A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| | | STANSTED | RYANAIR | S | 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 | |
| | | MANCHESTER | RYANAIR | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92 | 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 | 0 | 0.0 | 0 | 0 | |
| TOTAL FORLI | | | | | | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| FORT LAUDERDALE | | GATWICK | NORSE ATLANTIC 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 | 60.0 | 14 | 10 | |

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

| | | Origin/Destinations: F | | | | | | | | | | | | | | | | | SEP 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 |
| | GATWICK | NORSE ATLANTIC 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 | 70.0 | 15 | 10 |
| TOTAL FORT LAUDERDALE | | | | | 0 | 0 | 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 | 15 | 20 |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | CARPATAIR | 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 |
| | ABERDEEN | CARPATAIR | 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 | 51 | 1 |
| | BELFAST CITY (GEORGE BEST) | LUFTHANSA | S | A | 21 | 0 | 0 | 9.5 | 61.9 | 14.3 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.2 | 4 | 16 |
| | BELFAST CITY (GEORGE BEST) | LUFTHANSA | S | D | 21 | 0 | 0 | 9.5 | 66.7 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 82.4 | 6 | 16 |
| | BIRMINGHAM | LUFTHANSA | S | A | 103 | 0 | 0 | 0.0 | 23.3 | 44.7 | 24.3 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.9 | 17 | 99 |
| | BIRMINGHAM | LUFTHANSA | S | D | 103 | 0 | 0 | 0.0 | 3.9 | 41.7 | 31.1 | 18.4 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 49.0 | 22 | 100 |
| | BIRMINGHAM | THY TURKISH AIRLINES | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 108 | 1 |
| | 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 | 0.0 | 0 | 65.0 | 16 | 40 |
| | 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 | 0.0 | 0 | 57.5 | 21 | 40 |
| | EDINBURGH | AIR CANADA | S | A | 1 | 0 | 0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| | EDINBURGH | LUFTHANSA | S | A | 77 | 0 | 0 | 0.0 | 29.9 | 44.2 | 14.3 | 10.4 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 52.6 | 29 | 77 |
| | EDINBURGH | LUFTHANSA | S | D | 77 | 0 | 0 | 0.0 | 31.2 | 37.7 | 15.6 | 13.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 74.4 | 17 | 78 |
| | GLASGOW | AIR CANADA | 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 |
| | GLASGOW | LUFTHANSA | S | A | 52 | 0 | 0 | 1.9 | 36.5 | 40.4 | 19.2 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.3 | 15 | 55 |
| | GLASGOW | LUFTHANSA | S | D | 52 | 0 | 0 | 0.0 | 25.0 | 61.5 | 11.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 73.2 | 19 | 55 |
| | 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 | 0 | 0 |
| | 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 | 50.0 | 14 | 2 |
| | 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 | 76.0 | 9 | 25 |
| | 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 | 56.0 | 16 | 25 |
| | GATWICK | 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 | 50.8 | 26 | 59 |
| | GATWICK | 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 | 55.0 | 24 | 57 |
| | GATWICK | UNITED 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 | 0.0 | 17 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 109 | 0 | 4 | 1.8 | 16.8 | 23.0 | 13.3 | 28.3 | 10.6 | 1.8 | 0.0 | 0.9 | 0.0 | 3.5 | 41 | 50.8 | 27 | 118 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 110 | 0 | 3 | 0.0 | 17.7 | 38.1 | 16.8 | 14.2 | 9.7 | 0.9 | 0.0 | 0.0 | 0.0 | 2.7 | 22 | 57.3 | 19 | 119 |
| | HEATHROW | LUFTHANSA | S | A | 358 | 0 | 2 | 2.5 | 18.9 | 33.6 | 22.5 | 19.2 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 18 | 57.3 | 18 | 307 |
| | HEATHROW | LUFTHANSA | S | D | 358 | 0 | 2 | 0.0 | 20.0 | 38.3 | 18.1 | 17.5 | 5.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.6 | 19 | 59.0 | 17 | 305 |
| | LONDON CITY | AIR DOLOMITI | S | A | 85 | 0 | 3 | 0.0 | 26.1 | 37.5 | 20.5 | 5.7 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 14 | 0.0 | 0 | 0 |
| | LONDON CITY | AIR DOLOMITI | S | D | 84 | 0 | 5 | 0.0 | 5.6 | 41.6 | 20.2 | 18.0 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 22 | 0.0 | 0 | 0 |

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | BA CITYFLYER LTD | S | A | 60 | 0 | 2 | 6.5 | 53.2 | 21.0 | 6.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 9 | 75.6 | 10 | 83 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 60 | 0 | 2 | 0.0 | 30.6 | 33.9 | 17.7 | 11.3 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 13 | 75.3 | 10 | 83 | |
| | LONDON CITY | 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 | 79.7 | 10 | 76 | |
| | LONDON CITY | 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 | 63.8 | 18 | 76 | |
| | STANSTED | 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 | 100.0 | 8 | 1 | |
| | MANCHESTER | LUFTHANSA | S | A | 103 | 0 | 1 | 0.0 | 20.2 | 59.6 | 11.5 | 5.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 10 | 42.9 | 24 | 104 | |
| | MANCHESTER | LUFTHANSA | S | D | 103 | 0 | 1 | 0.0 | 19.2 | 44.2 | 24.0 | 10.6 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 13 | 46.2 | 25 | 105 | |
| | NEWCASTLE | LUFTHANSA | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 40.0 | 20.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 58.6 | 24 | 29 | |
| | NEWCASTLE | LUFTHANSA | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 30.0 | 30.0 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 55.2 | 25 | 29 | |
| TOTAL FRANKFURT MAIN | | | | | 1999 | 0 | 26 | 1.0 | 21.6 | 38.2 | 18.9 | 14.3 | 4.5 | 0.2 | 0.0 | 0.0 | 0.0 | 1.3 | 18 | 59.5 | 19 | 2182 | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | 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 | 60.0 | 9 | 4 | |
| | 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 | 40.0 | 20 | 5 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 4 | 0 | 0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 19 | 0 | 0 | 5.3 | 10.5 | 42.1 | 21.1 | 15.8 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 72.2 | 12 | 17 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 50.0 | 22.2 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 83.3 | 14 | 18 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 88.9 | 4 | 9 | |
| | BIRMINGHAM | RYANAIR | S | D | 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 | 34 | 100.0 | 4 | 9 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 14 | 66.7 | 8 | 9 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 18 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 37.5 | 12.5 | 12.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 22.2 | 38 | 9 | |
| | BRISTOL | EASYJET UK LTD | 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 | 22 | 44.4 | 36 | 9 | |
| | BRISTOL | JET2.COM LTD | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 38.5 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 8 | 9 | |
| | BRISTOL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 11 | 9 | |
| | BRISTOL | RYANAIR | S | 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 | 16 | 0.0 | 0 | 0 | |
| | BRISTOL | 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 | 3 | 0.0 | 0 | 0 | |
| | BRISTOL | TUI AIRWAYS LTD | C | 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 | 26 | 66.7 | 20 | 9 | |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 77.8 | 14 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 33.3 | 16.7 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 33.3 | 23 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 58.3 | 8.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 16 | 9 | |
| | EAST MIDLANDS 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 | 4 | 100.0 | 4 | 4 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 0 | 4 | |

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 A | 9 | 0 | 0 | 0 | 11.1 | 22.2 | 11.1 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 62.5 | 11 | 8 | | |
| EDINBURGH | JET2.COM LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 25.0 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 44.4 | 19 | 9 | | |
| EDINBURGH | RYANAIR | S A | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 33.3 | 52 | 9 | | |
| EDINBURGH | RYANAIR | S D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 55.6 | 45 | 9 | | |
| GLASGOW | JET2.COM LTD | S A | 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 | 2 | 62.5 | 19 | 8 | | |
| GLASGOW | JET2.COM LTD | S D | 8 | 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 | 10 | 66.7 | 18 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 16 | 0 | 1 | 11.8 | 52.9 | 17.6 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 8 | 69.2 | 11 | 13 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 17 | 0 | 0 | 0.0 | 11.8 | 58.8 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.4 | 12 | 14 | | | |
| LEEDS BRADFORD | RYANAIR | S A | 8 | 0 | 1 | 11.1 | 66.7 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 11 | 100.0 | 3 | 8 | | | |
| LEEDS BRADFORD | RYANAIR | 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 | 6 | 100.0 | 1 | 8 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM 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 | 16 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM 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 | 12 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 50.0 | 33 | 4 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 2 | 100.0 | 0 | 4 | | | |
| GATWICK | EASYJET UK LTD | S A | 34 | 0 | 0 | 0.0 | 5.9 | 17.6 | 17.6 | 32.4 | 14.7 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 52 | 47.1 | 34 | 33 | | | |
| GATWICK | EASYJET UK LTD | S D | 33 | 0 | 0 | 0.0 | 12.1 | 27.3 | 27.3 | 12.1 | 15.2 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 70.6 | 20 | 34 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 12 | 1 | 0 | 0.0 | 7.7 | 30.8 | 30.8 | 0.0 | 7.7 | 15.4 | 0.0 | 0.0 | 7.7 | 0.0 | 45 | 41.7 | 24 | 12 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0.0 | 8.3 | 25.0 | 33.3 | 8.3 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 38.5 | 26 | 13 | | | |
| LUTON | EASYJET UK LTD | S A | 17 | 0 | 0 | 17.6 | 11.8 | 35.3 | 11.8 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 38.5 | 29 | 13 | | | |
| LUTON | EASYJET UK LTD | S D | 17 | 0 | 0 | 0.0 | 0.0 | 17.6 | 41.2 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 46.2 | 28 | 13 | | | |
| LUTON | 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 | 15 | 88.9 | 5 | 9 | | | |
| LUTON | 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 | 6 | 88.9 | 6 | 9 | | | |
| STANSTED | JET2.COM LTD | S A | 21 | 0 | 0 | 4.8 | 28.6 | 28.6 | 19.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 94.4 | 3 | 18 | | | |
| STANSTED | JET2.COM LTD | S D | 22 | 0 | 0 | 0.0 | 18.2 | 50.0 | 13.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 94.4 | 5 | 18 | | | |
| STANSTED | RYANAIR | S A | 21 | 0 | 0 | 0.0 | 14.3 | 28.6 | 9.5 | 19.0 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 61.9 | 18 | 21 | | | |
| STANSTED | RYANAIR | S D | 20 | 0 | 0 | 0.0 | 15.0 | 30.0 | 10.0 | 25.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 71.4 | 11 | 21 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 8 | 0 | 0 | 62.5 | 25.0 | 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 | 0.0 | 50.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | |
| MANCHESTER | JET2.COM LTD | S A | 25 | 0 | 1 | 11.5 | 15.4 | 23.1 | 11.5 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 27 | 65.4 | 13 | 26 | | | |
| MANCHESTER | JET2.COM LTD | S D | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 19.2 | 19.2 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 46.2 | 25 | 26 | | | |
| MANCHESTER | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 0.0 | 0.0 | 69.2 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 16.7 | 52 | 12 | | | |
| MANCHESTER | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 41.7 | 50 | 12 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 12 | 0 | 0 | 0.0 | 16.7 | 8.3 | 8.3 | 33.3 | 8.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 63 | 71.4 | 37 | 14 | | | |

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 0.0 | 33.3 | 16.7 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 35.7 | 39 | 14 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 87.5 | 14 | 8 | | |
| | NEWCASTLE | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 22.2 | 30 | 9 | | |
| | NEWCASTLE | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 22.2 | 97 | 9 | | |
| | NEWCASTLE | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 25 | 9 | | |
| TOTAL FUERTEVENTURA | | | | | 689 | 1 | 3 | 4.6 | 18.5 | 32.0 | 17.6 | 15.9 | 8.2 | 2.5 | 0.1 | 0.0 | 0.1 | 0.4 | 24 | 62.4 | 21 | 616 | |
| FUNCHAL | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 117 | 50.0 | 16 | 4 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 127 | 75.0 | 10 | 4 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 94 | 77.8 | 16 | 9 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 57 | 22.2 | 38 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 7.7 | 38.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 38 | 53.8 | 19 | 13 | |
| | BRISTOL | EASYJET UK LTD | S | D | 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 | 17 | 76.9 | 12 | 13 | |
| | BRISTOL | JET2.COM LTD | 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 | 5 | 50.0 | 21 | 4 | |
| | BRISTOL | 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 | 0.0 | 9 | 75.0 | 12 | 4 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 0.0 | 1 | 100.0 | 1 | 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 | 3 | 100.0 | 1 | 4 | |
| | EDINBURGH | JET2.COM LTD | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 5 | 4 | |
| | EDINBURGH | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 100.0 | 8 | 4 | |
| | GLASGOW | JET2.COM LTD | S | A | 5 | 0 | 0 | 20.0 | 40.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 4 | 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 | 0.0 | 1 | 75.0 | 7 | 4 | |
| | JERSEY | EUROPE AIRPOST | 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 | 9 | 100.0 | 5 | 3 | |
| | JERSEY | EUROPE AIRPOST | C | D | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 18 | 3 | |
| | LEEDS BRADFORD | 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 | 8 | 75.0 | 10 | 4 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 3 | 4 | |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 4 | 0 | 0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 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 | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 47 | 1 | 0 | 4.2 | 12.5 | 25.0 | 8.3 | 31.3 | 14.6 | 2.1 | 0.0 | 0.0 | 2.1 | 0.0 | 32 | 28.8 | 52 | 51 | |
| | GATWICK | EASYJET UK LTD | S | D | 47 | 0 | 0 | 0.0 | 4.3 | 29.8 | 25.5 | 31.9 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 30.8 | 39 | 51 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 13.3 | 40.0 | 13.3 | 10.0 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 13 | 80.0 | 13 | 25 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 6.7 | 66.7 | 10.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 72.0 | 20 | 25 | |
| | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 55.6 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.9 | 14 | 9 | |
| | STANSTED | JET2.COM LTD | 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 | 0.0 | 13 | 88.9 | 13 | 9 | |

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 13 | 0 | 0 | 7.7 | 46.2 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.0 | 7 | 25 | | |
| STANSTED | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 0.0 | 69.2 | 7.7 | 15.4 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 76.0 | 14 | 25 | | |
| MANCHESTER | EASYJET UK LTD | S A | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.9 | 14 | 9 | | |
| MANCHESTER | EASYJET UK LTD | S D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 22 | 9 | | |
| MANCHESTER | JET2.COM LTD | S A | 17 | 0 | 0 | 5.9 | 17.6 | 35.3 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 57.1 | 18 | 14 | | |
| MANCHESTER | JET2.COM LTD | S D | 17 | 0 | 0 | 0.0 | 5.9 | 52.9 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 42.9 | 27 | 14 | | |
| MANCHESTER | RYANAIR | 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 | 92.9 | 2 | 14 | | |
| MANCHESTER | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.7 | 9 | 14 | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 12.5 | 12.5 | 12.5 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 55.6 | 15 | 9 | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 0.0 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 37.5 | 28 | 8 | | |
| NEWCASTLE | 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 | 0.0 | 0.0 | 0 | 75.0 | 6 | 4 | | |
| NEWCASTLE | 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 | 5 | 100.0 | 2 | 4 | | |
| TOTAL FUNCHAL | | | 410 | 1 | 2 | 6.3 | 20.6 | 36.1 | 13.8 | 15.5 | 4.4 | 1.0 | 1.2 | 0.5 | 0.2 | 0.5 | 25 | 63.0 | 22 | 417 | | | |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | ABERDEEN | EASYJET UK LTD | S | A | 57 | 0 | 2 | 3.4 | 16.9 | 16.9 | 20.3 | 15.3 | 16.9 | 6.8 | 0.0 | 0.0 | 0.0 | 3.4 | 37 | 41.0 | 32 | 60 |
| | ABERDEEN | EASYJET UK LTD | S | D | 58 | 0 | 2 | 0.0 | 28.3 | 31.7 | 3.3 | 13.3 | 13.3 | 5.0 | 0.0 | 1.7 | 0.0 | 3.3 | 36 | 70.5 | 17 | 60 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 86 | 0 | 2 | 4.5 | 11.4 | 12.5 | 13.6 | 22.7 | 26.1 | 6.8 | 0.0 | 0.0 | 0.0 | 2.3 | 47 | 44.9 | 31 | 85 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 87 | 0 | 3 | 0.0 | 13.3 | 24.4 | 11.1 | 20.0 | 16.7 | 8.9 | 2.2 | 0.0 | 0.0 | 3.3 | 48 | 53.4 | 29 | 85 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 158 | 0 | 1 | 2.5 | 16.4 | 21.4 | 13.2 | 20.1 | 18.9 | 3.8 | 3.1 | 0.0 | 0.0 | 0.6 | 41 | 43.4 | 38 | 147 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 156 | 0 | 1 | 0.0 | 21.7 | 21.7 | 11.5 | 20.4 | 14.0 | 6.4 | 3.8 | 0.0 | 0.0 | 0.6 | 43 | 37.7 | 51 | 147 |
| | 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 | 0.0 | 22 | 1 |
| | BOURNEMOUTH | 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 | 2 |
| | CARDIFF WALES | 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 | 100.0 | 0 | 1 |
| | CARDIFF WALES | 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 | 9 | 1 |
| | EDINBURGH | BA CITYFLYER LTD | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 |
| | EDINBURGH | BA CITYFLYER 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 | 0.0 | 13 | 0.0 | 0 | 0 |
| | EDINBURGH | EASYJET UK LTD | S | A | 141 | 0 | 3 | 2.1 | 9.7 | 31.3 | 11.8 | 24.3 | 16.0 | 2.1 | 0.7 | 0.0 | 0.0 | 2.1 | 35 | 39.7 | 41 | 134 |
| | EDINBURGH | EASYJET UK LTD | S | D | 141 | 0 | 3 | 0.7 | 20.8 | 30.6 | 12.5 | 16.0 | 13.9 | 2.1 | 0.7 | 0.7 | 0.0 | 2.1 | 32 | 47.2 | 37 | 134 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 1 | 6.9 | 20.7 | 41.4 | 24.1 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 12 | 73.3 | 23 | 29 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 1 | 0.0 | 29.0 | 54.8 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 9 | 43.3 | 27 | 29 |
| | GLASGOW | EASYJET UK LTD | S | A | 138 | 0 | 1 | 3.6 | 9.4 | 28.8 | 18.7 | 18.0 | 14.4 | 3.6 | 2.2 | 0.7 | 0.0 | 0.7 | 40 | 43.5 | 37 | 134 |
| | GLASGOW | EASYJET UK LTD | S | D | 139 | 0 | 1 | 0.0 | 14.3 | 32.1 | 17.9 | 15.0 | 14.3 | 2.1 | 3.6 | 0.0 | 0.0 | 0.7 | 36 | 39.9 | 45 | 133 |
| | ISLE OF MAN | EASYJET UK LTD | S | A | 55 | 0 | 5 | 0.0 | 15.0 | 18.3 | 28.3 | 16.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 28 | 42.9 | 52 | 50 |
| | ISLE OF MAN | EASYJET UK LTD | S | D | 55 | 0 | 5 | 0.0 | 8.3 | 16.7 | 20.0 | 20.0 | 25.0 | 1.7 | 0.0 | 0.0 | 0.0 | 8.3 | 42 | 22.8 | 96 | 50 |
| | JERSEY | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 17 | 0 | 1 | 0.0 | 22.2 | 27.8 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 14 | 0.0 | 0 | 0 |
| | JERSEY | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 17 | 0 | 1 | 5.6 | 38.9 | 16.7 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 13 | 0.0 | 0 | 0 |
| | JERSEY | BRITISH AIRWAYS PLC | 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 | 12 | 0.0 | 0 | 0 |
| | JERSEY | BRITISH AIRWAYS PLC | S | D | 2 | 0 | 0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| | JERSEY | EASYJET UK LTD | S | A | 122 | 0 | 2 | 5.6 | 31.5 | 21.8 | 8.9 | 21.8 | 5.6 | 2.4 | 0.8 | 0.0 | 0.0 | 1.6 | 23 | 55.3 | 25 | 122 |
| | JERSEY | EASYJET UK LTD | S | D | 122 | 0 | 3 | 0.8 | 25.6 | 25.6 | 13.6 | 17.6 | 11.2 | 0.8 | 2.4 | 0.0 | 0.0 | 2.4 | 28 | 62.1 | 23 | 122 |
| | 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 | 10 | 1 |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | 50.0 | 11 | 2 | | |
| | HEATHROW | THY TURKISH AIRLINES | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 32 | 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 | 20.0 | 24 | 4 | | |
| | MANCHESTER | 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 | 29 | 1 | | |
| TOTAL GATWICK | | | | | 1621 | 0 | 38 | 1.8 | 18.0 | 25.6 | 14.5 | 18.3 | 14.3 | 3.4 | 1.6 | 0.2 | 0.0 | 2.3 | 35 | 46.3 | 38 | 1535 | |
| GAZIANTEP | | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | SUNEXPRESS | S | A | 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 | | |
| | STANSTED | SUNEXPRESS | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 0.0 | 0 | 0 | | |
| | STANSTED | SUNEXPRESS | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 56 | 0.0 | 0 | 0 | | |
| TOTAL GAZIANTEP | | | | | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 50.0 | 15 | 2 | | |
| GDANSK | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | WIZZ AIR | S | A | 13 | 0 | 0 | 15.4 | 30.8 | 30.8 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.5 | 24 | 13 | | |
| | ABERDEEN | WIZZ AIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 23.1 | 15.4 | 23.1 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 27 | 61.5 | 26 | 13 | | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 84 | 10 | | |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 70.0 | 90 | 10 | | |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | 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 | 14 | 4 | | |
| | 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 | 4 | 75.0 | 13 | 4 | | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 88.9 | 8 | 9 | | |
| | BRISTOL | 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 | 10 | 66.7 | 22 | 9 | | |
| | EDINBURGH | RYANAIR | S | A | 21 | 0 | 0 | 9.5 | 42.9 | 23.8 | 9.5 | 0.0 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 27 | 95.5 | 4 | 22 | | |
| | EDINBURGH | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 42.9 | 19.0 | 0.0 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 21 | 77.3 | 9 | 22 | | |
| | 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 | 87.5 | 6 | 8 | | |
| | 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 | 75.0 | 17 | 8 | | |
| | LEEDS BRADFORD | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 53.8 | 15.4 | 7.7 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 83.3 | 7 | 12 | | |
| | LEEDS BRADFORD | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 69.2 | 15.4 | 0.0 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 13 | 12 | | |
| | LEEDS BRADFORD | WIZZ AIR | S | A | 11 | 0 | 0 | 9.1 | 54.5 | 18.2 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.6 | 9 | 13 | | |
| | LEEDS BRADFORD | WIZZ AIR | S | D | 11 | 0 | 0 | 0.0 | 18.2 | 63.6 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 84.6 | 10 | 13 | | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | A | 13 | 0 | 0 | 23.1 | 53.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 84.6 | 12 | 13 | | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | 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 | 5 | 84.6 | 14 | 13 | | |
| | LUTON | WIZZ AIR | S | A | 60 | 0 | 0 | 15.0 | 41.7 | 16.7 | 6.7 | 6.7 | 11.7 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 91.7 | 17 | 60 | | |
| | LUTON | WIZZ AIR | S | D | 60 | 0 | 0 | 0.0 | 20.0 | 33.3 | 15.0 | 8.3 | 21.7 | 1.7 | 0.0 | 0.0 | 0.0 | 29 | 71.7 | 25 | 60 | | |
| | STANSTED | RYANAIR | S | A | 58 | 0 | 0 | 12.1 | 43.1 | 20.7 | 8.6 | 10.3 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 88.3 | 8 | 60 | | |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 58 | 0 | 0 | 0.0 | 29.3 | 36.2 | 12.1 | 17.2 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 11 | 60 | |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 15.4 | 53.8 | 15.4 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 7 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 7.7 | 7.7 | 61.5 | 7.7 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 88.9 | 4 | 9 | |
| | NEWCASTLE | 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 | 88.9 | 27 | 9 | |
| | NEWCASTLE | RYANAIR | 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 | 0.0 | 5 | 88.9 | 30 | 9 | |
| TOTAL GDANSK | | | | | 464 | 0 | 0 | 6.5 | 37.3 | 29.1 | 10.1 | 7.8 | 7.5 | 1.3 | 0.4 | 0.0 | 0.0 | 0.0 | 17 | 82.0 | 17 | 484 | |
| GENEVA | BIRMINGHAM | EASYJET SWITZERLAND | 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 | 14 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET SWITZERLAND | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 44.4 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 46.2 | 33 | 13 | |
| | 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 | 45 | 7.7 | 55 | 13 | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 21 | 2 | |
| | BRISTOL | EASYJET UK LTD | S | A | 35 | 0 | 0 | 0.0 | 8.6 | 28.6 | 22.9 | 17.1 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 44.7 | 35 | 38 | |
| | BRISTOL | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 31.4 | 31.4 | 14.3 | 17.1 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 60.5 | 26 | 38 | |
| | EDINBURGH | EASYJET SWITZERLAND | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 25.0 | 8.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 2 | 4 | |
| | EDINBURGH | EASYJET SWITZERLAND | 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 | 22 | 100.0 | 5 | 4 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 35 | 0 | 0 | 0.0 | 8.6 | 34.3 | 20.0 | 22.9 | 5.7 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 36 | 43.2 | 44 | 43 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 25.7 | 34.3 | 17.1 | 8.6 | 8.6 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 28 | 56.8 | 33 | 43 | |
| | 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 | 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 | |
| | GATWICK | EASYJET UK LTD | S | A | 156 | 0 | 2 | 0.0 | 15.8 | 23.4 | 22.8 | 22.2 | 11.4 | 1.9 | 1.3 | 0.0 | 0.0 | 1.3 | 31 | 44.4 | 32 | 144 | |
| | GATWICK | EASYJET UK LTD | S | D | 154 | 0 | 2 | 0.0 | 6.4 | 30.8 | 21.2 | 19.2 | 18.6 | 1.9 | 0.6 | 0.0 | 0.0 | 1.3 | 35 | 35.9 | 38 | 144 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 183 | 0 | 11 | 1.5 | 20.1 | 26.8 | 17.0 | 20.1 | 7.2 | 1.5 | 0.0 | 0.0 | 0.0 | 5.7 | 23 | 49.2 | 27 | 185 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 184 | 0 | 10 | 0.0 | 16.5 | 36.1 | 19.1 | 15.5 | 6.7 | 1.0 | 0.0 | 0.0 | 0.0 | 5.2 | 21 | 52.3 | 25 | 186 | |
| | HEATHROW | SWISS AIRLINES | S | A | 139 | 0 | 5 | 1.4 | 17.4 | 36.8 | 16.0 | 16.7 | 7.6 | 0.7 | 0.0 | 0.0 | 0.0 | 3.5 | 22 | 77.2 | 9 | 143 | |
| | HEATHROW | SWISS AIRLINES | S | D | 136 | 0 | 6 | 0.0 | 14.1 | 35.2 | 21.1 | 14.1 | 9.9 | 1.4 | 0.0 | 0.0 | 0.0 | 4.2 | 25 | 71.2 | 13 | 144 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 30.0 | 27 | 9 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 20.0 | 33 | 9 | |
| | 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 | 84.4 | 5 | 42 | |
| | 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 | 73.9 | 11 | 42 | |
| | LUTON | EASYJET UK LTD | S | A | 44 | 0 | 0 | 0.0 | 9.1 | 34.1 | 22.7 | 22.7 | 9.1 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 32 | 49.1 | 27 | 54 | |
| | LUTON | EASYJET UK LTD | S | D | 44 | 0 | 0 | 0.0 | 18.2 | 52.3 | 20.5 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.6 | 25 | 54 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | SEP 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 |
| GENEVA | | MANCHESTER | EASYJET SWITZERLAND | S | A | 13 | 0 | 0 | 0 | 15.4 | 46.2 | 23.1 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 0 | 1 | |
| GENEVA | | MANCHESTER | EASYJET SWITZERLAND | S | D | 13 | 0 | 0 | 0 | 0.0 | 38.5 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 339 | 1 | |
| GENEVA | | MANCHESTER | EASYJET UK LTD | S | A | 56 | 0 | 0 | 0 | 0.0 | 12.5 | 28.6 | 19.6 | 25.0 | 10.7 | 3.6 | 0.0 | 0.0 | 0.0 | 33 | 50.0 | 27 | 58 | |
| GENEVA | | MANCHESTER | EASYJET UK LTD | S | D | 56 | 0 | 0 | 0 | 0.0 | 28.6 | 25.0 | 25.0 | 10.7 | 8.9 | 1.8 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 17 | 58 | |
| TOTAL GENEVA | | | | | | 1369 | 0 | 40 | 0.5 | 16.5 | 31.4 | 19.7 | 17.7 | 9.5 | 1.4 | 0.4 | 0.0 | 0.0 | 2.8 | 26 | 55.0 | 25 | 1472 | |
| 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 | 62.5 | 15 | 8 | | |
| GENOA | | 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 | 50.0 | 13 | 8 | | |
| GENOA | | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 0 | 6.7 | 10.0 | 33.3 | 16.7 | 16.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 34 | 66.7 | 24 | 21 | |
| GENOA | | STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0 | 0.0 | 23.3 | 56.7 | 3.3 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.2 | 14 | 21 | |
| GENOA | | 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 | 75.0 | 8 | 4 | | |
| GENOA | | 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 | 75.0 | 15 | 4 | | |
| GENOA | | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 50.0 | 35 | 8 | | |
| GENOA | | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 25 | 75.0 | 19 | 8 | | |
| TOTAL GENOA | | | | | | 78 | 0 | 0 | 2.6 | 14.1 | 39.7 | 14.1 | 19.2 | 7.7 | 1.3 | 1.3 | 0.0 | 0.0 | 0.0 | 25 | 67.1 | 19 | 82 | |
| GEORGETOWN (GUYANA) | | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 0 | 0.0 | 37.5 | 12.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 31 | 88.9 | 17 | 9 | | |
| GEORGETOWN (GUYANA) | | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 22.2 | 22.2 | 55.6 | 0.0 | 0.0 | 0.0 | 61 | 25.0 | 33 | 8 | | |
| TOTAL GEORGETOWN (GUYANA) | | | | | | 17 | 0 | 0 | 0.0 | 17.6 | 5.9 | 17.6 | 17.6 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 58.8 | 25 | 17 | | |
| GIBRALTAR | | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0 | 11.1 | 22.2 | 33.3 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 55 | 12 | | |
| GIBRALTAR | | BRISTOL | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0 | 0.0 | 33.3 | 55.6 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 23 | 12 | | |
| GIBRALTAR | | GATWICK | EASYJET UK LTD | S | A | 39 | 0 | 0 | 0 | 5.1 | 10.3 | 35.9 | 17.9 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 22 | 38.6 | 33 | 56 | | |
| GIBRALTAR | | GATWICK | EASYJET UK LTD | S | D | 39 | 0 | 0 | 0 | 0.0 | 5.1 | 41.0 | 30.8 | 10.3 | 12.8 | 0.0 | 0.0 | 0.0 | 24 | 46.4 | 28 | 56 | | |
| GIBRALTAR | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 63 | 0 | 1 | 3.1 | 15.6 | 34.4 | 23.4 | 12.5 | 4.7 | 1.6 | 1.6 | 1.6 | 0.0 | 44 | 60.3 | 17 | 63 | | |
| GIBRALTAR | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 63 | 0 | 1 | 0.0 | 17.2 | 54.7 | 14.1 | 6.3 | 3.1 | 1.6 | 1.6 | 0.0 | 0.0 | 19 | 63.5 | 12 | 63 | | |
| GIBRALTAR | | MANCHESTER | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0 | 11.1 | 33.3 | 33.3 | 11.1 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 12 | 73.3 | 20 | 30 | | |
| GIBRALTAR | | MANCHESTER | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0 | 0.0 | 27.8 | 44.4 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 70.0 | 17 | 30 | | |
| TOTAL GIBRALTAR | | | | | | 258 | 0 | 2 | 2.7 | 16.5 | 41.9 | 18.8 | 11.2 | 6.2 | 0.8 | 0.8 | 0.4 | 0.0 | 0.8 | 25 | 56.7 | 23 | 322 | |
| GIRONA | | BELFAST INTERNATIONAL | RYANAIR | S | A | 5 | 0 | 0 | 0 | 0.0 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 4 | 4 | | |
| GIRONA | | BELFAST INTERNATIONAL | RYANAIR | S | D | 5 | 0 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 32 | 25.0 | 27 | 4 | | |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S A | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 84.6 | 18 | 13 |
| BELFAST INTERNATIONAL | RYANAIR 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 | 0.0 | 5 | 92.3 | 6 | 13 |
| BIRMINGHAM | 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 | 0.0 | 3 | 88.9 | 12 | 9 |
| BIRMINGHAM | 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 | 0.0 | 5 | 55.6 | 14 | 9 |
| BIRMINGHAM | RYANAIR | S A | 13 | 0 | 0 | 7.7 | 23.1 | 7.7 | 46.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 77.8 | 10 | 18 |
| BIRMINGHAM | RYANAIR | S D | 13 | 0 | 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 | 30 | 72.2 | 21 | 18 |
| BIRMINGHAM | 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 | 0.0 | 6 | 50.0 | 29 | 8 |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 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 | 0.0 | 3 | 42.9 | 33 | 7 |
| BOURNEMOUTH | FAI FLIGHT-AMBULANCE SERVICE | S D | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 |
| BOURNEMOUTH | RYANAIR | S A | 30 | 0 | 0 | 10.0 | 40.0 | 13.3 | 20.0 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 96.2 | 3 | 26 |
| BOURNEMOUTH | RYANAIR | S D | 29 | 0 | 0 | 3.4 | 24.1 | 31.0 | 13.8 | 17.2 | 6.9 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 80.8 | 11 | 26 |
| BRISTOL | JET2.COM LTD | S A | 4 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.0 | 13 | 5 |
| BRISTOL | 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 | 0.0 | 3 | 100.0 | 4 | 5 |
| BRISTOL | RYANAIR | S A | 26 | 0 | 0 | 7.7 | 26.9 | 15.4 | 26.9 | 11.5 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 56.7 | 21 | 30 |
| BRISTOL | RYANAIR | S D | 26 | 0 | 0 | 0.0 | 38.5 | 26.9 | 11.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 56.7 | 21 | 30 |
| EAST MIDLANDS INTERNATIONAL | 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 | 0.0 | 0.0 | 2 | 100.0 | 0 | 5 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 0.0 | 0.0 | 14 | 80.0 | 8 | 5 |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 14 | 0 | 0 | 21.4 | 35.7 | 21.4 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 7 | 9 |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 14 | 0 | 0 | 0.0 | 42.9 | 42.9 | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 88.9 | 4 | 9 |
| GLASGOW | 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 | 0 | 4 |
| GLASGOW | 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 | 0.0 | 0.0 | 6 | 100.0 | 2 | 4 |
| LEEDS BRADFORD | 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 | 0.0 | 0.0 | 1 | 75.0 | 5 | 8 |
| LEEDS BRADFORD | 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 | 0.0 | 2 | 75.0 | 8 | 8 |
| LEEDS BRADFORD | RYANAIR | S A | 20 | 0 | 0 | 10.0 | 35.0 | 15.0 | 5.0 | 20.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 90.9 | 6 | 22 |
| LEEDS BRADFORD | RYANAIR | S D | 20 | 0 | 0 | 0.0 | 30.0 | 45.0 | 10.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 81.8 | 8 | 22 |
| GATWICK | TUI AIRWAYS LTD | C A | 7 | 0 | 0 | 0.0 | 0.0 | 85.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 87.5 | 14 | 8 |
| GATWICK | TUI AIRWAYS LTD | C D | 6 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 71.4 | 16 | 7 |
| STANSTED | JET2.COM LTD | S A | 8 | 0 | 0 | 37.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 55.6 | 20 | 9 |
| STANSTED | JET2.COM LTD | S D | 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 | 0.0 | 14 | 77.8 | 14 | 9 |
| STANSTED | RYANAIR | S A | 56 | 0 | 0 | 7.1 | 26.8 | 26.8 | 14.3 | 14.3 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 78.8 | 15 | 52 |
| STANSTED | RYANAIR | S D | 56 | 0 | 0 | 0.0 | 3.6 | 33.9 | 35.7 | 21.4 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 75.0 | 16 | 52 |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | JET2.COM LTD | S | A | 17 | 0 | 0 | 5.9 | 52.9 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 46.7 | 25 | 15 |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 52.9 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 17 | 15 |
| | MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 11.8 | 17.6 | 29.4 | 11.8 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 24 | 12 |
| | MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 29.4 | 29.4 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 41.7 | 54 | 12 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 7 | 0 | 0 | 0.0 | 28.6 | 28.6 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 57.1 | 17 | 7 |
| | MANCHESTER | 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 | 0.0 | 9 | 83.3 | 15 | 6 |
| | NEWCASTLE | 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 | 0.0 | 0 | 75.0 | 17 | 4 |
| | NEWCASTLE | 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 | 6 | 75.0 | 8 | 4 |
| TOTAL GIRONA | | | | | 540 | 0 | 0 | 5.9 | 27.0 | 33.5 | 16.3 | 11.3 | 5.0 | 0.7 | 0.2 | 0.0 | 0.0 | 0.0 | 16 | 74.1 | 15 | 533 |
| GLASGOW | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASYJET UK LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| | BELFAST CITY (GEORGE BEST) | AER LINGUS | S | A | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 110 | 100.0 | 0 | 1 |
| | 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 | 115 | 100.0 | 0 | 1 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 25 | 0 | 1 | 15.4 | 30.8 | 19.2 | 7.7 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 16 | 58.8 | 24 | 16 |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 25 | 0 | 1 | 3.8 | 42.3 | 11.5 | 11.5 | 11.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 22 | 64.7 | 25 | 16 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 55 | 0 | 0 | 9.1 | 50.9 | 18.2 | 10.9 | 0.0 | 3.6 | 1.8 | 3.6 | 1.8 | 0.0 | 0.0 | 23 | 89.8 | 8 | 59 |
| | BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 55 | 0 | 0 | 3.6 | 69.1 | 14.5 | 0.0 | 1.8 | 3.6 | 1.8 | 3.6 | 1.8 | 0.0 | 0.0 | 20 | 88.1 | 7 | 59 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 130 | 0 | 3 | 7.5 | 44.4 | 15.0 | 9.0 | 11.3 | 9.0 | 0.8 | 0.8 | 0.0 | 0.0 | 2.3 | 19 | 57.9 | 27 | 121 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 130 | 0 | 3 | 1.5 | 51.1 | 15.0 | 9.0 | 9.8 | 8.3 | 2.3 | 0.8 | 0.0 | 0.0 | 2.3 | 21 | 54.5 | 29 | 121 |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 78 | 0 | 0 | 11.5 | 50.0 | 21.8 | 1.3 | 6.4 | 7.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 71.8 | 13 | 71 |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 78 | 0 | 0 | 0.0 | 34.6 | 37.2 | 14.1 | 5.1 | 5.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 56.3 | 22 | 71 |
| | BRISTOL | EASYJET UK LTD | S | A | 95 | 0 | 0 | 4.2 | 29.5 | 18.9 | 12.6 | 16.8 | 12.6 | 4.2 | 1.1 | 0.0 | 0.0 | 0.0 | 29 | 71.3 | 17 | 107 |
| | BRISTOL | EASYJET UK LTD | S | D | 94 | 0 | 1 | 0.0 | 27.4 | 27.4 | 13.7 | 17.9 | 7.4 | 5.3 | 0.0 | 0.0 | 0.0 | 1.1 | 26 | 72.2 | 16 | 107 |
| | EDINBURGH | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 2 |
| | EDINBURGH | RYANAIR | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 44 | 2 |
| | EXETER | LOGANAIR LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 6 | 22 |
| | 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 | 83.3 | 5 | 22 |
| | JERSEY | EASYJET UK LTD | S | A | 21 | 0 | 0 | 9.5 | 19.0 | 42.9 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.2 | 16 | 22 |
| | JERSEY | EASYJET UK LTD | S | D | 21 | 0 | 0 | 4.8 | 23.8 | 38.1 | 9.5 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 68.2 | 23 | 22 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 0.0 | 20.0 | 46.7 | 16.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 14 | 33.3 | 31 | 29 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 10.0 | 43.3 | 30.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 17 | 60.0 | 28 | 29 |
| | GATWICK | EASYJET UK LTD | S | A | 138 | 0 | 1 | 3.6 | 17.3 | 19.4 | 18.7 | 18.7 | 15.1 | 2.9 | 3.6 | 0.0 | 0.0 | 0.7 | 37 | 36.9 | 48 | 134 |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 138 | 0 | 1 | 0.0 | 11.5 | 28.8 | 17.3 | 20.9 | 15.1 | 2.2 | 2.9 | 0.7 | 0.0 | 0.7 | 41 | 31.4 | 41 | 134 | |
| | 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 | 54 | 1 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 268 | 0 | 11 | 3.2 | 17.6 | 30.1 | 17.2 | 16.8 | 8.2 | 1.1 | 1.8 | 0.0 | 0.0 | 3.9 | 28 | 54.6 | 25 | 237 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 268 | 0 | 11 | 0.0 | 14.0 | 29.4 | 15.4 | 22.9 | 11.5 | 2.5 | 0.4 | 0.0 | 0.0 | 3.9 | 31 | 34.0 | 35 | 237 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 110 | 0 | 7 | 18.8 | 41.9 | 21.4 | 6.0 | 4.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 7 | 74.4 | 10 | 115 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 110 | 0 | 6 | 0.0 | 21.6 | 44.8 | 12.1 | 11.2 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 15 | 61.0 | 17 | 119 | |
| | LUTON | EASYJET UK LTD | S | A | 91 | 0 | 0 | 13.2 | 36.3 | 12.1 | 12.1 | 12.1 | 8.8 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 27 | 74.7 | 14 | 79 | |
| | LUTON | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 34.4 | 26.7 | 12.2 | 10.0 | 10.0 | 5.6 | 1.1 | 0.0 | 0.0 | 0.0 | 29 | 63.3 | 17 | 79 | |
| | STANSTED | 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 | 10 | 1 | |
| | STANSTED | EASYJET UK LTD | S | A | 86 | 0 | 0 | 7.0 | 47.7 | 18.6 | 10.5 | 5.8 | 5.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 17 | 84 | |
| | STANSTED | EASYJET UK LTD | S | D | 86 | 0 | 0 | 0.0 | 44.2 | 26.7 | 10.5 | 8.1 | 5.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 21 | 59.5 | 22 | 84 | |
| | 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 | 0.0 | 0 | 0 | |
| | 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 | EASYJET UK LTD | S | A | 29 | 0 | 1 | 3.3 | 26.7 | 33.3 | 16.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 13 | 0.0 | 0 | 0 | |
| | SOUTHAMPTON | EASYJET UK LTD | S | D | 29 | 0 | 1 | 0.0 | 16.7 | 43.3 | 10.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 21 | 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 | 75.8 | 14 | 89 | |
| | 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 | 66.7 | 20 | 90 | |
| TOTAL GLASGOW | | | | | 2312 | 0 | 53 | 4.0 | 29.9 | 25.7 | 12.8 | 13.3 | 8.6 | 2.1 | 1.2 | 0.1 | 0.0 | 2.2 | 24 | 58.8 | 23 | 2383 | |
| GOA INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR INDIA | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 15.4 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 69.2 | 34 | 13 | |
| | GATWICK | AIR INDIA | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 33.3 | 16.7 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 83.3 | 31 | 12 | |
| TOTAL GOA INTERNATIONAL | | | | | 25 | 0 | 0 | 0.0 | 20.0 | 28.0 | 16.0 | 20.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 76.0 | 32 | 25 | |
| GOTEBORG (LANDVETTER) | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | NYXAIR OU | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 5 | 1 | |
| | BELFAST CITY (GEORGE BEST) | NYXAIR OU | 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 | 14 | 2 | |
| | BELFAST CITY (GEORGE BEST) | NYXAIR OU | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 51 | 3 | |
| | EDINBURGH | RYANAIR | S | A | 4 | 0 | 0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 88 | 8 | |
| | EDINBURGH | RYANAIR | 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 | 21 | 12.5 | 69 | 7 | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 0.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SWEDEN AB | S | A | 17 | 0 | 0 | 0.0 | 29.4 | 23.5 | 17.6 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SWEDEN AB | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 41.2 | 23.5 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 72 | 0 | 2 | 16.2 | 36.5 | 27.0 | 12.2 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 7 | 69.9 | 9 | 79 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 72 | 0 | 2 | 0.0 | 29.7 | 35.1 | 17.6 | 9.5 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 2.7 | 17 | 46.3 | 25 | 80 | | | | | | | | |
| STANSTED | | RYANAIR | | S | A | 37 | 0 | 0 | 8.1 | 43.2 | 8.1 | 24.3 | 10.8 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 80.0 | 9 | 30 | | | | | | | | |
| STANSTED | | RYANAIR | | S | D | 37 | 0 | 0 | 0.0 | 16.2 | 35.1 | 18.9 | 21.6 | 5.4 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 86.7 | 7 | 30 | | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | A | 8 | 0 | 0 | 12.5 | 12.5 | 0.0 | 37.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 77.8 | 19 | 9 | | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 44.4 | 29 | 9 | | | | | | | | |
| MANCHESTER | | RYANAIR | | S | A | 16 | 0 | 0 | 12.5 | 0.0 | 18.8 | 0.0 | 37.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 100.0 | 0 | 4 | | | | | | | | |
| MANCHESTER | | RYANAIR | | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 11.8 | 17.6 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 75.0 | 12 | 4 | | | | | | | | |
| 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 | 1 | 25.0 | 41 | 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 | 0.0 | 51 | 4 | | | | | | | | |
| TOTAL GOTEBORG (LANDVETTER) | | | | | | 327 | 0 | 4 | 6.0 | 28.1 | 25.7 | 16.6 | 15.1 | 5.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 19 | 59.8 | 20 | 274 | | | | | | | |
| GRANADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | VUELING AIRLINES | | S | A | 8 | 0 | 0 | 25.0 | 12.5 | 25.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.8 | 31 | 13 | | | | | | | | |
| GATWICK | | VUELING AIRLINES | | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 64 | 53.8 | 17 | 13 | | | | | | | | |
| STANSTED | | VUELING AIRLINES | | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | | | | |
| TOTAL GRANADA | | | | | | 16 | 0 | 0 | 12.5 | 6.3 | 18.8 | 25.0 | 18.8 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 42 | 55.6 | 23 | 27 | | | | | | | | |
| GRAND CAYMAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 21 | 0 | 0 | 38.1 | 19.0 | 38.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 85.7 | 5 | 21 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 20 | 0 | 0 | 0.0 | 0.0 | 70.0 | 5.0 | 10.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 26 | 22 | | | | | | | | |
| TOTAL GRAND CAYMAN | | | | | | 41 | 0 | 0 | 19.5 | 9.8 | 53.7 | 4.9 | 4.9 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 67.4 | 16 | 43 | | | | | | | | |
| GRENADA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | A | 12 | 0 | 0 | 33.3 | 16.7 | 16.7 | 8.3 | 16.7 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 28 | 63.6 | 27 | 11 | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S | D | 11 | 0 | 0 | 0.0 | 0.0 | 63.6 | 9.1 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 83.3 | 14 | 12 | | | | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 8 | 0 | 0 | 50.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.0 | 17 | 5 | | | | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 7 | 0 | 0 | 0.0 | 14.3 | 28.6 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 44 | 6 | | | | | | | | |
| 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 | 100.0 | 0 | 3 | | | | | | | | |
| HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | 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 | 33.3 | 30 | 3 | | | | | | | | |
| TOTAL GRENADA | | | | | | 40 | 0 | 0 | 22.5 | 7.5 | 35.0 | 12.5 | 15.0 | 2.5 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 24 | 70.0 | 23 | 40 | | | | | | | | |
| GUANGZHOU BAIYUN INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | CHINA SOUTHERN | | S | A | 12 | 0 | 0 | 25.0 | 25.0 | 25.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | | | | | | | | |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | CHINA SOUTHERN | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 | |
| | HEATHROW | CHINA SOUTHERN | S | A | 30 | 0 | 0 | 16.7 | 33.3 | 23.3 | 13.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 46.7 | 25 | 30 | |
| | HEATHROW | CHINA SOUTHERN | S | D | 30 | 0 | 0 | 13.3 | 60.0 | 20.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 86.7 | 5 | 30 | |
| TOTAL GUANGZHOU BAIYUN INTERNATIONAL | | | | | 84 | 0 | 0 | 14.3 | 38.1 | 23.8 | 9.5 | 9.5 | 1.2 | 1.2 | 1.2 | 1.2 | 0.0 | 0.0 | 20 | 66.7 | 15 | 60 | |
| GUERNSEY | BIRMINGHAM | AURIGNY AIR SERVICES | S | A | 29 | 0 | 1 | 13.3 | 23.3 | 23.3 | 10.0 | 0.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 32 | 76.7 | 14 | 30 | |
| | BIRMINGHAM | AURIGNY AIR SERVICES | S | D | 29 | 0 | 1 | 0.0 | 13.3 | 33.3 | 16.7 | 3.3 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 3.3 | 45 | 43.3 | 26 | 30 | |
| | BRISTOL | AURIGNY AIR SERVICES | S | A | 28 | 0 | 0 | 0.0 | 25.0 | 39.3 | 10.7 | 21.4 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 23 | 80.0 | 18 | 30 | |
| | BRISTOL | AURIGNY AIR SERVICES | S | D | 28 | 0 | 0 | 0.0 | 14.3 | 39.3 | 17.9 | 25.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 26 | 66.7 | 30 | 30 | |
| | EAST MIDLANDS INTERNATIONAL | AURIGNY AIR SERVICES | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 38.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.1 | 18 | 18 | |
| | EAST MIDLANDS INTERNATIONAL | AURIGNY AIR SERVICES | S | D | 12 | 0 | 1 | 0.0 | 15.4 | 30.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 18 | 50.0 | 22 | 18 | |
| | EDINBURGH | AURIGNY AIR SERVICES | S | A | 4 | 0 | 0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| | EDINBURGH | AURIGNY AIR SERVICES | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | |
| | EXETER | AURIGNY AIR SERVICES | S | A | 16 | 0 | 0 | 0.0 | 18.8 | 31.3 | 6.3 | 18.8 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 47.4 | 86 | 17 | |
| | EXETER | AURIGNY AIR SERVICES | S | D | 16 | 0 | 0 | 6.3 | 6.3 | 37.5 | 6.3 | 25.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 50.0 | 91 | 17 | |
| | ISLE OF MAN | BLUE ISLANDS LIMITED | S | A | 4 | 0 | 0 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| | ISLE OF MAN | BLUE ISLANDS LIMITED | S | D | 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 | 10 | 0.0 | 0 | 0 | |
| | JERSEY | AURIGNY AIR SERVICES | S | D | 2 | 0 | 0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| | 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 | 21 | 1 | | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 77 | 0 | 3 | 0.0 | 31.3 | 30.0 | 7.5 | 5.0 | 15.0 | 5.0 | 2.5 | 0.0 | 0.0 | 3.8 | 34 | 76.8 | 17 | 82 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 78 | 0 | 3 | 0.0 | 30.9 | 32.1 | 12.3 | 2.5 | 12.3 | 4.9 | 0.0 | 1.2 | 0.0 | 3.7 | 29 | 82.9 | 12 | 82 | |
| | LEEDS BRADFORD | AURIGNY AIR SERVICES | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 77.8 | 28 | 9 | |
| | LEEDS BRADFORD | AURIGNY AIR SERVICES | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60 | 66.7 | 35 | 9 | |
| | LIVERPOOL (JOHN LENNON) | AURIGNY AIR SERVICES | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | AURIGNY AIR SERVICES | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 50.0 | 16.7 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | |
| | GATWICK | AURIGNY AIR SERVICES | S | A | 177 | 0 | 4 | 0.0 | 10.5 | 29.3 | 15.5 | 23.8 | 12.7 | 3.9 | 2.2 | 0.0 | 0.0 | 2.2 | 38 | 61.3 | 25 | 171 | |

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | AURIGNY AIR SERVICES | S | D | 176 | 0 | 4 | 0.0 | 2.8 | 26.1 | 18.3 | 21.7 | 19.4 | 6.1 | 3.3 | 0.0 | 0.0 | 2.2 | 48 | 48.3 | 32 | 171 |
| | LONDON CITY | AURIGNY AIR SERVICES | S | A | 53 | 0 | 1 | 7.4 | 46.3 | 16.7 | 3.7 | 14.8 | 7.4 | 1.9 | 0.0 | 0.0 | 0.0 | 1.9 | 16 | 0.0 | 0 | 0 |
| | LONDON CITY | AURIGNY AIR SERVICES | S | D | 54 | 0 | 2 | 0.0 | 16.1 | 39.3 | 10.7 | 19.6 | 8.9 | 1.8 | 0.0 | 0.0 | 0.0 | 3.6 | 24 | 0.0 | 0 | 0 |
| | STANSTED | AURIGNY AIR SERVICES | S | A | 14 | 0 | 0 | 0.0 | 14.3 | 21.4 | 7.1 | 7.1 | 35.7 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 70 | 0.0 | 0 | 0 |
| | STANSTED | AURIGNY AIR SERVICES | S | D | 14 | 0 | 0 | 0.0 | 7.1 | 28.6 | 7.1 | 0.0 | 35.7 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 78 | 0.0 | 0 | 0 |
| | MANCHESTER | AURIGNY AIR SERVICES | S | A | 51 | 0 | 2 | 7.5 | 24.5 | 26.4 | 15.1 | 11.3 | 7.5 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 22 | 74.4 | 16 | 39 |
| | MANCHESTER | AURIGNY AIR SERVICES | S | D | 51 | 0 | 3 | 0.0 | 13.0 | 35.2 | 16.7 | 14.8 | 13.0 | 1.9 | 0.0 | 0.0 | 0.0 | 5.6 | 28 | 69.2 | 20 | 39 |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | A | 31 | 0 | 1 | 3.1 | 31.3 | 37.5 | 9.4 | 6.3 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 16 | 93.5 | 21 | 31 |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | D | 33 | 0 | 1 | 2.9 | 35.3 | 26.5 | 8.8 | 11.8 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 22 | 93.3 | 21 | 30 |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | A | 68 | 0 | 5 | 6.8 | 32.9 | 21.9 | 6.8 | 2.7 | 16.4 | 4.1 | 0.0 | 1.4 | 0.0 | 6.8 | 32 | 75.3 | 12 | 73 |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | D | 68 | 0 | 5 | 5.5 | 27.4 | 20.5 | 9.6 | 4.1 | 17.8 | 6.8 | 1.4 | 0.0 | 0.0 | 6.8 | 36 | 72.6 | 13 | 73 |
| | SOUTHEND | 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 | 0 | 0 |
| TOTAL GUERNSEY | | | | | 1170 | 0 | 37 | 2.4 | 19.4 | 28.9 | 13.1 | 13.8 | 13.7 | 4.1 | 1.4 | 0.2 | 0.0 | 3.1 | 33 | 66.8 | 24 | 1000 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: H | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 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 |
| HAHN | | LIVERPOOL (JOHN LENNON) | FLEET AIR INTERNATIONAL 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 |
| | | STANSTED | RYANAIR | S | A | 37 | 0 | 0 | 0.0 | 8.1 | 29.7 | 13.5 | 18.9 | 27.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 68.4 | 24 | 38 |
| | | STANSTED | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 23.7 | 7.9 | 21.1 | 21.1 | 23.7 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 42 | 55.3 | 28 | 38 |
| | | STANSTED | RYANAIR UK LTD | S | A | 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 | 68 | 0.0 | 0 | 0 |
| | | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64 | 0.0 | 0 | 0 |
| TOTAL HAHN | | | | | | 83 | 0 | 1 | 0.0 | 14.3 | 16.7 | 16.7 | 23.8 | 22.6 | 3.6 | 0.0 | 1.2 | 0.0 | 1.2 | 44 | 61.8 | 26 | 76 |
| HAIKOU | | HEATHROW | HAINAN AIRLINES | S | A | 13 | 0 | 0 | 30.8 | 38.5 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 23.1 | 27 | 13 |
| | | HEATHROW | HAINAN AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 30.8 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.3 | 2 | 13 |
| TOTAL HAIKOU | | | | | | 26 | 0 | 0 | 15.4 | 42.3 | 23.1 | 7.7 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 57.7 | 15 | 26 |
| HALIFAX INT | | EDINBURGH | WEST JET AIRLINES | S | A | 13 | 0 | 0 | 30.8 | 30.8 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| | | EDINBURGH | WEST JET AIRLINES | 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 | 0.0 | 0 | 0 |
| | | GATWICK | WEST JET AIRLINES | S | A | 17 | 0 | 0 | 17.6 | 35.3 | 17.6 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| | | GATWICK | WEST JET AIRLINES | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 76.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| | | HEATHROW | AIR CANADA | S | A | 29 | 0 | 1 | 20.0 | 23.3 | 26.7 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 12 | 66.7 | 17 | 29 | |
| | | HEATHROW | AIR CANADA | S | D | 29 | 0 | 1 | 0.0 | 40.0 | 40.0 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 8 | 83.3 | 13 | 29 |
| TOTAL HALIFAX INT | | | | | | 118 | 0 | 2 | 10.8 | 33.3 | 35.0 | 12.5 | 5.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 15 | 58 |
| HAMBURG | | EDINBURGH | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 42.9 | 42 | 7 | |
| | | EDINBURGH | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 57.1 | 28 | 7 | |
| | | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 15.4 | 15.4 | 23.1 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 58 | 8 |
| | | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 15.4 | 30.8 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 37.5 | 27 | 8 |
| | | 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 | 20.0 | 31 | 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 | 40.0 | 22 | 5 | |
| | | GATWICK | EASYJET UK LTD | S | A | 33 | 0 | 5 | 0.0 | 0.0 | 15.8 | 5.3 | 42.1 | 21.1 | 2.6 | 0.0 | 0.0 | 13.2 | 48 | 14.6 | 52 | 35 | |
| | | GATWICK | EASYJET UK LTD | S | D | 33 | 0 | 4 | 0.0 | 13.5 | 18.9 | 21.6 | 18.9 | 10.8 | 5.4 | 0.0 | 0.0 | 10.8 | 38 | 40.0 | 35 | 35 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 103 | 0 | 2 | 4.8 | 19.0 | 16.2 | 16.2 | 21.9 | 18.1 | 1.0 | 0.0 | 1.0 | 0.0 | 1.9 | 37 | 43.4 | 38 | 98 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 104 | 0 | 2 | 0.0 | 19.8 | 37.7 | 16.0 | 16.0 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 21 | 57.6 | 19 | 97 |
| | | HEATHROW | EUROWINGS LUFTVERKEHRS | S | A | 81 | 0 | 0 | 0.0 | 8.6 | 29.6 | 14.8 | 29.6 | 16.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 54.3 | 21 | 80 |
| | | HEATHROW | EUROWINGS LUFTVERKEHRS | S | D | 81 | 0 | 0 | 0.0 | 4.9 | 23.5 | 21.0 | 23.5 | 24.7 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 42 | 39.2 | 27 | 78 |
| | | STANSTED | RYANAIR | S | A | 51 | 0 | 1 | 0.0 | 15.4 | 21.2 | 17.3 | 21.2 | 17.3 | 3.8 | 0.0 | 1.9 | 0.0 | 1.9 | 40 | 25.0 | 39 | 51 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S D | | A/ D | | MAT UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| HAMBURG | | STANSTED | RYANAIR | S | D | 52 | 0 | 0 | 0.0 | 23.1 | 38.5 | 15.4 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 52.9 | 22 | 51 | | | |
| HAMBURG | | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93 | 40.0 | 50 | 5 | | | |
| HAMBURG | | STANSTED | RYANAIR 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 | 49 | 60.0 | 37 | 5 | | | |
| HAMBURG | | MANCHESTER | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 11.1 | 41 | 8 | | | |
| HAMBURG | | MANCHESTER | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 46.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 33.3 | 22 | 8 | | | |
| HAMBURG | | MANCHESTER | EUROWINGS LUFTVERKEHRS | S | A | 18 | 0 | 0 | 0.0 | 5.6 | 22.2 | 27.8 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | | | |
| HAMBURG | | MANCHESTER | EUROWINGS LUFTVERKEHRS | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | | | |
| TOTAL HAMBURG | | | | | | 634 | 0 | 14 | 0.8 | 13.6 | 25.6 | 17.1 | 22.8 | 16.2 | 1.2 | 0.2 | 0.3 | 0.0 | 2.2 | 33 | 42.5 | 30 | 591 | | | |
| 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 | 80.0 | 13 | 5 | | | | |
| HANOI | | 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 | 100.0 | 6 | 5 | | | | |
| HANOI | | HEATHROW | VIETNAM AIRLINES | S | A | 9 | 0 | 0 | 11.1 | 11.1 | 33.3 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 11 | 12 | | | |
| HANOI | | HEATHROW | VIETNAM AIRLINES | S | D | 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 | 40 | 41.7 | 20 | 12 | | | |
| TOTAL HANOI | | | | | | 18 | 0 | 0 | 5.6 | 5.6 | 38.9 | 16.7 | 11.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 64.7 | 14 | 34 | | | |
| HANOVER | | 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 | 5 | 1 | | | | |
| HANOVER | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 1 | 0.0 | 17.5 | 33.3 | 24.6 | 17.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 21 | 55.9 | 18 | 59 | | | |
| HANOVER | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 1 | 0.0 | 15.8 | 31.6 | 12.3 | 26.3 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 26 | 45.8 | 31 | 59 | | | |
| HANOVER | | HEATHROW | EUROWINGS LUFTVERKEHRS | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 114 | 1 | | | | |
| TOTAL HANOVER | | | | | | 112 | 0 | 2 | 0.0 | 16.7 | 32.5 | 18.4 | 21.9 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 23 | 50.8 | 25 | 120 | | | |
| HEATHROW | | ABERDEEN | BRITISH AIRWAYS PLC | S | A | 180 | 0 | 13 | 4.1 | 24.9 | 21.8 | 16.1 | 16.6 | 8.8 | 1.0 | 0.0 | 0.0 | 0.0 | 6.7 | 22 | 56.9 | 21 | 149 | | | |
| HEATHROW | | ABERDEEN | BRITISH AIRWAYS PLC | S | D | 180 | 0 | 13 | 1.0 | 41.5 | 18.7 | 13.0 | 11.9 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 17 | 61.2 | 18 | 148 | | | |
| HEATHROW | | 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 | 185 | 100.0 | 1 | 1 | | | |
| HEATHROW | | BELFAST CITY (GEORGE BEST) | BRITISH AIRWAYS PLC | S | A | 180 | 0 | 10 | 1.6 | 19.5 | 28.9 | 16.3 | 18.4 | 7.9 | 2.1 | 0.0 | 0.0 | 0.0 | 5.3 | 24 | 58.8 | 19 | 169 | | | |
| HEATHROW | | BELFAST CITY (GEORGE BEST) | BRITISH AIRWAYS PLC | S | D | 180 | 0 | 11 | 0.5 | 36.1 | 20.9 | 11.0 | 14.7 | 10.5 | 0.5 | 0.0 | 0.0 | 0.0 | 5.8 | 20 | 63.3 | 19 | 169 | | | |
| HEATHROW | | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 339 | 0 | 18 | 6.2 | 19.0 | 28.3 | 15.7 | 17.4 | 7.0 | 0.6 | 0.8 | 0.0 | 0.0 | 5.0 | 22 | 44.0 | 27 | 311 | | | |
| HEATHROW | | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 338 | 0 | 19 | 0.3 | 13.7 | 35.0 | 18.2 | 15.1 | 10.1 | 1.1 | 0.6 | 0.6 | 0.0 | 5.3 | 29 | 48.3 | 24 | 311 | | | |
| HEATHROW | | 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 | 100.0 | 0 | 1 | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | | | | | | | | | | | |
|-----------------------|-----------------------------|-------------------|---|-------------|----------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|----------------------------|--------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|----------------------------|------------------|-----|--|--|--|--|--|--|--|----------|--|--|
| | | | | | | | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | | | | | | | | | |
| GLASGOW | BRITISH AIRWAYS PLC | S | A | 269 | 0 | 11 | 2.5 | 14.3 | 28.9 | 15.0 | 21.4 | 10.7 | 2.9 | 0.4 | 0.0 | 0.0 | 3.9 | 30 | 40.0 | 32 | 237 | | | | | | | | | | | | | | | | | |
| GLASGOW | BRITISH AIRWAYS PLC | S | D | 267 | 0 | 11 | 0.0 | 14.0 | 39.9 | 19.1 | 12.2 | 8.3 | 1.4 | 1.1 | 0.0 | 0.0 | 4.0 | 25 | 51.4 | 24 | 237 | | | | | | | | | | | | | | | | | |
| ISLE OF MAN | LOGANAIR LTD | S | A | 30 | 0 | 0 | 3.3 | 23.3 | 26.7 | 3.3 | 26.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 37.9 | 38 | 29 | | | | | | | | | | | | | | | | | |
| ISLE OF MAN | LOGANAIR LTD | S | D | 39 | 0 | 0 | 0.0 | 28.2 | 35.9 | 20.5 | 10.3 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.7 | 23 | 30 | | | | | | | | | | | | | | | | | |
| JERSEY | BRITISH AIRWAYS PLC | S | A | 127 | 0 | 3 | 3.8 | 22.3 | 23.8 | 16.2 | 14.6 | 13.8 | 2.3 | 0.8 | 0.0 | 0.0 | 2.3 | 30 | 59.2 | 21 | 128 | | | | | | | | | | | | | | | | | |
| JERSEY | BRITISH AIRWAYS PLC | S | D | 127 | 0 | 4 | 0.8 | 19.8 | 29.0 | 16.8 | 16.0 | 10.7 | 3.1 | 0.8 | 0.0 | 0.0 | 3.1 | 28 | 60.0 | 22 | 128 | | | | | | | | | | | | | | | | | |
| 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 | 29 | 1 | | | | | | | | | | | | | | | | | |
| MANCHESTER | BRITISH AIRWAYS PLC | S | A | 179 | 0 | 9 | 0.5 | 9.6 | 28.7 | 16.0 | 23.4 | 12.2 | 3.7 | 1.1 | 0.0 | 0.0 | 4.8 | 35 | 44.4 | 26 | 158 | | | | | | | | | | | | | | | | | |
| MANCHESTER | BRITISH AIRWAYS PLC | S | D | 176 | 0 | 11 | 0.0 | 10.7 | 23.5 | 23.0 | 20.3 | 12.3 | 2.7 | 1.1 | 0.5 | 0.0 | 5.9 | 38 | 52.8 | 19 | 157 | | | | | | | | | | | | | | | | | |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 128 | 0 | 8 | 0.7 | 14.7 | 26.5 | 19.1 | 21.3 | 10.3 | 1.5 | 0.0 | 0.0 | 0.0 | 5.9 | 28 | 49.2 | 24 | 120 | | | | | | | | | | | | | | | | | |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 129 | 0 | 8 | 0.0 | 6.6 | 36.5 | 19.7 | 19.0 | 10.2 | 2.2 | 0.0 | 0.0 | 0.0 | 5.8 | 28 | 58.2 | 24 | 120 | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| TOTAL HEATHROW | | | | 2869 | 0 | 150 | 1.8 | 18.9 | 28.7 | 16.6 | 17.1 | 9.7 | 1.6 | 0.5 | 0.1 | 0.0 | 5.0 | 27 | 52.0 | 24 | 2604 | | | | | | | | | | | | | | | | | |
| HELSINKI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | FINNAIR | S | A | 29 | 0 | 0 | 0.0 | 17.2 | 69.0 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 33.3 | 19 | 20 | | | | | | | | | | | | | | | | | |
| EDINBURGH | FINNAIR | S | D | 29 | 0 | 0 | 0.0 | 17.2 | 44.8 | 20.7 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 19.0 | 30 | 20 | | | | | | | | | | | | | | | | | |
| GATWICK | NORWEGIAN AIR 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 | 23.8 | 28 | 21 | | | | | | | | | | | | | | | | | |
| GATWICK | NORWEGIAN AIR INTERNATIONAL | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 14.3 | 33 | 21 | | | | | | | | | | | | | | | | | |
| GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| GATWICK | NORWEGIAN AIR SHUTTLE | 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 | | | | | | | | | | | | | | | | | |
| GATWICK | NORWEGIAN AIR SWEDEN AB | S | A | 21 | 0 | 0 | 0.0 | 9.5 | 42.9 | 28.6 | 14.3 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| GATWICK | NORWEGIAN AIR SWEDEN AB | S | D | 21 | 0 | 0 | 0.0 | 4.8 | 38.1 | 14.3 | 28.6 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| HEATHROW | FINNAIR | S | A | 121 | 0 | 0 | 5.8 | 34.7 | 27.3 | 21.5 | 9.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 74.0 | 13 | 123 | | | | | | | | | | | | | | | | | |
| HEATHROW | FINNAIR | S | D | 120 | 0 | 0 | 0.0 | 42.5 | 35.0 | 10.8 | 9.2 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 72.4 | 14 | 123 | | | | | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | A | 25 | 0 | 0 | 4.0 | 44.0 | 20.0 | 16.0 | 4.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 80.8 | 24 | 26 | | | | | | | | | | | | | | | | | |
| STANSTED | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 28.0 | 20.0 | 32.0 | 8.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 92.3 | 10 | 26 | | | | | | | | | | | | | | | | | |
| MANCHESTER | FINNAIR | S | A | 51 | 0 | 0 | 9.8 | 21.6 | 29.4 | 29.4 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 61.3 | 14 | 31 | | | | | | | | | | | | | | | | | |
| MANCHESTER | FINNAIR | S | D | 50 | 0 | 1 | 0.0 | 17.6 | 35.3 | 31.4 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 16 | 35.5 | 24 | 31 | | | | | | | | | | | | | | | | | |
| TOTAL HELSINKI | | | | 494 | 0 | 1 | 2.6 | 29.3 | 34.1 | 20.4 | 10.3 | 2.2 | 0.4 | 0.4 | 0.0 | 0.0 | 0.2 | 14 | 61.7 | 17 | 442 | | | | | | | | | | | | | | | | | |

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

| | | Origin/Destinations: H | | | | | | | | | | | | | | | | | SEP 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 |
| HERAKLION | BELFAST INTERNATIONAL | JET2.COM 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 | 100.0 | 2 | 4 |
| | BELFAST INTERNATIONAL | JET2.COM 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 | 18 | 50.0 | 17 | 4 |
| | BELFAST INTERNATIONAL | 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 | 33.3 | 26 | 3 |
| | BELFAST INTERNATIONAL | 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 | 37 | 2 |
| | BELFAST INTERNATIONAL | TUI AIRWAYS LTD | 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 | 3 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | TUI AIRWAYS 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 | 15 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 30 | 0 | 0 | 16.7 | 40.0 | 16.7 | 13.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 86.7 | 7 | 30 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 43.3 | 30.0 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 58.6 | 16 | 29 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 18 | 0 | 0 | 11.1 | 22.2 | 11.1 | 27.8 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 53.8 | 26 | 13 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 18 | 0 | 0 | 0.0 | 11.1 | 38.9 | 16.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 36.4 | 48 | 11 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 3 | 100.0 | 2 | 3 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | D | 7 | 0 | 0 | 0.0 | 0.0 | 71.4 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 13 | 3 |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 10 | 9 |
| | BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 55.6 | 13 | 9 |
| | BRISTOL | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 33.3 | 22 | 9 |
| | BRISTOL | JET2.COM LTD | 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 | 0.0 | 26 | 55.6 | 16 | 9 |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 18 | 0 | 0 | 5.6 | 50.0 | 16.7 | 5.6 | 11.1 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 31 | 75.0 | 16 | 12 |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 15 | 0 | 0 | 0.0 | 6.7 | 40.0 | 40.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 20 | 12 |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | 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 | 36 | 60.0 | 18 | 5 |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 100.0 | 13 | 3 |
| | EAST MIDLANDS INTERNATIONAL | AEGEAN 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 | 33.3 | 23 | 3 |
| | EAST MIDLANDS INTERNATIONAL | AEGEAN 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 | 33.3 | 13 | 3 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | 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 | 77.8 | 4 | 9 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 46.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 55.6 | 18 | 9 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 47.1 | 11.8 | 17.6 | 11.8 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 84.6 | 4 | 13 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 42.9 | 35.7 | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 80.0 | 11 | 10 |
| | EDINBURGH | EASYJET UK LTD | S | A | 12 | 0 | 0 | 8.3 | 33.3 | 0.0 | 16.7 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.2 | 10 | 13 |
| | EDINBURGH | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 25.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 16 | 13 |

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 A | 8 | 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 | 3 | 87.5 | 9 | 8 | | |
| EDINBURGH | JET2.COM LTD | S D | 9 | 0 | 0 | 0 | 0.0 | 11.1 | 88.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 37.5 | 18 | 8 | | |
| EXETER | TUI AIRWAYS LTD | C A | 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 | 5 | 100.0 | 0 | 4 | | |
| EXETER | TUI AIRWAYS LTD | C D | 3 | 0 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 5 | 3 | | |
| GLASGOW | JET2.COM LTD | S A | 13 | 0 | 0 | 0 | 23.1 | 30.8 | 7.7 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.5 | 25 | 13 | | |
| GLASGOW | JET2.COM LTD | S D | 13 | 0 | 0 | 0 | 0.0 | 7.7 | 53.8 | 7.7 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 41.7 | 36 | 12 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 21 | 0 | 0 | 0 | 14.3 | 23.8 | 38.1 | 4.8 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 10 | 24 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 21 | 0 | 0 | 0 | 0.0 | 14.3 | 57.1 | 9.5 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 83.3 | 11 | 24 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 4 | 0 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 25.0 | 31 | 4 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | 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 | 5 | 75.0 | 6 | 4 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 8 | 0 | 0 | 0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 39 | 0 | 0 | 0 | 0.0 | 10.3 | 25.6 | 28.2 | 20.5 | 10.3 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 36 | 42.9 | 43 | 35 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 39 | 0 | 0 | 0 | 0.0 | 0.0 | 20.5 | 33.3 | 33.3 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 31.4 | 32 | 35 | | |
| 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | CORENDON AIRLINES EUROPE | S A | 9 | 0 | 0 | 0 | 0.0 | 22.2 | 11.1 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | |
| GATWICK | CORENDON AIRLINES EUROPE | S D | 9 | 0 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S A | 74 | 0 | 5 | 2.5 | 10.1 | 8.9 | 26.6 | 24.1 | 15.2 | 2.5 | 1.3 | 2.5 | 0.0 | 6.3 | 49 | 42.0 | 33 | 67 | | | |
| GATWICK | EASYJET UK LTD | S D | 75 | 0 | 2 | 0.0 | 3.9 | 10.4 | 29.9 | 39.0 | 10.4 | 3.9 | 0.0 | 0.0 | 0.0 | 2.6 | 39 | 20.6 | 33 | 68 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 27 | 0 | 0 | 0 | 7.4 | 7.4 | 11.1 | 11.1 | 25.9 | 25.9 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 53 | 21.1 | 48 | 19 | | |
| GATWICK | TUI AIRWAYS LTD | C D | 22 | 0 | 0 | 0 | 0.0 | 0.0 | 13.6 | 18.2 | 27.3 | 36.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 41.2 | 40 | 17 | | |
| GATWICK | TUI AIRWAYS LTD | S A | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 10 | 1 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 16 | 0 | 0 | 0 | 6.3 | 18.8 | 18.8 | 43.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 68.4 | 12 | 19 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 16 | 0 | 0 | 0 | 0.0 | 12.5 | 62.5 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 78.9 | 8 | 19 | | |
| LUTON | EASYJET UK LTD | S A | 12 | 0 | 0 | 0 | 0.0 | 8.3 | 0.0 | 33.3 | 25.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 26.7 | 58 | 14 | | |
| LUTON | EASYJET UK LTD | S D | 13 | 0 | 0 | 0 | 0.0 | 15.4 | 23.1 | 23.1 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 7.7 | 35 | 13 | | |
| 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 | 75.0 | 38 | 12 | | |
| 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 | 66.7 | 37 | 12 | | |
| STANSTED | JET2.COM LTD | S A | 41 | 0 | 0 | 0 | 12.2 | 26.8 | 36.6 | 17.1 | 4.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.6 | 8 | 45 | | |
| STANSTED | JET2.COM LTD | S D | 41 | 0 | 0 | 0 | 0.0 | 12.2 | 41.5 | 29.3 | 12.2 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.6 | 15 | 44 | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | TUI AIRWAYS LTD | C | 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 | 17 | 37.5 | 21 | 7 | | | | | |
| STANSTED | TUI AIRWAYS LTD | C | 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 | 0.0 | 31 | 42.9 | 22 | 7 | | | | | |
| MANCHESTER | CORENDON AIRLINES EUROPE | 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 | 0.0 | 9 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | CORENDON AIRLINES EUROPE | S | D | 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 | 0.0 | 33 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 16 | 1 | 0 | 0.0 | 11.8 | 11.8 | 23.5 | 35.3 | 5.9 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 35 | 61.1 | 25 | 18 | | | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 31.3 | 18.8 | 25.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 20 | 18 | | | | | |
| MANCHESTER | JET2.COM LTD | S | A | 42 | 0 | 0 | 9.5 | 14.3 | 23.8 | 31.0 | 7.1 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 55.0 | 26 | 40 | | | | | |
| MANCHESTER | JET2.COM LTD | S | D | 42 | 0 | 0 | 0.0 | 2.4 | 23.8 | 19.0 | 45.2 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 30.0 | 39 | 40 | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 35 | 0 | 0 | 8.6 | 8.6 | 20.0 | 14.3 | 25.7 | 17.1 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 42.9 | 81 | 28 | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 35 | 0 | 0 | 0.0 | 0.0 | 48.6 | 14.3 | 22.9 | 11.4 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 28.0 | 102 | 25 | | | | | |
| NEWCASTLE | JET2.COM LTD | S | A | 13 | 0 | 0 | 15.4 | 15.4 | 15.4 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.6 | 6 | 13 | | | | | |
| NEWCASTLE | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 15.4 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 69.2 | 14 | 13 | | | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | A | 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 | 0.0 | 3 | 66.7 | 14 | 9 | | | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 7 | 0 | 0 | 0.0 | 0.0 | 57.1 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 37.5 | 38 | 8 | | | | | |
| TOTAL HERAKLION | | | | 1099 | 1 | 8 | 4.7 | 13.8 | 27.3 | 22.0 | 20.5 | 8.6 | 1.5 | 0.6 | 0.2 | 0.1 | 0.7 | 27 | 53.4 | 27 | 993 | | | | | | |
| 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 | 2 | 3 | | | | | | |
| 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 | 8 | 3 | | | | | | |
| HEATHROW | VIETNAM AIRLINES | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 90.0 | 10 | 10 | | | | | |
| HEATHROW | VIETNAM AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 0.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 80.0 | 11 | 10 | | | | | |
| TOTAL HO CHI MINH CITY | | | | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 0.0 | 31.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 88.5 | 9 | 26 | | | | | |
| HONG KONG (CHEK LAP KOK) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 10.2 | 32.2 | 27.1 | 18.6 | 8.5 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.7 | 48 | 55 | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 0.0 | 8.5 | 40.7 | 13.6 | 18.6 | 13.6 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 48.3 | 50 | 58 | | | | | |
| HEATHROW | CATHAY PACIFIC AIRWAYS | S | A | 150 | 0 | 0 | 24.0 | 25.3 | 25.3 | 10.7 | 10.7 | 2.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 57.4 | 26 | 146 | | | | | |
| HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 148 | 0 | 0 | 0.0 | 7.4 | 43.2 | 21.6 | 20.3 | 4.7 | 2.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 54.8 | 34 | 146 | | | | | |
| MANCHESTER | CATHAY PACIFIC AIRWAYS | S | A | 24 | 0 | 0 | 37.5 | 29.2 | 8.3 | 8.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 19 | 21 | | | | | |
| MANCHESTER | CATHAY PACIFIC AIRWAYS | S | D | 24 | 0 | 0 | 0.0 | 16.7 | 58.3 | 12.5 | 4.2 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.8 | 12 | 21 | | | | | |
| TOTAL HONG KONG (CHEK LAP KOK) | | | | 464 | 0 | 0 | 11.0 | 18.1 | 34.1 | 15.5 | 14.0 | 5.0 | 2.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 56.8 | 33 | 447 | | | | | |
| HOUSTON | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 3 | 15.0 | 13.3 | 25.0 | 6.7 | 20.0 | 11.7 | 1.7 | 1.7 | 0.0 | 0.0 | 5.0 | 0.0 | 29 | 75.0 | 8 | 56 | | | | | |

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

| | | Origin/Destinations: H | | | | | | | | | | | | | | | | | SEP 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 | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 2 | 0.0 | 11.7 | 36.7 | 13.3 | 18.3 | 13.3 | 1.7 | 1.7 | 0.0 | 0.0 | 3.3 | 33 | 53.3 | 18 | 56 |
| | HEATHROW | UNITED AIRLINES | S | A | 60 | 0 | 0 | 3.3 | 15.0 | 35.0 | 21.7 | 16.7 | 6.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 58.6 | 19 | 58 |
| | HEATHROW | UNITED AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 23.3 | 58.3 | 15.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 77.6 | 9 | 56 |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 22 | 0 | 0 | 36.4 | 31.8 | 22.7 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 92.3 | 4 | 13 |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 21 | 0 | 0 | 0.0 | 19.0 | 47.6 | 19.0 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 61.5 | 18 | 13 |
| TOTAL HOUSTON | | | | | 278 | 0 | 5 | 6.7 | 17.3 | 38.2 | 14.1 | 12.7 | 7.1 | 1.1 | 1.1 | 0.0 | 0.0 | 1.8 | 22 | 67.2 | 13 | 252 |
| HUMBERSIDE | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 24 | 0 | 5 | 0.0 | 34.5 | 27.6 | 6.9 | 6.9 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 17.2 | 18 | 76.7 | 16 | 29 |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 25 | 0 | 2 | 0.0 | 18.5 | 33.3 | 14.8 | 11.1 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 7.4 | 29 | 86.2 | 8 | 29 |
| | 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 | 24 | 0.0 | 0 | 0 |
| | CARDIFF WALES | LOGANAIR LTD | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 |
| | 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 | 20.0 | 49 | 5 |
| | 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 | 40.0 | 49 | 5 |
| | JERSEY | EASTERN AIRWAYS | S | A | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 10 | 4 |
| | JERSEY | EASTERN AIRWAYS | S | D | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 16 | 4 |
| | 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 |
| TOTAL HUMBERSIDE | | | | | 64 | 0 | 9 | 0.0 | 24.7 | 27.4 | 12.3 | 13.7 | 6.8 | 2.7 | 0.0 | 0.0 | 0.0 | 12.3 | 24 | 72.7 | 17 | 76 |
| HURGHADA | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 7 | 0 | 1 | 0.0 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 16 | 76.9 | 15 | 13 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.5 | 25 | 13 |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 57.1 | 16 | 7 |
| | BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 25.0 | 24 | 8 |
| | BRISTOL | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 12.5 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 66.7 | 18 | 9 |
| | BRISTOL | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 33.3 | 27 | 9 |

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 66.7 | 7 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | D | 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 | 12 | 55.6 | 23 | 9 | |
| | GLASGOW | EASYJET UK LTD | S | A | 8 | 0 | 0 | 25.0 | 37.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| | GLASGOW | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 11.1 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 9 | 0 | 1 | 0.0 | 10.0 | 50.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 19 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 40 | 0 | 3 | 0.0 | 11.6 | 14.0 | 23.3 | 20.9 | 18.6 | 2.3 | 2.3 | 0.0 | 0.0 | 7.0 | 43 | 30.8 | 42 | 25 | |
| | GATWICK | EASYJET UK LTD | S | D | 41 | 0 | 1 | 0.0 | 2.4 | 14.3 | 38.1 | 33.3 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 2.4 | 33 | 8.0 | 42 | 25 | |
| | GATWICK | TUI AIRWAYS LTD | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 35.3 | 0.0 | 5.9 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 158 | 30.8 | 137 | 13 | |
| | GATWICK | TUI AIRWAYS LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 11.8 | 29.4 | 35.3 | 11.8 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 73 | 23.1 | 59 | 13 | |
| | LUTON | EASYJET UK LTD | S | A | 8 | 0 | 2 | 0.0 | 10.0 | 10.0 | 10.0 | 20.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 47 | 50.0 | 13 | 4 | |
| | LUTON | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 20 | 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 | 16.7 | 33 | 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 | 42.9 | 29 | 7 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 26 | 0 | 1 | 0.0 | 7.4 | 33.3 | 18.5 | 14.8 | 18.5 | 3.7 | 0.0 | 0.0 | 0.0 | 3.7 | 35 | 31.3 | 37 | 16 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 26 | 0 | 1 | 0.0 | 3.7 | 29.6 | 29.6 | 18.5 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 3.7 | 33 | 47.1 | 30 | 17 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 17 | 0 | 0 | 5.9 | 11.8 | 41.2 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 138 | 84.6 | 11 | 13 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 47.1 | 29.4 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 69.2 | 19 | 13 | |
| | 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 | 60.0 | 22 | 5 | |
| | 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 | 60.0 | 27 | 5 | |
| TOTAL HURGHADA | | | | | 335 | 0 | 10 | 2.0 | 9.9 | 28.7 | 24.9 | 18.0 | 10.1 | 1.4 | 0.6 | 1.4 | 0.0 | 2.9 | 43 | 44.7 | 35 | 243 | |
| HYDERABAD (RAJIV GHANDI) | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 0 | 0.0 | 45.0 | 10.0 | 20.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.7 | 16 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 0 | 0.0 | 10.0 | 35.0 | 20.0 | 15.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 36.7 | 36 | 30 | |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | | | 40 | 0 | 0 | 0.0 | 27.5 | 22.5 | 20.0 | 17.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 56.7 | 26 | 60 | |

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| IASI | LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | A | 13 | 0 | 0 | 15.4 | 38.5 | 23.1 | 0.0 | 0.0 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 75.0 | 10 | 8 |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR MALTA | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 7.7 | 0.0 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 62.5 | 18 | 8 |
| | 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 | 81.7 | 10 | 60 |
| | 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 | 60.0 | 20 | 60 |
| | LUTON | WIZZ AIR MALTA | S | A | 60 | 0 | 0 | 38.3 | 25.0 | 18.3 | 6.7 | 8.3 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| | LUTON | WIZZ AIR MALTA | S | D | 60 | 0 | 0 | 0.0 | 28.3 | 35.0 | 15.0 | 11.7 | 6.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 24 | 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 | 11 | 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 | 87.5 | 10 | 8 |
| TOTAL IASI | | | | | 146 | 0 | 0 | 17.1 | 26.0 | 28.8 | 9.6 | 8.2 | 4.8 | 4.1 | 1.4 | 0.0 | 0.0 | 0.0 | 22 | 71.7 | 14 | 152 |
| IBIZA | BELFAST INTERNATIONAL | AIR CARAIBES ATLANTIQUE | 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 |
| | BELFAST INTERNATIONAL | AIR CARAIBES ATLANTIQUE | 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 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 44 | 33.3 | 165 | 9 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 33.3 | 53 | 9 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 13 | 0 | 0 | 15.4 | 30.8 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 72.7 | 18 | 11 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 69.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 72.7 | 25 | 11 |
| | BELFAST INTERNATIONAL | 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 | 75.0 | 36 | 4 |
| | BELFAST INTERNATIONAL | 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 | 66.7 | 66 | 3 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 32 | 0 | 0 | 3.1 | 43.8 | 21.9 | 9.4 | 12.5 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.5 | 10 | 34 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 32 | 0 | 0 | 0.0 | 15.6 | 43.8 | 9.4 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 79.4 | 9 | 34 |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 38.5 | 15.4 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 47 | 46.2 | 29 | 13 |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 15.4 | 23.1 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 39 | 30.8 | 30 | 13 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 26 | 0 | 0 | 0.0 | 23.1 | 38.5 | 11.5 | 19.2 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.6 | 17 | 23 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 24 | 0 | 0 | 4.2 | 4.2 | 50.0 | 25.0 | 8.3 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 57.1 | 23 | 21 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 25.0 | 12.5 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 3 | 3 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 2 | 33.3 | 313 | 3 |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 1 | 0 | 0.0 | 28.6 | 14.3 | 14.3 | 14.3 | 21.4 | 0.0 | 0.0 | 0.0 | 7.1 | 0.0 | 34 | 64.3 | 34 | 13 |
| | BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 7.7 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 71.4 | 32 | 13 |
| | BRISTOL | JET2.COM LTD | S | A | 22 | 0 | 0 | 9.1 | 22.7 | 22.7 | 22.7 | 4.5 | 13.6 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 26 | 72.7 | 15 | 22 |
| | BRISTOL | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 31.8 | 36.4 | 13.6 | 4.5 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 68.2 | 18 | 22 |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 30.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 33.3 | 33 | 12 |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 25 | 12 |

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 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 | 92.3 | 4 | 13 | | | |
| BRISTOL | TUI AIRWAYS LTD | C D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 30.8 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.6 | 7 | 13 | | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 70.0 | 34 | 10 | | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C D | 6 | 0 | 0 | 0.0 | 50.0 | 33.3 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 85.7 | 17 | 7 | | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 24 | 0 | 0 | 4.2 | 50.0 | 33.3 | 0.0 | 4.2 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.8 | 25 | 26 | | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 24 | 0 | 0 | 0.0 | 50.0 | 37.5 | 4.2 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 19 | 24 | | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 16 | 0 | 0 | 6.3 | 18.8 | 43.8 | 18.8 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 20 | 13 | | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C D | 15 | 0 | 0 | 0.0 | 40.0 | 53.3 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.6 | 5 | 13 | | | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 78 | 1 | | | | |
| EDINBURGH | JET2.COM LTD | S A | 16 | 0 | 0 | 6.3 | 31.3 | 25.0 | 6.3 | 12.5 | 12.5 | 0.0 | 0.0 | 6.3 | 0.0 | 45 | 53.3 | 44 | 15 | | | | |
| EDINBURGH | JET2.COM LTD | S D | 16 | 0 | 0 | 0.0 | 31.3 | 50.0 | 6.3 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 17 | 60.0 | 37 | 15 | | | | |
| EDINBURGH | 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 | 12 | 22.2 | 49 | 9 | | | | |
| EDINBURGH | RYANAIR | 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 | 55.6 | 26 | 9 | | | | |
| GLASGOW | JET2.COM LTD | S A | 24 | 0 | 0 | 16.7 | 33.3 | 33.3 | 8.3 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.0 | 23 | 20 | | | | |
| GLASGOW | JET2.COM LTD | S D | 24 | 0 | 0 | 0.0 | 41.7 | 50.0 | 4.2 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 10 | 20 | | | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 7.7 | 23.1 | 53.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 6 | 9 | | | | |
| GLASGOW | TUI AIRWAYS LTD | C D | 11 | 0 | 0 | 0.0 | 0.0 | 90.9 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 8 | 9 | | | | |
| JERSEY | BA CITYFLYER LTD | C A | 3 | 0 | 0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 22 | 4 | | | | |
| JERSEY | BA CITYFLYER 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 | 5 | 66.7 | 12 | 3 | | | | |
| 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 | 4 | 2 | | | | |
| 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 | 100.0 | 6 | 2 | | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 39 | 0 | 0 | 15.4 | 33.3 | 23.1 | 17.9 | 5.1 | 2.6 | 0.0 | 0.0 | 2.6 | 0.0 | 38 | 83.8 | 7 | 37 | | | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 40 | 0 | 0 | 2.5 | 42.5 | 37.5 | 2.5 | 10.0 | 2.5 | 0.0 | 2.5 | 0.0 | 0.0 | 15 | 81.1 | 11 | 37 | | | | |
| LEEDS BRADFORD | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 21 | 77.8 | 26 | 9 | | | | |
| LEEDS BRADFORD | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 27 | 9 | | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 14 | 0 | 0 | 35.7 | 35.7 | 21.4 | 7.1 | 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 | 13 | 0 | 0 | 0.0 | 69.2 | 30.8 | 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 | 4 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 6 | 4 | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 11 | 75.0 | 9 | 4 | | | | |

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 55 | 0 | 0 | 3.6 | 5.5 | 18.2 | 10.9 | 32.7 | 23.6 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 33.9 | 84 | 56 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 55 | 0 | 0 | 0.0 | 1.8 | 38.2 | 23.6 | 18.2 | 14.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 23.6 | 48 | 55 | |
| | GATWICK | EASYJET UK LTD | S | A | 82 | 1 | 1 | 1.2 | 17.9 | 20.2 | 15.5 | 25.0 | 13.1 | 3.6 | 1.2 | 0.0 | 1.2 | 1.2 | 36 | 45.6 | 34 | 79 | |
| | GATWICK | EASYJET UK LTD | S | D | 82 | 0 | 1 | 0.0 | 26.5 | 22.9 | 8.4 | 20.5 | 18.1 | 2.4 | 0.0 | 0.0 | 0.0 | 1.2 | 33 | 53.8 | 28 | 78 | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 21 | 0 | 0 | 0.0 | 9.5 | 14.3 | 23.8 | 19.0 | 28.6 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 35.7 | 53 | 28 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 21 | 0 | 0 | 0.0 | 0.0 | 28.6 | 28.6 | 28.6 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 37.5 | 59 | 24 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 58 | 0 | 3 | 0.0 | 8.2 | 26.2 | 24.6 | 21.3 | 9.8 | 4.9 | 0.0 | 0.0 | 0.0 | 4.9 | 35 | 50.7 | 42 | 65 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 3 | 0.0 | 9.8 | 36.1 | 18.0 | 24.6 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 4.9 | 26 | 54.4 | 21 | 65 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 49 | 0 | 2 | 3.9 | 23.5 | 35.3 | 13.7 | 15.7 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 | 19 | 70.2 | 14 | 55 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 48 | 0 | 1 | 0.0 | 4.1 | 65.3 | 14.3 | 8.2 | 4.1 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 17 | 51.7 | 20 | 57 | |
| | LUTON | EASYJET UK LTD | S | A | 31 | 0 | 0 | 0.0 | 12.9 | 38.7 | 6.5 | 29.0 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 52.5 | 30 | 40 | |
| | LUTON | EASYJET UK LTD | S | D | 31 | 0 | 0 | 0.0 | 22.6 | 32.3 | 16.1 | 16.1 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 26 | 40 | |
| | STANSTED | 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 | 50.0 | 33 | 2 | | |
| | STANSTED | BRITISH AIRWAYS PLC | S | A | 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 | 40 | 0.0 | 0 | 0 | |
| | STANSTED | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 1 | 0.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 6 | 0.0 | 0 | 0 | |
| | STANSTED | JET2.COM LTD | S | A | 41 | 0 | 0 | 17.1 | 34.1 | 22.0 | 7.3 | 9.8 | 7.3 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.9 | 12 | 46 | |
| | STANSTED | JET2.COM LTD | S | D | 40 | 0 | 0 | 0.0 | 12.5 | 45.0 | 27.5 | 5.0 | 7.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 82.2 | 11 | 45 | |
| | STANSTED | RYANAIR | S | A | 51 | 0 | 0 | 0.0 | 13.7 | 33.3 | 23.5 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 54.5 | 32 | 55 | |
| | STANSTED | RYANAIR | S | D | 51 | 0 | 0 | 0.0 | 19.6 | 39.2 | 9.8 | 21.6 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 54.5 | 25 | 55 | |
| | STANSTED | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK 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 | 0.0 | 9 | 0.0 | 0 | 0 | |
| | STANSTED | TUI AIRWAYS LTD | C | A | 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 | 6 | 55.6 | 23 | 9 | |
| | STANSTED | 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 | 11 | 87.5 | 5 | 8 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 12 | 0 | 0 | 16.7 | 16.7 | 25.0 | 16.7 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.5 | 57 | 13 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 50.0 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 52 | 13 | |
| | MANCHESTER | JET2.COM LTD | S | A | 56 | 0 | 0 | 1.8 | 23.2 | 32.1 | 25.0 | 8.9 | 7.1 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 47.2 | 33 | 53 | |
| | MANCHESTER | JET2.COM LTD | S | D | 55 | 0 | 0 | 0.0 | 1.8 | 45.5 | 21.8 | 21.8 | 7.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 20.4 | 36 | 53 | |
| | MANCHESTER | RYANAIR | S | A | 40 | 0 | 0 | 0.0 | 10.0 | 20.0 | 22.5 | 27.5 | 15.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 42 | 46.5 | 28 | 42 | |
| | MANCHESTER | RYANAIR | S | D | 40 | 0 | 0 | 0.0 | 25.0 | 27.5 | 17.5 | 17.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 69.0 | 17 | 42 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 0.0 | 0 | 0 | |
| | MANCHESTER | 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 | 25 | 0.0 | 0 | 0 | |

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | TUI AIRWAYS LTD | C | A | 30 | 0 | 0 | 3.3 | 13.3 | 26.7 | 16.7 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 56.5 | 32 | 23 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 29 | 0 | 0 | 0.0 | 6.9 | 41.4 | 17.2 | 31.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.2 | 27 | 23 |
| | NEWCASTLE | JET2.COM LTD | S | A | 25 | 0 | 0 | 20.0 | 36.0 | 24.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.8 | 15 | 27 |
| | NEWCASTLE | JET2.COM LTD | S | D | 25 | 0 | 0 | 0.0 | 12.0 | 60.0 | 12.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 10 | 27 |
| | NEWCASTLE | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 15.4 | 30.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 38 | 61.5 | 29 | 13 |
| | NEWCASTLE | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 7.7 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 69.2 | 23 | 13 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 53.8 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 42.9 | 28 | 14 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 76.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 22 | 14 |
| TOTAL IBIZA | | | | | 1863 | 2 | 12 | 2.9 | 20.5 | 35.2 | 14.7 | 15.0 | 8.5 | 1.9 | 0.5 | 0.1 | 0.1 | 0.6 | 24 | 58.3 | 28 | 1856 |
| ILHA DO SAL C.VERDE | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 37.5 | 48 | 8 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 46 | 11.1 | 62 | 9 |
| | BRISTOL | TUI 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 | 0 | 100.0 | 2 | 4 |
| | BRISTOL | TUI AIRWAYS 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 | 75.0 | 12 | 4 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS 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 | 4 | 0.0 | 0 | 0 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 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 | 4 | 0.0 | 0 | 0 |
| | GLASGOW | 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 | 0.0 | 0 | 0 |
| | GATWICK | TUI AIRWAYS LTD | S | A | 9 | 0 | 1 | 0.0 | 0.0 | 30.0 | 10.0 | 10.0 | 20.0 | 10.0 | 0.0 | 10.0 | 0.0 | 10.0 | 237 | 33.3 | 37 | 9 |
| | GATWICK | TUI AIRWAYS LTD | S | D | 9 | 0 | 2 | 0.0 | 0.0 | 18.2 | 9.1 | 9.1 | 36.4 | 9.1 | 0.0 | 0.0 | 0.0 | 18.2 | 63 | 25.0 | 50 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 12 | 0 | 1 | 7.7 | 0.0 | 38.5 | 15.4 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 38 | 12.5 | 37 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 15.4 | 46.2 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 12.5 | 36 | 8 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | 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 | 35 | 0.0 | 0 | 0 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| TOTAL ILHA DO SAL C.VERDE | | | | | 93 | 0 | 4 | 5.2 | 12.4 | 38.1 | 14.4 | 5.2 | 13.4 | 5.2 | 1.0 | 1.0 | 0.0 | 4.1 | 51 | 31.0 | 40 | 58 |
| INNSBRUCK | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 24 | 3 |
| | BIRMINGHAM | 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 | 66.7 | 19 | 3 |
| | BRISTOL | JET2.COM LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 36 | 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 | 33.3 | 18 | 3 |
| | EDINBURGH | BA CITYFLYER 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 | 6 | 0.0 | 0 | 0 |
| | EDINBURGH | 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 |
| | GATWICK | EASYJET UK LTD | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 8.3 | 33.3 | 8.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 23.1 | 50 | 13 |
| | GATWICK | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 46.2 | 34 | 13 |
| | MANCHESTER | JET2.COM LTD | S | A | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 33.3 | 18 | 3 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 INNSBRUCK | | MANCHESTER | 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 | 5 | 0.0 | 23 | 3 | | | | | |
| TOTAL INNSBRUCK | | | | | | 39 | 0 | 0 | 0.0 | 12.8 | 33.3 | 25.6 | 12.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 34.1 | 34 | 44 | | | | | |
| TOTAL INVERNESS | | INVERNESS | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | A | 21 | 0 | 1 | 4.5 | 63.6 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 2 | 77.3 | 9 | 22 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | BELFAST CITY (GEORGE BEST) | LOGANAIR LTD | S | D | 21 | 0 | 1 | 0.0 | 45.5 | 40.9 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 3 | 72.7 | 13 | 22 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | 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 | 75.0 | 9 | 27 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | 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 | 25.0 | 27 | 27 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | BRISTOL | EASYJET UK LTD | S | A | 30 | 0 | 0 | 3.3 | 10.0 | 36.7 | 20.0 | 16.7 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 36 | 24.1 | 55 | 29 | | | | | |
| TOTAL INVERNESS | | INVERNESS | BRISTOL | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 33.3 | 16.7 | 10.0 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 31 | 34.5 | 46 | 29 | | | | | |
| TOTAL INVERNESS | | INVERNESS | GATWICK | EASYJET UK LTD | S | A | 81 | 0 | 0 | 1.2 | 9.9 | 24.7 | 23.5 | 22.2 | 12.3 | 2.5 | 3.7 | 0.0 | 0.0 | 39 | 32.5 | 43 | 77 | | | | | |
| TOTAL INVERNESS | | INVERNESS | GATWICK | EASYJET UK LTD | S | D | 81 | 0 | 0 | 0.0 | 11.1 | 23.5 | 16.0 | 25.9 | 17.3 | 6.2 | 0.0 | 0.0 | 0.0 | 40 | 26.3 | 41 | 76 | | | | | |
| TOTAL INVERNESS | | INVERNESS | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 1 | 0.0 | 8.3 | 31.7 | 31.7 | 20.0 | 6.7 | 0.0 | 0.0 | 1.7 | 24 | 48.3 | 23 | 57 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 1 | 0.0 | 20.0 | 25.0 | 23.3 | 20.0 | 10.0 | 0.0 | 0.0 | 1.7 | 25 | 43.1 | 26 | 57 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | LUTON | EASYJET UK LTD | S | A | 51 | 0 | 1 | 1.9 | 13.5 | 28.8 | 21.2 | 17.3 | 11.5 | 3.8 | 0.0 | 0.0 | 1.9 | 31 | 42.3 | 35 | 51 | | | | | |
| TOTAL INVERNESS | | INVERNESS | LUTON | EASYJET UK LTD | S | D | 51 | 0 | 1 | 0.0 | 21.2 | 26.9 | 15.4 | 17.3 | 13.5 | 3.8 | 0.0 | 0.0 | 1.9 | 29 | 46.2 | 31 | 51 | | | | | |
| TOTAL INVERNESS | | INVERNESS | MANCHESTER | LOGANAIR LTD | S | A | 26 | 0 | 0 | 7.7 | 57.7 | 30.8 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 3 | 80.0 | 13 | 30 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | MANCHESTER | LOGANAIR LTD | S | D | 46 | 0 | 0 | 2.2 | 47.8 | 34.8 | 4.3 | 8.7 | 2.2 | 0.0 | 0.0 | 0.0 | 8 | 48.0 | 31 | 25 | | | | | | |
| TOTAL INVERNESS | | INVERNESS | | | | 556 | 0 | 6 | 1.2 | 22.1 | 28.6 | 17.8 | 16.5 | 9.8 | 2.0 | 0.9 | 0.0 | 0.0 | 1.1 | 27 | 43.8 | 31 | 580 | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 40 | 38.5 | 27 | 13 | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 44.4 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 38 | 61.5 | 16 | 13 | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 82.4 | 12 | 17 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 22 | 88.2 | 8 | 17 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 25.0 | 25.0 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 27 | 81.0 | 7 | 20 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 25.0 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 15 | 90.5 | 4 | 21 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 32 | 33.3 | 48 | 12 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 36 | 69.2 | 14 | 13 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 3.3 | 43.3 | 23.3 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 22 | 74.3 | 12 | 35 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 46.7 | 30.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 10 | 35 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | HEATHROW | AER LINGUS | S | A | 30 | 0 | 0 | 3.3 | 10.0 | 33.3 | 13.3 | 16.7 | 20.0 | 3.3 | 0.0 | 0.0 | 34 | 66.7 | 19 | 30 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | HEATHROW | AER LINGUS | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 23.3 | 26.7 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 16 | 73.3 | 14 | 30 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | LUTON | RYANAIR | S | A | 37 | 0 | 0 | 0.0 | 16.2 | 40.5 | 27.0 | 5.4 | 8.1 | 0.0 | 2.7 | 0.0 | 22 | 72.1 | 17 | 43 | | | | | | |
| TOTAL INVERNESS | | IRELAND WEST(KNOCK) | LUTON | RYANAIR | S | D | 38 | 0 | 0 | 0.0 | 39.5 | 42.1 | 2.6 | 5.3 | 5.3 | 5.3 | 0.0 | 0.0 | 19 | 76.7 | 12 | 43 | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | | | | | | | | | | | | | |
| TOTAL IRELAND WEST (KNOCK) | | | | | | | | | | | | | | | | | | | | | | 373 | 0 | 0 | 0.3 | 17.2 | 31.9 | 23.9 | 13.9 | 11.3 | 1.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 74.1 | 14 | 462 |
| ISLAMABAD INTERNATIONAL AIRPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 7.7 | 7.7 | 15.4 | 15.4 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 74 | 30.8 | 77 | 13 | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 15.4 | 23.1 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 71 | 23.1 | 69 | 13 | | | | | | | | | | | | | | | | | | | |
| TOTAL ISLAMABAD INTERNATIONAL AIRPORT | | | | | | | | | | | | | | | | | | | | | | 26 | 0 | 0 | 0.0 | 15.4 | 19.2 | 11.5 | 19.2 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 72 | 26.9 | 73 | 26 | |
| ISLAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | | LOGANAIR LTD | | S | A | 50 | 0 | 1 | 19.6 | 39.2 | 23.5 | 5.9 | 7.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 7 | 71.2 | 19 | 50 | | | | | | | | | | | | | | | | | | | |
| GLASGOW | | LOGANAIR LTD | | S | D | 50 | 0 | 1 | 0.0 | 33.3 | 41.2 | 19.6 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 64.7 | 21 | 50 | | | | | | | | | | | | | | | | | | | |
| TOTAL ISLAY | | | | | | | | | | | | | | | | | | | | | | 100 | 0 | 2 | 9.8 | 36.3 | 32.4 | 12.7 | 4.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8 | 68.0 | 20 | 100 |
| ISLE OF MAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | | LOGANAIR 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 | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 100.0 | 1 | 21 | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 66.7 | 9 | 21 | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | 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 | 7 | 64.3 | 15 | 12 | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | S | D | 13 | 0 | 0 | 0.0 | 69.2 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 69.2 | 17 | 12 | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | LOGANAIR LTD | | S | A | 25 | 0 | 0 | 0.0 | 40.0 | 28.0 | 16.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.1 | 11 | 26 | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | LOGANAIR LTD | | S | D | 25 | 0 | 0 | 0.0 | 12.0 | 36.0 | 8.0 | 20.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 35 | 76.9 | 14 | 26 | | | | | | | | | | | | | | | | | | | | |
| BRISTOL | | EASYJET UK LTD | | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 15.4 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 22.2 | 57 | 9 | | | | | | | | | | | | | | | | | | | | |
| BRISTOL | | EASYJET UK LTD | | S | D | 13 | 0 | 0 | 7.7 | 15.4 | 46.2 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 33.3 | 36 | 9 | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | LOGANAIR LTD | | S | A | 18 | 0 | 0 | 44.4 | 33.3 | 16.7 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.7 | 28 | 15 | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | LOGANAIR LTD | | S | D | 18 | 0 | 0 | 0.0 | 50.0 | 33.3 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.7 | 30 | 17 | | | | | | | | | | | | | | | | | | | | |
| JERSEY | | BLUE ISLANDS LIMITED | | 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 | 5 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| JERSEY | | BLUE ISLANDS LIMITED | | 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 | 23 | 0.0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | EASYJET UK LTD | | S | A | 40 | 0 | 0 | 7.5 | 55.0 | 22.5 | 7.5 | 2.5 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.5 | 13 | 50 | | | | | | | | | | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | EASYJET UK LTD | | S | D | 40 | 0 | 0 | 0.0 | 70.0 | 17.5 | 7.5 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 82.4 | 9 | 50 | | | | | | | | | | | | | | | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 51 | 0 | 0 | 0.0 | 43.1 | 35.3 | 9.8 | 9.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 68.8 | 15 | 46 | | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | LOGANAIR LTD | | S | D | 51 | 0 | 0 | 0.0 | 2.0 | 64.7 | 17.6 | 13.7 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.6 | 12 | 45 | | | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | A | 55 | 0 | 5 | 3.3 | 11.7 | 18.3 | 18.3 | 18.3 | 3.3 | 0.0 | 0.0 | 0.0 | 8.3 | 39 | 29.3 | 39 | 50 | | | | | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S | D | 55 | 0 | 5 | 0.0 | 8.3 | 23.3 | 15.0 | 28.3 | 16.7 | 0.0 | 0.0 | 0.0 | 8.3 | 34 | 38.2 | 26 | 50 | | | | | | | | | | | | |
| HEATHROW | | LOGANAIR LTD | | S | A | 39 | 0 | 0 | 7.7 | 33.3 | 23.1 | 12.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 80.0 | 19 | 30 | | | | | | | | | | | | |
| HEATHROW | | LOGANAIR LTD | | S | D | 39 | 0 | 0 | 0.0 | 12.8 | 30.8 | 20.5 | 23.1 | 12.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 43.3 | 37 | 30 | | | | | | | | | | | | |
| LONDON CITY | | LOGANAIR LTD | | S | A | 34 | 0 | 1 | 14.3 | 34.3 | 14.3 | 8.6 | 20.0 | 0.0 | 0.0 | 5.7 | 0.0 | 2.9 | 24 | 60.6 | 26 | 27 | | | | | | | | | | | | |
| LONDON CITY | | LOGANAIR LTD | | S | D | 34 | 0 | 1 | 0.0 | 11.4 | 40.0 | 11.4 | 20.0 | 8.6 | 0.0 | 5.7 | 0.0 | 2.9 | 34 | 42.4 | 34 | 27 | | | | | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 29 | 0 | 1 | 10.0 | 36.7 | 10.0 | 10.0 | 16.7 | 13.3 | 0.0 | 0.0 | 0.0 | 3.3 | 23 | 60.0 | 17 | 28 | | | | | | | | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 29 | 0 | 1 | 0.0 | 43.3 | 13.3 | 6.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 3.3 | 26 | 43.3 | 21 | 28 | | | | | | | | | | | | |
| MANCHESTER | | LOGANAIR LTD | | S | A | 59 | 0 | 1 | 5.0 | 40.0 | 23.3 | 8.3 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 1.7 | 17 | 83.6 | 14 | 55 | | | | | | | | | | | | |
| MANCHESTER | | LOGANAIR LTD | | S | D | 59 | 0 | 1 | 1.7 | 30.0 | 23.3 | 18.3 | 18.3 | 5.0 | 1.7 | 0.0 | 0.0 | 1.7 | 19 | 69.6 | 17 | 55 | | | | | | | | | | | | |
| TOTAL ISLE OF MAN | | | | | | 760 | 0 | 17 | 4.1 | 29.9 | 27.3 | 12.1 | 14.9 | 8.4 | 0.6 | 0.5 | 0.0 | 0.0 | 2.2 | 21 | 63.4 | 20 | 739 | | | | | | | | | | | |
| ISLES OF SCILLY (ST.MARYS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EXETER | | ISLES OF SCILLY SKYBUS | | S | A | 44 | 0 | 8 | 0.0 | 21.2 | 48.1 | 3.8 | 5.8 | 1.9 | 3.8 | 0.0 | 0.0 | 15.4 | 16 | 64.3 | 16 | 62 | | | | | | | | | | | | |
| EXETER | | ISLES OF SCILLY SKYBUS | | S | D | 45 | 0 | 8 | 7.5 | 32.1 | 32.1 | 3.8 | 3.8 | 5.7 | 0.0 | 0.0 | 0.0 | 15.1 | 11 | 65.7 | 13 | 59 | | | | | | | | | | | | |
| TOTAL ISLES OF SCILLY (ST.MARYS) | | | | | | 89 | 0 | 16 | 3.8 | 26.7 | 40.0 | 3.8 | 4.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 15.2 | 13 | 65.0 | 15 | 121 | | | | | | | | | | | |
| ISTANBUL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | THY TURKISH AIRLINES | | S | A | 73 | 0 | 0 | 15.1 | 26.0 | 19.2 | 16.4 | 13.7 | 8.2 | 1.4 | 0.0 | 0.0 | 0.0 | 20 | 66.1 | 13 | 59 | | | | | | | | | | | | |
| BIRMINGHAM | | THY TURKISH AIRLINES | | S | D | 73 | 0 | 0 | 0.0 | 9.6 | 37.0 | 28.8 | 15.1 | 6.8 | 2.7 | 0.0 | 0.0 | 0.0 | 26 | 35.0 | 29 | 60 | | | | | | | | | | | | |
| CARDIFF WALES | | THY TURKISH 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 | 4 | 0.0 | 0 | 0 | | | | | | | | | | | | |
| EDINBURGH | | THY TURKISH AIRLINES | | S | A | 43 | 0 | 0 | 16.3 | 37.2 | 25.6 | 14.0 | 4.7 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.7 | 11 | 30 | | | | | | | | | | | | |
| EDINBURGH | | THY TURKISH AIRLINES | | S | D | 43 | 0 | 0 | 0.0 | 18.6 | 46.5 | 16.3 | 11.6 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 26 | 30 | | | | | | | | | | | | |
| GATWICK | | THY TURKISH AIRLINES | | S | A | 97 | 0 | 0 | 5.2 | 21.6 | 27.8 | 13.4 | 21.6 | 7.2 | 1.0 | 2.1 | 0.0 | 0.0 | 26 | 43.0 | 34 | 86 | | | | | | | | | | | | |
| GATWICK | | THY TURKISH AIRLINES | | S | D | 97 | 0 | 0 | 0.0 | 9.3 | 24.7 | 20.6 | 25.8 | 13.4 | 4.1 | 2.1 | 0.0 | 0.0 | 40 | 26.7 | 43 | 86 | | | | | | | | | | | | |
| GATWICK | | WIZZ AIR UK LTD | | S | A | 48 | 0 | 0 | 10.4 | 31.3 | 22.9 | 4.2 | 12.5 | 14.6 | 4.2 | 0.0 | 0.0 | 0.0 | 25 | 36.7 | 62 | 30 | | | | | | | | | | | | |
| GATWICK | | WIZZ AIR UK LTD | | S | D | 48 | 0 | 0 | 0.0 | 8.3 | 39.6 | 22.9 | 8.3 | 14.6 | 4.2 | 2.1 | 0.0 | 0.0 | 34 | 36.7 | 61 | 30 | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 84 | 0 | 2 | 5.8 | 16.3 | 24.4 | 26.7 | 18.6 | 3.5 | 2.3 | 0.0 | 0.0 | 2.3 | 23 | 80.0 | 8 | 89 | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 84 | 0 | 1 | 0.0 | 11.8 | 47.1 | 17.6 | 12.9 | 5.9 | 3.5 | 0.0 | 0.0 | 1.2 | 24 | 46.1 | 23 | 88 | | | | | | | | | | | | |
| HEATHROW | | THY TURKISH AIRLINES | | S | A | 193 | 0 | 0 | 7.3 | 13.5 | 32.1 | 21.8 | 17.1 | 7.8 | 0.5 | 0.0 | 0.0 | 0.0 | 22 | 49.7 | 25 | 192 | | | | | | | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: I | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | 193 | 0 | 0 | 1.6 | 20.2 | 31.6 | 20.7 | 17.1 | 7.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 49.5 | 27 | 189 |
| LUTON | | WIZZ AIR UK LTD | | S | A | 43 | 0 | 1 | 4.5 | 27.3 | 22.7 | 18.2 | 15.9 | 6.8 | 0.0 | 2.3 | 0.0 | 0.0 | 2.3 | 22 | 26.7 | 34 | 30 | |
| LUTON | | WIZZ AIR UK LTD | | S | D | 43 | 0 | 0 | 0.0 | 27.9 | 51.2 | 9.3 | 2.3 | 7.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 16 | 90.0 | 6 | 30 | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 33.3 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 20 | 9 | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 66.7 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 22 | 9 | |
| MANCHESTER | | THY TURKISH AIRLINES | | S | A | 105 | 0 | 0 | 10.5 | 40.0 | 19.0 | 10.5 | 14.3 | 4.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 52.2 | 20 | 90 | |
| MANCHESTER | | THY TURKISH AIRLINES | | S | D | 104 | 0 | 0 | 1.0 | 7.7 | 48.1 | 13.5 | 20.2 | 8.7 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 21.1 | 42 | 90 | |
| TOTAL ISTANBUL | | | | | | 1408 | 0 | 4 | 4.5 | 18.9 | 32.3 | 18.3 | 15.9 | 7.7 | 1.6 | 0.5 | 0.0 | 0.0 | 0.3 | 23 | 48.3 | 27 | 1227 | |
| ISTANBUL (SABIHA GOKCEN) | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | PEGASUS AIRLINES | | S | A | 22 | 0 | 0 | 59.1 | 18.2 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | |
| BIRMINGHAM | | PEGASUS AIRLINES | | S | D | 22 | 0 | 0 | 0.0 | 9.1 | 50.0 | 22.7 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| EDINBURGH | | PEGASUS AIRLINES | | S | A | 17 | 0 | 0 | 41.2 | 29.4 | 5.9 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| EDINBURGH | | PEGASUS AIRLINES | | S | D | 17 | 0 | 0 | 0.0 | 23.5 | 41.2 | 11.8 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 30 | 0 | 0 | 10.0 | 10.0 | 40.0 | 10.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 64.7 | 11 | 17 | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 56.7 | 16.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.2 | 12 | 17 | |
| STANSTED | | AJET HAVA TASIMACILIGI ANONIM SIRKETI | | S | A | 65 | 0 | 0 | 9.2 | 38.5 | 23.1 | 13.8 | 9.2 | 3.1 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| STANSTED | | AJET HAVA TASIMACILIGI ANONIM SIRKETI | | S | D | 65 | 0 | 0 | 0.0 | 1.5 | 29.2 | 32.3 | 26.2 | 7.7 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | |
| STANSTED | | PEGASUS AIRLINES | | S | A | 129 | 0 | 0 | 10.9 | 38.0 | 31.8 | 10.9 | 7.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.9 | 13 | 134 | |
| STANSTED | | PEGASUS AIRLINES | | S | D | 130 | 0 | 0 | 0.0 | 16.9 | 47.7 | 25.4 | 9.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 59.7 | 17 | 134 | |
| STANSTED | | THY TURKISH AIRLINES | | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 79.5 | 17 | 78 | |
| STANSTED | | THY TURKISH AIRLINES | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 49.4 | 28 | 79 | |
| MANCHESTER | | PEGASUS AIRLINES | | S | A | 56 | 0 | 0 | 19.6 | 37.5 | 26.8 | 8.9 | 5.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 52.5 | 18 | 40 | |
| MANCHESTER | | PEGASUS AIRLINES | | S | D | 54 | 0 | 0 | 0.0 | 7.4 | 68.5 | 13.0 | 9.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 20.0 | 39 | 40 | |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | | | | 637 | 0 | 0 | 8.5 | 22.6 | 38.0 | 16.5 | 10.7 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.4 | 19 | 539 | |
| IZMIR (ADNAN MENDERES) | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | JET2.COM LTD | | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.6 | 16 | 9 | |
| BIRMINGHAM | | JET2.COM LTD | | S | D | 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 | 33 | 11.1 | 26 | 9 | |

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | |
| BIRMINGHAM | SUNEXPRESS | 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 | 0.0 | 3 | 88.9 | 4 | 9 |
| BIRMINGHAM | SUNEXPRESS | 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 | 0.0 | 0.0 | 13 | 66.7 | 16 | 9 |
| BIRMINGHAM | TUI AIRWAYS LTD | C 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 | 0.0 | 14 | 55.6 | 20 | 9 |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 87.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 25 | 9 |
| BRISTOL | JET2.COM LTD | S A | 5 | 0 | 0 | 0.0 | 20.0 | 20.0 | 0.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 |
| BRISTOL | JET2.COM 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 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 |
| CARDIFF WALES | THY TURKISH AIRLINES | C D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 8 | 0 | 0 | 12.5 | 12.5 | 12.5 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 75.0 | 53 | 4 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | 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 | 0.0 | 15 | 75.0 | 12 | 4 |
| EDINBURGH | JET2.COM LTD | 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 | 0.0 | 6 | 75.0 | 15 | 4 |
| EDINBURGH | JET2.COM LTD | S D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 40.0 | 28 | 5 |
| EDINBURGH | SUNEXPRESS | S A | 8 | 0 | 0 | 37.5 | 50.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 26 | 4 |
| EDINBURGH | SUNEXPRESS | 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 | 75.0 | 26 | 4 |
| GLASGOW | JET2.COM LTD | S A | 8 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 80.0 | 14 | 5 |
| GLASGOW | JET2.COM LTD | S D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 80.0 | 21 | 5 |
| LEEDS BRADFORD | 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 | 0.0 | 0.0 | 3 | 100.0 | 0 | 4 |
| LEEDS BRADFORD | JET2.COM LTD | S D | 9 | 0 | 0 | 0.0 | 33.3 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 12 | 4 |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 0.0 | 8 | 75.0 | 43 | 4 |
| LIVERPOOL (JOHN LENNON) | EASYJET 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 | 100.0 | 3 | 4 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C 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 | 0.0 | 28 | 0.0 | 0 | 0 |
| GATWICK | EASYJET UK LTD | S A | 12 | 0 | 0 | 0.0 | 0.0 | 8.3 | 25.0 | 33.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 16.7 | 43 | 12 |
| GATWICK | EASYJET UK LTD | S D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 25.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 30.8 | 38 | 13 |
| GATWICK | SUNEXPRESS | S A | 8 | 0 | 0 | 12.5 | 62.5 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 8 | 9 |
| GATWICK | SUNEXPRESS | 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 | 0.0 | 14 | 55.6 | 21 | 9 |
| GATWICK | TUI AIRWAYS LTD | C A | 8 | 1 | 0 | 0.0 | 0.0 | 22.2 | 0.0 | 44.4 | 11.1 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 59 | 33.3 | 40 | 9 |
| GATWICK | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 25.0 | 37.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 22.2 | 43 | 9 |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 4 | 0 | 0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | 31 | 0.0 | 0 | 0 |
| LUTON | EASYJET UK LTD | S A | 13 | 0 | 0 | 7.7 | 23.1 | 15.4 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 55.6 | 36 | 9 |
| LUTON | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 15.4 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 44.4 | 39 | 9 |

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | SUNEXPRESS | S A | 4 | 0 | 0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 50 | 71.4 | 12 | 14 | | | |
| LUTON | SUNEXPRESS | S D | 4 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 64.3 | 16 | 14 | | | |
| STANSTED | JET2.COM LTD | S A | 13 | 0 | 0 | 15.4 | 23.1 | 46.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 5 | 9 | | | |
| STANSTED | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 7.7 | 69.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 9 | 9 | | | |
| STANSTED | PEGASUS AIRLINES | S A | 30 | 0 | 0 | 30.0 | 43.3 | 13.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 86.7 | 7 | 30 | | | |
| STANSTED | PEGASUS AIRLINES | S D | 30 | 0 | 0 | 0.0 | 30.0 | 46.7 | 10.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 80.0 | 15 | 30 | | | |
| STANSTED | SUNEXPRESS | S A | 22 | 0 | 0 | 9.1 | 31.8 | 50.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | |
| STANSTED | SUNEXPRESS | S D | 22 | 0 | 0 | 0.0 | 22.7 | 45.5 | 22.7 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | |
| MANCHESTER | AER LINGUS (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 | | | |
| MANCHESTER | JET2.COM LTD | S A | 17 | 0 | 0 | 5.9 | 5.9 | 23.5 | 29.4 | 17.6 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 36 | 14.3 | 40 | 14 | | | |
| MANCHESTER | JET2.COM LTD | S D | 18 | 0 | 0 | 0.0 | 0.0 | 44.4 | 16.7 | 27.8 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 36 | 28.6 | 31 | 14 | | | |
| MANCHESTER | SUNEXPRESS | 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 | 66.7 | 14 | 9 | | | |
| MANCHESTER | SUNEXPRESS | 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 | 44.4 | 23 | 9 | | | |
| MANCHESTER | 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 | 16 | 62.5 | 21 | 8 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 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 | 30 | 33.3 | 31 | 9 | | | |
| NEWCASTLE | JET2.COM LTD | S A | 9 | 0 | 0 | 55.6 | 11.1 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.0 | 5 | 5 | | | |
| NEWCASTLE | JET2.COM 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 | 13 | 75.0 | 11 | 4 | | | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 459 | 1 | 0 | 8.9 | 22.2 | 30.0 | 18.9 | 12.8 | 5.2 | 0.7 | 1.1 | 0.0 | 0.2 | 0.0 | 19 | 59.9 | 21 | 362 | | | |

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

| | | Origin/Destinations: J | | | | | | | | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| JEDDAH | BIRMINGHAM | SAUDI ARABIAN AIRLINES | S | A | 13 | 0 | 0 | 30.8 | 23.1 | 38.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 6 | 12 |
| | BIRMINGHAM | SAUDI ARABIAN AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 15.4 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 8.3 | 61 | 12 |
| | GATWICK | SAUDI ARABIAN AIRLINES | S | A | 26 | 0 | 0 | 11.5 | 15.4 | 46.2 | 7.7 | 3.8 | 11.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 22 | 90.0 | 7 | 30 |
| | GATWICK | SAUDI ARABIAN AIRLINES | S | D | 26 | 0 | 0 | 0.0 | 0.0 | 7.7 | 19.2 | 42.3 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 59 | 0.0 | 73 | 30 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 64 | 0 | 0 | 14.1 | 31.3 | 28.1 | 10.9 | 6.3 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 79.4 | 10 | 34 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 63 | 0 | 0 | 1.6 | 23.8 | 44.4 | 11.1 | 12.7 | 4.8 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 64.7 | 21 | 33 |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | A | 29 | 0 | 0 | 13.8 | 34.5 | 34.5 | 3.4 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 76.2 | 23 | 21 |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | D | 29 | 0 | 0 | 0.0 | 17.2 | 41.4 | 20.7 | 13.8 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 47.6 | 39 | 21 |
| TOTAL JEDDAH | | | | | 263 | 0 | 0 | 8.0 | 21.7 | 34.6 | 11.4 | 12.9 | 9.1 | 1.5 | 0.8 | 0.0 | 0.0 | 0.0 | 22 | 58.2 | 29 | 193 |
| JEREZ | GATWICK | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 40.0 | 41 | 5 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 40.0 | 18 | 5 |
| | STANSTED | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 0.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 66.7 | 17 | 12 |
| | STANSTED | RYANAIR | 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 | 0.0 | 19 | 58.3 | 20 | 12 |
| | 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 | 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 JEREZ | | | | | 26 | 0 | 0 | 0.0 | 19.2 | 42.3 | 15.4 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 55.9 | 22 | 34 |
| JERSEY | 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 | 0.0 | 0.0 | 0 | 100.0 | 0 | 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 | 0.0 | 0.0 | 0 | 100.0 | 7 | 2 |
| | BELFAST INTERNATIONAL | 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 | 0.0 | 1 | 77.8 | 12 | 9 |
| | BELFAST INTERNATIONAL | 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 | 2 | 77.8 | 7 | 9 |
| | BIRMINGHAM | BLUE ISLANDS LIMITED | S | A | 19 | 0 | 3 | 9.1 | 18.2 | 36.4 | 9.1 | 0.0 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 13.6 | 24 | 87.5 | 9 | 39 |
| | BIRMINGHAM | BLUE ISLANDS LIMITED | S | D | 20 | 0 | 3 | 0.0 | 0.0 | 39.1 | 21.7 | 4.3 | 8.7 | 4.3 | 8.7 | 0.0 | 0.0 | 13.0 | 45 | 60.0 | 21 | 39 |
| | BIRMINGHAM | EASYJET 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 | 3 | 0.0 | 0 | 0 |
| | BIRMINGHAM | 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 | 0 | 0.0 | 0 | 0 |
| | BRISTOL | BLUE ISLANDS LIMITED | S | A | 35 | 0 | 4 | 2.6 | 17.9 | 23.1 | 15.4 | 7.7 | 12.8 | 7.7 | 2.6 | 0.0 | 0.0 | 10.3 | 39 | 67.5 | 12 | 38 |
| | BRISTOL | BLUE ISLANDS LIMITED | S | D | 35 | 0 | 4 | 0.0 | 10.3 | 30.8 | 12.8 | 7.7 | 17.9 | 7.7 | 2.6 | 0.0 | 0.0 | 10.3 | 45 | 51.3 | 25 | 38 |

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | BLUE ISLANDS LIMITED | S | A | 26 | 0 | 2 | 10.7 | 32.1 | 21.4 | 14.3 | 7.1 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 7.1 | 17 | 76.9 | 11 | 26 | |
| | EAST MIDLANDS INTERNATIONAL | BLUE ISLANDS LIMITED | S | D | 27 | 0 | 2 | 0.0 | 20.7 | 20.7 | 20.7 | 20.7 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 6.9 | 27 | 63.3 | 17 | 30 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 33.3 | 30 | 3 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 13 | 4 | | |
| | EDINBURGH | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 55.6 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 29 | 55.6 | 23 | 9 | | |
| | EDINBURGH | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 14 | 9 | | |
| | EXETER | BLUE ISLANDS LIMITED | S | A | 30 | 0 | 0 | 0.0 | 20.0 | 40.0 | 13.3 | 6.7 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 29 | 63.3 | 19 | 29 | | |
| | EXETER | BLUE ISLANDS LIMITED | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 36.7 | 10.0 | 10.0 | 16.7 | 0.0 | 3.3 | 0.0 | 0.0 | 30 | 65.5 | 21 | 28 | | |
| | GLASGOW | EASYJET UK LTD | S | A | 21 | 0 | 0 | 9.5 | 19.0 | 38.1 | 14.3 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 22 | 68.2 | 20 | 22 | | |
| | GLASGOW | EASYJET UK LTD | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 47.6 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 72.7 | 14 | 22 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 10 | 0 | 1 | 9.1 | 18.2 | 18.2 | 0.0 | 27.3 | 9.1 | 0.0 | 9.1 | 0.0 | 9.1 | 49 | 100.0 | 3 | 5 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 10 | 0 | 0 | 0.0 | 20.0 | 20.0 | 30.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 80.0 | 14 | 10 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 50 | 0 | 2 | 7.7 | 44.2 | 26.9 | 5.8 | 3.8 | 5.8 | 1.9 | 0.0 | 0.0 | 3.8 | 13 | 48.9 | 24 | 47 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 50 | 0 | 2 | 1.9 | 65.4 | 17.3 | 1.9 | 3.8 | 1.9 | 3.8 | 0.0 | 0.0 | 3.8 | 10 | 63.8 | 17 | 47 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 19 | 0 | 0 | 15.8 | 36.8 | 10.5 | 15.8 | 15.8 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 19 | 0 | 0 | 0.0 | 10.5 | 52.6 | 21.1 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| | GATWICK | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET UK LTD | S | A | 122 | 0 | 3 | 1.6 | 18.4 | 28.8 | 15.2 | 19.2 | 11.2 | 0.8 | 2.4 | 0.0 | 2.4 | 30 | 53.2 | 24 | 122 | | |
| | GATWICK | EASYJET UK LTD | S | D | 122 | 0 | 2 | 0.0 | 19.4 | 33.1 | 12.9 | 23.4 | 8.1 | 0.8 | 0.8 | 0.0 | 1.6 | 25 | 50.8 | 28 | 122 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 127 | 0 | 4 | 3.8 | 17.6 | 28.2 | 13.7 | 14.5 | 16.0 | 2.3 | 0.8 | 0.0 | 3.1 | 31 | 63.6 | 20 | 128 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 127 | 0 | 4 | 0.0 | 19.8 | 29.8 | 13.0 | 16.8 | 15.3 | 1.5 | 0.8 | 0.0 | 3.1 | 29 | 57.7 | 20 | 128 | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 13 | 1 | | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 19 | 1 | | |
| | LUTON | EASYJET UK LTD | S | A | 44 | 0 | 0 | 2.3 | 27.3 | 27.3 | 13.6 | 18.2 | 6.8 | 2.3 | 2.3 | 0.0 | 0.0 | 28 | 50.0 | 32 | 32 | | |
| | LUTON | EASYJET UK LTD | S | D | 44 | 0 | 0 | 0.0 | 31.8 | 29.5 | 22.7 | 4.5 | 6.8 | 4.5 | 0.0 | 0.0 | 0.0 | 23 | 62.5 | 13 | 32 | | |
| | 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 | 50.0 | 15 | 4 | | |

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | 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 | 4 | | | |
| | MANCHESTER | EASYJET UK LTD | S | A | 34 | 0 | 4 | 23.7 | 21.1 | 18.4 | 13.2 | 5.3 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 10.5 | 22 | 70.0 | 14 | 30 | | | |
| | MANCHESTER | EASYJET UK LTD | S | D | 35 | 0 | 3 | 0.0 | 36.8 | 31.6 | 10.5 | 5.3 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 7.9 | 22 | 66.7 | 15 | 30 | | | |
| | MANCHESTER | JET2.COM LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | |
| | NEWCASTLE | JET2.COM LTD | S | A | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 58 | 4 | | | |
| | NEWCASTLE | JET2.COM LTD | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 24 | 4 | | | |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | A | 88 | 0 | 6 | 0.0 | 31.9 | 26.6 | 9.6 | 7.4 | 7.4 | 10.6 | 0.0 | 0.0 | 0.0 | 6.4 | 32 | 74.7 | 11 | 95 | | | |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | D | 87 | 0 | 7 | 4.3 | 18.1 | 33.0 | 12.8 | 9.6 | 6.4 | 6.4 | 0.0 | 2.1 | 0.0 | 7.4 | 36 | 70.5 | 12 | 95 | | | |
| | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | A | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 13 | 4 | | | |
| | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | 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 | 27 | 75.0 | 10 | 4 | | | |
| TOTAL JERSEY | | | | | 1321 | 0 | 60 | 2.9 | 24.1 | 29.8 | 13.5 | 11.9 | 9.0 | 3.3 | 1.2 | 0.1 | 0.0 | 4.3 | 27 | 62.8 | 19 | 1307 | | | |
| JOHANNESBURG | | | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 1 | 30.0 | 40.0 | 18.3 | 5.0 | 0.0 | 1.7 | 0.0 | 1.7 | 1.7 | 0.0 | 1.7 | 17 | 80.0 | 30 | 60 | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 1 | 0.0 | 18.3 | 35.0 | 21.7 | 11.7 | 6.7 | 1.7 | 1.7 | 1.7 | 0.0 | 1.7 | 38 | 30.0 | 84 | 60 | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 13.3 | 53.3 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 83.3 | 6 | 30 | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 60.0 | 30.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 96.7 | 6 | 30 | | | |
| TOTAL JOHANNESBURG | | | | | 178 | 0 | 2 | 12.2 | 38.3 | 27.2 | 10.0 | 5.6 | 2.8 | 0.6 | 1.1 | 1.1 | 0.0 | 1.1 | 20 | 66.7 | 40 | 180 | | | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| KALAMATA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | 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 | 16 | 75.0 | 11 | 4 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 27 | 4 | |
| | GATWICK | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 20 | 9 | |
| | GATWICK | 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 | 17 | 88.9 | 9 | 9 | |
| | GATWICK | ENTER AIR | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 75.0 | 14 | 4 | |
| | GATWICK | ENTER AIR | 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 | 19 | 75.0 | 18 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 0.0 | 0.0 | 29.4 | 11.8 | 41.2 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 41 | 61.5 | 20 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 35.3 | 11.8 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 61.5 | 15 | 13 | |
| | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 85.7 | 10 | 7 | |
| | 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 | 7 | 71.4 | 11 | 7 | |
| | STANSTED | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 50.0 | 23 | 4 | |
| | STANSTED | RYANAIR | 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 | 34 | 100.0 | 9 | 4 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 87.5 | 17 | 8 | |
| | MANCHESTER | JET2.COM LTD | 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 | 24 | 75.0 | 21 | 8 | |
| TOTAL KALAMATA | | | | | 120 | 0 | 0 | 0.8 | 10.8 | 32.5 | 19.2 | 25.0 | 10.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 27 | 73.5 | 16 | 98 |
| KARLSRUHE/BADEN BADEN | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 43 | 0 | 0 | 16.3 | 20.9 | 23.3 | 14.0 | 14.0 | 7.0 | 0.0 | 4.7 | 0.0 | 0.0 | 30 | 67.6 | 21 | 34 | |
| | STANSTED | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 14.0 | 39.5 | 14.0 | 25.6 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 58.8 | 36 | 34 | |
| TOTAL KARLSRUHE/BADEN BADEN | | | | | 86 | 0 | 0 | 8.1 | 17.4 | 31.4 | 14.0 | 19.8 | 7.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 26 | 63.2 | 29 | 68 |
| KARUP | | | | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | FROST AIR APS | 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 | |
| TOTAL KARUP | | | | | 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 | |
| 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 | 100.0 | 3 | 9 | |
| | 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 | 88.9 | 7 | 9 | |
| | LEEDS BRADFORD | RYANAIR | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81 | 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 | 61.5 | 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 | 64.3 | 14 | 13 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 22.2 | 0.0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 39 | 62.5 | 144 | 8 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 0.0 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 43 | 75.0 | 25 | 8 | |
| | LUTON | WIZZ AIR | S | A | 52 | 0 | 0 | 17.3 | 42.3 | 23.1 | 5.8 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 14 | 88.3 | 13 | 60 | |
| | LUTON | WIZZ AIR | S | D | 52 | 0 | 0 | 0.0 | 36.5 | 32.7 | 11.5 | 9.6 | 5.8 | 1.9 | 1.9 | 0.0 | 0.0 | 21 | 78.3 | 19 | 60 | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 42 | 0 | 0 | 7.1 | 35.7 | 16.7 | 9.5 | 14.3 | 14.3 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 27 | 69.2 | 17 | 39 | |
| | STANSTED | RYANAIR | S | D | 42 | 0 | 0 | 0.0 | 23.8 | 28.6 | 14.3 | 16.7 | 11.9 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 64.1 | 19 | 39 | |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 30.8 | 7.7 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 87.5 | 7 | 8 | |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 53.8 | 15.4 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 62.5 | 21 | 8 | |
| TOTAL KATOWICE KAUNAS | | | | | 233 | 0 | 0 | 6.0 | 32.2 | 27.0 | 9.4 | 10.7 | 9.9 | 3.9 | 0.9 | 0.0 | 0.0 | 0.0 | 24 | 76.0 | 20 | 274 | |
| | BRISTOL | RYANAIR | S | A | 8 | 0 | 0 | 25.0 | 50.0 | 12.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 66.7 | 21 | 9 | |
| | BRISTOL | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 22 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 25.0 | 25.0 | 0.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 8 | 8 | |
| | EDINBURGH | RYANAIR | 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 | 0.0 | 29 | 62.5 | 12 | 8 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 77.8 | 9 | 9 | |
| | LIVERPOOL (JOHN LENNON) | 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 | 7 | 77.8 | 5 | 9 | |
| | LUTON | RYANAIR | S | A | 30 | 0 | 0 | 10.0 | 40.0 | 26.7 | 16.7 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 90.0 | 5 | 30 | |
| | LUTON | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 33.3 | 10.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.0 | 6 | 30 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 36.7 | 26.7 | 3.3 | 6.7 | 10.0 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 26 | 65.2 | 35 | 23 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 53.3 | 13.3 | 6.7 | 13.3 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 31 | 69.6 | 29 | 23 | |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 15.4 | 53.8 | 0.0 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.5 | 6 | 21 | |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 38.5 | 11.5 | 15.4 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 29 | 76.2 | 12 | 21 | |
| TOTAL KAUNAS | | | | | 230 | 0 | 0 | 10.0 | 41.3 | 20.0 | 12.6 | 7.4 | 4.3 | 2.6 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 78.5 | 14 | 200 | |
| TOTAL KAVALA | | | | | 34 | 0 | 0 | 2.9 | 17.6 | 50.0 | 8.8 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.5 | 49 | 26 | |
| KAYSERI ERKILET | GATWICK | CORENDON 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 | 5 | 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 | 5 | 1 | |
| KEFALLINIA | BIRMINGHAM | JET2.COM LTD | S | A | 12 | 0 | 0 | 41.7 | 25.0 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 117 | 100.0 | 0 | 13 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 50.0 | 0.0 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 61.5 | 16 | 13 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 7.7 | 7.7 | 15.4 | 46.2 | 7.7 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 42 | 50.0 | 28 | 12 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 11 | 0 | 0 | 0.0 | 0.0 | 36.4 | 45.5 | 9.1 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 20.0 | 30 | 10 | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 75.0 | 5 | 4 | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 75 | 100.0 | 9 | 3 | | |
| BRISTOL | EASYJET UK LTD | S | A | 8 | 1 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 10 | 66.7 | 16 | 9 | | |
| BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 66.7 | 19 | 9 | | |
| BRISTOL | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 0.0 | 11.1 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 68 | 7 | | |
| BRISTOL | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 22.2 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 42.9 | 33 | 7 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 77.8 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 50.0 | 15 | 8 | | |
| BRISTOL | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 62.5 | 11 | 8 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 74 | 50.0 | 26 | 4 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 4 | 3 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 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 | 100.0 | 0 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | 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 | 88.9 | 6 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 11.1 | 33.3 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 87.5 | 3 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 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 | 50.0 | 15 | 6 | | |
| GLASGOW | JET2.COM 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 | 17 | 100.0 | 3 | 4 | | |
| GLASGOW | JET2.COM LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 11 | 4 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 17 | 0 | 0 | 47.1 | 29.4 | 5.9 | 5.9 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 8 | 12 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 62.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 91.7 | 8 | 12 | | |
| GATWICK | EASYJET UK LTD | S | A | 57 | 0 | 1 | 0.0 | 6.9 | 17.2 | 22.4 | 19.0 | 17.2 | 13.8 | 1.7 | 0.0 | 0.0 | 1.7 | 54 | 41.0 | 40 | 61 | | |
| GATWICK | EASYJET UK LTD | S | D | 57 | 0 | 0 | 0.0 | 7.0 | 29.8 | 17.5 | 29.8 | 10.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 37.7 | 29 | 61 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 22 | 0 | 0 | 0.0 | 4.5 | 0.0 | 27.3 | 36.4 | 27.3 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 58 | 15.4 | 65 | 13 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 19 | 0 | 0 | 0.0 | 0.0 | 0.0 | 21.1 | 68.4 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 54.5 | 22 | 11 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 25.0 | 16.7 | 16.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 42.9 | 32 | 14 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 28.6 | 27 | 14 | | |
| LUTON | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 44 | 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 | 62.5 | 24 | 8 | | |
| STANSTED | JET2.COM LTD | S | A | 20 | 1 | 0 | 14.3 | 28.6 | 9.5 | 19.0 | 14.3 | 4.8 | 0.0 | 4.8 | 0.0 | 4.8 | 0.0 | 25 | 79.2 | 13 | 24 | | |
| STANSTED | JET2.COM LTD | S | D | 20 | 0 | 0 | 0.0 | 5.0 | 70.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.0 | 16 | 24 | | |
| STANSTED | RYANAIR | 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 | 36 | 55.6 | 20 | 9 | | |
| STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 77.8 | 11 | 9 | | |
| STANSTED | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 44.4 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 37.5 | 24 | 7 | | |
| STANSTED | TUI AIRWAYS LTD | C | D | 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 | 16 | 71.4 | 8 | 7 | | |
| MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 22.2 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 46.2 | 36 | 13 | | |
| MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 38.5 | 31 | 13 | | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | JET2.COM LTD | S | A | 25 | 0 | 0 | 8.0 | 0.0 | 24.0 | 24.0 | 36.0 | 4.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 34 | 72.0 | 25 | 25 |
| | MANCHESTER | JET2.COM LTD | S | D | 25 | 0 | 0 | 0.0 | 0.0 | 12.0 | 52.0 | 24.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 44.0 | 30 | 25 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 0.0 | 7.7 | 38.5 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 40.0 | 57 | 20 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 11 | 0 | 0 | 0.0 | 9.1 | 27.3 | 36.4 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 11.1 | 40 | 18 |
| | NEWCASTLE | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 77.8 | 11 | 9 |
| | NEWCASTLE | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 55.6 | 12 | 9 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 92 | 25.0 | 53 | 4 |
| | NEWCASTLE | 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 | 18 | 33.3 | 38 | 3 |
| TOTAL KEFALLINIA | | | | | 555 | 2 | 1 | 4.8 | 9.3 | 26.3 | 23.8 | 21.7 | 8.8 | 3.2 | 1.3 | 0.2 | 0.4 | 0.2 | 34 | 53.9 | 26 | 583 |
| KEFLAVIK | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 4 | 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 | 4 | 1 |
| | CARDIFF WALES | GLOBAL REACH 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 | 16 | 1 |
| | CARDIFF WALES | GLOBAL REACH AVIATION | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 55 | 1 |
| | EDINBURGH | EASYJET EUROPE | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 12 | 1 |
| | EDINBURGH | EASYJET UK LTD | 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 | 15 | 66.7 | 12 | 9 |
| | EDINBURGH | 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 | 7 | 100.0 | 4 | 9 |
| | GLASGOW | EASYJET UK LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 |
| | GLASGOW | EASYJET UK LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 |
| | GLASGOW | FLY PLAY HF | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 80.0 | 3 | 9 |
| | GLASGOW | FLY PLAY HF | S | D | 0 | 0 | 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 | 1 | 9 |
| | GLASGOW | ICELANDAIR | S | A | 26 | 0 | 0 | 15.4 | 46.2 | 34.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 72.0 | 12 | 25 |
| | GLASGOW | ICELANDAIR | S | D | 26 | 0 | 0 | 0.0 | 26.9 | 50.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.0 | 16 | 25 |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 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 | 0.0 | 0 | 100.0 | 5 | 1 |
| | LIVERPOOL (JOHN LENNON) | FLY PLAY HF | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 9 |
| | LIVERPOOL (JOHN LENNON) | FLY PLAY HF | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 9 |
| | GATWICK | 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 | 8 |
| | 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 | 87.5 | 8 | 8 |
| | GATWICK | ICELANDAIR | S | A | 30 | 0 | 0 | 16.7 | 40.0 | 26.7 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 36.7 | 22 | 30 |
| | GATWICK | ICELANDAIR | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 53.3 | 13.3 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 60.0 | 16 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 10.0 | 16.7 | 46.7 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 10 | 73.7 | 9 | 19 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 46.7 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 3 | 84.2 | 8 | 19 |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | ICELANDAIR | S | A | 60 | 0 | 0 | 25.0 | 25.0 | 25.0 | 15.0 | 5.0 | 3.3 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 18 | 78.3 | 9 | 60 | | | |
| | HEATHROW | ICELANDAIR | S | D | 60 | 0 | 0 | 0.0 | 30.0 | 38.3 | 13.3 | 10.0 | 3.3 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 26 | 65.0 | 14 | 60 | | | |
| | LUTON | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 38.9 | 33.3 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.0 | 10 | 25 | | | |
| | LUTON | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 61.1 | 0.0 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 92.0 | 6 | 25 | | | |
| | STANSTED | FLY PLAY HF | S | A | 30 | 0 | 0 | 33.3 | 40.0 | 23.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 90.0 | 3 | 30 | | | |
| | STANSTED | FLY PLAY HF | S | D | 30 | 0 | 0 | 0.0 | 50.0 | 46.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 80.0 | 10 | 30 | | | |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 66.7 | 11.1 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 10 | 8 | | | |
| | 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 | 0.0 | 7 | 87.5 | 10 | 8 | | | |
| | MANCHESTER | ICELANDAIR | S | A | 21 | 0 | 1 | 18.2 | 54.5 | 13.6 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 4 | 91.7 | 8 | 24 | | | |
| | MANCHESTER | ICELANDAIR | S | D | 21 | 0 | 1 | 0.0 | 59.1 | 31.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 2 | 91.7 | 17 | 24 | | | |
| | 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 | 100.0 | 0 | 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 | 0 | 1 | | | |
| | NEWCASTLE | 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 | | | |
| | 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 | 100.0 | 1 | 1 | | | |
| TOTAL KEFLAVIK | | | | | 474 | 0 | 4 | 8.6 | 36.0 | 37.0 | 9.4 | 4.8 | 2.3 | 0.6 | 0.0 | 0.4 | 0.0 | 0.8 | 11 | 76.6 | 11 | 523 | | | |
| KERRY COUNTY | | | | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | RYANAIR | S | A | 34 | 0 | 0 | 5.9 | 17.6 | 26.5 | 20.6 | 17.6 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 43.3 | 20 | 30 | | | |
| | LUTON | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 38.2 | 32.4 | 5.9 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 90.0 | 6 | 30 | | | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 4.5 | 40.9 | 31.8 | 18.2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 72.2 | 13 | 18 | | | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 54.5 | 40.9 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 10 | 18 | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 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 | 0.0 | 0 | 75.0 | 16 | 4 | | | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 33.3 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 84.6 | 9 | 13 | | | |
| | MANCHESTER | 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 | 18 | 84.6 | 5 | 13 | | | |
| TOTAL KERRY COUNTY | | | | | 130 | 0 | 0 | 2.3 | 33.1 | 30.8 | 13.8 | 9.2 | 10.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.1 | 12 | 130 | | | |
| KIGALI | | | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | RWANDAIR EXPRESS | S | A | 30 | 0 | 0 | 23.3 | 13.3 | 20.0 | 16.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 82.4 | 15 | 17 | | | |
| | HEATHROW | RWANDAIR EXPRESS | S | D | 30 | 0 | 0 | 0.0 | 40.0 | 36.7 | 6.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 64.7 | 14 | 17 | | | |
| TOTAL KIGALI | | | | | 60 | 0 | 0 | 11.7 | 26.7 | 28.3 | 11.7 | 15.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 73.5 | 14 | 34 | | | |
| KINGSTON | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 15.4 | 15.4 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 65 | 7.7 | 46 | 13 | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 15.4 | 30.8 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 57 | 15.4 | 41 | 13 | | | |
| TOTAL KINGSTON | | | | | 26 | 0 | 0 | 0.0 | 7.7 | 23.1 | 15.4 | 23.1 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 61 | 11.5 | 44 | 26 | | | |
| KIRKWALL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 71 | 0 | 2 | 19.2 | 49.3 | 12.3 | 5.5 | 2.7 | 5.5 | 1.4 | 1.4 | 0.0 | 0.0 | 2.7 | 13 | 72.7 | 19 | 75 | | | |
| | ABERDEEN | LOGANAIR LTD | S | D | 71 | 0 | 1 | 4.2 | 47.2 | 31.9 | 6.9 | 5.6 | 1.4 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 | 10 | 73.7 | 15 | 74 | | | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | LOGANAIR LTD | S | A | 50 | 0 | 1 | 23.5 | 45.1 | 9.8 | 5.9 | 9.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 9 | 49.0 | 26 | 49 | |
| | EDINBURGH | LOGANAIR LTD | S | D | 52 | 0 | 0 | 3.8 | 46.2 | 28.8 | 11.5 | 7.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 29.4 | 41 | 49 | |
| | GLASGOW | LOGANAIR LTD | S | A | 32 | 0 | 2 | 32.4 | 35.3 | 11.8 | 2.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 10 | 48.6 | 37 | 35 | |
| | GLASGOW | LOGANAIR LTD | S | D | 34 | 0 | 1 | 0.0 | 54.3 | 20.0 | 8.6 | 8.6 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 13 | 47.1 | 31 | 33 | |
| | HEATHROW | LOGANAIR 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 | 18 | 77.8 | 30 | 9 | |
| | HEATHROW | LOGANAIR LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 33.3 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 44.4 | 43 | 9 | |
| TOTAL KIRKWALL | | | | | 328 | 0 | 7 | 12.5 | 45.7 | 20.3 | 7.8 | 6.3 | 4.5 | 0.3 | 0.6 | 0.0 | 0.0 | 2.1 | 12 | 57.3 | 26 | 333 | |
| KLAGENFURT | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | 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 | 0.0 | 64 | 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 | 1 | 44.4 | 20 | 9 | |
| TOTAL KLAGENFURT | | | | | 18 | 0 | 0 | 0.0 | 55.6 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 22.2 | 42 | 18 | |
| KOS | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | 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 | 75.0 | 28 | 4 | |
| | BELFAST INTERNATIONAL | 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 | 63 | 4 | |
| | BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S | A | 4 | 0 | 0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | 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 | 7 | 0.0 | 0 | 0 | |
| | 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 | 0.0 | 15 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 21 | 0 | 0 | 4.8 | 14.3 | 52.4 | 23.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 70.6 | 15 | 17 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 20 | 0 | 0 | 0.0 | 0.0 | 40.0 | 35.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 61.1 | 23 | 18 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 18 | 0 | 0 | 0.0 | 22.2 | 38.9 | 5.6 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 52.6 | 21 | 19 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 11.8 | 29.4 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 58.8 | 21 | 17 | |
| | BIRMINGHAM | 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 | 19 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET UK LTD | S | A | 14 | 0 | 0 | 7.1 | 14.3 | 28.6 | 21.4 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 84.6 | 7 | 13 | |
| | BRISTOL | EASYJET UK LTD | S | D | 14 | 0 | 0 | 0.0 | 14.3 | 28.6 | 14.3 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 92.3 | 7 | 13 | |
| | BRISTOL | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 15.4 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 8.3 | 42 | 12 | |
| | BRISTOL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 46.2 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 16.7 | 30 | 12 | |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 16 | 0 | 0 | 0.0 | 18.8 | 50.0 | 12.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.9 | 11 | 13 | |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 7.1 | 35.7 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 92.3 | 5 | 13 | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 7 | 0 | 0 | 0.0 | 0.0 | 14.3 | 14.3 | 57.1 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 57 | 22.2 | 47 | 9 | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | D | 7 | 0 | 0 | 0.0 | 0.0 | 71.4 | 14.3 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 34 | 62.5 | 24 | 8 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | 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 | 17 | 77.8 | 23 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 26 | 55.6 | 25 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 0.0 | 35.3 | 23.5 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 38.5 | 43 | 13 | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | 61.5 | 29 | 13 | |
| | EDINBURGH | 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 | 16 | 66.7 | 12 | 9 | | |
| | EDINBURGH | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 33.3 | 25 | 9 | | |
| | GLASGOW | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 22.2 | 36 | 9 | | |
| | GLASGOW | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 22.2 | 29 | 9 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 16 | 0 | 1 | 0.0 | 29.4 | 29.4 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 11 | 58.3 | 14 | 12 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 15 | 12 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 5 | 0 | 0 | 20.0 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 3 | 4 | | |
| | LIVERPOOL (JOHN LENNON) | EASYJET 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 | 3 | 75.0 | 5 | 4 | | |
| | LIVERPOOL (JOHN LENNON) | JET2.COM 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 | 10 | 0.0 | 0 | 0 | | |
| | LIVERPOOL (JOHN LENNON) | 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 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 30 | 0 | 0 | 3.3 | 10.0 | 23.3 | 36.7 | 10.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 31 | 46.2 | 29 | 26 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 23.3 | 36.7 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 38.5 | 28 | 26 | | |
| | GATWICK | EASYJET UK LTD | S | A | 17 | 0 | 1 | 0.0 | 16.7 | 27.8 | 5.6 | 16.7 | 16.7 | 5.6 | 0.0 | 5.6 | 0.0 | 67 | 37.1 | 56 | 35 | | |
| | GATWICK | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 0.0 | 47.1 | 17.6 | 29.4 | 0.0 | 5.9 | 0.0 | 0.0 | 51 | 29.4 | 46 | 34 | | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 30 | 0 | 0 | 10.0 | 30.0 | 16.7 | 10.0 | 13.3 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 30 | 42.9 | 29 | 28 | | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 28 | 0 | 0 | 0.0 | 10.7 | 28.6 | 14.3 | 17.9 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 39 | 42.3 | 34 | 26 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 10 | 0.0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | | |
| | LUTON | 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 | 20 | 66.7 | 17 | 3 | | |
| | LUTON | TUI AIRWAYS LTD | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 19 | 2 | | |
| | STANSTED | JET2.COM LTD | S | A | 25 | 0 | 0 | 12.0 | 28.0 | 32.0 | 12.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 45.8 | 26 | 24 | | |
| | STANSTED | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 3.8 | 46.2 | 26.9 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.3 | 19 | 24 | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 33.3 | 23 | 9 | | |
| | STANSTED | RYANAIR | 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 | 5 | 88.9 | 7 | 9 | | |
| | MANCHESTER | EASYJET UK LTD | S | A | 25 | 0 | 0 | 8.0 | 32.0 | 20.0 | 12.0 | 4.0 | 16.0 | 8.0 | 0.0 | 0.0 | 0.0 | 34 | 76.9 | 11 | 26 | | |
| | MANCHESTER | EASYJET UK LTD | S | D | 25 | 0 | 0 | 0.0 | 16.0 | 44.0 | 16.0 | 8.0 | 4.0 | 12.0 | 0.0 | 0.0 | 0.0 | 31 | 57.7 | 16 | 26 | | |
| | MANCHESTER | JET2.COM LTD | S | A | 34 | 0 | 0 | 0.0 | 8.8 | 23.5 | 32.4 | 29.4 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 26 | 36 | | |
| | MANCHESTER | JET2.COM LTD | S | D | 33 | 0 | 0 | 0.0 | 0.0 | 15.2 | 30.3 | 36.4 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 22.2 | 43 | 36 | | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 26 | 0 | 0 | 23.1 | 15.4 | 19.2 | 11.5 | 11.5 | 11.5 | 0.0 | 7.7 | 0.0 | 0.0 | 35 | 30.0 | 99 | 20 | | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 25 | 0 | 0 | 0.0 | 0.0 | 44.0 | 24.0 | 12.0 | 16.0 | 0.0 | 4.0 | 0.0 | 0.0 | 38 | 30.0 | 56 | 20 | | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 1 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 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 | 25 | 75.0 | 13 | 8 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 75.0 | 19 | 8 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 37.5 | 19 | 8 | |
| TOTAL KOS | | | | | 763 | 0 | 2 | 2.5 | 13.2 | 31.5 | 23.0 | 17.5 | 9.2 | 2.0 | 0.8 | 0.1 | 0.0 | 0.3 | 28 | 50.1 | 29 | 726 | |
| KOSICE | | | | | | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 24 | 9 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 88.9 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 16 | 9 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 17 | 0 | 0 | 5.9 | 47.1 | 17.6 | 5.9 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 81.0 | 19 | 21 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 52.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 81.0 | 22 | 21 | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 11.8 | 17.6 | 23.5 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 48 | 64.7 | 30 | 17 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 11.8 | 11.8 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 76.5 | 24 | 17 | |
| | 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 | 15 | 80.0 | 5 | 5 | |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 80.0 | 6 | 5 | |
| TOTAL KOSICE | | | | | 94 | 0 | 0 | 1.1 | 26.6 | 33.0 | 16.0 | 10.6 | 9.6 | 2.1 | 1.1 | 0.0 | 0.0 | 0.0 | 23 | 76.9 | 21 | 104 | |
| KRAKOW | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | 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 | 4 | 77.8 | 8 | 9 | |
| | BELFAST INTERNATIONAL | 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 | 0.0 | 4 | 100.0 | 5 | 9 | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 0 | 4 | |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 0.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 100.0 | 5 | 4 | |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 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 | 8 | 75.0 | 9 | 4 | |
| | BELFAST INTERNATIONAL | 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 | 4 | 100.0 | 2 | 4 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 8 | 0 | 0 | 12.5 | 50.0 | 12.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 1 | 7 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 71.4 | 8 | 7 | |
| | BIRMINGHAM | RYANAIR | S | A | 21 | 0 | 0 | 14.3 | 38.1 | 38.1 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 84.6 | 12 | 13 | |
| | BIRMINGHAM | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 28.6 | 28.6 | 14.3 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 61.5 | 16 | 13 | |
| | 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 | 25.0 | 38 | 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 | 0.0 | 61 | 8 | |
| | BOURNEMOUTH | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 11.1 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 19 | 9 | |
| | BOURNEMOUTH | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 0.0 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 33.3 | 20 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 27 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 15.4 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 25 | 9 | |
| | BRISTOL | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 11.8 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 88.9 | 28 | 9 | |
| | BRISTOL | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 41.2 | 41.2 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 22.2 | 42 | 9 | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 A | 17 | 0 | 0 | 0 | 5.9 | 47.1 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 27 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 17 | 0 | 0 | 0 | 0.0 | 58.8 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 62.5 | 20 | 8 | | |
| EDINBURGH | EASYJET UK LTD | S A | 14 | 0 | 0 | 0 | 0.0 | 35.7 | 21.4 | 0.0 | 14.3 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 72.7 | 20 | 11 | | |
| EDINBURGH | EASYJET UK LTD | S D | 14 | 0 | 0 | 0 | 0.0 | 28.6 | 42.9 | 0.0 | 7.1 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 72.7 | 12 | 11 | | |
| EDINBURGH | RYANAIR | S A | 17 | 0 | 0 | 0 | 11.8 | 11.8 | 29.4 | 23.5 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 16.7 | 40 | 12 | | |
| EDINBURGH | RYANAIR | S D | 17 | 0 | 0 | 0 | 0.0 | 5.9 | 35.3 | 35.3 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 29 | 12 | | |
| 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 | 20.0 | 52 | 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 | 0 | 80.0 | 40 | 5 | | |
| GLASGOW | JET2.COM LTD | S A | 9 | 0 | 0 | 0 | 0.0 | 44.4 | 22.2 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 7 | 8 | | |
| GLASGOW | JET2.COM LTD | S D | 9 | 0 | 0 | 0 | 0.0 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 87.5 | 10 | 8 | | |
| GLASGOW | RYANAIR | S A | 14 | 0 | 0 | 0 | 7.1 | 57.1 | 21.4 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 37.5 | 46 | 8 | | |
| GLASGOW | RYANAIR | S D | 14 | 0 | 0 | 0 | 0.0 | 7.1 | 57.1 | 14.3 | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 12.5 | 64 | 8 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 8 | 0 | 0 | 0 | 12.5 | 12.5 | 25.0 | 12.5 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 88.9 | 5 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 12.5 | 25.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 100.0 | 6 | 9 | | |
| LEEDS BRADFORD | RYANAIR | S A | 20 | 0 | 1 | 0 | 0.0 | 23.8 | 38.1 | 14.3 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | 20 | 61.1 | 30 | 18 | | |
| LEEDS BRADFORD | RYANAIR | S D | 19 | 0 | 1 | 0 | 0.0 | 25.0 | 40.0 | 5.0 | 20.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 5.0 | 20 | 50.0 | 30 | 18 | | |
| 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 | 11.1 | 51 | 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 | 0 | 11.1 | 58 | 9 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 13 | 0 | 0 | 0 | 7.7 | 30.8 | 46.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 12 | 12 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 13 | 0 | 0 | 0 | 0.0 | 30.8 | 61.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 12 | 12 | | |
| GATWICK | EASYJET UK LTD | S A | 34 | 0 | 0 | 0 | 0.0 | 2.9 | 29.4 | 20.6 | 17.6 | 23.5 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 46 | 20.0 | 51 | 30 | | |
| GATWICK | EASYJET UK LTD | S D | 35 | 0 | 0 | 0 | 0.0 | 20.0 | 25.7 | 14.3 | 14.3 | 17.1 | 5.7 | 2.9 | 0.0 | 0.0 | 0.0 | 41 | 56.7 | 27 | 30 | | |
| GATWICK | WIZZ AIR | S A | 30 | 0 | 0 | 0 | 3.3 | 6.7 | 20.0 | 13.3 | 33.3 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 19.4 | 55 | 29 | | |
| GATWICK | WIZZ AIR | S D | 30 | 0 | 0 | 0 | 0.0 | 3.3 | 20.0 | 13.3 | 43.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 18.8 | 72 | 30 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 21 | 0 | 1 | 0 | 0.0 | 13.6 | 36.4 | 9.1 | 31.8 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 4.5 | 66 | 71.4 | 16 | 21 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 21 | 0 | 1 | 0 | 0.0 | 13.6 | 36.4 | 27.3 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 18 | 42.9 | 29 | 21 | | |
| LUTON | RYANAIR | S A | 29 | 0 | 1 | 0 | 10.0 | 30.0 | 16.7 | 10.0 | 10.0 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 29 | 80.0 | 13 | 30 | | |
| LUTON | RYANAIR | S D | 30 | 0 | 0 | 0 | 0.0 | 26.7 | 30.0 | 10.0 | 6.7 | 20.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 36 | 66.7 | 20 | 30 | | |
| LUTON | WIZZ AIR | S A | 30 | 0 | 0 | 0 | 3.3 | 43.3 | 40.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 80.0 | 15 | 30 | | |
| LUTON | WIZZ AIR | S D | 30 | 0 | 0 | 0 | 0.0 | 10.0 | 60.0 | 16.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 56.7 | 26 | 30 | | |
| STANSTED | RYANAIR | S A | 83 | 0 | 0 | 0 | 7.2 | 34.9 | 19.3 | 19.3 | 12.0 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 67.1 | 19 | 76 | | |

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 82 | 0 | 0 | 0.0 | 22.0 | 28.0 | 19.5 | 15.9 | 9.8 | 3.7 | 1.2 | 0.0 | 0.0 | 0.0 | 29 | 65.8 | 21 | 76 | |
| | 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 | 7 | 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 | 5 | 5 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 11.1 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 55.6 | 14 | 9 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 55.6 | 17 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 5.9 | 23.5 | 17.6 | 11.8 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 26.7 | 44 | 15 | |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 23.5 | 23.5 | 23.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 26.7 | 52 | 15 | |
| | MANCHESTER | RYANAIR | S | A | 25 | 0 | 0 | 12.0 | 24.0 | 20.0 | 16.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 78.6 | 21 | 14 | |
| | MANCHESTER | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 16.0 | 28.0 | 20.0 | 32.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 71.4 | 10 | 14 | |
| | MANCHESTER | RYANAIR 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 | 0 | 50.0 | 22 | 4 | |
| | MANCHESTER | 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 | 100.0 | 3 | 4 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 75.0 | 23 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 33 | 8 | |
| | NEWCASTLE | RYANAIR | S | A | 8 | 0 | 0 | 25.0 | 12.5 | 12.5 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 33.3 | 47 | 12 | |
| | NEWCASTLE | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 50.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 41.7 | 45 | 12 | |
| TOTAL KRAKOW | | | | | 994 | 0 | 5 | 3.6 | 23.9 | 29.5 | 15.2 | 15.0 | 8.8 | 2.9 | 0.4 | 0.1 | 0.0 | 0.5 | 26 | 57.5 | 27 | 911 | |
| KUALA LUMPUR (SEPANG) | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | A | 60 | 0 | 0 | 1.7 | 5.0 | 38.3 | 26.7 | 23.3 | 1.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 28 | 80.0 | 11 | 60 | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | D | 59 | 0 | 2 | 0.0 | 21.3 | 54.1 | 8.2 | 6.6 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 83.3 | 8 | 60 | |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 119 | 0 | 2 | 0.8 | 13.2 | 46.3 | 17.4 | 14.9 | 4.1 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | 22 | 81.7 | 10 | 120 | |
| KUWAIT | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 13.3 | 20.0 | 20.0 | 20.0 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 18 | 36.7 | 77 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 20.0 | 36.7 | 13.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 44.8 | 17 | 28 | |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 56 | 0 | 0 | 19.6 | 39.3 | 28.6 | 5.4 | 3.6 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 56.7 | 21 | 60 | |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 56 | 0 | 0 | 0.0 | 10.7 | 53.6 | 21.4 | 5.4 | 7.1 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 50.0 | 24 | 60 | |
| | MANCHESTER | KUWAIT 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 | 4 | 50.0 | 25 | 12 | |
| | MANCHESTER | KUWAIT AIRWAYS | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 41.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 8.3 | 52 | 12 | |
| TOTAL KUWAIT | | | | | 194 | 0 | 2 | 11.7 | 22.4 | 34.7 | 15.3 | 8.2 | 5.6 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 16 | 46.8 | 32 | 201 | |

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

| | | Origin/Destinations: L | | | | | | | | | | | | | | | | | SEP 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| LA ROCHELLE | | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | BRISTOL | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | |
| | GATWICK | EASYJET UK LTD | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 54 | 28.6 | 38 | 13 | |
| | GATWICK | EASYJET UK 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 | 0.0 | 13 | 35.7 | 28 | 13 | |
| | STANSTED | RYANAIR | S | A | 25 | 0 | 0 | 0.0 | 16.0 | 16.0 | 20.0 | 36.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 72.7 | 18 | 22 | |
| | STANSTED | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 4.0 | 36.0 | 20.0 | 28.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 72.7 | 18 | 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 | 5 | 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 | 2 | 4 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL LA ROCHELLE | | | | | 60 | 0 | 0 | 0.0 | 10.0 | 31.7 | 18.3 | 28.3 | 10.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 31 | 61.9 | 20 | 82 | |
| LAGOS | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PEACE | S | A | 29 | 0 | 0 | 6.9 | 31.0 | 37.9 | 13.8 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| | GATWICK | AIR PEACE | S | D | 29 | 0 | 0 | 0.0 | 3.4 | 13.8 | 24.1 | 44.8 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 70.0 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 16 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 43.3 | 26.7 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 25 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 73.3 | 16.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 80.0 | 20 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 60.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 83.3 | 8 | 30 | |
| TOTAL LAGOS | | | | | 178 | 0 | 0 | 25.3 | 15.7 | 27.0 | 14.0 | 14.0 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 70.0 | 17 | 120 | |
| LAMETIA-TERME | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 60.0 | 30 | 5 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 60.0 | 15 | 5 | |
| | STANSTED | RYANAIR | 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 | 17 | 53.8 | 15 | 13 | |
| | STANSTED | RYANAIR | 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 | 13 | 61.5 | 20 | 13 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 100.0 | 3 | 5 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 100.0 | 3 | 4 | |
| TOTAL LAMETIA-TERME | | | | | 42 | 0 | 0 | 0.0 | 21.4 | 33.3 | 19.0 | 23.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 16 | 45 | |
| LANDS END (ST JUST) | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 55 | 1 | |
| TOTAL LANDS END (ST JUST) | | | | | 0 | 0 | 0 | 0.0 | 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 | |
| LARNACA | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 30.8 | 7.7 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 14 | 0 | 0 | 0.0 | 21.4 | 35.7 | 35.7 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS 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 | | |
| BIRMINGHAM | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 11.1 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET 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 | 13 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 22 | 0 | 0 | 0.0 | 18.2 | 31.8 | 13.6 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 65.4 | 16 | 26 | | |
| BIRMINGHAM | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 0.0 | 22.7 | 50.0 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 30.8 | 22 | 26 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 21 | 0 | 0 | 4.8 | 9.5 | 33.3 | 19.0 | 28.6 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 42.1 | 46 | 19 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | D | 21 | 0 | 0 | 0.0 | 0.0 | 33.3 | 42.9 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 47.1 | 54 | 17 | | |
| BRISTOL | EASYJET UK LTD | S | A | 12 | 0 | 0 | 8.3 | 8.3 | 16.7 | 25.0 | 25.0 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 53 | 77.8 | 44 | 9 | | |
| BRISTOL | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 66.7 | 16.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 52 | 9 | | |
| BRISTOL | JET2.COM LTD | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 33.3 | 33.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 55.6 | 14 | 9 | | |
| BRISTOL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 38.5 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 44.4 | 21 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 23.1 | 23.1 | 38.5 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 61.5 | 19 | 13 | | |
| BRISTOL | TUI AIRWAYS LTD | C | 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 | 18 | 50.0 | 23 | 12 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 11.1 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 25.0 | 29 | 4 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 0.0 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 62 | 25.0 | 41 | 4 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 12 | 0 | 0 | 8.3 | 16.7 | 50.0 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 15 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 76.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 18 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 38.5 | 30.8 | 7.7 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 62.5 | 18 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 30.8 | 61.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 50.0 | 35 | 8 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | |
| EDINBURGH | JET2.COM LTD | S | A | 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 | 20 | 75.0 | 9 | 4 | | |
| EDINBURGH | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 14 | 4 | | |
| GLASGOW | 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 | 23 | 1 | | |
| GLASGOW | 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 | 0.0 | 24 | 1 | | |
| GLASGOW | EASYJET UK LTD | S | A | 8 | 0 | 0 | 12.5 | 25.0 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| GLASGOW | 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 | 20 | 0.0 | 0 | 0 | | |
| GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 22.2 | 44.4 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 13 | 4 | | |
| GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 44.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 50.0 | 20 | 4 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 16 | 0 | 1 | 5.9 | 17.6 | 23.5 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 23 | 64.7 | 15 | 17 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 27.8 | 16.7 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 52.9 | 24 | 17 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 0.0 | 30.8 | 7.7 | 15.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 38 | 58.3 | 37 | 12 | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 58.3 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.5 | 29 | 13 | | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | EASYJET UK LTD | S | A | 43 | 0 | 2 | 2.2 | 6.7 | 22.2 | 20.0 | 24.4 | 17.8 | 2.2 | 0.0 | 0.0 | 0.0 | 4.4 | 36 | 20.0 | 56 | 36 | |
| GATWICK | EASYJET UK LTD | S | D | 45 | 0 | 0 | 0.0 | 0.0 | 15.6 | 28.9 | 26.7 | 26.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 13.2 | 41 | 36 | |
| GATWICK | TUI AIRWAYS LTD | C | A | 28 | 0 | 0 | 3.6 | 17.9 | 21.4 | 7.1 | 25.0 | 21.4 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 39 | 46.2 | 73 | 26 | |
| GATWICK | TUI AIRWAYS LTD | C | D | 25 | 0 | 0 | 0.0 | 4.0 | 28.0 | 28.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 27.3 | 77 | 22 | |
| GATWICK | WIZZ AIR | S | A | 30 | 0 | 0 | 3.3 | 20.0 | 23.3 | 26.7 | 16.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 19 | 30 | |
| GATWICK | WIZZ AIR | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 20.0 | 6.7 | 36.7 | 33.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 36.7 | 37 | 30 | |
| GATWICK | WIZZ AIR UK LTD | S | A | 20 | 1 | 0 | 4.8 | 23.8 | 14.3 | 9.5 | 19.0 | 19.0 | 0.0 | 4.8 | 0.0 | 4.8 | 0.0 | 40 | 35.0 | 36 | 19 | |
| GATWICK | WIZZ AIR UK LTD | S | D | 21 | 0 | 0 | 0.0 | 0.0 | 23.8 | 23.8 | 19.0 | 28.6 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 11.1 | 48 | 18 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 120 | 0 | 2 | 0.8 | 12.3 | 30.3 | 23.8 | 22.1 | 7.4 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 | 44 | 76.1 | 10 | 116 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 120 | 0 | 1 | 0.0 | 7.4 | 50.4 | 17.4 | 16.5 | 6.6 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 22 | 55.2 | 19 | 115 | |
| LUTON | EASYJET UK LTD | S | A | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 18.8 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 46.2 | 51 | 13 | |
| LUTON | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 0.0 | 68.8 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 38.5 | 45 | 13 | |
| LUTON | EL AL | 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 | |
| LUTON | WIZZ AIR | S | A | 32 | 0 | 1 | 33.3 | 51.5 | 6.1 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 2 | 92.9 | 4 | 42 | |
| LUTON | WIZZ AIR | S | D | 33 | 0 | 1 | 0.0 | 11.8 | 47.1 | 23.5 | 11.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 19 | 76.2 | 12 | 42 | |
| LUTON | WIZZ AIR MALTA | 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 | 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 | 191 | 0.0 | 0 | 0 | |
| STANSTED | JET2.COM LTD | S | A | 25 | 0 | 0 | 0.0 | 24.0 | 24.0 | 28.0 | 16.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 45.5 | 23 | 22 | |
| STANSTED | JET2.COM LTD | S | D | 25 | 0 | 0 | 0.0 | 12.0 | 48.0 | 24.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 45.5 | 22 | 22 | |
| MANCHESTER | JET2.COM LTD | S | A | 31 | 0 | 0 | 0.0 | 6.5 | 19.4 | 22.6 | 32.3 | 16.1 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 67 | 33.3 | 77 | 30 | |
| MANCHESTER | JET2.COM LTD | S | D | 31 | 0 | 0 | 0.0 | 0.0 | 12.9 | 19.4 | 48.4 | 12.9 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 30.0 | 59 | 30 | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 30 | 0 | 0 | 10.0 | 23.3 | 30.0 | 20.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 81.5 | 8 | 27 | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 28 | 0 | 0 | 0.0 | 7.1 | 39.3 | 25.0 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.2 | 25 | 23 | |
| NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 33.3 | 55.6 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 88.9 | 5 | 9 | |
| NEWCASTLE | JET2.COM LTD | 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 | 0.0 | 15 | 55.6 | 16 | 9 | |
| NEWCASTLE | TUI AIRWAYS LTD | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 77.8 | 21 | 9 | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 30.8 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 37.5 | 27 | 8 | |
| TOTAL LARNACA | | | | 1184 | 1 | 8 | 3.4 | 12.7 | 31.4 | 21.5 | 18.1 | 10.3 | 1.0 | 0.4 | 0.3 | 0.1 | 0.7 | 29 | 53.8 | 29 | 1014 | |
| LAS PALMAS | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | JET2.COM 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 | 50.0 | 18 | 4 | |
| BELFAST INTERNATIONAL | JET2.COM 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 | 50.0 | 31 | 4 | |
| BIRMINGHAM | JET2.COM LTD | S | A | 22 | 0 | 0 | 4.5 | 18.2 | 18.2 | 9.1 | 31.8 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 65.2 | 20 | 23 | |
| BIRMINGHAM | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 4.8 | 23.8 | 19.0 | 28.6 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 50.0 | 26 | 22 | |
| BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 44.4 | 15 | 9 | |
| BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 3 | 9 | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 15.4 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 71.4 | 15 | 14 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 13 | 0 | 0 | 0.0 | 7.7 | 30.8 | 38.5 | 0.0 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 61.5 | 18 | 13 | | | | |
| BOURNEMOUTH | RYANAIR | S A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 17 | 4 | | | | |
| BOURNEMOUTH | 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 | 6 | 50.0 | 18 | 4 | | | | |
| BRISTOL | EASYJET UK LTD | S A | 13 | 0 | 1 | 0.0 | 7.1 | 14.3 | 14.3 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 44 | 41.7 | 32 | 12 | | | |
| BRISTOL | EASYJET UK LTD | S D | 14 | 0 | 0 | 0.0 | 14.3 | 28.6 | 14.3 | 28.6 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 53.8 | 21 | 13 | | | |
| BRISTOL | JET2.COM LTD | S A | 17 | 1 | 0 | 5.6 | 11.1 | 11.1 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 28 | 69.2 | 25 | 13 | | | |
| BRISTOL | JET2.COM LTD | S D | 17 | 0 | 0 | 0.0 | 11.8 | 17.6 | 35.3 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 46.2 | 28 | 13 | | | |
| BRISTOL | RYANAIR | S A | 12 | 1 | 0 | 0.0 | 15.4 | 38.5 | 7.7 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 34 | 64.7 | 20 | 17 | | | |
| BRISTOL | RYANAIR | S D | 12 | 0 | 0 | 0.0 | 58.3 | 8.3 | 0.0 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 76.5 | 14 | 17 | | | |
| BRISTOL | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 39 | 88.9 | 7 | 9 | | | |
| BRISTOL | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 12 | 8 | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 40.0 | 40 | 5 | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 20.0 | 52 | 5 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 13 | 0 | 0 | 15.4 | 38.5 | 23.1 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 12 | 12 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 50.0 | 23 | 12 | | | |
| 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 | 9 | 80.0 | 6 | 5 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 4 | 0 | 0 | 0.0 | 75.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 4 | 5 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 0.0 | 0 | 0 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 11.1 | 0.0 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 74 | 0.0 | 0 | 0 | | | |
| EDINBURGH | JET2.COM LTD | S A | 12 | 0 | 0 | 0.0 | 33.3 | 33.3 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 87.5 | 9 | 8 | | | |
| EDINBURGH | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 23.1 | 53.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 14 | 8 | | | |
| EDINBURGH | RYANAIR | S A | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 50.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 22.2 | 40 | 9 | | | |
| EDINBURGH | RYANAIR | 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 | 6 | 66.7 | 28 | 9 | | | |
| GLASGOW | JET2.COM LTD | S A | 17 | 0 | 0 | 29.4 | 23.5 | 29.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 2 | 13 | | | |
| GLASGOW | JET2.COM LTD | S D | 17 | 0 | 0 | 0.0 | 11.8 | 29.4 | 35.3 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 58.3 | 12 | 12 | | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 22.2 | 22 | 8 | | | |
| GLASGOW | TUI AIRWAYS LTD | C D | 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 | 31 | 62.5 | 17 | 8 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 18 | 0 | 1 | 52.6 | 15.8 | 10.5 | 10.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 7 | 85.7 | 4 | 14 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 17 | 0 | 0 | 0.0 | 11.8 | 52.9 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 78.6 | 10 | 14 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 9 | 0 | 0 | 44.4 | 11.1 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM 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 | 0.0 | 0 | 0 | | | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 11.1 | 22.2 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 79 | 50.0 | 27 | 8 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 0.0 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 70 | 12.5 | 39 | 8 | |
| GATWICK | EASYJET UK LTD | S A | 33 | 0 | 1 | 0.0 | 2.9 | 14.7 | 11.8 | 38.2 | 20.6 | 8.8 | 0.0 | 0.0 | 0.0 | 2.9 | 51 | 21.9 | 47 | 32 |
| GATWICK | EASYJET UK LTD | S D | 33 | 0 | 0 | 0.0 | 6.1 | 15.2 | 24.2 | 36.4 | 15.2 | 3.0 | 0.0 | 0.0 | 0.0 | 42 | 15.2 | 47 | 33 | |
| GATWICK | TUI AIRWAYS LTD | C A | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 25.0 | 12.5 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 53 | 15.8 | 54 | 19 | |
| GATWICK | TUI AIRWAYS LTD | C D | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 17.6 | 17.6 | 29.4 | 5.9 | 0.0 | 5.9 | 0.0 | 79 | 27.8 | 48 | 18 | |
| GATWICK | VUELING AIRLINES | S A | 14 | 0 | 0 | 7.1 | 35.7 | 35.7 | 14.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 33.3 | 32 | 9 | |
| GATWICK | VUELING AIRLINES | S D | 14 | 0 | 0 | 0.0 | 14.3 | 42.9 | 14.3 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 44.4 | 29 | 9 | |
| LUTON | EASYJET UK LTD | S A | 21 | 0 | 0 | 0.0 | 4.8 | 23.8 | 47.6 | 14.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.5 | 22 | 13 | |
| LUTON | EASYJET UK LTD | S D | 21 | 0 | 0 | 0.0 | 9.5 | 42.9 | 28.6 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.2 | 24 | 13 | |
| LUTON | RYANAIR | S A | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 12 | 8 | |
| LUTON | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 2 | 8 | |
| STANSTED | JET2.COM LTD | S A | 26 | 0 | 0 | 0.0 | 23.1 | 23.1 | 23.1 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 69.6 | 13 | 23 | |
| STANSTED | JET2.COM LTD | S D | 26 | 0 | 0 | 0.0 | 7.7 | 46.2 | 19.2 | 15.4 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 65.2 | 16 | 23 | |
| STANSTED | RYANAIR | S A | 18 | 0 | 0 | 5.6 | 11.1 | 44.4 | 5.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 66.7 | 15 | 27 | |
| STANSTED | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 23.5 | 52.9 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 10 | 27 | |
| STANSTED | RYANAIR UK LTD | S A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| STANSTED | RYANAIR UK LTD | S D | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| STANSTED | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 28 | 9 | |
| STANSTED | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 25 | 8 | |
| MANCHESTER | EASYJET UK LTD | S A | 9 | 0 | 0 | 0.0 | 11.1 | 0.0 | 33.3 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 52 | 40.0 | 25 | 5 | |
| MANCHESTER | 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 | 25 | 80.0 | 16 | 5 | |
| MANCHESTER | JET2.COM LTD | S A | 30 | 0 | 0 | 0.0 | 6.7 | 23.3 | 20.0 | 20.0 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 41 | 45.2 | 57 | 31 | |
| MANCHESTER | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 3.3 | 23.3 | 13.3 | 20.0 | 33.3 | 3.3 | 3.3 | 0.0 | 0.0 | 56 | 16.7 | 54 | 30 | |
| MANCHESTER | RYANAIR | S A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 52.9 | 20 | 17 | |
| MANCHESTER | RYANAIR | S D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 58.8 | 17 | 17 | |
| MANCHESTER | RYANAIR UK LTD | 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 | 16 | 0.0 | 0 | 0 | |
| MANCHESTER | RYANAIR UK LTD | 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 | 11 | 0.0 | 0 | 0 | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 18 | 0 | 0 | 0.0 | 0.0 | 0.0 | 16.7 | 50.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 69 | 30.0 | 114 | 20 | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 17 | 0 | 0 | 0.0 | 0.0 | 17.6 | 11.8 | 35.3 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 61 | 33.3 | 125 | 18 | |
| MANCHESTER | TUI AIRWAYS 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 | 45 | 0.0 | 0 | 0 | |
| NEWCASTLE | JET2.COM LTD | S A | 13 | 0 | 0 | 15.4 | 38.5 | 38.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 61.5 | 14 | 13 | |
| NEWCASTLE | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 15.4 | 61.5 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 12 | 12 | |
| NEWCASTLE | RYANAIR | S A | 9 | 0 | 0 | 11.1 | 22.2 | 33.3 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 62.5 | 19 | 8 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| NEWCASTLE | | RYANAIR | | S D | | 9 0 | | 0 0 | | 0.0 0.0 | | 66.7 11.1 | | 11.1 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 19 | | 62.5 23 | | 8 | | | | |
| NEWCASTLE | | TUI AIRWAYS LTD | | S A | | 8 0 | | 0 0 | | 0.0 0.0 | | 25.0 25.0 | | 25.0 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 38 | | 77.8 9 | | 9 | | | | |
| NEWCASTLE | | TUI AIRWAYS LTD | | S D | | 9 0 | | 0 0 | | 0.0 0.0 | | 11.1 66.7 | | 22.2 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 27 | | 62.5 16 | | 8 | | | | |
| TOTAL LAS PALMAS | | | | | | 961 2 | | 3 3.0 | | 13.4 29.9 | | 19.4 19.8 | | 10.7 2.6 | | 0.7 0.1 | | 0.2 0.3 | | 30 | | 54.2 29 | | 851 | | | | |
| LAS VEGAS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S A | | 18 0 | | 3 0.0 | | 4.8 9.5 | | 23.8 19.0 | | 9.5 19.0 | | 0.0 0.0 | | 0.0 14.3 | | 58 | | 31.3 38 | | 16 | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S D | | 18 0 | | 3 0.0 | | 9.5 23.8 | | 4.8 19.0 | | 14.3 14.3 | | 0.0 0.0 | | 0.0 14.3 | | 44 | | 56.3 26 | | 16 | | | | |
| GATWICK | | NORSE ATLANTIC UK LTD | | S A | | 8 0 | | 0 0.0 | | 12.5 12.5 | | 12.5 37.5 | | 25.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 41 | | 0.0 0 | | 0 | | | | |
| GATWICK | | NORSE ATLANTIC UK LTD | | S D | | 8 0 | | 0 0.0 | | 12.5 75.0 | | 0.0 12.5 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 8 | | 0.0 0 | | 0 | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 28 0 | | 2 10.0 | | 6.7 33.3 | | 23.3 3.3 | | 6.7 6.7 | | 3.3 0.0 | | 0.0 6.7 | | 35 | | 60.0 32 | | 30 | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 28 0 | | 2 0.0 | | 16.7 33.3 | | 16.7 20.0 | | 0.0 6.7 | | 0.0 0.0 | | 0.0 6.7 | | 26 | | 50.0 39 | | 30 | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S A | | 30 0 | | 0 16.7 | | 20.0 33.3 | | 16.7 6.7 | | 3.3 0.0 | | 3.3 0.0 | | 0.0 0.0 | | 21 | | 83.3 7 | | 30 | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S D | | 30 0 | | 0 0.0 | | 16.7 43.3 | | 13.3 20.0 | | 3.3 0.0 | | 3.3 0.0 | | 0.0 0.0 | | 25 | | 76.7 13 | | 30 | | | | |
| MANCHESTER | | VIRGIN ATLANTIC AIRWAYS LTD | | S A | | 13 0 | | 0 30.8 | | 38.5 7.7 | | 15.4 0.0 | | 0.0 0.0 | | 7.7 0.0 | | 0.0 0.0 | | 21 | | 0.0 0 | | 0 | | | | |
| MANCHESTER | | VIRGIN ATLANTIC AIRWAYS LTD | | S D | | 13 0 | | 0 0.0 | | 30.8 69.2 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 3 | | 0.0 0 | | 0 | | | | |
| TOTAL LAS VEGAS | | | | | | 194 0 | | 10 5.9 | | 15.7 32.8 | | 14.7 13.2 | | 5.4 5.4 | | 2.0 0.0 | | 0.0 0.0 | | 4.9 | | 29 | | 62.5 25 | | 152 | | |
| LASHAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | | 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 | | | | |
| TOTAL LASHAM | | | | | | 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 | | | | |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | | AER LINGUS | | S A | | 0 0 | | 3 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 100.0 | | 0 | | 25.0 46 | | 2 | | | | |
| BELFAST CITY (GEORGE BEST) | | AER LINGUS | | 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 | | 33.3 48 | | 2 | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES UK LTD | | S A | | 85 0 | | 0 8.2 | | 52.9 20.0 | | 10.6 3.5 | | 2.4 2.4 | | 0.0 0.0 | | 0.0 0.0 | | 10 | | 76.5 10 | | 81 | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES UK LTD | | S D | | 86 0 | | 0 0.0 | | 52.3 30.2 | | 4.7 8.1 | | 2.3 1.2 | | 1.2 0.0 | | 0.0 0.0 | | 11 | | 75.6 12 | | 82 | | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | S A | | 25 0 | | 1 11.5 | | 26.9 34.6 | | 19.2 3.8 | | 0.0 0.0 | | 0.0 0.0 | | 3.8 0.0 | | 9 | | 82.4 8 | | 16 | | | | |
| BELFAST INTERNATIONAL | | EASYJET UK LTD | | S D | | 26 0 | | 0 0.0 | | 53.8 19.2 | | 19.2 7.7 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 7 | | 64.7 14 | | 16 | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | | | | | | | | | | | |
|-----------------------------|--|--|--|--------------------------------------|---|------------|----------|----------|------------|-------------|-------------|--------------|-------------|-------------|-------------|----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|----------------------|----------------------|----------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------|-----------------|------------------|
| | | | | | | | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| CARDIFF WALES | | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | | C | A | 1 | 0 | 0 | 0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | | | | | | | | | | | |
| CARDIFF WALES | | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | | C | D | 1 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | | | | | | | | | | | | |
| JERSEY | | JET2.COM LTD | | S | A | 10 | 0 | 0 | 0 | 0.0 | 40.0 | 0.0 | 30.0 | 10.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 70.0 | 14 | 10 | | | | | | | | | | | | | |
| JERSEY | | JET2.COM LTD | | S | D | 10 | 0 | 0 | 0 | 0.0 | 30.0 | 10.0 | 10.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 60.0 | 21 | 10 | | | | | | | | | | | | | |
| SOUTHAMPTON | | EASTERN AIRWAYS | | C | A | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 41 | 1 | | | | | | | | | | | | | |
| SOUTHAMPTON | | EASTERN AIRWAYS | | C | D | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 15 | 1 | | | | | | | | | | | | | |
| TOTAL LEEDS BRADFORD | | | | | | 244 | 0 | 6 | 4.4 | 47.2 | 23.2 | 11.2 | 6.8 | 3.2 | 1.2 | 0.4 | 0.0 | 0.0 | 2.4 | 12 | 73.0 | 13 | 221 | | | | | | | | | | | | | | | |
| LEIPZIG | | STANSTED | | EUROPEAN AIR TRANSPORT LEIPZIG (EAT) | | S | A | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| STANSTED | | RYANAIR | | S | A | 13 | 0 | 0 | 0 | 0.0 | 7.7 | 7.7 | 15.4 | 30.8 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 25.0 | 41 | 12 | | | | | | | | | | | | | | |
| STANSTED | | RYANAIR | | S | D | 13 | 0 | 0 | 0 | 0.0 | 0.0 | 30.8 | 15.4 | 23.1 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 50.0 | 22 | 12 | | | | | | | | | | | | | | |
| TOTAL LEIPZIG | | | | | | 26 | 0 | 2 | 0.0 | 3.6 | 17.9 | 14.3 | 25.0 | 21.4 | 10.7 | 0.0 | 0.0 | 0.0 | 7.1 | 52 | 37.5 | 31 | 24 | | | | | | | | | | | | | | | |
| LEMNOS | | GATWICK | | ENTER AIR | | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 49 | 4 | | | | | | | | | | | | | | |
| GATWICK | | ENTER AIR | | S | D | 4 | 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 | 32 | 25.0 | 41 | 4 | | | | | | | | | | | | | | |
| TOTAL LEMNOS | | | | | | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 12.5 | 45 | 8 | | | | | | | | | | | | | | | |
| LILLE | | SOUTHAMPTON | | 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 | 16 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| TOTAL LILLE | | | | | | 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 | | | | | | | | | | | | | | | |
| LIMOGES | | 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 | 19 | 0.0 | 0 | 0 | | | | | | | | | | | | | | |
| 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 | 41.7 | 27 | 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 | 0 | 50.0 | 21 | 12 | | | | | | | | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | A | 13 | 0 | 0 | 0 | 0.0 | 23.1 | 23.1 | 23.1 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 75.0 | 16 | 12 | | | | | | | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S | D | 13 | 0 | 0 | 0 | 0.0 | 53.8 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 13 | 12 | | | | | | | | | | | | | | |
| LEEDS BRADFORD | | RYANAIR | | S | A | 12 | 0 | 1 | 0 | 0.0 | 0.0 | 23.1 | 30.8 | 30.8 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 7.7 | 138 | 46.2 | 21 | 13 | | | | | | | | | | | | | | |
| LEEDS BRADFORD | | RYANAIR | | S | D | 13 | 0 | 0 | 0 | 0.0 | 0.0 | 61.5 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 92.3 | 6 | 13 | | | | | | | | | | | | | | |
| 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 | 53.8 | 30 | 13 | | | | | | | | | | | | | | | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 15.4 | 36 | 13 | | |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 0.0 | 24.1 | 27.6 | 24.1 | 20.7 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 30.8 | 37 | 26 | | |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 0.0 | 20.7 | 24.1 | 37.9 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 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 | 50.0 | 55 | 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 | | |
| | MANCHESTER | RYANAIR | 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 | 17 | 30.8 | 39 | 13 | | |
| | MANCHESTER | RYANAIR | 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 | 6 | 38.5 | 32 | 13 | | |
| | 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 | 67 | 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 | 95 | 1 | | |
| TOTAL LIMOGES | | | | | 136 | 0 | 1 | 0.0 | 21.2 | 33.6 | 24.1 | 16.8 | 2.9 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 27 | 48.9 | 26 | 188 | |
| LINZ | | | | | | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JOHN LENNON) | JETNETHERLANDS | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 14 | 1 | | |
| | LIVERPOOL (JOHN LENNON) | JETNETHERLANDS | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 1 | | |
| | LIVERPOOL (JOHN LENNON) | KLASJET UAB | 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 | 16 | 1 | | |
| | LIVERPOOL (JOHN LENNON) | KLASJET UAB | 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 | 53 | 1 | | |
| TOTAL LINZ | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 21 | 4 | | |
| LISBON | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EASYJET EUROPE | S | A | 11 | 0 | 1 | 25.0 | 25.0 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 4 | 92.3 | 2 | 13 | |
| | BIRMINGHAM | EASYJET EUROPE | S | D | 11 | 0 | 1 | 0.0 | 25.0 | 33.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 11 | 53.8 | 16 | 13 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 33.3 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 56 | 33.3 | 23 | 9 | | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.6 | 20 | 9 | | |
| | BRISTOL | EASYJET EUROPE | S | A | 14 | 0 | 0 | 0.0 | 21.4 | 21.4 | 28.6 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 40.0 | 35 | 10 | | |
| | BRISTOL | EASYJET EUROPE | S | D | 14 | 0 | 0 | 0.0 | 7.1 | 35.7 | 14.3 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 22.2 | 59 | 9 | | |
| | BRISTOL | EASYJET UK LTD | S | A | 25 | 0 | 0 | 0.0 | 0.0 | 8.0 | 32.0 | 36.0 | 16.0 | 4.0 | 4.0 | 0.0 | 0.0 | 53 | 4.8 | 52 | 20 | | |
| | BRISTOL | EASYJET UK LTD | S | D | 25 | 0 | 0 | 0.0 | 4.0 | 52.0 | 16.0 | 16.0 | 8.0 | 4.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 49 | 20 | | |
| | CARDIFF WALES | 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 | 21 | 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 | 19 | 1 | | |
| | EDINBURGH | 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 | 524 | 1 | | |
| | EDINBURGH | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 15.4 | 38.5 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 55 | 38.5 | 32 | 11 | | |
| | EDINBURGH | 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 | 8 | 66.7 | 8 | 11 | | |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 7.7 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 25.0 | 48 | 12 | | |
| | EDINBURGH | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 7.7 | 57 | 13 | | |
| | GLASGOW | EASYJET UK LTD | S | A | 8 | 0 | 0 | 50.0 | 12.5 | 12.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 22 | 9 | | |
| | GLASGOW | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.4 | 36 | 9 | | |
| | GATWICK | AIR PORTUGAL | S | A | 50 | 0 | 0 | 0.0 | 8.0 | 20.0 | 24.0 | 36.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 49.0 | 23 | 51 | | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | AIR PORTUGAL | S | D | 52 | 0 | 1 | 0.0 | 0.0 | 15.1 | 7.5 | 35.8 | 34.0 | 5.7 | 0.0 | 0.0 | 0.0 | 1.9 | 56 | 21.6 | 39 | 51 | | |
| GATWICK | EASYJET EUROPE | S | A | 0 | 0 | 5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET EUROPE | S | D | 0 | 0 | 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 | | |
| GATWICK | EASYJET UK LTD | S | A | 88 | 0 | 0 | 0.0 | 5.7 | 19.3 | 26.1 | 26.1 | 15.9 | 3.4 | 0.0 | 3.4 | 0.0 | 0.0 | 55 | 32.6 | 56 | 88 | | |
| GATWICK | EASYJET UK LTD | S | D | 89 | 0 | 0 | 0.0 | 1.1 | 22.5 | 16.9 | 23.6 | 29.2 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 15.7 | 57 | 88 | | |
| GATWICK | ENTER AIR | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| HEATHROW | AIR PORTUGAL | S | A | 189 | 0 | 0 | 0.0 | 6.3 | 19.6 | 28.0 | 32.3 | 13.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 56.4 | 21 | 187 | | |
| HEATHROW | AIR PORTUGAL | S | D | 188 | 0 | 1 | 0.0 | 9.0 | 25.9 | 20.1 | 26.5 | 14.8 | 3.2 | 0.0 | 0.0 | 0.0 | 0.5 | 35 | 49.5 | 25 | 187 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 125 | 0 | 7 | 0.0 | 6.1 | 19.7 | 28.0 | 22.0 | 16.7 | 2.3 | 0.0 | 0.0 | 0.0 | 5.3 | 35 | 44.3 | 26 | 117 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 125 | 0 | 7 | 0.0 | 12.9 | 37.1 | 15.2 | 18.2 | 10.6 | 0.8 | 0.0 | 0.0 | 0.0 | 5.3 | 24 | 51.2 | 22 | 116 | | |
| LUTON | EASYJET UK LTD | S | A | 89 | 0 | 1 | 0.0 | 3.3 | 12.2 | 24.4 | 25.6 | 23.3 | 6.7 | 3.3 | 0.0 | 0.0 | 1.1 | 56 | 20.0 | 46 | 90 | | |
| LUTON | EASYJET UK LTD | S | D | 89 | 0 | 1 | 0.0 | 18.9 | 32.2 | 17.8 | 13.3 | 12.2 | 4.4 | 0.0 | 0.0 | 0.0 | 1.1 | 28 | 70.0 | 17 | 90 | | |
| LUTON | WIZZ AIR UK LTD | S | A | 29 | 0 | 3 | 0.0 | 12.5 | 28.1 | 15.6 | 21.9 | 9.4 | 0.0 | 3.1 | 0.0 | 0.0 | 9.4 | 30 | 56.7 | 25 | 30 | | |
| LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 30.0 | 6.7 | 20.0 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 30 | 56.7 | 17 | 30 | | |
| STANSTED | RYANAIR | S | A | 98 | 0 | 0 | 2.0 | 6.1 | 16.3 | 19.4 | 34.7 | 15.3 | 4.1 | 2.0 | 0.0 | 0.0 | 0.0 | 43 | 32.1 | 43 | 107 | | |
| STANSTED | RYANAIR | S | D | 98 | 0 | 0 | 0.0 | 15.3 | 29.6 | 12.2 | 22.4 | 15.3 | 4.1 | 1.0 | 0.0 | 0.0 | 0.0 | 36 | 55.1 | 27 | 107 | | |
| MANCHESTER | AIR PORTUGAL | S | A | 43 | 0 | 0 | 0.0 | 7.0 | 20.9 | 39.5 | 16.3 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 35.4 | 34 | 65 | | |
| MANCHESTER | AIR PORTUGAL | S | D | 43 | 0 | 0 | 0.0 | 0.0 | 25.6 | 20.9 | 27.9 | 25.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 23.4 | 38 | 64 | | |
| MANCHESTER | EASYJET EUROPE | S | A | 12 | 0 | 0 | 16.7 | 16.7 | 50.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 1 | 13 | | |
| MANCHESTER | EASYJET EUROPE | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 41.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 6 | 13 | | |
| MANCHESTER | EASYJET UK LTD | S | A | 22 | 0 | 0 | 0.0 | 13.6 | 4.5 | 50.0 | 18.2 | 9.1 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 40 | 61.9 | 23 | 21 | | |
| MANCHESTER | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 22.7 | 31.8 | 22.7 | 0.0 | 13.6 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 35 | 66.7 | 15 | 21 | | |
| MANCHESTER | RYANAIR | S | A | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 11.1 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 15.4 | 78 | 13 | | |
| MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 5.6 | 11.1 | 27.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 30.8 | 46 | 13 | | |
| MANCHESTER | RYANAIR UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 12.5 | 12.5 | 12.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 48 | 4 | | |
| MANCHESTER | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 25.0 | 32 | 4 | | |
| TOTAL LISBON | | | | 1731 | 0 | 31 | 0.6 | 9.4 | 24.1 | 20.8 | 23.9 | 15.8 | 2.8 | 0.7 | 0.2 | 0.0 | 1.8 | 37 | 43.7 | 32 | 1741 | | |
| LIVERPOOL (JOHN LENNON) | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 36 | 0 | 0 | 13.9 | 69.4 | 8.3 | 0.0 | 2.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 92.7 | 4 | 55 | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 36 | 0 | 0 | 2.8 | 69.4 | 19.4 | 0.0 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 90.9 | 4 | 55 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 145 | 0 | 2 | 6.8 | 51.0 | 24.5 | 6.8 | 5.4 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 9 | 81.2 | 8 | 160 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 145 | 0 | 2 | 2.7 | 59.9 | 21.1 | 5.4 | 5.4 | 2.7 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 9 | 75.3 | 11 | 160 | | |
| BOURNEMOUTH | LOGANAIR LTD | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | | |
| ISLE OF MAN | EASYJET UK LTD | S | A | 40 | 0 | 0 | 12.5 | 55.0 | 20.0 | 7.5 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.3 | 7 | 50 | | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| | ISLE OF MAN | EASYJET UK LTD | S | D | 40 | 0 | 0 | 0.0 | 60.0 | 20.0 | 7.5 | 7.5 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 70.6 | 15 | 50 | |
| | ISLE OF MAN | LOGANAIR LTD | S | A | 51 | 0 | 0 | 0.0 | 13.7 | 21.6 | 47.1 | 15.7 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.5 | 12 | 45 | |
| | ISLE OF MAN | LOGANAIR LTD | S | D | 51 | 0 | 0 | 2.0 | 35.3 | 45.1 | 2.0 | 13.7 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 79.2 | 13 | 46 | |
| | JERSEY | EASYJET UK LTD | S | A | 50 | 0 | 2 | 17.3 | 53.8 | 15.4 | 0.0 | 3.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 3.8 | 10 | 74.5 | 15 | 47 | |
| | JERSEY | EASYJET UK LTD | S | D | 50 | 0 | 2 | 7.7 | 48.1 | 28.8 | 0.0 | 5.8 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 3.8 | 12 | 48.9 | 25 | 47 | |
| | 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 | 30 | 0.0 | 0 | 0 | |
| | SOUTHAMPTON | EASTERN AIRWAYS | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | | | 647 | 0 | 8 | 6.0 | 51.5 | 23.1 | 7.6 | 6.4 | 3.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.9 | 11 | 715 | |
| LJUBLJANA | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | A | 24 | 0 | 1 | 0.0 | 4.0 | 40.0 | 12.0 | 20.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 | 34 | 56.0 | 42 | 25 | |
| | GATWICK | EASYJET UK LTD | S | D | 25 | 0 | 1 | 0.0 | 7.7 | 23.1 | 34.6 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 33 | 52.0 | 23 | 25 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0.0 | 6.7 | 20.0 | 33.3 | 23.3 | 6.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 82 | 36.0 | 23 | 25 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 40.0 | 16.7 | 33.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 69.2 | 16 | 25 | |
| | 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 | 21 | 1 | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 88.9 | 7 | 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 | 9 | 9 | | |
| TOTAL LJUBLJANA | | | | | 109 | 0 | 2 | 0.0 | 6.3 | 30.6 | 24.3 | 24.3 | 8.1 | 2.7 | 0.9 | 0.9 | 0.0 | 1.8 | 44 | 58.3 | 23 | 119 | |
| LODZ LUBLINEK | | | | | | | | | | | | | | | | | | | | | | | |
| | EAST MIDLANDS 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 | 0.0 | 3 | 0.0 | 0 | 0 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 6 | 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 | 100.0 | 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 | 4 | 9 | | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 0.0 | 13.6 | 36.4 | 13.6 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 76.2 | 15 | 21 | |
| | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 42.9 | 23.8 | 4.8 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.9 | 17 | 21 | |
| TOTAL LODZ LUBLINEK | | | | | 61 | 0 | 0 | 1.6 | 32.8 | 32.8 | 8.2 | 19.7 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.7 | 12 | 60 | |
| LONDON CITY | | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | S | A | 59 | 0 | 1 | 3.3 | 61.7 | 21.7 | 5.0 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 1.7 | 8 | 86.4 | 4 | 78 | | |
| | BELFAST CITY (GEORGE BEST) | BA CITYFLYER LTD | S | D | 61 | 0 | 1 | 0.0 | 58.1 | 25.8 | 4.8 | 4.8 | 3.2 | 1.6 | 0.0 | 0.0 | 0.0 | 1.6 | 9 | 80.2 | 7 | 77 | |
| | EDINBURGH | 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 | 73 | 1 | | |
| | EDINBURGH | BA CITYFLYER LTD | S | A | 202 | 0 | 6 | 10.6 | 46.6 | 21.2 | 7.7 | 6.7 | 3.8 | 0.5 | 0.0 | 0.0 | 0.0 | 2.9 | 10 | 80.7 | 9 | 206 | |
| | EDINBURGH | BA CITYFLYER LTD | S | D | 203 | 0 | 6 | 0.5 | 45.0 | 29.2 | 9.1 | 7.2 | 5.3 | 1.0 | 0.0 | 0.0 | 0.0 | 2.9 | 13 | 72.2 | 17 | 204 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | GLASGOW | BA CITYFLYER LTD | S | A | 110 | 0 | 0 | 3.6 | 52.7 | 23.6 | 7.3 | 7.3 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 75.6 | 11 | 119 | | | | |
| | | GLASGOW | BA CITYFLYER LTD | S | D | 111 | 0 | 0 | 0.0 | 50.5 | 30.6 | 11.7 | 5.4 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 74.1 | 11 | 116 | | | | | |
| | | GLASGOW | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | | | |
| | | GLASGOW | BRITISH AIRWAYS PLC | S | D | 0 | 0 | 7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | 0 | | | | | |
| | | ISLE OF MAN | LOGANAIR LTD | S | A | 43 | 0 | 1 | 15.9 | 25.0 | 20.5 | 20.5 | 11.4 | 0.0 | 2.3 | 2.3 | 0.0 | 0.0 | 2.3 | 23 | 52.9 | 29 | 27 | | | | | |
| | | ISLE OF MAN | LOGANAIR LTD | S | D | 34 | 0 | 1 | 2.9 | 31.4 | 34.3 | 5.7 | 14.3 | 2.9 | 0.0 | 5.7 | 0.0 | 0.0 | 2.9 | 23 | 57.6 | 25 | 27 | | | | | |
| | | JERSEY | AURIGNY AIR SERVICES | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 0.0 | 0 | 0 | | | | | |
| | | JERSEY | 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 | 8 | 1 | | | | | |
| | | JERSEY | 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 | 11 | 1 | | | | | |
| | | GATWICK | AURIGNY AIR SERVICES | 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 | 0 | | | | | |
| | | LUTON | WIZZ AIR | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | 1 | | | | | |
| | | STANSTED | 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 | 41 | 1 | 1 | | | | | |
| TOTAL LONDON CITY | | | | | | 824 | 0 | 30 | 4.3 | 46.8 | 25.2 | 8.5 | 6.8 | 3.7 | 0.7 | 0.4 | 0.0 | 0.0 | 3.5 | 12 | 74.8 | 12 | 859 | | | | | |
| LOS ANGELES INTERNATIONAL | | GATWICK | NORSE ATLANTIC UK LTD | S | A | 20 | 0 | 0 | 0.0 | 25.0 | 55.0 | 10.0 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 19 | 86.7 | 6 | 30 | 30 | | | | | |
| | | GATWICK | NORSE ATLANTIC UK LTD | S | D | 20 | 0 | 0 | 0.0 | 5.0 | 35.0 | 30.0 | 20.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 32 | 80.0 | 14 | 30 | 30 | | | | | |
| | | HEATHROW | AMERICAN AIRLINES | S | A | 89 | 0 | 3 | 15.2 | 22.8 | 17.4 | 8.7 | 18.5 | 6.5 | 0.0 | 6.5 | 1.1 | 0.0 | 3.3 | 48 | 75.0 | 24 | 87 | | | | | |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 88 | 0 | 2 | 0.0 | 27.8 | 35.6 | 14.4 | 12.2 | 5.6 | 0.0 | 0.0 | 2.2 | 0.0 | 2.2 | 43 | 88.6 | 16 | 88 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 1 | 15.6 | 22.2 | 26.7 | 10.0 | 14.4 | 8.9 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 | 20 | 70.8 | 14 | 88 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 88 | 0 | 2 | 0.0 | 13.3 | 45.6 | 17.8 | 8.9 | 8.9 | 2.2 | 1.1 | 0.0 | 0.0 | 2.2 | 25 | 51.7 | 23 | 88 | | | | | |
| | | HEATHROW | DELTA 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 | 53.3 | 38 | 28 | 28 | | | | | |
| | | HEATHROW | DELTA 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 | 76.7 | 24 | 28 | 28 | | | | | |
| | | HEATHROW | UNITED AIRLINES | S | A | 60 | 0 | 0 | 16.7 | 35.0 | 30.0 | 6.7 | 5.0 | 5.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 17 | 83.3 | 11 | 60 | | | | | |
| | | HEATHROW | UNITED AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 33.3 | 46.7 | 11.7 | 5.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.3 | 13 | 60 | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 86 | 0 | 4 | 15.6 | 16.7 | 24.4 | 16.7 | 17.8 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 4.4 | 19 | 75.6 | 12 | 89 | | | | | |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 87 | 0 | 3 | 0.0 | 11.1 | 34.4 | 20.0 | 5.6 | 21.1 | 4.4 | 0.0 | 0.0 | 0.0 | 3.3 | 35 | 73.0 | 15 | 89 | | | | | |
| TOTAL LOS ANGELES INTERNATIONAL | | | | | | 687 | 0 | 15 | 7.4 | 21.4 | 32.8 | 14.0 | 11.4 | 7.7 | 1.6 | 1.1 | 0.6 | 0.0 | 2.1 | 28 | 73.6 | 17 | 765 | | | | | |

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| LUBLIN (PORT LOTNICZY) | LUTON | RYANAIR | S | A | 25 | 0 | 0 | 4.0 | 32.0 | 12.0 | 24.0 | 12.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 72.7 | 14 | 22 | |
| | LUTON | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 40.0 | 20.0 | 12.0 | 8.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 86.4 | 9 | 22 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 60.0 | 20.0 | 13.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 96.7 | 3 | 30 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 63.3 | 26.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 96.7 | 5 | 30 | |
| TOTAL LUBLIN (PORT LOTNICZY) | | | | | 110 | 0 | 0 | 17.3 | 39.1 | 18.2 | 10.9 | 5.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 89.4 | 7 | 104 | |
| LUTON | ABERDEEN | EASYJET UK LTD | S | A | 33 | 0 | 0 | 9.1 | 33.3 | 15.2 | 12.1 | 12.1 | 12.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 63.6 | 31 | 33 | |
| | ABERDEEN | EASYJET UK LTD | S | D | 34 | 0 | 0 | 0.0 | 35.3 | 23.5 | 8.8 | 17.6 | 8.8 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 35 | 48.5 | 37 | 33 | |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | A | 25 | 0 | 1 | 38.5 | 30.8 | 11.5 | 3.8 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 11 | 88.2 | 4 | 17 | |
| | BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S | D | 25 | 0 | 1 | 3.8 | 34.6 | 34.6 | 3.8 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 19 | 76.5 | 7 | 17 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 112 | 0 | 0 | 12.5 | 26.8 | 25.9 | 13.4 | 9.8 | 7.1 | 3.6 | 0.9 | 0.0 | 0.0 | 0.0 | 22 | 57.0 | 20 | 112 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 112 | 0 | 0 | 0.0 | 43.8 | 27.7 | 12.5 | 6.3 | 7.1 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 19 | 59.6 | 22 | 112 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 100 | 0 | 0 | 7.0 | 22.0 | 31.0 | 8.0 | 16.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 67.0 | 19 | 99 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 100 | 0 | 0 | 1.0 | 31.0 | 24.0 | 13.0 | 15.0 | 12.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 58.0 | 25 | 99 | |
| | GLASGOW | EASYJET UK LTD | S | A | 90 | 0 | 0 | 4.4 | 30.0 | 27.8 | 7.8 | 14.4 | 10.0 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 27 | 65.8 | 15 | 79 | |
| | GLASGOW | EASYJET UK LTD | S | D | 91 | 0 | 0 | 0.0 | 45.1 | 18.7 | 8.8 | 14.3 | 7.7 | 4.4 | 1.1 | 0.0 | 0.0 | 0.0 | 27 | 69.6 | 16 | 79 | |
| | JERSEY | EASYJET UK LTD | S | A | 44 | 0 | 0 | 6.8 | 29.5 | 22.7 | 15.9 | 11.4 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 59.4 | 22 | 32 | |
| | JERSEY | EASYJET UK LTD | S | D | 44 | 0 | 0 | 0.0 | 22.7 | 31.8 | 15.9 | 18.2 | 6.8 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 27 | 53.1 | 34 | 32 | |
| | LIVERPOOL (JOHN LENNON) | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | 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 | 35 | 1 | |
| | GATWICK | EASYJET UK LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 138 | 0.0 | 0 | 0 | |
| | STANSTED | EASYJET UK LTD | S | D | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 54 | 0.0 | 0 | 0 | |
| TOTAL LUTON | | | | | 813 | 0 | 3 | 5.3 | 32.2 | 25.4 | 10.8 | 12.5 | 9.1 | 3.7 | 0.6 | 0.1 | 0.0 | 0.4 | 25 | 62.1 | 21 | 745 | |
| LUXEMBOURG | BIRMINGHAM | KLASJET UAB | 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 | 41 | 0 | 4 | 2.2 | 17.8 | 24.4 | 13.3 | 26.7 | 4.4 | 2.2 | 0.0 | 0.0 | 0.0 | 8.9 | 26 | 69.0 | 14 | 40 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 41 | 0 | 4 | 0.0 | 24.4 | 37.8 | 8.9 | 8.9 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 18 | 59.5 | 22 | 40 | |
| | LONDON CITY | LUXAIR | S | A | 125 | 0 | 6 | 1.5 | 40.5 | 35.9 | 9.9 | 3.1 | 3.1 | 1.5 | 0.0 | 0.0 | 0.0 | 4.6 | 11 | 82.5 | 9 | 141 | |
| | LONDON CITY | LUXAIR | S | D | 125 | 0 | 7 | 0.0 | 13.6 | 43.9 | 20.5 | 11.4 | 3.8 | 0.8 | 0.8 | 0.0 | 0.0 | 5.3 | 19 | 68.5 | 16 | 141 | |
| | STANSTED | LUXAIR | 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 SEPTEMBER 2024

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 26 | 0 | 0 | 0.0 | 23.1 | 15.4 | 7.7 | 38.5 | 11.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 40 | 76.9 | 11 | 26 | |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 30.8 | 7.7 | 19.2 | 23.1 | 15.4 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 37 | 76.9 | 15 | 26 | |
| | MANCHESTER | LUXAIR | S | A | 12 | 0 | 0 | 16.7 | 50.0 | 25.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | |
| | MANCHESTER | LUXAIR | 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 | 11 | 0.0 | 0 | 0 | | |
| TOTAL LUXEMBOURG | | | | | 409 | 0 | 21 | 1.2 | 26.5 | 34.9 | 13.3 | 11.9 | 5.8 | 0.9 | 0.7 | 0.0 | 0.0 | 4.9 | 19 | 73.5 | 14 | 415 | |
| LUXOR | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | EGYPT AIR | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 75.0 | 24 | 4 | |
| | HEATHROW | EGYPT AIR | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 100.0 | 6 | 3 | |
| TOTAL LUXOR | | | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 85.7 | 16 | 7 | |
| LYON | | | | | | | | | | | | | | | | | | | | | | | |
| | CARDIFF WALES | CORSAIR | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 1 | |
| | CARDIFF WALES | 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 | 2 | 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 | 50.0 | 21 | 2 | | |
| | CARDIFF WALES | VOLOTEA | S | A | 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 | 43 | 2 | | |
| | CARDIFF WALES | VOLOTEA | S | D | 0 | 0 | 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 | 2 | | |
| | EDINBURGH | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 27 | 62.5 | 25 | 8 | | |
| | EDINBURGH | EASYJET UK LTD | 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 | 13 | 75.0 | 20 | 8 | | |
| | GATWICK | EASYJET EUROPE | S | A | 0 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET EUROPE | S | D | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | GATWICK | EASYJET UK LTD | S | A | 54 | 0 | 0 | 1.9 | 22.2 | 25.9 | 20.4 | 13.0 | 9.3 | 3.7 | 3.7 | 0.0 | 0.0 | 36 | 58.2 | 25 | 55 | | |
| | GATWICK | EASYJET UK LTD | S | D | 54 | 0 | 0 | 0.0 | 1.9 | 20.4 | 16.7 | 31.5 | 22.2 | 5.6 | 1.9 | 0.0 | 0.0 | 49 | 29.1 | 42 | 55 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 53 | 0 | 7 | 1.7 | 15.0 | 23.3 | 15.0 | 21.7 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 11.7 | 28 | 62.5 | 15 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 7 | 0.0 | 28.3 | 26.7 | 15.0 | 8.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 21 | 54.7 | 19 | 62 | |
| | LUTON | EASYJET UK LTD | S | A | 30 | 0 | 0 | 6.7 | 23.3 | 26.7 | 23.3 | 10.0 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 23 | 51.7 | 20 | 29 | | |
| | LUTON | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 36.7 | 13.3 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 17 | 69.0 | 12 | 29 | | |
| | MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| | MANCHESTER | EASYJET UK LTD | 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 | 6 | 0.0 | 0 | 0 | | |
| TOTAL LYON | | | | | 306 | 0 | 19 | 1.2 | 20.3 | 28.3 | 16.0 | 14.5 | 9.8 | 3.1 | 0.9 | 0.0 | 0.0 | 5.8 | 29 | 53.8 | 23 | 316 | |

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

| | | Origin/Destinations: M | | | | | | | | | | | | | | | | | SEP 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 | | 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 | 33.3 | 25 | 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 | 33.3 | 24 | 9 | |
| | | TEESSIDE INTERNATIONAL AIRPORT | EASTERN AIRWAYS | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 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 | 11 | 33.3 | 24 | 18 | |
| MADRID | | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 38.5 | 38 | 13 | |
| | | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 38.5 | 36 | 13 | |
| | | BRISTOL | EASYJET UK LTD | S | A | 22 | 0 | 0 | 4.5 | 27.3 | 22.7 | 13.6 | 18.2 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 47.6 | 29 | 19 | |
| | | BRISTOL | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 27.3 | 27.3 | 9.1 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 42.9 | 27 | 19 | |
| | | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 30.8 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 23.1 | 33 | 13 | |
| | | BRISTOL | RYANAIR | 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 | 13 | 23.1 | 33 | 13 | |
| | | EDINBURGH | AIR BLUE | 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 | 2 | 0.0 | 0 | 0 | |
| | | EDINBURGH | EASYJET UK LTD | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 33.3 | 13.3 | 33.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 43.3 | 23 | 30 | |
| | | EDINBURGH | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 33.3 | 16.7 | 30.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 53.3 | 19 | 30 | |
| | | EDINBURGH | EVELOP | C | A | 3 | 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 | EVELOP | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| | | EDINBURGH | IBERIA EXPRESS | S | A | 13 | 0 | 0 | 15.4 | 76.9 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 4 | |
| | | EDINBURGH | IBERIA EXPRESS | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 61.5 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 13 | 4 | |
| | | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 0.0 | 14.3 | 50.0 | 7.1 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 64.3 | 27 | 14 | |
| | | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 46.2 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 30.8 | 43 | 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 | 75.0 | 26 | 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 | 19 | 4 | |
| | | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 46.2 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 76.9 | 14 | 13 | |
| | | LIVERPOOL (JOHN LENNON) | 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 | 84.6 | 11 | 13 | |
| | | GATWICK | AIR EUROPA | S | A | 60 | 0 | 0 | 5.0 | 11.7 | 43.3 | 23.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 56.7 | 20 | 59 | |
| | | GATWICK | AIR EUROPA | S | D | 60 | 0 | 0 | 0.0 | 11.7 | 40.0 | 21.7 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 56.7 | 24 | 59 | |
| | | GATWICK | EASYJET UK LTD | S | A | 49 | 0 | 2 | 5.9 | 13.7 | 21.6 | 13.7 | 15.7 | 19.6 | 3.9 | 2.0 | 0.0 | 0.0 | 43 | 43.8 | 36 | 46 | |
| | | GATWICK | EASYJET UK LTD | S | D | 48 | 0 | 0 | 0.0 | 12.5 | 33.3 | 20.8 | 10.4 | 18.8 | 4.2 | 0.0 | 0.0 | 0.0 | 34 | 38.3 | 41 | 46 | |
| | | GATWICK | IBERIA EXPRESS | S | A | 58 | 0 | 0 | 5.2 | 36.2 | 32.8 | 12.1 | 8.6 | 3.4 | 0.0 | 1.7 | 0.0 | 0.0 | 16 | 72.6 | 13 | 59 | |
| | | GATWICK | IBERIA EXPRESS | S | D | 58 | 0 | 0 | 0.0 | 1.7 | 25.9 | 34.5 | 25.9 | 8.6 | 1.7 | 1.7 | 0.0 | 0.0 | 37 | 50.0 | 26 | 59 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 76 | 1 | 6 | 1.2 | 19.3 | 25.3 | 21.7 | 15.7 | 7.2 | 0.0 | 1.2 | 0.0 | 1.2 | 7.2 | 26 | 53.5 | 36 | 117 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 76 | 0 | 6 | 0.0 | 8.5 | 39.0 | 13.4 | 17.1 | 13.4 | 0.0 | 1.2 | 0.0 | 0.0 | 7.3 | 29 | 52.8 | 22 | 117 |
| | | HEATHROW | IBERIA | S | A | 280 | 0 | 1 | 2.1 | 19.6 | 36.7 | 22.4 | 13.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.4 | 17 | 82.9 | 9 | 238 | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | IBERIA | S | D | 280 | 0 | 1 | 0.4 | 15.7 | 40.9 | 18.1 | 14.9 | 8.5 | 1.1 | 0.0 | 0.0 | 0.0 | 0.4 | 22 | 64.2 | 17 | 238 | |
| | STANSTED | RYANAIR | S | A | 81 | 0 | 0 | 3.7 | 29.6 | 21.0 | 13.6 | 19.8 | 4.9 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 57.3 | 24 | 82 | |
| | STANSTED | RYANAIR | S | D | 81 | 0 | 0 | 0.0 | 17.3 | 42.0 | 12.3 | 16.0 | 6.2 | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 47.6 | 30 | 82 | |
| | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 107 | 75.0 | 15 | 8 | |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 62.5 | 17 | 8 | |
| | MANCHESTER | IBERIA EXPRESS | S | A | 22 | 0 | 0 | 0.0 | 13.6 | 68.2 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 1 | 13 | |
| | MANCHESTER | IBERIA EXPRESS | S | D | 22 | 0 | 0 | 0.0 | 4.5 | 40.9 | 36.4 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 100.0 | 3 | 13 | |
| | MANCHESTER | RYANAIR | S | A | 25 | 0 | 0 | 4.0 | 32.0 | 24.0 | 16.0 | 20.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 63.0 | 26 | 27 | |
| | MANCHESTER | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 16.0 | 44.0 | 12.0 | 20.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 63.0 | 22 | 27 | |
| TOTAL MADRID | | | | | 1541 | 1 | 16 | 1.5 | 17.8 | 35.5 | 18.6 | 15.9 | 7.8 | 1.3 | 0.4 | 0.0 | 0.1 | 1.0 | 23 | 60.3 | 22 | 1517 | |
| MAHON | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 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 | 40 | 5 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 20.0 | 37 | 5 | |
| | BELFAST INTERNATIONAL | 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 | 66.7 | 13 | 3 | |
| | BELFAST 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 | 1 | 3 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 24 | 0 | 0 | 8.3 | 41.7 | 29.2 | 16.7 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.2 | 13 | 21 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 24 | 0 | 0 | 0.0 | 8.3 | 50.0 | 37.5 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 12 | 21 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 0.0 | 47.1 | 35.3 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 58.8 | 14 | 17 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 18 | 0 | 0 | 0.0 | 11.1 | 50.0 | 33.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 70.6 | 34 | 17 | |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 58 | 4 | |
| | 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 | 9 | 75.0 | 43 | 4 | |
| | BRISTOL | EASYJET UK LTD | S | A | 16 | 0 | 0 | 0.0 | 12.5 | 25.0 | 18.8 | 12.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 41.2 | 28 | 17 | |
| | BRISTOL | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 12.5 | 31.3 | 12.5 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 38.9 | 28 | 18 | |
| | BRISTOL | JET2.COM LTD | S | A | 12 | 0 | 0 | 8.3 | 16.7 | 16.7 | 25.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 78.6 | 12 | 14 | |
| | BRISTOL | JET2.COM LTD | S | D | 12 | 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 | 3 | 14 | |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 44.4 | 17 | 9 | |
| | 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 | 6 | 100.0 | 5 | 8 | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 21 | 9 | |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 2 | 9 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 41.7 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 2 | 13 | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 50.0 | 41.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 92.3 | 5 | 13 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 35 | 87.5 | 8 | 8 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 3 | 8 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | TUI AIRWAYS LTD | | C A | | 12 0 | | 0 0 | | 0.0 33.3 | | 50.0 8.3 | | 8.3 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 11 53.8 | | 28 13 | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | TUI AIRWAYS LTD | | C D | | 10 0 | | 0 0 | | 0.0 20.0 | | 70.0 10.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 6 90.9 | | 5 11 | | | | | | | | |
| EDINBURGH | | 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 66.7 | | 20 3 | | | | | | | | | | |
| EDINBURGH | | 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 50.0 | | 45 2 | | | | | | | | | | |
| EDINBURGH | | JET2.COM LTD | | S A | | 8 0 | | 0 0 | | 37.5 50.0 | | 12.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0 77.8 | | 4 9 | | | | | | | | | | |
| EDINBURGH | | JET2.COM LTD | | S D | | 8 0 | | 0 0 | | 0.0 37.5 | | 62.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 2 80.0 | | 5 9 | | | | | | | | | | |
| EXETER | | TUI AIRWAYS LTD | | C A | | 9 0 | | 0 0 | | 22.2 33.3 | | 11.1 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 5 66.7 | | 80 9 | | | | | | | | | | |
| EXETER | | TUI AIRWAYS LTD | | C D | | 9 0 | | 0 0 | | 0.0 77.8 | | 11.1 0.0 | | 11.1 0.0 | | 0.0 0.0 | | 6 62.5 | | 27 8 | | | | | | | | | | |
| GLASGOW | | BA CITYFLYER LTD | | C A | | 4 0 | | 0 0 | | 0.0 50.0 | | 50.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 6 66.7 | | 20 3 | | | | | | | | | | |
| GLASGOW | | BA CITYFLYER LTD | | C D | | 4 0 | | 0 0 | | 0.0 0.0 | | 50.0 25.0 | | 25.0 0.0 | | 0.0 0.0 | | 18 0.0 | | 44 2 | | | | | | | | | | |
| GLASGOW | | JET2.COM LTD | | S A | | 8 0 | | 0 0 | | 0.0 25.0 | | 12.5 25.0 | | 25.0 12.5 | | 0.0 0.0 | | 43 50.0 | | 83 8 | | | | | | | | | | |
| GLASGOW | | JET2.COM LTD | | S D | | 8 0 | | 0 0 | | 0.0 12.5 | | 75.0 0.0 | | 0.0 12.5 | | 0.0 0.0 | | 15 62.5 | | 82 8 | | | | | | | | | | |
| LEEDS BRADFORD | | JET2.COM LTD | | S A | | 21 0 | | 0 0 | | 14.3 33.3 | | 33.3 4.8 | | 4.8 9.5 | | 0.0 0.0 | | 13 82.6 | | 8 22 | | | | | | | | | | |
| LEEDS BRADFORD | | JET2.COM LTD | | S D | | 21 0 | | 0 0 | | 0.0 52.4 | | 33.3 9.5 | | 0.0 0.0 | | 4.8 0.0 | | 10 90.9 | | 6 22 | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | JET2.COM LTD | | S A | | 9 0 | | 0 0 | | 11.1 22.2 | | 66.7 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 3 0.0 | | 0 0 | | | | | | | | | | |
| LIVERPOOL (JOHN LENNON) | | JET2.COM LTD | | S D | | 9 0 | | 0 0 | | 11.1 55.6 | | 22.2 0.0 | | 11.1 0.0 | | 0.0 0.0 | | 5 0.0 | | 0 0 | | | | | | | | | | |
| GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S A | | 31 0 | | 0 0 | | 9.7 6.5 | | 29.0 9.7 | | 29.0 6.5 | | 3.2 6.5 | | 0.0 0.0 | | 40 53.3 | | 30 30 | | | | | | | | |
| GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S D | | 31 0 | | 0 0 | | 0.0 6.5 | | 35.5 22.6 | | 25.8 6.5 | | 0.0 3.2 | | 0.0 0.0 | | 30 46.7 | | 21 30 | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S A | | 66 0 | | 0 0 | | 0.0 10.6 | | 27.3 18.2 | | 27.3 12.1 | | 1.5 3.0 | | 0.0 0.0 | | 36 33.8 | | 42 77 | | | | | | | | |
| GATWICK | | EASYJET UK LTD | | S D | | 66 0 | | 0 0 | | 0.0 21.2 | | 30.3 28.8 | | 16.7 1.5 | | 1.5 0.0 | | 0.0 0.0 | | 21 44.2 | | 31 77 | | | | | | | | |
| GATWICK | | TUI AIRWAYS LTD | | C A | | 18 0 | | 0 0 | | 0.0 22.2 | | 22.2 11.1 | | 33.3 5.6 | | 0.0 5.6 | | 0.0 0.0 | | 38 42.1 | | 31 19 | | | | | | | | |
| GATWICK | | TUI AIRWAYS LTD | | C D | | 18 0 | | 0 0 | | 0.0 11.1 | | 44.4 27.8 | | 5.6 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 21 58.8 | | 20 17 | | | | | | | | |
| 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 15.4 | | 60 13 | | | | | | | | | | |
| 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 30.8 | | 54 13 | | | | | | | | | | |
| LUTON | | EASYJET UK LTD | | S A | | 18 0 | | 0 0 | | 0.0 44.4 | | 33.3 0.0 | | 11.1 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 16 76.2 | | 12 21 | | | | | | | | |
| LUTON | | EASYJET UK LTD | | S D | | 17 0 | | 0 0 | | 0.0 58.8 | | 35.3 5.9 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 5 71.4 | | 13 21 | | | | | | | | |
| STANSTED | | JET2.COM LTD | | S A | | 28 0 | | 0 0 | | 10.7 32.1 | | 39.3 3.6 | | 14.3 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 8 75.8 | | 11 33 | | | | | | | | |
| STANSTED | | JET2.COM LTD | | S D | | 28 0 | | 0 0 | | 0.0 39.3 | | 50.0 7.1 | | 3.6 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 6 97.0 | | 4 33 | | | | | | | | |
| STANSTED | | RYANAIR | | S A | | 13 0 | | 0 0 | | 7.7 23.1 | | 15.4 23.1 | | 7.7 15.4 | | 7.7 0.0 | | 0.0 0.0 | | 35 76.9 | | 15 13 | | | | | | | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 15.4 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 84.6 | 10 | 13 | |
| | STANSTED | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.8 | 5 | 9 | |
| | STANSTED | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 11.1 | 77.8 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.9 | 7 | 9 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 40 | 100.0 | 4 | 8 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 37.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 87.5 | 6 | 8 | |
| | MANCHESTER | JET2.COM LTD | S | A | 31 | 0 | 0 | 3.2 | 16.1 | 35.5 | 29.0 | 6.5 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 71.9 | 13 | 32 | |
| | MANCHESTER | JET2.COM LTD | S | D | 31 | 0 | 0 | 0.0 | 6.5 | 45.2 | 29.0 | 16.1 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 22 | 53.1 | 20 | 32 | |
| | MANCHESTER | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 37.5 | 38 | 8 | |
| | MANCHESTER | RYANAIR | 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 | 35 | 37.5 | 25 | 8 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | |
| | MANCHESTER | 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 | 0 | 0 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 34 | 0 | 0 | 0.0 | 8.8 | 26.5 | 17.6 | 23.5 | 14.7 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 43 | 42.9 | 33 | 28 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 34 | 0 | 0 | 0.0 | 5.9 | 26.5 | 32.4 | 20.6 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 24.1 | 33 | 29 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 12 | 0 | 0 | 0.0 | 50.0 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 21 | 92.9 | 4 | 14 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 83.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 23 | 92.9 | 6 | 14 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 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 | 15 | 37.5 | 69 | 8 | |
| | 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 | 62.5 | 56 | 8 | |
| TOTAL MAHON | | | | | 970 | 0 | 0 | 2.2 | 25.3 | 36.5 | 16.6 | 11.6 | 5.3 | 1.2 | 1.3 | 0.0 | 0.0 | 0.0 | 20 | 61.7 | 23 | 994 | |
| MALAGA | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 1 | 8 | |
| | ABERDEEN | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 37.5 | 17 | 8 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 42 | 0 | 0 | 2.4 | 28.6 | 40.5 | 14.3 | 11.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 59.1 | 19 | 43 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 42 | 0 | 0 | 0.0 | 31.0 | 42.9 | 11.9 | 9.5 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 44.2 | 32 | 43 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 17 | 0 | 0 | 41.2 | 23.5 | 17.6 | 5.9 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 92.9 | 3 | 14 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 35.3 | 11.8 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.7 | 8 | 14 | |
| | BELFAST INTERNATIONAL | RYANAIR | S | A | 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 | 5 | 100.0 | 0 | 4 | |
| | BELFAST INTERNATIONAL | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 61.1 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 1 | 4 | |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 77.8 | 9 | 9 | |
| | BELFAST INTERNATIONAL | 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 | 20 | 100.0 | 3 | 9 | |
| | BELFAST INTERNATIONAL | 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 | 77 | 4 | |
| | BELFAST INTERNATIONAL | 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 | 25.0 | 78 | 4 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 14 | 0 | 0 | 0.0 | 7.1 | 35.7 | 7.1 | 21.4 | 14.3 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 52 | 0.0 | 0 | 0 | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 14 | 0 | 0 | 0.0 | 0.0 | 42.9 | 7.1 | 28.6 | 7.1 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 31 | 0 | 0 | 9.7 | 22.6 | 38.7 | 6.5 | 12.9 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.7 | 10 | 30 | | |
| BIRMINGHAM | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 46.7 | 26.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 15 | 30 | | |
| BIRMINGHAM | RYANAIR | S | A | 47 | 0 | 0 | 0.0 | 8.5 | 23.4 | 14.9 | 19.1 | 25.5 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 60.5 | 19 | 43 | | |
| BIRMINGHAM | RYANAIR | S | D | 47 | 0 | 0 | 0.0 | 10.6 | 29.8 | 17.0 | 17.0 | 19.1 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 60.5 | 27 | 43 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 44.4 | 38 | 9 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 11.1 | 0.0 | 22.2 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 33.3 | 29 | 9 | | |
| BOURNEMOUTH | RYANAIR | S | A | 30 | 0 | 0 | 0.0 | 33.3 | 43.3 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.1 | 14 | 26 | | |
| BOURNEMOUTH | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 43.3 | 26.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 76.9 | 14 | 26 | | |
| BRISTOL | EASYJET EUROPE | S | A | 34 | 0 | 0 | 0.0 | 5.9 | 17.6 | 35.3 | 32.4 | 5.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 36 | 60.0 | 21 | 30 | | |
| BRISTOL | EASYJET EUROPE | S | D | 34 | 0 | 0 | 0.0 | 8.8 | 14.7 | 8.8 | 41.2 | 20.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 56.7 | 20 | 30 | | |
| BRISTOL | EASYJET UK LTD | S | A | 38 | 0 | 0 | 0.0 | 26.3 | 23.7 | 28.9 | 7.9 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 69.2 | 14 | 39 | | |
| BRISTOL | EASYJET UK LTD | S | D | 38 | 0 | 0 | 0.0 | 23.7 | 52.6 | 10.5 | 5.3 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 11 | 39 | | |
| BRISTOL | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 11.8 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 64.7 | 13 | 17 | | |
| BRISTOL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 47.1 | 41.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 82.4 | 8 | 17 | | |
| BRISTOL | RYANAIR | S | A | 25 | 0 | 0 | 0.0 | 12.0 | 12.0 | 12.0 | 28.0 | 28.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 56 | 77.1 | 9 | 35 | | |
| BRISTOL | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 12.0 | 12.0 | 8.0 | 28.0 | 32.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 82.9 | 9 | 35 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 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 | 19 | 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 | 0.0 | 7 | 75.0 | 14 | 8 | | |
| CARDIFF WALES | RYANAIR | 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 | 9 | 66.7 | 12 | 9 | | |
| CARDIFF WALES | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 53.8 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 19 | 9 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 75.0 | 14 | 8 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 3 | 8 | | |
| CARDIFF WALES | VUELING AIRLINES | S | A | 11 | 0 | 0 | 0.0 | 45.5 | 36.4 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 5 | 9 | | |
| CARDIFF WALES | VUELING AIRLINES | 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 | 14 | 88.9 | 9 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 30 | 0 | 0 | 6.7 | 16.7 | 46.7 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 80.6 | 7 | 31 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 53.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.3 | 4 | 30 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 52 | 0 | 0 | 3.8 | 23.1 | 36.5 | 15.4 | 9.6 | 7.7 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 23 | 73.1 | 16 | 52 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 51 | 0 | 0 | 0.0 | 33.3 | 45.1 | 9.8 | 5.9 | 3.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.9 | 12 | 52 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 30.8 | 15.4 | 23.1 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 81.8 | 14 | 11 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 25.0 | 58.3 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 81.8 | 16 | 11 | | |
| EDINBURGH | JET2.COM LTD | S | A | 22 | 0 | 0 | 13.6 | 22.7 | 27.3 | 13.6 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 52.9 | 22 | 17 | | |
| EDINBURGH | JET2.COM LTD | S | D | 22 | 0 | 0 | 0.0 | 13.6 | 54.5 | 27.3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.7 | 17 | 17 | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S A/ D | | MAT UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | |
| EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 15.4 | 19.2 | 15.4 | 34.6 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 23.1 | 30 | 25 | | | | |
| EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 11.5 | 19.2 | 34.6 | 19.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 80.8 | 10 | 26 | | | | |
| EXETER | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 11.1 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 100.0 | 3 | 8 | | | | |
| EXETER | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 75.0 | 9 | 8 | | | | |
| GLASGOW | BA CITYFLYER LTD | C | 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 | 1 | 25.0 | 28 | 4 | | | | |
| GLASGOW | BA CITYFLYER LTD | C | D | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 25.0 | 32 | 4 | | | | |
| GLASGOW | EASYJET UK LTD | S | A | 30 | 0 | 0 | 3.3 | 3.3 | 36.7 | 20.0 | 26.7 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 34 | 59.3 | 19 | 26 | | | | |
| GLASGOW | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 40.0 | 20.0 | 16.7 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 26 | 61.5 | 20 | 26 | | | | |
| GLASGOW | JET2.COM LTD | S | A | 26 | 0 | 0 | 0.0 | 26.9 | 23.1 | 26.9 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.2 | 9 | 21 | | | | |
| GLASGOW | JET2.COM LTD | 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 | 10 | 85.7 | 7 | 21 | | | | |
| GLASGOW | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 23.5 | 35.3 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 81.3 | 9 | 16 | | | | |
| GLASGOW | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 11.8 | 41.2 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 17 | 16 | | | | |
| GLASGOW | TUI AIRWAYS LTD | C | A | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 50.0 | 14 | 4 | | | | |
| GLASGOW | TUI AIRWAYS LTD | C | D | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 20.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 75.0 | 10 | 4 | | | | |
| 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 | 0.0 | 85 | 0.0 | 81 | 1 | | | | |
| JERSEY | BA CITYFLYER LTD | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 0.0 | 59 | 1 | | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 57 | 0 | 1 | 13.8 | 24.1 | 29.3 | 12.1 | 8.6 | 8.6 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 74.5 | 13 | 55 | | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 58 | 0 | 0 | 0.0 | 29.3 | 51.7 | 6.9 | 8.6 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.0 | 14 | 55 | | | | |
| LEEDS BRADFORD | RYANAIR | S | A | 34 | 0 | 1 | 0.0 | 8.6 | 22.9 | 17.1 | 31.4 | 8.6 | 0.0 | 8.6 | 0.0 | 0.0 | 2.9 | 46 | 73.3 | 16 | 30 | | | | |
| LEEDS BRADFORD | RYANAIR | S | D | 33 | 0 | 1 | 0.0 | 8.8 | 38.2 | 20.6 | 23.5 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 | 26 | 66.7 | 29 | 30 | | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 52 | 0 | 0 | 3.8 | 34.6 | 34.6 | 15.4 | 5.8 | 1.9 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 78.3 | 13 | 46 | | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 51 | 0 | 0 | 0.0 | 54.9 | 31.4 | 9.8 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.9 | 9 | 47 | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 47 | 0 | 0 | 0.0 | 10.6 | 23.4 | 31.9 | 21.3 | 10.6 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 83.3 | 6 | 30 | | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 47 | 0 | 0 | 0.0 | 29.8 | 29.8 | 12.8 | 19.1 | 6.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 83.3 | 25 | 30 | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 67 | 1 | 0 | 0.0 | 8.8 | 10.3 | 27.9 | 23.5 | 16.2 | 4.4 | 7.4 | 0.0 | 1.5 | 0.0 | 54 | 38.0 | 49 | 79 | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 67 | 0 | 0 | 0.0 | 1.5 | 32.8 | 19.4 | 31.3 | 9.0 | 4.5 | 1.5 | 0.0 | 0.0 | 0.0 | 39 | 54.4 | 41 | 79 | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | D | 0 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 EUROPE | S A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S A | 160 | 1 | 1 | 1.9 | 13.6 | 19.1 | 22.8 | 16.7 | 19.8 | 3.1 | 1.2 | 0.6 | 0.6 | 0.6 | 42 | 47.5 | 36 | 157 | | | |
| GATWICK | EASYJET UK LTD | S D | 160 | 0 | 0 | 0.0 | 13.8 | 22.5 | 23.1 | 21.3 | 15.6 | 3.1 | 0.6 | 0.0 | 0.0 | 0.0 | 37 | 38.9 | 38 | 157 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 0.0 | 0.0 | 0.0 | 30.8 | 38.5 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 54 | 50.0 | 31 | 12 | | | |
| GATWICK | TUI AIRWAYS LTD | C 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 | 20 | 75.0 | 11 | 12 | | | |
| GATWICK | VUELING AIRLINES | S A | 60 | 0 | 0 | 0.0 | 10.0 | 33.3 | 21.7 | 26.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 63.3 | 19 | 60 | | | |
| GATWICK | VUELING AIRLINES | S D | 60 | 0 | 0 | 0.0 | 1.7 | 11.7 | 30.0 | 30.0 | 21.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 50 | 35.0 | 37 | 60 | | | |
| GATWICK | WIZZ AIR UK LTD | S A | 43 | 0 | 0 | 0.0 | 9.3 | 32.6 | 18.6 | 25.6 | 11.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 40.5 | 65 | 41 | | | |
| GATWICK | WIZZ AIR UK LTD | S D | 43 | 0 | 0 | 0.0 | 18.6 | 39.5 | 20.9 | 14.0 | 4.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 22 | 59.5 | 54 | 42 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 70 | 0 | 4 | 1.4 | 17.6 | 24.3 | 20.3 | 21.6 | 8.1 | 1.4 | 0.0 | 0.0 | 0.0 | 5.4 | 24 | 54.1 | 38 | 73 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 70 | 0 | 4 | 0.0 | 18.9 | 43.2 | 12.2 | 13.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 17 | 58.1 | 20 | 73 | | | |
| LONDON CITY | BA CITYFLYER LTD | S A | 29 | 0 | 1 | 0.0 | 20.0 | 23.3 | 13.3 | 20.0 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 33 | 66.7 | 18 | 29 | | | |
| LONDON CITY | BA CITYFLYER LTD | S D | 28 | 0 | 2 | 0.0 | 3.3 | 30.0 | 30.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 26 | 54.8 | 24 | 30 | | | |
| 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 | 33 | 1 | | | |
| LUTON | EASYJET UK LTD | S A | 90 | 0 | 0 | 0.0 | 18.9 | 23.3 | 10.0 | 25.6 | 17.8 | 3.3 | 1.1 | 0.0 | 0.0 | 0.0 | 36 | 41.1 | 34 | 88 | | | |
| LUTON | EASYJET UK LTD | S D | 90 | 0 | 0 | 0.0 | 17.8 | 48.9 | 15.6 | 7.8 | 7.8 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 58.9 | 20 | 88 | | | |
| LUTON | RYANAIR | S A | 34 | 0 | 0 | 0.0 | 11.8 | 23.5 | 23.5 | 29.4 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 40 | 70.0 | 18 | 30 | | | |
| LUTON | RYANAIR | S D | 34 | 0 | 0 | 0.0 | 8.8 | 44.1 | 8.8 | 20.6 | 8.8 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 37 | 60.0 | 20 | 30 | | | |
| STANSTED | JET2.COM LTD | S A | 29 | 0 | 0 | 3.4 | 3.4 | 44.8 | 37.9 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 80.8 | 6 | 25 | | | |
| STANSTED | JET2.COM LTD | S D | 29 | 0 | 0 | 0.0 | 10.3 | 75.9 | 10.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.8 | 15 | 26 | | | |
| STANSTED | RYANAIR | S A | 86 | 0 | 1 | 4.6 | 12.6 | 24.1 | 16.1 | 21.8 | 16.1 | 2.3 | 1.1 | 0.0 | 0.0 | 1.1 | 34 | 58.1 | 18 | 86 | | | |
| STANSTED | RYANAIR | S D | 86 | 0 | 0 | 0.0 | 8.1 | 33.7 | 15.1 | 20.9 | 18.6 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 77.9 | 13 | 86 | | | |
| STANSTED | RYANAIR UK LTD | S A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 77 | 0.0 | 0 | 0 | | | |
| STANSTED | RYANAIR UK LTD | S D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 94 | 0.0 | 0 | 0 | | | |
| STANSTED | WIZZ AIR UK LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 13 | 1 | | | |
| MANCHESTER | EASYJET EUROPE | S A | 30 | 0 | 0 | 26.7 | 46.7 | 16.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 100.0 | 1 | 21 | | | |
| MANCHESTER | EASYJET EUROPE | S D | 30 | 0 | 0 | 0.0 | 26.7 | 53.3 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.8 | 8 | 21 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 20 | 0 | 1 | 0.0 | 9.5 | 14.3 | 23.8 | 23.8 | 4.8 | 14.3 | 4.8 | 0.0 | 0.0 | 4.8 | 55 | 54.5 | 25 | 22 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 20 | 0 | 0 | 0.0 | 15.0 | 30.0 | 15.0 | 20.0 | 10.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 38 | 54.5 | 29 | 22 | | | |
| MANCHESTER | JET2.COM LTD | S A | 42 | 0 | 0 | 9.5 | 9.5 | 42.9 | 11.9 | 7.1 | 16.7 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 63.6 | 21 | 44 | | | |
| MANCHESTER | JET2.COM LTD | S D | 43 | 0 | 0 | 0.0 | 2.3 | 37.2 | 25.6 | 18.6 | 14.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 45.5 | 30 | 44 | | | |
| MANCHESTER | RYANAIR | S A | 55 | 1 | 0 | 1.8 | 23.2 | 32.1 | 14.3 | 16.1 | 3.6 | 3.6 | 3.6 | 0.0 | 1.8 | 0.0 | 29 | 62.7 | 23 | 51 | | | |
| MANCHESTER | RYANAIR | S D | 55 | 0 | 0 | 0.0 | 1.8 | 41.8 | 23.6 | 12.7 | 16.4 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 34 | 61.5 | 15 | 51 | | | |
| MANCHESTER | RYANAIR UK LTD | S A | 9 | 0 | 0 | 0.0 | 22.2 | 11.1 | 33.3 | 0.0 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 64 | 44.4 | 35 | 9 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| MANCHESTER | | RYANAIR UK LTD | | S D | | 9 0 | | 0 0 | | 0.0 22.2 | | 33.3 11.1 | | 0.0 11.1 | | 11.1 11.1 | | 0.0 0.0 | | 0.0 64 | | 55.6 25 | | 9 | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C A | | 13 0 | | 0 0 | | 0.0 15.4 | | 38.5 15.4 | | 30.8 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 41 33.3 | | 42 25 | | 12 | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C D | | 13 0 | | 0 0 | | 0.0 23.1 | | 53.8 0.0 | | 15.4 7.7 | | 0.0 0.0 | | 0.0 0.0 | | 15 41.7 | | 24 25 | | 12 | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | S A | | 1 0 | | 0 0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 100.0 | | 0.0 0.0 | | 137 0.0 | | 0 0 | | 0 | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | S D | | 1 0 | | 0 0 | | 0.0 0.0 | | 0.0 100.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 50 0.0 | | 0 0 | | 0 | | | | |
| NEWCASTLE | | JET2.COM LTD | | S A | | 30 0 | | 0 0 | | 20.0 43.3 | | 20.0 13.3 | | 3.3 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 5 83.3 | | 5 25 | | 30 | | | | |
| NEWCASTLE | | JET2.COM LTD | | S D | | 30 0 | | 0 0 | | 0.0 30.0 | | 43.3 20.0 | | 6.7 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 9 80.0 | | 8 25 | | 30 | | | | |
| NEWCASTLE | | RYANAIR | | S A | | 13 0 | | 0 0 | | 0.0 46.2 | | 7.7 30.8 | | 15.4 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 34 100.0 | | 2 25 | | 8 | | | | |
| NEWCASTLE | | RYANAIR | | S D | | 13 0 | | 0 0 | | 0.0 30.8 | | 23.1 23.1 | | 23.1 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 39 62.5 | | 21 25 | | 8 | | | | |
| NEWCASTLE | | TUI AIRWAYS LTD | | S A | | 9 0 | | 0 0 | | 0.0 55.6 | | 11.1 22.2 | | 11.1 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 25 50.0 | | 22 25 | | 8 | | | | |
| NEWCASTLE | | TUI AIRWAYS LTD | | S D | | 9 0 | | 0 0 | | 0.0 66.7 | | 22.2 0.0 | | 11.1 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 18 75.0 | | 12 25 | | 8 | | | | |
| SOUTHAMPTON | | BA CITYFLYER LTD | | S A | | 4 0 | | 0 0 | | 0.0 25.0 | | 25.0 0.0 | | 25.0 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 58 60.0 | | 10 25 | | 5 | | | | |
| SOUTHAMPTON | | BA CITYFLYER LTD | | S D | | 5 0 | | 0 0 | | 0.0 60.0 | | 20.0 0.0 | | 20.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 21 50.0 | | 14 25 | | 4 | | | | |
| SOUTHEND | | BA CITYFLYER LTD | | S A | | 1 0 | | 0 0 | | 0.0 0.0 | | 0.0 0.0 | | 100.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 96 0.0 | | 0 25 | | 0 | | | | |
| SOUTHEND | | EASYJET EUROPE | | S A | | 22 0 | | 0 0 | | 22.7 22.7 | | 40.9 4.5 | | 4.5 4.5 | | 0.0 0.0 | | 0.0 0.0 | | 9 90.5 | | 9 25 | | 21 | | | | |
| SOUTHEND | | EASYJET EUROPE | | S D | | 22 0 | | 0 0 | | 9.1 4.5 | | 54.5 18.2 | | 4.5 9.1 | | 0.0 0.0 | | 0.0 0.0 | | 18 81.0 | | 10 25 | | 21 | | | | |
| TOTAL MALAGA | | | | | | 3465 | 3 | 24 | 1.9 | 16.7 | 32.5 | 17.9 | 16.9 | 10.0 | 2.2 | 1.1 | 0.0 | 0.1 | 0.7 | 28 | 63.0 | 22 | 3271 | | | | | |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 13 0 | | 0 0 | | 7.7 30.8 | | 15.4 23.1 | | 7.7 7.7 | | 7.7 0.0 | | 0.0 0.0 | | 25 76.9 | | 34 25 | | 13 | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 12 0 | | 0 0 | | 0.0 16.7 | | 25.0 0.0 | | 33.3 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 40 61.5 | | 43 25 | | 13 | | | | |
| TOTAL MALE INTERNATIONAL | | | | | | 25 | 0 | 0 | 4.0 | 24.0 | 20.0 | 12.0 | 20.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 69.2 | 38 | 26 | | | | | |
| MALMO | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | | ALBA STAR | | C A | | 1 0 | | 0 0 | | 0.0 0.0 | | 100.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 1 0.0 | | 0 0 | | 0 | | | | |
| GLASGOW | | ALBA STAR | | 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 | | 7 0.0 | | 0 0 | | 0 | | | | |
| GLASGOW | | ENTER AIR | | 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 | | 27 0.0 | | 0 0 | | 0 | | | | |
| GLASGOW | | JET2.COM LTD | | C A | | 1 0 | | 0 0 | | 0.0 0.0 | | 0.0 100.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 41 0.0 | | 0 0 | | 0 | | | | |
| TOTAL MALMO | | | | | | 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 | | | | | |
| MALTA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | | JET2.COM LTD | | S A | | 4 0 | | 0 0 | | 50.0 25.0 | | 0.0 0.0 | | 25.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 13 0.0 | | 0 0 | | 0 | | | | |
| BELFAST INTERNATIONAL | | JET2.COM LTD | | 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 | | 2 0.0 | | 0 0 | | 0 | | | | |
| BELFAST INTERNATIONAL | | RYANAIR | | S A | | 8 0 | | 0 0 | | 12.5 25.0 | | 37.5 0.0 | | 0.0 0.0 | | 25.0 0.0 | | 0.0 0.0 | | 23 0.0 | | 0 0 | | 0 | | | | |
| BELFAST INTERNATIONAL | | RYANAIR | | S D | | 8 0 | | 0 0 | | 0.0 37.5 | | 37.5 0.0 | | 25.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 33 0.0 | | 0 0 | | 0 | | | | |
| BIRMINGHAM | | JET2.COM LTD | | S A | | 9 0 | | 0 0 | | 55.6 11.1 | | 11.1 11.1 | | 11.1 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 10 100.0 | | 0 0 | | 8 | | | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 D | 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 | 100.0 | 4 | 8 | | | |
| BIRMINGHAM | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 75.0 | 11 | 8 | | | |
| BIRMINGHAM | RYANAIR | 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 | 18 | 62.5 | 16 | 8 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 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 | 72 | 75.0 | 25 | 4 | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 25.0 | 29 | 4 | | | |
| BOURNEMOUTH | RYANAIR | S A | 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 | 100.0 | 3 | 9 | | | |
| BOURNEMOUTH | RYANAIR | S D | 12 | 0 | 0 | 0.0 | 25.0 | 41.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 0 | 9 | | | |
| BRISTOL | EASYJET UK LTD | S A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | |
| BRISTOL | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | |
| BRISTOL | JET2.COM LTD | S A | 9 | 0 | 0 | 0.0 | 22.2 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 10 | 8 | | | |
| BRISTOL | 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 | 4 | 100.0 | 5 | 8 | | | |
| BRISTOL | TUI AIRWAYS LTD | C A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 22 | 4 | | | |
| BRISTOL | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 50.0 | 14 | 4 | | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 12 | 50.0 | 28 | 4 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 4 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 3 | 4 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 40.0 | 44 | 5 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 0.0 | 9 | 40.0 | 30 | 5 | | | |
| EDINBURGH | 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 | 6 | 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 | 0.0 | 2 | 0.0 | 0 | 0 | | | |
| EDINBURGH | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 7.7 | 7.7 | 61.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 22.2 | 38 | 9 | | | |
| EDINBURGH | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 22.2 | 45 | 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 | 81 | 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 | 63 | 4 | | | |
| GLASGOW | JET2.COM LTD | S A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 77 | 62.5 | 12 | 8 | | | |
| GLASGOW | 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 | 0.0 | 10 | 75.0 | 9 | 8 | | | |
| LEEDS BRADFORD | 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 | 100.0 | 0 | 4 | | | |
| 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 | 100.0 | 2 | 4 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 87.5 | 7 | 8 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 18 | 100.0 | 1 | 8 | | | |
| GATWICK | AIR MALTA | S A | 30 | 0 | 0 | 50.0 | 26.7 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 56.7 | 19 | 30 | | | |
| GATWICK | AIR MALTA | S D | 30 | 0 | 0 | 0.0 | 40.0 | 40.0 | 6.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 50.0 | 27 | 30 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 0.0 | 0 | 0 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: M | | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | | C | 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 | 27 | 0.0 | 0 | 0 | | | | | |
| GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S | A | 39 | 0 | 0 | 0.0 | 10.3 | 15.4 | 23.1 | 20.5 | 17.9 | 7.7 | 2.6 | 2.6 | 0.0 | 0.0 | 76 | 38.2 | 32 | 34 | | | | | |
| GATWICK | | BA EUROFLYER LTD DBA BRITISH AIRWAYS | | S | D | 39 | 0 | 0 | 0.0 | 2.6 | 30.8 | 20.5 | 23.1 | 17.9 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 44 | 42.9 | 22 | 35 | | | | | |
| GATWICK | | EASYJET UK LTD | | S | A | 64 | 0 | 0 | 0.0 | 12.5 | 15.6 | 18.8 | 28.1 | 18.8 | 4.7 | 1.6 | 0.0 | 0.0 | 0.0 | 45 | 36.7 | 42 | 60 | | | | | |
| GATWICK | | EASYJET UK LTD | | S | D | 63 | 0 | 0 | 0.0 | 15.9 | 28.6 | 15.9 | 23.8 | 14.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 53.3 | 28 | 60 | | | | | |
| GATWICK | | ENTER AIR | | S | 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 | 27 | 0.0 | 0 | 0 | | | | | |
| GATWICK | | ENTER AIR | | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | | |
| GATWICK | | TUI AIRWAYS LTD | | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 12.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68 | 0.0 | 100 | 8 | | | | | |
| GATWICK | | TUI AIRWAYS LTD | | C | D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 12.5 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 25.0 | 57 | 8 | | | | | |
| HEATHROW | | AIR MALTA | | S | A | 64 | 0 | 0 | 18.8 | 31.3 | 35.9 | 7.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.6 | 15 | 65 | | | | | | |
| HEATHROW | | AIR MALTA | | S | D | 64 | 0 | 0 | 0.0 | 4.7 | 42.2 | 26.6 | 20.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 38.5 | 24 | 65 | | | | | |
| LUTON | | RYANAIR | | S | A | 22 | 0 | 0 | 0.0 | 0.0 | 18.2 | 31.8 | 22.7 | 18.2 | 0.0 | 4.5 | 4.5 | 0.0 | 0.0 | 65 | 41.2 | 28 | 17 | | | | | |
| LUTON | | RYANAIR | | S | D | 22 | 0 | 0 | 0.0 | 22.7 | 27.3 | 22.7 | 9.1 | 9.1 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 42 | 64.7 | 17 | 17 | | | | | |
| STANSTED | | JET2.COM LTD | | S | A | 13 | 0 | 0 | 7.7 | 46.2 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 95 | 8 | | | | | | |
| STANSTED | | JET2.COM LTD | | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 84.6 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.0 | 93 | 8 | | | | | |
| STANSTED | | RYANAIR | | S | A | 56 | 0 | 0 | 1.8 | 19.6 | 16.1 | 16.1 | 35.7 | 8.9 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 74.3 | 18 | 35 | | | | | |
| STANSTED | | RYANAIR | | S | D | 56 | 0 | 0 | 0.0 | 8.9 | 23.2 | 25.0 | 39.3 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 51.4 | 29 | 35 | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 30 | 0 | 0 | 0.0 | 30.0 | 23.3 | 20.0 | 10.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 60.0 | 14 | 30 | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 30 | 0 | 0 | 0.0 | 40.0 | 40.0 | 6.7 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 83.3 | 7 | 30 | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 23.1 | 38.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 33.3 | 35 | 12 | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 38.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 58.3 | 16 | 12 | | | | | |
| MANCHESTER | | RYANAIR | | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 26.7 | 13.3 | 30.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 70.6 | 10 | 17 | | | | | |
| MANCHESTER | | RYANAIR | | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 23.3 | 26.7 | 20.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 47.1 | 23 | 17 | | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C | A | 12 | 0 | 0 | 0.0 | 8.3 | 8.3 | 16.7 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 25.0 | 58 | 12 | | | | | |
| MANCHESTER | | TUI AIRWAYS LTD | | C | D | 12 | 0 | 0 | 0.0 | 0.0 | 33.3 | 25.0 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 36.4 | 44 | 11 | | | | | |
| NEWCASTLE | | JET2.COM LTD | | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 75.0 | 7 | 4 | | | | | |
| NEWCASTLE | | JET2.COM LTD | | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 1 | 4 | | | | | |
| TOTAL MALTA | | | | | | 1022 | 0 | 0 | 3.6 | 16.4 | 31.8 | 17.6 | 18.6 | 9.3 | 1.9 | 0.5 | 0.3 | 0.0 | 0.0 | 28 | 55.1 | 25 | 830 | | | | | |
| MANCHESTER | | ABERDEEN | | S | A | 70 | 0 | 0 | 11.4 | 50.0 | 17.1 | 11.4 | 4.3 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 71.8 | 14 | 77 | | | | | |
| MANCHESTER | | ABERDEEN | | S | D | 70 | 0 | 0 | 0.0 | 50.0 | 37.1 | 2.9 | 5.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 79.1 | 13 | 86 | | | | | |
| BELFAST CITY (GEORGE BEST) | | AER LINGUS | | 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) | | AER LINGUS | | 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 | | | | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 CITY (GEORGE BEST) | EASYJET UK LTD | S A | 39 | 0 | 0 | 33.3 | 41.0 | 12.8 | 2.6 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 94.1 | 3 | 17 | | |
| BELFAST CITY (GEORGE BEST) | EASYJET UK LTD | S D | 39 | 0 | 0 | 10.3 | 61.5 | 15.4 | 0.0 | 2.6 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.2 | 6 | 17 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S A | 88 | 0 | 0 | 17.0 | 60.2 | 13.6 | 2.3 | 2.3 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.3 | 7 | 109 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S D | 88 | 0 | 0 | 2.3 | 65.9 | 22.7 | 4.5 | 1.1 | 2.3 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.7 | 8 | 109 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S A | 121 | 0 | 1 | 13.1 | 43.4 | 13.1 | 8.2 | 11.5 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 17 | 68.2 | 18 | 130 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S D | 121 | 0 | 1 | 0.8 | 50.8 | 16.4 | 6.6 | 12.3 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 18 | 66.7 | 21 | 130 | | |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S A | 60 | 0 | 0 | 8.3 | 51.7 | 23.3 | 1.7 | 6.7 | 3.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 80.0 | 14 | 60 | | |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S D | 60 | 0 | 0 | 0.0 | 55.0 | 28.3 | 5.0 | 5.0 | 1.7 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 19 | 60 | | |
| 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 | 0.0 | 0 | 0.0 | 57 | 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 | 0.0 | 0 | 100.0 | 0 | 2 | | |
| EDINBURGH | RYANAIR | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 54 | 1 | | |
| ISLE OF MAN | EASYJET UK LTD | S A | 29 | 0 | 1 | 0.0 | 40.0 | 13.3 | 13.3 | 13.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 26 | 0.0 | 0 | 0 | | | |
| ISLE OF MAN | EASYJET UK LTD | S D | 29 | 0 | 1 | 0.0 | 33.3 | 13.3 | 16.7 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 28 | 0.0 | 0 | 0 | | | |
| ISLE OF MAN | LOGANAIR LTD | S A | 59 | 0 | 1 | 3.3 | 30.0 | 30.0 | 13.3 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 67.3 | 17 | 55 | | | |
| ISLE OF MAN | LOGANAIR LTD | S D | 59 | 0 | 1 | 0.0 | 36.7 | 31.7 | 8.3 | 16.7 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 17 | 78.2 | 13 | 55 | | | |
| JERSEY | EASYJET UK LTD | S A | 35 | 0 | 3 | 13.2 | 31.6 | 28.9 | 2.6 | 7.9 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 7.9 | 22 | 80.0 | 9 | 30 | | | |
| JERSEY | EASYJET UK LTD | S D | 34 | 0 | 4 | 2.6 | 39.5 | 7.9 | 23.7 | 7.9 | 2.6 | 2.6 | 2.6 | 0.0 | 0.0 | 10.5 | 26 | 66.7 | 20 | 30 | | | |
| 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 | 25.0 | 49 | 2 | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 6 | 1 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 176 | 0 | 11 | 0.5 | 12.8 | 20.3 | 24.1 | 21.4 | 10.7 | 2.1 | 1.6 | 0.5 | 0.0 | 5.9 | 38 | 59.0 | 17 | 158 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 178 | 0 | 9 | 0.0 | 7.5 | 31.6 | 17.6 | 23.5 | 10.2 | 3.7 | 1.1 | 0.0 | 0.0 | 4.8 | 34 | 35.8 | 31 | 158 | | | |
| STANSTED | RYANAIR | S A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | |
| SOUTHAMPTON | AIR HAMBURG | 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 | 0.0 | 0 | 0 | | |
| SOUTHAMPTON | EASTERN AIRWAYS | C D | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 0 | 0 | | |
| TOTAL MANCHESTER | | | 1359 | 0 | 37 | 5.2 | 37.8 | 21.9 | 10.7 | 12.0 | 7.5 | 1.6 | 0.5 | 0.1 | 0.0 | 2.7 | 20 | 67.8 | 17 | 1288 | | | |
| MARRAKESH | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | RYANAIR UK LTD | S A | 18 | 0 | 0 | 0.0 | 11.1 | 16.7 | 27.8 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | RYANAIR UK LTD | S D | 18 | 0 | 0 | 0.0 | 16.7 | 61.1 | 5.6 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | S A | 9 | 0 | 0 | 11.1 | 0.0 | 22.2 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 40.0 | 31 | 5 | | |
| BIRMINGHAM | TUI AIRWAYS 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 | 0.0 | 23 | 20.0 | 40 | 5 | | |
| BRISTOL | EASYJET UK LTD | S A | 8 | 1 | 0 | 0.0 | 0.0 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 19 | 0.0 | 0 | 0 | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | 16 | 0.0 | 0 | 0 | | |
| BRISTOL | RYANAIR UK LTD | S 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 | 0.0 | 16 | 0.0 | 0 | 0 | | |
| BRISTOL | RYANAIR 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 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| BRISTOL | TUI AIRWAYS LTD | S A | 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 | 0.0 | 17 | 100.0 | 8 | 4 | | |
| BRISTOL | TUI AIRWAYS LTD | S D | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 15 | 4 | | |
| EDINBURGH | RYANAIR UK LTD | S A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 11.1 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 22.2 | 73 | 8 | | |
| EDINBURGH | RYANAIR UK LTD | S D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 11.1 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 39 | 8 | | |
| LEEDS BRADFORD | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | | |
| LEEDS BRADFORD | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 44.4 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 35 | 0 | 0 | 8.6 | 28.6 | 20.0 | 22.9 | 8.6 | 2.9 | 5.7 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 37 | 36.0 | 36 | 25 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 35 | 0 | 0 | 0.0 | 0.0 | 28.6 | 31.4 | 20.0 | 14.3 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 44 | 40.0 | 33 | 25 | | |
| GATWICK | 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S A | 85 | 0 | 0 | 7.1 | 12.9 | 29.4 | 14.1 | 16.5 | 10.6 | 8.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 54.8 | 25 | 72 | | |
| GATWICK | EASYJET UK LTD | S D | 85 | 0 | 0 | 0.0 | 10.6 | 34.1 | 18.8 | 16.5 | 10.6 | 7.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 40.5 | 27 | 73 | | |
| GATWICK | TUI AIRWAYS LTD | S A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 0.0 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 20.0 | 55 | 10 | | |
| GATWICK | TUI AIRWAYS LTD | S D | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 55.6 | 43 | 9 | | |
| GATWICK | WIZZ AIR UK LTD | S A | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 15.4 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 80.0 | 28 | 10 | | |
| GATWICK | WIZZ AIR UK LTD | S D | 13 | 0 | 0 | 0.0 | 46.2 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 35 | 10 | | |
| 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 | 75.0 | 14 | 7 | | |
| HEATHROW | BRITISH AIRWAYS PLC | 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 | 0.0 | 63 | 37.5 | 30 | 7 | | |
| LUTON | EASYJET UK LTD | S A | 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 | 0.0 | 17 | 66.7 | 15 | 9 | | |
| LUTON | EASYJET UK LTD | S D | 18 | 0 | 0 | 0.0 | 5.6 | 55.6 | 5.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 66.7 | 17 | 9 | | |
| LUTON | 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 | 0.0 | 46 | 0.0 | 0 | 0 | | |
| LUTON | 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 | 7 | 0.0 | 0 | 0 | | |
| STANSTED | RYANAIR UK LTD | S A | 60 | 0 | 0 | 0.0 | 13.3 | 30.0 | 21.7 | 20.0 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 72.3 | 13 | 47 | | |
| STANSTED | RYANAIR UK LTD | S D | 60 | 0 | 0 | 0.0 | 8.3 | 63.3 | 10.0 | 5.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 85.1 | 10 | 47 | | |
| MANCHESTER | EASYJET UK LTD | S A | 26 | 0 | 0 | 19.2 | 11.5 | 30.8 | 19.2 | 11.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.9 | 11 | 13 | | |
| MANCHESTER | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 30.8 | 30.8 | 23.1 | 7.7 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 84.6 | 11 | 13 | | |
| MANCHESTER | RYANAIR UK LTD | S A | 30 | 0 | 1 | 9.7 | 19.4 | 32.3 | 19.4 | 9.7 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 16 | 47.1 | 39 | 17 | | |
| MANCHESTER | RYANAIR UK LTD | S D | 30 | 0 | 0 | 0.0 | 36.7 | 40.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 64.7 | 56 | 17 | | |
| MANCHESTER | TUI AIRWAYS LTD | S A | 9 | 0 | 0 | 11.1 | 11.1 | 33.3 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 33.3 | 35 | 9 | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | S | D | 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 | 16 | 33.3 | 39 | 9 | |
| TOTAL MARRAKESH | | | | | 707 | 1 | 5 | 2.7 | 14.0 | 36.2 | 18.7 | 14.7 | 8.7 | 3.5 | 0.4 | 0.3 | 0.1 | 0.7 | 27 | 55.5 | 27 | 472 | |
| MARSEILLE | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | 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 | 100.0 | 0 | 1 | | |
| | BIRMINGHAM | CORSAIR | 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 | 11 | 1 | | |
| | BIRMINGHAM | JET2.COM LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 7 | 1 | | |
| | BIRMINGHAM | JET2.COM LTD | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | |
| | BRISTOL | EASYJET UK LTD | 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 | 19 | 55.6 | 26 | 9 | | |
| | BRISTOL | EASYJET UK LTD | 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 | 17 | 66.7 | 20 | 9 | | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 9 | 9 | | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 20 | 9 | | |
| | 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 | 44.4 | 30 | 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 | 55.6 | 29 | 9 | | |
| | 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 | 100.0 | 0 | 1 | | |
| | EDINBURGH | JET2.COM LTD | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 37 | 1 | | |
| | EDINBURGH | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 8.3 | 33.3 | 8.3 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 47.4 | 24 | 19 | | |
| | EDINBURGH | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 58.3 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 78.9 | 9 | 19 | | |
| | GATWICK | 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 | 19 | 2 | | |
| | GATWICK | 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 | 100.0 | 6 | 1 | | |
| | GATWICK | CORSAIR | 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 | 16 | 1 | | |
| | GATWICK | EASYJET UK LTD | S | A | 47 | 1 | 1 | 0.0 | 4.1 | 18.4 | 18.4 | 22.4 | 26.5 | 4.1 | 2.0 | 0.0 | 2.0 | 51 | 9.6 | 75 | 50 | | |
| | GATWICK | EASYJET UK LTD | S | D | 47 | 0 | 1 | 0.0 | 0.0 | 22.9 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 40 | 32.7 | 52 | 50 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 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 | 10 | 1 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 109 | 0 | 6 | 4.3 | 11.3 | 27.0 | 24.3 | 17.4 | 9.6 | 0.9 | 0.0 | 0.0 | 0.0 | 5.2 | 25 | 52.8 | 23 | 119 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 109 | 0 | 6 | 0.0 | 22.6 | 40.0 | 12.2 | 13.9 | 5.2 | 0.9 | 0.0 | 0.0 | 0.0 | 5.2 | 18 | 49.6 | 23 | 120 | |
| | 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 | 2 | | |
| | STANSTED | JET2.COM LTD | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 16 | 1 | | |
| | STANSTED | RYANAIR | S | A | 42 | 0 | 0 | 2.4 | 11.9 | 23.8 | 9.5 | 23.8 | 19.0 | 7.1 | 0.0 | 2.4 | 0.0 | 50 | 47.8 | 33 | 66 | | |
| | STANSTED | RYANAIR | S | D | 42 | 0 | 0 | 0.0 | 7.1 | 35.7 | 14.3 | 21.4 | 16.7 | 4.8 | 0.0 | 0.0 | 0.0 | 37 | 54.4 | 30 | 67 | | |
| | STANSTED | 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 | 58 | 0.0 | 0 | 0 | | |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | | |
| | MANCHESTER | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 40.0 | 52 | 5 | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | Origin/Destinations: M | | | | | | | | | | SEP 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 | |
| MANCHESTER | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 60.0 | 40 | 5 | | | | | | | |
| 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 | 30.0 | 35 | 10 | | | | | | | |
| 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 | 30.0 | 32 | 10 | | | | | | | |
| TOTAL MARSEILLE | | | | 478 | 1 | 14 | 1.4 | 12.2 | 30.8 | 16.8 | 19.3 | 14.2 | 1.8 | 0.2 | 0.2 | 0.2 | 0.2 | 31 | 46.9 | 31 | 609 | | | | | | | |
| MAURITIUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | AIR MAURITIUS LTD | S | A | 30 | 0 | 1 | 32.3 | 29.0 | 6.5 | 19.4 | 6.5 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 3.2 | 15 | 0.0 | 0 | 0 | | | | | | | |
| GATWICK | AIR MAURITIUS LTD | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 36.7 | 26.7 | 26.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 0.0 | 92.3 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 76.9 | 67 | 13 | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 33.3 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 46.2 | 115 | 13 | | | | | | | |
| 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 | 0.0 | 0 | 82.6 | 33 | 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 | 0.0 | 0 | 72.7 | 18 | 22 | | | | | | | |
| TOTAL MAURITIUS | | | | 85 | 0 | 1 | 11.6 | 27.9 | 20.9 | 22.1 | 11.6 | 3.5 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | 17 | 71.8 | 50 | 70 | | | | | | | |
| MELBOURNE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | QANTAS | S | A | 0 | 0 | 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 | 24 | 29 | | | | | | | |
| HEATHROW | QANTAS | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.2 | 75 | 29 | | | | | | | |
| TOTAL MELBOURNE | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 58.6 | 50 | 58 | | | | | | | |
| MELBOURNE FLATS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 38.5 | 27 | 13 | | | | | | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 21 | 33.3 | 36 | 12 | | | | | | | |
| 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 | 75.0 | 5 | 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 | 0.0 | 0 | 75.0 | 6 | 4 | | | | | | | |
| GLASGOW | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 22.2 | 33.3 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 66.7 | 25 | 9 | | | | | | | |
| GLASGOW | TUI AIRWAYS LTD | C | D | 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 | 29 | 11.1 | 48 | 9 | | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 11.1 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 58.3 | 20 | 12 | | | | | | | |
| GATWICK | TUI AIRWAYS LTD | C | 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 | 37 | 53.8 | 22 | 13 | | | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 0.0 | 29.4 | 29.4 | 11.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 31.3 | 46 | 16 | | | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 18 | 0 | 0 | 0.0 | 0.0 | 61.1 | 27.8 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 11.8 | 50 | 17 | | | | | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 12.5 | 0.0 | 50.0 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 37.5 | 36 | 8 | | | | | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 37.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 22.2 | 33 | 9 | | | | | | | |
| TOTAL MELBOURNE FLATS | | | | 104 | 0 | 0 | 3.8 | 10.6 | 40.4 | 19.2 | 16.3 | 6.7 | 1.9 | 1.0 | 0.0 | 0.0 | 0.0 | 24 | 38.1 | 33 | 126 | | | | | | | |
| MEMMINGEN ALLGAU | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JERSEY | BLUE ISLANDS LIMITED | 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 | 101 | 0.0 | 0 | 0 | | | | | | | |
| JERSEY | BLUE ISLANDS LIMITED | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 58 | 0.0 | 0 | 0 | | | | | | | |
| STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 20.0 | 16.7 | 3.3 | 13.3 | 16.7 | 20.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 44 | 50.0 | 21 | 12 | | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: M | | | | | | | | | | SEP 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 | |
| STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 26.7 | 20.0 | 30.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 41.7 | 27 | 12 | | | | | | | |
| STANSTED | RYANAIR UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 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 | 5 | 4 | | | | | | | |
| TOTAL MEMMINGEN ALLGAU | | | | 62 | 0 | 0 | 9.7 | 11.3 | 14.5 | 16.1 | 24.2 | 16.1 | 6.5 | 1.6 | 0.0 | 0.0 | 0.0 | 44 | 56.3 | 19 | 32 | | | | | | | |
| MEXICO CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | AEROMEXICO | S | A | 30 | 0 | 0 | 30.0 | 13.3 | 16.7 | 6.7 | 23.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 70.0 | 16 | 30 | | | | | | | |
| HEATHROW | AEROMEXICO | S | D | 30 | 0 | 0 | 3.3 | 63.3 | 30.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 30 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 16.7 | 20.0 | 16.7 | 10.0 | 26.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 58.6 | 18 | 28 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 0.0 | 3.4 | 44.8 | 17.2 | 10.3 | 20.7 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 39 | 23.3 | 84 | 29 | | | | | | | |
| TOTAL MEXICO CITY | | | | 119 | 0 | 0 | 12.6 | 25.2 | 26.9 | 9.2 | 15.1 | 8.4 | 1.7 | 0.8 | 0.0 | 0.0 | 0.0 | 22 | 63.0 | 29 | 117 | | | | | | | |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | NORSE ATLANTIC UK LTD | S | A | 15 | 0 | 0 | 33.3 | 26.7 | 26.7 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 57.1 | 22 | 7 | | | | | | | |
| GATWICK | NORSE ATLANTIC 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 | 100.0 | 3 | 7 | | | | | | | |
| HEATHROW | AMERICAN AIRLINES | S | A | 60 | 0 | 0 | 21.7 | 21.7 | 20.0 | 10.0 | 11.7 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 55.0 | 26 | 60 | | | | | | | |
| HEATHROW | AMERICAN AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 26.7 | 31.7 | 15.0 | 13.3 | 8.3 | 3.3 | 0.0 | 1.7 | 0.0 | 0.0 | 33 | 73.3 | 33 | 60 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 2 | 26.7 | 26.7 | 10.0 | 13.3 | 6.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 17 | 33.3 | 37 | 29 | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 2 | 0.0 | 16.7 | 53.3 | 10.0 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 19 | 26.7 | 35 | 29 | | | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 57 | 0 | 3 | 45.0 | 13.3 | 15.0 | 10.0 | 3.3 | 5.0 | 1.7 | 1.7 | 0.0 | 0.0 | 5.0 | 16 | 88.1 | 7 | 42 | | | | | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 57 | 0 | 3 | 0.0 | 18.3 | 33.3 | 15.0 | 10.0 | 15.0 | 1.7 | 1.7 | 0.0 | 0.0 | 5.0 | 31 | 83.3 | 11 | 42 | | | | | | | |
| 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 | 0.0 | 122 | 1 | | | | | | | |
| HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 30 | 1 | | | | | | | |
| TOTAL MIAMI INTERNATIONAL | | | | 319 | 0 | 10 | 16.1 | 21.0 | 27.7 | 12.2 | 7.9 | 9.4 | 1.8 | 0.6 | 0.3 | 0.0 | 3.0 | 23 | 63.6 | 24 | 278 | | | | | | | |
| 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 | 80.0 | 10 | 5 | | | | | | | |
| 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 | 0.0 | 41 | 5 | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 8 | 0 | 0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 100.0 | 0 | 5 | | | | | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 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 | 18 | 40.0 | 15 | 5 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 42 | 0 | 0 | 7.1 | 19.0 | 26.2 | 9.5 | 9.5 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 29.5 | 49 | 44 | | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 42 | 0 | 0 | 0.0 | 7.1 | 19.0 | 28.6 | 23.8 | 14.3 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 41 | 27.3 | 36 | 44 | | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 42 | | 0 | | 0 | | 4.8 | | 28.6 | | 35.7 | | 9.5 | | 16.7 | | 4.8 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 15 | | 86.4 | 5 | 44 | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 42 | | 0 | | 0 | | 0.0 | | 16.7 | | 50.0 | | 16.7 | | 14.3 | | 2.4 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 15 | | 65.9 | 13 | 44 | | |
| LONDON CITY | | BA CITYFLYER LTD | | S A | | 7 | | 0 | | 0 | | 0.0 | | 28.6 | | 71.4 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 5 | | 50.0 | 32 | 8 | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S D | | 7 | | 0 | | 0 | | 0.0 | | 0.0 | | 42.9 | | 57.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 17 | | 62.5 | 26 | 8 | | | | |
| LUTON | | EASYJET UK LTD | | S A | | 8 | | 0 | | 0 | | 0.0 | | 12.5 | | 25.0 | | 37.5 | | 12.5 | | 0.0 | | 0.0 | | 12.5 | | 0.0 | | 0.0 | | 42 | | 30.0 | 24 | 10 | | | | |
| LUTON | | EASYJET UK LTD | | 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 | | 34 | | 77.8 | 12 | 9 | | | | |
| MANCHESTER | | EASYJET UK 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 | | 27 | | 38.5 | 38 | 13 | | | | |
| MANCHESTER | | EASYJET UK LTD | | S D | | 8 | | 0 | | 0 | | 0.0 | | 12.5 | | 25.0 | | 25.0 | | 12.5 | | 25.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 32 | | 38.5 | 34 | 13 | | | | |
| 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 | | 55.6 | 23 | 9 | | | | |
| 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 | | 50.0 | 31 | 8 | | | | |
| TOTAL MIKONOS | | | | | | 230 | | 0 | | 0 | | 2.6 | | 18.3 | | 33.5 | | 18.7 | | 14.3 | | 9.6 | | 2.2 | | 0.9 | | 0.0 | | 0.0 | | 0.0 | | 25 | | 51.5 | 26 | 274 | | |
| MILAN (LINATE) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | (ITA) ITALIA TRASPOTO AEREO | | 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 | | 2 | | 0.0 | 0 | 0 | | | | |
| GATWICK | | EASYJET UK LTD | | S A | | 30 | | 0 | | 0 | | 0.0 | | 10.0 | | 23.3 | | 20.0 | | 23.3 | | 13.3 | | 10.0 | | 0.0 | | 0.0 | | 0.0 | | 40 | | 31.0 | 44 | 29 | | | | |
| GATWICK | | EASYJET UK LTD | | S D | | 30 | | 0 | | 0 | | 0.0 | | 16.7 | | 36.7 | | 23.3 | | 10.0 | | 10.0 | | 3.3 | | 0.0 | | 0.0 | | 0.0 | | 25 | | 36.7 | 34 | 29 | | | | |
| 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 | | 60.0 | 18 | 70 | | | | |
| 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 | | 71.4 | 16 | 70 | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 122 | | 0 | | 7 | | 2.3 | | 8.5 | | 26.4 | | 28.7 | | 16.3 | | 10.9 | | 1.6 | | 0.0 | | 0.0 | | 0.0 | | 5.4 | | 29 | | 48.8 | 26 | 119 | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 122 | | 0 | | 7 | | 0.0 | | 12.4 | | 36.4 | | 19.4 | | 17.8 | | 6.2 | | 2.3 | | 0.0 | | 0.0 | | 0.0 | | 5.4 | | 25 | | 52.8 | 25 | 120 | | |
| LONDON CITY | | (ITA) ITALIA TRASPOTO AEREO | | S A | | 128 | | 0 | | 0 | | 15.6 | | 43.0 | | 29.7 | | 5.5 | | 3.1 | | 2.3 | | 0.8 | | 0.0 | | 0.0 | | 0.0 | | 7 | | 34.3 | 42 | 46 | | | | |
| LONDON CITY | | (ITA) ITALIA TRASPOTO AEREO | | S D | | 127 | | 0 | | 2 | | 0.0 | | 4.7 | | 48.8 | | 27.9 | | 12.4 | | 1.6 | | 3.1 | | 0.0 | | 0.0 | | 1.6 | | 21 | | 16.4 | 62 | 46 | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S A | | 4 | | 0 | | 0 | | 0.0 | | 25.0 | | 0.0 | | 50.0 | | 0.0 | | 0.0 | | 25.0 | | 0.0 | | 0.0 | | 0.0 | | 45 | | 0.0 | 0 | 0 | | | | |
| LONDON CITY | | BA CITYFLYER 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 | | 39 | | 0.0 | 0 | 0 | | | | |
| TOTAL MILAN (LINATE) | | | | | | 569 | | 0 | | 16 | | 3.9 | | 16.6 | | 34.7 | | 20.7 | | 12.8 | | 6.0 | | 2.6 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 2.7 | | 22 | | 46.8 | 29 | 529 |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | EASYJET EUROPE | | 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 | | 90.9 | 9 | 11 | | | | |
| 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 | | 19 | | 36.4 | 26 | 11 | | | | |
| BRISTOL | | EASYJET UK LTD | | S A | | 13 | | 0 | | 0 | | 15.4 | | 15.4 | | 15.4 | | 30.8 | | 15.4 | | 7.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 21 | | 62.5 | 14 | 8 | | | | |
| BRISTOL | | EASYJET UK LTD | | S D | | 13 | | 0 | | 0 | | 0.0 | | 30.8 | | 30.8 | | 15.4 | | 23.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 14 | | 87.5 | 10 | 8 | | | | |
| EDINBURGH | | EASYJET EUROPE | | S A | | 31 | | 0 | | 0 | | 9.7 | | 16.1 | | 25.8 | | 19.4 | | 19.4 | | 3.2 | | 6.5 | | 0.0 | | 0.0 | | 0.0 | | 25 | | 71.4 | 14 | 28 | | | | |
| EDINBURGH | | EASYJET EUROPE | | S D | | 31 | | 0 | | 0 | | 0.0 | | 12.9 | | 12.9 | | 19.4 | | 38.7 | | 12.9 | | 3.2 | | 0.0 | | 0.0 | | 0.0 | | 40 | | 35.7 | 31 | 28 | | | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 0.0 | 12.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 61 | 75.0 | 13 | 4 | | | |
| EDINBURGH | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 37.5 | 0.0 | 12.5 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 55 | 75.0 | 7 | 4 | | | |
| LIVERPOOL (JOHN LENNON) | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | BA CITYFLYER 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 | 75 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 31 | 0.0 | 0 | 0 | | | |
| GATWICK | BRITISH AIRWAYS PLC | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | | | |
| GATWICK | EASYJET EUROPE | S A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET EUROPE | S D | 0 | 0 | 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 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S A | 174 | 0 | 1 | 1.7 | 14.9 | 20.0 | 18.9 | 18.9 | 19.4 | 3.4 | 2.3 | 0.0 | 0.0 | 0.6 | 41 | 33.8 | 50 | 148 | | | |
| GATWICK | EASYJET UK LTD | S D | 172 | 0 | 2 | 0.0 | 12.6 | 31.6 | 16.1 | 14.4 | 17.8 | 4.6 | 1.7 | 0.0 | 0.0 | 1.1 | 39 | 35.1 | 45 | 148 | | | |
| GATWICK | WIZZ AIR MALTA | S A | 50 | 0 | 1 | 2.0 | 21.6 | 25.5 | 11.8 | 13.7 | 19.6 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 36 | 45.1 | 52 | 49 | | | |
| GATWICK | WIZZ AIR MALTA | S D | 50 | 0 | 1 | 0.0 | 0.0 | 31.4 | 23.5 | 15.7 | 13.7 | 7.8 | 5.9 | 0.0 | 0.0 | 2.0 | 52 | 31.4 | 64 | 49 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 117 | 0 | 8 | 1.6 | 6.4 | 24.8 | 21.6 | 26.4 | 9.6 | 2.4 | 0.0 | 0.8 | 0.0 | 6.4 | 40 | 45.8 | 30 | 103 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 117 | 0 | 8 | 0.0 | 6.4 | 33.6 | 13.6 | 26.4 | 11.2 | 2.4 | 0.0 | 0.0 | 0.0 | 6.4 | 32 | 34.3 | 34 | 104 | | | |
| LUTON | EASYJET EUROPE | S A | 7 | 0 | 0 | 0.0 | 14.3 | 14.3 | 14.3 | 28.6 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 60 | 40.0 | 47 | 25 | | | |
| LUTON | EASYJET EUROPE | S D | 7 | 0 | 0 | 0.0 | 0.0 | 14.3 | 14.3 | 14.3 | 28.6 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 79 | 28.0 | 61 | 25 | | | |
| LUTON | EASYJET UK LTD | S A | 25 | 0 | 0 | 4.0 | 8.0 | 32.0 | 16.0 | 8.0 | 16.0 | 4.0 | 12.0 | 0.0 | 0.0 | 0.0 | 60 | 50.0 | 37 | 8 | | | |
| LUTON | EASYJET UK LTD | S D | 23 | 0 | 0 | 0.0 | 17.4 | 47.8 | 13.0 | 8.7 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 62.5 | 26 | 8 | | | |
| STANSTED | RYANAIR | S A | 74 | 0 | 0 | 0.0 | 31.1 | 25.7 | 14.9 | 10.8 | 14.9 | 0.0 | 1.4 | 1.4 | 0.0 | 0.0 | 34 | 53.6 | 27 | 83 | | | |
| STANSTED | RYANAIR | S D | 75 | 0 | 0 | 0.0 | 16.0 | 41.3 | 9.3 | 18.7 | 6.7 | 6.7 | 1.3 | 0.0 | 0.0 | 0.0 | 29 | 50.6 | 23 | 84 | | | |
| STANSTED | RYANAIR UK LTD | S A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 40.0 | 70 | 5 | | | |
| STANSTED | RYANAIR UK LTD | S D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 60.0 | 66 | 5 | | | |
| MANCHESTER | (ITA) ITALIA TRASPOTO AEREO | C A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| MANCHESTER | (ITA) ITALIA TRASPOTO AEREO | 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 | | | |
| MANCHESTER | EASYJET EUROPE | S A | 45 | 0 | 2 | 10.6 | 36.2 | 19.1 | 8.5 | 14.9 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 14 | 72.2 | 11 | 34 | | | |
| MANCHESTER | EASYJET EUROPE | S D | 45 | 0 | 1 | 0.0 | 19.6 | 41.3 | 10.9 | 17.4 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 21 | 69.4 | 26 | 34 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 33 | 0 | 2 | 2.9 | 17.1 | 14.3 | 17.1 | 22.9 | 17.1 | 2.9 | 0.0 | 0.0 | 0.0 | 5.7 | 36 | 42.3 | 50 | 25 | | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | MANCHESTER | EASYJET UK LTD | S | D | 33 | 0 | 2 | 0.0 | 14.3 | 31.4 | 20.0 | 11.4 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 28 | 38.5 | 34 | 25 |
| | MANCHESTER | RYANAIR | S | A | 37 | 0 | 1 | 13.2 | 13.2 | 26.3 | 21.1 | 5.3 | 2.6 | 15.8 | 0.0 | 0.0 | 0.0 | 2.6 | 34 | 66.7 | 21 | 21 |
| | MANCHESTER | RYANAIR | S | D | 38 | 0 | 1 | 0.0 | 35.9 | 12.8 | 20.5 | 12.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 2.6 | 32 | 66.7 | 29 | 21 |
| | MANCHESTER | 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 | 50 | 0.0 | 55 | 8 |
| | MANCHESTER | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 25.0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 12.5 | 31 | 8 |
| | NEWCASTLE | CARPATAIR | 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 | 21 | 1 | |
| | NEWCASTLE | CARPATAIR | 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 | 14 | 1 | |
| | SOUTHEND | 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 | 0 | 1 | |
| TOTAL MILAN (MALPENSA) | | | | | 1268 | 0 | 33 | 2.0 | 15.1 | 27.2 | 16.4 | 18.4 | 13.2 | 3.6 | 1.5 | 0.2 | 0.0 | 2.5 | 35 | 44.6 | 37 | 1126 |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 0.0 | 44 | 1 | |
| | HEATHROW | DELTA AIRLINES | S | A | 30 | 0 | 0 | 26.7 | 23.3 | 30.0 | 3.3 | 6.7 | 6.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 23 | 80.0 | 8 | 30 |
| | HEATHROW | DELTA AIRLINES | S | D | 30 | 0 | 1 | 0.0 | 80.6 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 0 | 86.7 | 12 | 30 |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 60 | 0 | 1 | 13.1 | 52.5 | 23.0 | 1.6 | 3.3 | 3.3 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 | 12 | 82.0 | 10 | 61 |
| MONTEGO BAY | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 0.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 100.0 | 4 | 8 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 23 | 44.4 | 50 | 9 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 33.3 | 8.3 | 16.7 | 8.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 71.4 | 11 | 14 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 38.5 | 15.4 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 48 | 38.5 | 34 | 13 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 50.0 | 23.3 | 16.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 90.9 | 4 | 22 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 1 | 0.0 | 36.7 | 50.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 4 | 42.9 | 21 | 21 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 9 | 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 | 50.0 | 20 | 8 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 47 | 8 |
| TOTAL MONTEGO BAY | | | | | 119 | 0 | 1 | 12.5 | 23.3 | 35.0 | 10.0 | 9.2 | 5.8 | 2.5 | 0.8 | 0.0 | 0.0 | 0.8 | 19 | 58.3 | 21 | 103 |
| MONTPELLIER | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 20 | 0 | 0 | 0.0 | 20.0 | 30.0 | 15.0 | 10.0 | 5.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 45 | 58.3 | 16 | 12 |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 20 | 0 | 0 | 0.0 | 5.0 | 45.0 | 25.0 | 0.0 | 10.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 25.0 | 37 | 12 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | GATWICK | EASYJET UK LTD | S | A | 36 | 0 | 2 | 7.9 | 21.1 | 15.8 | 23.7 | 10.5 | 10.5 | 2.6 | 2.6 | 0.0 | 0.0 | 5.3 | 31 | 26.9 | 51 | 49 |
| | GATWICK | EASYJET UK LTD | S | D | 36 | 0 | 2 | 0.0 | 21.1 | 23.7 | 18.4 | 18.4 | 7.9 | 2.6 | 2.6 | 0.0 | 0.0 | 5.3 | 32 | 32.7 | 39 | 49 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: M | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | | | SEP 2023 | | |
|--------------------------------|---------------------------------|-------------------|------------|----------|----------------------|------------------------|-------------------|----------------------------|---------------------|---------------------|----------------------|---------------------|---------------------|----------------------|-----------------|------------------|------------------|-----------------|------------------|------------|----------|--|--|
| | | | | | | NUMBER OF FLIGHTS | | More than 15 m early | 15 m to 30 m early | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat | | | |
| C/S | A/D | 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 | | | | | | |
| 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 | 100.0 | 3 | 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 | 100.0 | 4 | 1 | | | | | | |
| TOTAL MONTPELLIER | | | 112 | 0 | 6 | 2.5 | 17.8 | 25.4 | 20.3 | 11.0 | 8.5 | 6.8 | 2.5 | 0.0 | 0.0 | 5.1 | 35 | 33.1 | 41 | 124 | | | |
| MONTREAL (DORVAL) | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | AIR TRANSAT | S A | 27 | 0 | 0 | 14.8 | 40.7 | 22.2 | 11.1 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 78.6 | 9 | 28 | | | |
| GATWICK | AIR TRANSAT | S D | 27 | 0 | 0 | 3.7 | 51.9 | 22.2 | 11.1 | 3.7 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 78.6 | 7 | 27 | | | |
| HEATHROW | AIR CANADA | S A | 58 | 0 | 1 | 16.9 | 32.2 | 25.4 | 15.3 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 9 | 70.7 | 23 | 58 | | | |
| HEATHROW | AIR CANADA | S D | 57 | 0 | 2 | 0.0 | 57.6 | 25.4 | 8.5 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 5 | 81.4 | 14 | 58 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 28 | 0 | 2 | 0.0 | 13.3 | 30.0 | 13.3 | 26.7 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | 31 | 63.3 | 19 | 30 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 28 | 0 | 2 | 0.0 | 13.3 | 30.0 | 16.7 | 16.7 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | 31 | 46.7 | 25 | 30 | | | |
| TOTAL MONTREAL (DORVAL) | | | 225 | 0 | 7 | 6.5 | 37.1 | 25.9 | 12.5 | 10.3 | 2.6 | 2.2 | 0.0 | 0.0 | 0.0 | 3.0 | 14 | 71.2 | 17 | 231 | | | |
| MUMBAI | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0.0 | 0 | 0.0 | 41 | 1 | | | |
| HEATHROW | AIR INDIA | S A | 59 | 0 | 1 | 8.3 | 3.3 | 10.0 | 3.3 | 18.3 | 30.0 | 10.0 | 13.3 | 1.7 | 0.0 | 1.7 | 93 | 63.3 | 25 | 60 | | | |
| HEATHROW | AIR INDIA | S D | 59 | 0 | 1 | 0.0 | 3.3 | 26.7 | 11.7 | 16.7 | 21.7 | 8.3 | 5.0 | 5.0 | 0.0 | 1.7 | 101 | 64.4 | 19 | 59 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 89 | 0 | 1 | 6.7 | 24.4 | 38.9 | 12.2 | 6.7 | 5.6 | 3.3 | 1.1 | 0.0 | 0.0 | 1.1 | 21 | 62.2 | 54 | 88 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 89 | 0 | 0 | 0.0 | 14.6 | 49.4 | 15.7 | 13.5 | 4.5 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 44 | 87 | | | |
| HEATHROW | TATA SIA AIRLINES LTD (VISTARA) | S A | 0 | 0 | 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 | 21 | | | |
| HEATHROW | TATA SIA AIRLINES LTD (VISTARA) | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 81.0 | 10 | 21 | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S A | 30 | 0 | 0 | 0.0 | 16.7 | 13.3 | 6.7 | 36.7 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 73.3 | 11 | 30 | | | |
| HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S D | 30 | 0 | 0 | 0.0 | 13.3 | 40.0 | 13.3 | 30.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 73.3 | 12 | 30 | | | |
| TOTAL MUMBAI | | | 356 | 0 | 3 | 3.1 | 13.4 | 32.6 | 11.1 | 16.4 | 13.6 | 4.2 | 3.6 | 1.1 | 0.0 | 0.8 | 48 | 64.9 | 31 | 397 | | | |
| MUNICH | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | LUFTHANSA | S A | 29 | 0 | 0 | 0.0 | 6.9 | 17.2 | 20.7 | 48.3 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 45.6 | 23 | 77 | | | |
| BIRMINGHAM | LUFTHANSA | S D | 29 | 0 | 0 | 0.0 | 0.0 | 17.2 | 13.8 | 44.8 | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 53.2 | 24 | 77 | | | |
| BIRMINGHAM | LUFTHANSA CITY AIRLINES GMBH | S A | 26 | 0 | 0 | 0.0 | 15.4 | 65.4 | 15.4 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | |
| BIRMINGHAM | LUFTHANSA CITY AIRLINES GMBH | S D | 26 | 0 | 0 | 0.0 | 3.8 | 34.6 | 38.5 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | | |
| EDINBURGH | EASYJET UK LTD | S A | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 31.3 | 53 | 16 | | | |
| EDINBURGH | EASYJET 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 | 37.5 | 34 | 16 | | | |
| EDINBURGH | LUFTHANSA | S A | 30 | 0 | 0 | 3.3 | 16.7 | 40.0 | 10.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 15 | 20 | | | |
| EDINBURGH | LUFTHANSA | S D | 30 | 0 | 0 | 0.0 | 3.3 | 33.3 | 26.7 | 16.7 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 23.8 | 31 | 20 | | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | AIR DOLOMITI | S | 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 | 34 | 60.0 | 20 | 5 | | |
| JERSEY | AIR DOLOMITI | 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 | 45 | 60.0 | 35 | 5 | | |
| GATWICK | EASYJET UK LTD | S | A | 46 | 0 | 3 | 2.0 | 10.2 | 26.5 | 16.3 | 16.3 | 20.4 | 2.0 | 0.0 | 0.0 | 0.0 | 6.1 | 32 | 30.2 | 41 | 48 | | |
| GATWICK | EASYJET UK LTD | S | D | 46 | 0 | 3 | 0.0 | 18.4 | 38.8 | 18.4 | 14.3 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 19 | 56.6 | 26 | 48 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 133 | 0 | 11 | 0.0 | 13.2 | 17.4 | 19.4 | 24.3 | 13.2 | 4.9 | 0.0 | 0.0 | 0.0 | 7.6 | 36 | 43.0 | 30 | 137 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 133 | 0 | 11 | 0.0 | 14.6 | 28.5 | 15.3 | 23.6 | 8.3 | 1.4 | 0.7 | 0.0 | 0.0 | 7.6 | 29 | 53.5 | 22 | 137 | | |
| HEATHROW | LUFTHANSA | S | A | 265 | 0 | 1 | 0.0 | 13.9 | 31.2 | 21.4 | 22.9 | 9.8 | 0.4 | 0.0 | 0.0 | 0.0 | 0.4 | 25 | 63.1 | 15 | 259 | | |
| HEATHROW | LUFTHANSA | S | D | 264 | 0 | 1 | 0.0 | 11.7 | 31.7 | 17.7 | 24.9 | 12.1 | 1.5 | 0.0 | 0.0 | 0.0 | 0.4 | 29 | 51.0 | 22 | 260 | | |
| HEATHROW | TITAN AIRWAYS LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | | |
| HEATHROW | TITAN AIRWAYS LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | |
| STANSTED | 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 | 70.0 | 8 | 10 | | |
| STANSTED | 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 | 50.0 | 18 | 10 | | |
| MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 1 | 0.0 | 5.6 | 22.2 | 22.2 | 38.9 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 29 | 52.9 | 22 | 17 | | |
| MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 1 | 0.0 | 5.6 | 33.3 | 22.2 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 26 | 70.6 | 18 | 17 | | |
| MANCHESTER | JET2.COM LTD | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | | |
| MANCHESTER | 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 | 15 | 0.0 | 0 | 0 | | |
| MANCHESTER | LUFTHANSA | S | A | 80 | 0 | 0 | 0.0 | 15.0 | 31.3 | 20.0 | 23.8 | 8.8 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 52.4 | 22 | 84 | | |
| MANCHESTER | LUFTHANSA | S | D | 79 | 0 | 0 | 0.0 | 8.9 | 39.2 | 17.7 | 25.3 | 7.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 37.6 | 28 | 85 | | |
| MANCHESTER | MED-VIEW AIRLINE | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | |
| MANCHESTER | MED-VIEW AIRLINE | 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 | | |
| TOTAL MUNICH | | | | 1290 | 0 | 32 | 0.2 | 12.5 | 30.3 | 18.9 | 23.9 | 10.5 | 1.3 | 0.1 | 0.0 | 0.0 | 2.4 | 28 | 51.1 | 23 | 1348 | | |
| MUNSTER-OSNABRUCK | | | | | | | | | | | | | | | | | | | | | | | |
| MANCHESTER | 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 | 1 | 0.0 | 0 | 0 | | |
| MANCHESTER | 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 | 10 | 0.0 | 0 | 0 | | |
| MANCHESTER | FROST AIR APS | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | |
| MANCHESTER | FROST AIR APS | 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 MUNSTER-OSNABRUCK | | | | 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 | | |
| MURCIA INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | 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 | 13 | 66.7 | 18 | 12 | | |
| BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 46.2 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 91.7 | 8 | 12 | | |
| BOURNEMOUTH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 15.4 | 30.8 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 47 | 50.0 | 30 | 12 | | |
| BOURNEMOUTH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 61.5 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.3 | 16 | 12 | | |
| BRISTOL | EASYJET UK LTD | S | A | 16 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 62.5 | 17 | 16 | | |

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | BRISTOL | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 43.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 14 | 16 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 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 | 19 | 58.8 | 24 | 17 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 58.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 64.7 | 24 | 17 |
| | GATWICK | EASYJET UK LTD | S | A | 31 | 0 | 1 | 12.5 | 21.9 | 9.4 | 21.9 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 25 | 31.1 | 44 | 57 |
| | GATWICK | EASYJET UK LTD | S | D | 31 | 0 | 1 | 0.0 | 21.9 | 31.3 | 18.8 | 9.4 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 23 | 32.8 | 32 | 58 |
| | LUTON | EASYJET UK LTD | S | A | 8 | 0 | 0 | 50.0 | 12.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 85.7 | 7 | 14 |
| | LUTON | 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 | 2 | 92.3 | 5 | 13 |
| | LUTON | RYANAIR | S | A | 22 | 0 | 0 | 9.1 | 22.7 | 22.7 | 9.1 | 22.7 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 90.5 | 5 | 21 |
| | LUTON | RYANAIR | S | D | 22 | 0 | 0 | 0.0 | 13.6 | 50.0 | 22.7 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 81.0 | 7 | 21 |
| | STANSTED | RYANAIR | S | A | 43 | 0 | 0 | 7.0 | 18.6 | 20.9 | 23.3 | 9.3 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 60.5 | 29 | 43 |
| | STANSTED | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 27.9 | 18.6 | 14.0 | 20.9 | 16.3 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 69.8 | 18 | 43 |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 55.6 | 17 | 9 |
| | MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 33.3 | 33 | 9 |
| | MANCHESTER | RYANAIR | S | A | 21 | 0 | 0 | 4.8 | 28.6 | 23.8 | 19.0 | 9.5 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 54.5 | 27 | 22 |
| | MANCHESTER | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 57.1 | 4.8 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.3 | 11 | 22 |
| | MANCHESTER | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 11.1 | 11.1 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 116 | 75.0 | 94 | 4 |
| | MANCHESTER | RYANAIR UK 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 | 0.0 | 9 | 75.0 | 6 | 4 |
| TOTAL MURCIA INTERNATIONAL | | | | | 394 | 0 | 2 | 4.3 | 20.5 | 32.8 | 17.2 | 13.4 | 9.6 | 1.0 | 0.3 | 0.5 | 0.0 | 0.5 | 24 | 59.2 | 23 | 454 |
| MUSCAT | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | OMAN AIR | S | A | 30 | 0 | 0 | 13.3 | 53.3 | 30.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 30 |
| | HEATHROW | OMAN AIR | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 46.7 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 90.0 | 3 | 30 |
| TOTAL MUSCAT | | | | | 60 | 0 | 0 | 6.7 | 40.0 | 38.3 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 95.0 | 3 | 60 |
| MYTILINI | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 5 | 0 | 0 | 0.0 | 60.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| | GATWICK | ENTER AIR | 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 | 19 | 25.0 | 37 | 4 |
| | GATWICK | ENTER AIR | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 25.0 | 34 | 4 |
| | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 55.6 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 4 | 4 |
| | 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 | 5 | 100.0 | 4 | 4 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 85.7 | 8 | 7 |
| | MANCHESTER | 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 | 21 | 85.7 | 14 | 7 |
| TOTAL MYTILINI | | | | | 54 | 0 | 0 | 1.9 | 22.2 | 40.7 | 16.7 | 11.1 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 73.3 | 16 | 30 |

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

| | | Origin/Destinations: N | | | | | | | | | | | | | | | | | | SEP 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 | | HEATHROW | KOREAN AIR | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL NAGOYA | | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| NAIROBI | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 13.3 | 43.3 | 16.7 | 3.3 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 3.3 | 18 | 46.7 | 22 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 13.3 | 63.3 | 10.0 | 0.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 18 | 63.3 | 13 | 30 | |
| | HEATHROW | KENYA AIRWAYS | S | A | 30 | 0 | 0 | 3.3 | 46.7 | 6.7 | 16.7 | 10.0 | 3.3 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 46 | 74.4 | 10 | 43 | |
| | HEATHROW | KENYA AIRWAYS | S | D | 31 | 0 | 0 | 0.0 | 22.6 | 32.3 | 12.9 | 12.9 | 6.5 | 3.2 | 6.5 | 3.2 | 0.0 | 0.0 | 65 | 83.7 | 7 | 43 | |
| TOTAL NAIROBI | | | | | | 119 | 0 | 2 | 4.1 | 31.4 | 29.8 | 10.7 | 9.1 | 5.0 | 2.5 | 5.0 | 0.8 | 0.0 | 37 | 69.2 | 12 | 146 | |
| NANTES | | BOURNEMOUTH | RYANAIR | S | A | 8 | 0 | 0 | 100.0 | 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 | 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 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 0.0 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 44.4 | 29 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | D | 9 | 0 | 0 | 22.2 | 44.4 | 0.0 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 33.3 | 31 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 75.0 | 14 | 4 | |
| | EDINBURGH | RYANAIR | 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 | 0.0 | 11 | 0.0 | 28 | 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 | 75.0 | 6 | 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 | |
| | EXETER | 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 | 83 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | A | 42 | 0 | 1 | 0.0 | 14.0 | 25.6 | 9.3 | 20.9 | 20.9 | 7.0 | 0.0 | 0.0 | 0.0 | 2.3 | 43 | 44.7 | 30 | 46 | |
| | GATWICK | EASYJET UK LTD | S | D | 42 | 0 | 1 | 0.0 | 9.3 | 30.2 | 16.3 | 27.9 | 11.6 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 | 33 | 48.9 | 25 | 46 | |
| | STANSTED | RYANAIR | S | A | 44 | 0 | 1 | 0.0 | 35.6 | 20.0 | 11.1 | 17.8 | 8.9 | 2.2 | 0.0 | 2.2 | 0.0 | 2.2 | 32 | 64.7 | 14 | 34 | |
| | STANSTED | RYANAIR | S | D | 45 | 0 | 0 | 0.0 | 15.6 | 40.0 | 15.6 | 20.0 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.9 | 16 | 34 | |
| | 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 | 7 | 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 | 10 | 5 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 14 | 16 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.5 | 15 | 16 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 | |
| | MANCHESTER | 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 | 0.0 | 42 | 0.0 | 0 | 0 | |
| TOTAL NANTES | | | | | | 252 | 0 | 3 | 3.9 | 20.8 | 28.2 | 12.9 | 18.0 | 11.4 | 3.1 | 0.0 | 0.4 | 0.0 | 1.2 | 29 | 55.0 | 20 | 236 |
| NAPLES | | BELFAST INTERNATIONAL | AER LINGUS | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 6 | 1 | |
| | BIRMINGHAM | EASYJET EUROPE | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 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 | 0.0 | 0 | 88.9 | 10 | 9 | |
| | BIRMINGHAM | 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 | 8 | 66.7 | 34 | 9 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 2 | 9 | |

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0 | 11.1 | 0.0 | 11.1 | 11.1 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 65 | 22.2 | 39 | 9 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0 | 0.0 | 0.0 | 44.4 | 0.0 | 33.3 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 66.7 | 19 | 9 | | |
| BRISTOL | EASYJET UK LTD | S A | 17 | 0 | 0 | 0 | 0.0 | 11.8 | 35.3 | 29.4 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 42.9 | 26 | 14 | | |
| BRISTOL | EASYJET UK LTD | S D | 17 | 0 | 0 | 0 | 0.0 | 17.6 | 52.9 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 69.2 | 18 | 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 | 0.0 | 0 | 88.9 | 5 | 9 | | |
| BRISTOL | TUI AIRWAYS LTD | C D | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 88.9 | 9 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 4 | 0 | 0 | 0 | 75.0 | 0.0 | 25.0 | 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 | 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 | 4 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0 | 11.1 | 55.6 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 6 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C 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 | 2 | 88.9 | 34 | 9 | | |
| EDINBURGH | EASYJET UK LTD | S A | 13 | 0 | 0 | 0 | 0.0 | 7.7 | 53.8 | 15.4 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 25.0 | 31 | 12 | | |
| EDINBURGH | EASYJET UK LTD | S D | 13 | 0 | 0 | 0 | 0.0 | 23.1 | 46.2 | 7.7 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 41.7 | 27 | 12 | | |
| EDINBURGH | JET2.COM LTD | S A | 8 | 0 | 0 | 0 | 25.0 | 12.5 | 12.5 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 60.0 | 82 | 5 | | |
| EDINBURGH | JET2.COM LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 60.0 | 11 | 5 | | |
| EDINBURGH | RYANAIR | S A | 4 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 11.1 | 53 | 8 | | |
| EDINBURGH | RYANAIR | S D | 4 | 0 | 0 | 0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 25.0 | 46 | 8 | | |
| EDINBURGH | RYANAIR UK LTD | S A | 5 | 0 | 0 | 0 | 0.0 | 0.0 | 60.0 | 0.0 | 20.0 | 0.0 | 20.0 | 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 | 40.0 | 40.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| GLASGOW | JET2.COM LTD | S A | 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 | 4 | 40.0 | 33 | 5 | | |
| GLASGOW | JET2.COM LTD | 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 | 2 | 60.0 | 28 | 5 | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 4 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 | | |
| GLASGOW | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 9 | 0 | 0 | 0 | 11.1 | 22.2 | 0.0 | 22.2 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 100.0 | 2 | 8 | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 9 | 0 | 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 | 87.5 | 3 | 8 | | |
| 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET EUROPE | S D | 0 | 0 | 2 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S A | 101 | 0 | 1 | 5.9 | 18.6 | 25.5 | 18.6 | 16.7 | 9.8 | 2.0 | 1.0 | 1.0 | 0.0 | 1.0 | 32 | 40.0 | 46 | 65 | | | |
| GATWICK | EASYJET UK LTD | S D | 101 | 0 | 1 | 0.0 | 17.6 | 27.5 | 24.5 | 18.6 | 8.8 | 2.0 | 0.0 | 0.0 | 0.0 | 1.0 | 25 | 50.8 | 33 | 65 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 66 | 11.1 | 88 | 9 | | |
| GATWICK | TUI AIRWAYS LTD | C D | 9 | 0 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 33.3 | 45 | 9 | | |
| GATWICK | WIZZ AIR MALTA | S A | 30 | 0 | 3 | 6.1 | 18.2 | 27.3 | 12.1 | 15.2 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 21 | 52.9 | 26 | 17 | | | |
| GATWICK | WIZZ AIR MALTA | S D | 30 | 0 | 3 | 0.0 | 9.1 | 21.2 | 18.2 | 18.2 | 21.2 | 3.0 | 0.0 | 0.0 | 0.0 | 9.1 | 37 | 47.1 | 35 | 17 | | | |
| HEATHROW | AMERICAN AIRLINES | S A | 1 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 0.0 | 0 | 0 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 84 | 0 | 6 | 0.0 | 7.8 | 23.3 | 25.6 | 20.0 | 12.2 | 3.3 | 1.1 | 0.0 | 0.0 | 6.7 | 35 | 28.8 | 37 | 78 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 5 | 0.0 | 11.1 | 38.9 | 21.1 | 7.8 | 14.4 | 1.1 | 0.0 | 0.0 | 0.0 | 5.6 | 26 | 40.0 | 24 | 79 | | | | | |
| | | LUTON | EASYJET UK LTD | S | A | 26 | 0 | 0 | 0.0 | 11.5 | 42.3 | 23.1 | 11.5 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 62.5 | 15 | 24 | | | | | |
| | | LUTON | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 30.8 | 61.5 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 95.8 | 4 | 24 | | | | | |
| | | LUTON | RYANAIR | S | A | 16 | 0 | 0 | 0.0 | 31.3 | 43.8 | 6.3 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 22.2 | 40 | 18 | | | | | |
| | | LUTON | RYANAIR | S | D | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 6.3 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 55.6 | 23 | 18 | | | | | |
| | | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 55.6 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 66.7 | 11 | 9 | | | | | |
| | | STANSTED | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 5 | 9 | | | | | |
| | | STANSTED | RYANAIR | S | A | 43 | 0 | 0 | 7.0 | 14.0 | 9.3 | 18.6 | 37.2 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 59.1 | 21 | 44 | | | | | |
| | | STANSTED | RYANAIR | S | D | 43 | 0 | 0 | 0.0 | 14.0 | 46.5 | 7.0 | 16.3 | 11.6 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 29 | 65.9 | 17 | 44 | | | | | |
| | | MANCHESTER | EASYJET EUROPE | S | A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | | | |
| | | MANCHESTER | EASYJET EUROPE | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | | | | |
| | | MANCHESTER | EASYJET UK LTD | S | A | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 8.3 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 53.8 | 27 | 13 | | | | | |
| | | MANCHESTER | EASYJET UK LTD | S | 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 | 16 | 69.2 | 10 | 13 | | | | | |
| | | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 15.4 | 23.1 | 38.5 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 37 | 50.0 | 22 | 13 | | | | | |
| | | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 46.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 42.9 | 19 | 13 | | | | | |
| | | MANCHESTER | RYANAIR | S | A | 18 | 0 | 0 | 5.6 | 16.7 | 0.0 | 16.7 | 50.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 77.8 | 8 | 9 | | | | | |
| | | MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 61.1 | 16.7 | 11.1 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 27 | 22.2 | 30 | 9 | | | | | |
| | | MANCHESTER | RYANAIR UK LTD | 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 | 35 | 25.0 | 79 | 4 | | | | | |
| | | MANCHESTER | RYANAIR 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 | 18 | 50.0 | 55 | 4 | | | | | |
| | | MANCHESTER | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 38.5 | 15.4 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 142 | 0.0 | 79 | 9 | | | | | |
| | | MANCHESTER | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 38.5 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 33.3 | 55 | 9 | | | | | |
| | | NEWCASTLE | TUI AIRWAYS LTD | S | A | 9 | 0 | 0 | 0.0 | 55.6 | 0.0 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 33.3 | 36 | 9 | | | | | |
| | | NEWCASTLE | TUI AIRWAYS 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 | 0.0 | 13 | 44.4 | 35 | 9 | | | | | |
| TOTAL NAPLES | | | | | | 966 | 0 | 23 | 2.0 | 15.3 | 32.7 | 18.3 | 17.4 | 9.4 | 1.9 | 0.5 | 0.2 | 0.0 | 2.3 | 28 | 51.2 | 28 | 837 | | | | | |
| NASHVILLE METROPOLITAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0.0 | 16.7 | 23.3 | 26.7 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.0 | 40 | 27 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 36.7 | 20.0 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 26.7 | 59 | 27 | | | | | |
| TOTAL NASHVILLE METROPOLITAN | | | | | | 60 | 0 | 0 | 0.0 | 13.3 | 30.0 | 23.3 | 21.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 38.3 | 50 | 54 | | | | | |
| NASSAU | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 9 | 0.0 | 0 | 0 | | | | | |
| TOTAL NASSAU | | | | | | 1 | 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 | | | | | |
| NEA ANCHIALOS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 20.0 | 58 | 9 | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: N | | | | | | | | | | SEP 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 NEA ANCHIALOS | | 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 | 33.3 | 45 | 9 | | | | | |
| TOTAL NEA ANCHIALOS | | | | | | | | 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 | 18 | | | | | |
| TOTAL NEOM BAY | | NEOM BAY | | | | | | 9 | 0 | 0 | 22.2 | 22.2 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 67 | 8 | | | | | |
| TOTAL NEW ORLEANS | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 17 | 0 | 1 | 0.0 | 11.1 | 5.6 | 16.7 | 27.8 | 22.2 | 11.1 | 0.0 | 0.0 | 5.6 | 50 | 86.7 | 6 | 15 | | | | |
| TOTAL NEW ORLEANS | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 16 | 0 | 1 | 0.0 | 5.9 | 11.8 | 17.6 | 23.5 | 23.5 | 11.8 | 0.0 | 0.0 | 5.9 | 54 | 53.3 | 17 | 15 | | | | |
| TOTAL NEW ORLEANS | | | | | | | | 33 | 0 | 2 | 0.0 | 8.6 | 8.6 | 17.1 | 25.7 | 22.9 | 11.4 | 0.0 | 0.0 | 5.7 | 52 | 70.0 | 12 | 30 | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | EDINBURGH | | DELTA AIRLINES | | S | A | 30 | 0 | 0 | 33.3 | 26.7 | 26.7 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 33 | 30 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | EDINBURGH | | DELTA AIRLINES | | S | D | 30 | 0 | 0 | 6.7 | 63.3 | 16.7 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 64.5 | 35 | 30 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | EDINBURGH | | JETBLUE AIRWAYS CORPORATION | | S | A | 30 | 0 | 0 | 43.3 | 30.0 | 3.3 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | EDINBURGH | | JETBLUE AIRWAYS CORPORATION | | S | D | 31 | 0 | 0 | 6.5 | 58.1 | 22.6 | 6.5 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | BRITISH AIRWAYS PLC | | S | A | 28 | 0 | 2 | 3.3 | 16.7 | 26.7 | 13.3 | 10.0 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 6.7 | 39 | 23.3 | 56 | 25 | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | BRITISH AIRWAYS PLC | | S | D | 27 | 0 | 3 | 0.0 | 6.7 | 33.3 | 13.3 | 10.0 | 20.0 | 0.0 | 6.7 | 0.0 | 10.0 | 46 | 43.3 | 49 | 26 | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | DELTA AIRLINES | | S | A | 30 | 0 | 0 | 20.0 | 36.7 | 33.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 63.3 | 20 | 28 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | DELTA AIRLINES | | S | D | 30 | 0 | 0 | 3.3 | 36.7 | 40.0 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 9 | 60.0 | 23 | 28 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | JETBLUE AIRWAYS CORPORATION | | S | A | 30 | 0 | 0 | 10.0 | 43.3 | 36.7 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 70.0 | 11 | 30 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | JETBLUE AIRWAYS CORPORATION | | S | D | 30 | 0 | 0 | 0.0 | 33.3 | 46.7 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 9 | 90.0 | 12 | 30 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | NORSE ATLANTIC UK LTD | | S | A | 46 | 0 | 0 | 15.2 | 47.8 | 17.4 | 13.0 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 16 | 30 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | GATWICK | | NORSE ATLANTIC UK LTD | | S | D | 45 | 0 | 0 | 0.0 | 17.8 | 40.0 | 20.0 | 17.8 | 2.2 | 2.2 | 0.0 | 0.0 | 20 | 66.7 | 20 | 30 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | HEATHROW | | AMERICAN AIRLINES | | S | A | 120 | 0 | 2 | 26.2 | 40.2 | 16.4 | 7.4 | 4.9 | 1.6 | 0.0 | 0.0 | 1.6 | 15 | 78.3 | 18 | 120 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | HEATHROW | | AMERICAN AIRLINES | | S | D | 120 | 0 | 2 | 0.0 | 32.8 | 33.6 | 9.8 | 9.8 | 4.9 | 4.9 | 0.8 | 1.6 | 41 | 83.5 | 18 | 118 | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 233 | 0 | 4 | 21.5 | 26.2 | 26.2 | 15.2 | 6.3 | 3.0 | 0.0 | 0.0 | 0.0 | 1.7 | 10 | 70.7 | 11 | 234 | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 234 | 0 | 4 | 0.0 | 19.7 | 48.3 | 14.7 | 9.2 | 5.0 | 1.3 | 0.0 | 0.0 | 1.7 | 16 | 74.2 | 11 | 234 | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| HEATHROW | | DELTA AIRLINES | | S | A | 60 | 0 | 0 | 16.7 | 20.0 | 15.0 | 18.3 | 15.0 | 10.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 33 | 58.3 | 52 | 59 | | | | | |
| HEATHROW | | DELTA AIRLINES | | S | D | 60 | 0 | 1 | 0.0 | 34.4 | 41.0 | 9.8 | 6.6 | 4.9 | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 | 14 | 80.0 | 13 | 58 | | | | | |
| HEATHROW | | JETBLUE AIRWAYS CORPORATION | | S | A | 60 | 0 | 0 | 25.0 | 36.7 | 26.7 | 8.3 | 1.7 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 7 | 76.7 | 14 | 60 | | | | | | |
| HEATHROW | | JETBLUE AIRWAYS CORPORATION | | S | D | 60 | 0 | 0 | 0.0 | 45.0 | 41.7 | 6.7 | 3.3 | 1.7 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 13 | 80.0 | 10 | 60 | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 180 | 0 | 5 | 18.4 | 35.1 | 24.9 | 9.2 | 7.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 9 | 84.7 | 7 | 181 | | | | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 179 | 0 | 5 | 0.0 | 19.6 | 47.8 | 12.5 | 11.4 | 4.9 | 1.1 | 0.0 | 0.0 | 0.0 | 2.7 | 17 | 82.6 | 11 | 183 | | | | | |
| HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 5 | | | | | | |
| HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 5 | | | | | | |
| MANCHESTER | | AER LINGUS (UK) LTD | | S | A | 27 | 0 | 3 | 23.3 | 33.3 | 20.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 5 | 63.3 | 20 | 30 | | | | | | |
| MANCHESTER | | AER LINGUS (UK) LTD | | S | D | 27 | 0 | 3 | 0.0 | 20.0 | 46.7 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 10.0 | 12 | 76.7 | 11 | 30 | | | | | | |
| MANCHESTER | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 30 | 0 | 0 | 46.7 | 13.3 | 20.0 | 6.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 12 | 71.9 | 8 | 30 | | | | | | |
| MANCHESTER | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 46.7 | 10.0 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 15 | 86.7 | 5 | 30 | | | | | | |
| TOTAL NEW YORK (JF KENNEDY) | | | | | | 1807 | 0 | 34 | 11.3 | 29.8 | 32.5 | 11.5 | 7.6 | 3.8 | 0.9 | 0.4 | 0.3 | 0.0 | 1.8 | 16 | 74.5 | 15 | 1724 | | | | | |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | UNITED AIRLINES | | S | A | 55 | 0 | 0 | 9.1 | 29.1 | 29.1 | 7.3 | 9.1 | 12.7 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.7 | 27 | 59 | | | | | |
| EDINBURGH | | UNITED AIRLINES | | S | D | 55 | 0 | 0 | 0.0 | 38.2 | 38.2 | 10.9 | 7.3 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 67.2 | 19 | 59 | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 55 | 0 | 2 | 31.6 | 21.1 | 12.3 | 8.8 | 10.5 | 12.3 | 0.0 | 0.0 | 0.0 | 3.5 | 19 | 81.1 | 6 | 85 | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 55 | 0 | 2 | 0.0 | 12.3 | 45.6 | 10.5 | 15.8 | 12.3 | 0.0 | 0.0 | 0.0 | 3.5 | 24 | 57.8 | 17 | 85 | | | | | | |
| HEATHROW | | UNITED AIRLINES | | S | A | 180 | 0 | 1 | 11.6 | 27.1 | 27.1 | 15.5 | 8.3 | 6.1 | 1.1 | 2.2 | 0.6 | 0.0 | 0.6 | 25 | 68.1 | 23 | 178 | | | | | |
| HEATHROW | | UNITED AIRLINES | | S | D | 180 | 0 | 0 | 0.6 | 41.1 | 36.1 | 12.8 | 5.6 | 2.2 | 0.6 | 1.1 | 0.0 | 0.0 | 0.0 | 13 | 79.1 | 15 | 179 | | | | | |
| TOTAL NEW YORK (NEWARK) | | | | | | 580 | 0 | 5 | 7.7 | 30.6 | 31.5 | 12.3 | 8.4 | 6.7 | 0.9 | 1.0 | 0.2 | 0.0 | 0.9 | 19 | 70.4 | 18 | 645 | | | | | |
| NEWCASTLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 73.7 | 14 | 19 | | | | | | |
| 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 | 40.9 | 47 | 22 | | | | | | |
| 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 | 50.0 | 0 | 1 | | | | | | |
| 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 | 50.0 | 0 | 1 | | | | | | |
| BELFAST CITY (GEORGE BEST) | | EMERALD AIRLINES UK LTD | | S | A | 26 | 0 | 0 | 38.5 | 38.5 | 11.5 | 3.8 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 7 | 89.3 | 4 | 28 | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | 0.0 | 61.5 | 23.1 | 3.8 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 26 | 0 | 0 | 0.0 | 61.5 | 23.1 | 3.8 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 82.1 | 7 | 28 | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 81 | 0 | 0 | 7.4 | 40.7 | 27.2 | 7.4 | 12.3 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.5 | 28 | 63 | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 81 | 0 | 0 | 0.0 | 50.6 | 24.7 | 8.6 | 9.9 | 4.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.3 | 23 | 63 | | | | | | | | | | | | |
| BRISTOL | EASYJET UK LTD | S | A | 48 | 0 | 0 | 4.2 | 20.8 | 10.4 | 18.8 | 22.9 | 16.7 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 51.0 | 26 | 49 | | | | | | | | | | | | |
| BRISTOL | EASYJET UK LTD | S | D | 48 | 0 | 0 | 2.1 | 20.8 | 14.6 | 10.4 | 27.1 | 18.8 | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 58.0 | 24 | 48 | | | | | | | | | | | | |
| BRISTOL | LOGANAIR LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | | | | | | | | | | |
| CARDIFF WALES | EASTERN AIRWAYS | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | | | | | | | | |
| 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 | 100.0 | 0 | 1 | | | | | | | | | | | | |
| EXETER | 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 | 0 | 0 | | | | | | | | | | | | |
| EXETER | LOGANAIR LTD | S | A | 23 | 0 | 0 | 13.0 | 47.8 | 39.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 22 | 17 | | | | | | | | | | | | |
| EXETER | LOGANAIR LTD | S | D | 22 | 0 | 0 | 4.5 | 50.0 | 45.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 47.1 | 25 | 16 | | | | | | | | | | | | |
| JERSEY | JET2.COM LTD | S | A | 3 | 0 | 0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 50.0 | 21 | 4 | | | | | | | | | | | | |
| JERSEY | JET2.COM LTD | S | D | 3 | 0 | 0 | 0.0 | 33.3 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 62 | 4 | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 129 | 0 | 8 | 0.7 | 20.4 | 29.2 | 13.9 | 21.2 | 6.6 | 2.2 | 0.0 | 0.0 | 0.0 | 5.8 | 25 | 64.5 | 20 | 120 | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 128 | 0 | 8 | 0.0 | 16.9 | 27.2 | 22.1 | 17.6 | 8.8 | 1.5 | 0.0 | 0.0 | 0.0 | 5.9 | 25 | 43.0 | 28 | 120 | | | | | | | | | | | | | |
| MANCHESTER | TUI AIRWAYS LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 0 | 0 | | | | | | | | | | | | |
| SOUTHAMPTON | BLUE ISLANDS LIMITED | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | | | | | | | | | |
| 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 | 0.0 | 33 | 1 | | | | | | | | | | | | | |
| SOUTHAMPTON | LOGANAIR LTD | S | A | 56 | 0 | 1 | 7.0 | 66.7 | 12.3 | 0.0 | 3.5 | 7.0 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 | 12 | 58.2 | 24 | 65 | | | | | | | | | | | | | |
| SOUTHAMPTON | LOGANAIR LTD | S | D | 56 | 0 | 1 | 1.8 | 33.3 | 40.4 | 8.8 | 7.0 | 5.3 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 | 15 | 59.0 | 27 | 59 | | | | | | | | | | | | | |
| TOTAL NEWCASTLE | | | | 733 | 0 | 18 | 4.0 | 33.7 | 25.3 | 11.3 | 14.1 | 7.1 | 1.7 | 0.4 | 0.0 | 0.0 | 2.4 | 20 | 58.8 | 24 | 731 | | | | | | | | | | | | | |
| NEWQUAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 22 | 4 | | | | | | | | | | | | | |
| 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 | 50.0 | 21 | 4 | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | A | 17 | 0 | 1 | 5.6 | 27.8 | 22.2 | 16.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 17 | 52.9 | 18 | 16 | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR LTD | S | D | 18 | 0 | 0 | 0.0 | 50.0 | 38.9 | 0.0 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 88.9 | 5 | 9 | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | A | 7 | 0 | 0 | 0.0 | 42.9 | 42.9 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 90.0 | 7 | 20 | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S | D | 7 | 0 | 0 | 0.0 | 85.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 90.0 | 6 | 20 | | | | | | | | | | | | | |
| 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 | 40.0 | 49 | 5 | | | | | | | | | | | | | |
| 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 | 20.0 | 51 | 5 | | | | | | | | | | | | | |

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | LOGANAIR LTD | S | A | 14 | 0 | 0 | 14.3 | 42.9 | 14.3 | 14.3 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.2 | 19 | 13 | |
| | EDINBURGH | LOGANAIR LTD | S | D | 14 | 0 | 0 | 0.0 | 28.6 | 42.9 | 14.3 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 69.2 | 16 | 13 | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 37.5 | 54 | 8 | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 37.5 | 51 | 8 | |
| | GLASGOW | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | GLASGOW | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | GATWICK | EASTERN AIRWAYS | S | A | 72 | 0 | 5 | 0.0 | 13.0 | 36.4 | 11.7 | 19.5 | 6.5 | 5.2 | 1.3 | 0.0 | 0.0 | 6.5 | 30 | 45.7 | 29 | 78 | |
| | GATWICK | EASTERN AIRWAYS | S | D | 73 | 0 | 4 | 0.0 | 13.0 | 36.4 | 15.6 | 13.0 | 9.1 | 3.9 | 2.6 | 1.3 | 0.0 | 5.2 | 39 | 54.3 | 24 | 78 | |
| | STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 7.7 | 38.5 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 25 | 12 | |
| | STANSTED | RYANAIR 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 | 3 | 83.3 | 8 | 12 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 22.2 | 22.2 | 11.1 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 76.2 | 9 | 20 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 55.6 | 0.0 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 57.1 | 12 | 20 | |
| | MANCHESTER | LOGANAIR LTD | S | A | 30 | 0 | 0 | 10.0 | 30.0 | 30.0 | 10.0 | 13.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 83.9 | 12 | 30 | |
| | MANCHESTER | LOGANAIR LTD | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 60.0 | 10.0 | 3.3 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 21 | 75.0 | 14 | 31 | |
| | NEWCASTLE | LOGANAIR LTD | S | 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 | 31 | 33.3 | 26 | 9 | |
| | NEWCASTLE | LOGANAIR LTD | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 33.3 | 40 | 9 | |
| | 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 | 0.0 | 32 | 1 | |
| TOTAL NEWQUAY | | | | | 358 | 0 | 10 | 3.0 | 26.1 | 34.2 | 10.1 | 11.4 | 8.2 | 3.0 | 1.1 | 0.3 | 0.0 | 2.7 | 25 | 61.6 | 21 | 427 | |
| NICE | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 27 | 1 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 16 | 1 | |
| | BIRMINGHAM | AEROITALIA SRL | 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 | 72 | 1 | |
| | BIRMINGHAM | AEROITALIA SRL | 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 | 163 | 1 | |
| | BIRMINGHAM | AIR ONE | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 37 | 2 | |
| | BIRMINGHAM | JET2.COM LTD | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 33.3 | 30 | 9 | |
| | BIRMINGHAM | 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 | 66.7 | 20 | 9 | |
| | BRISTOL | EASYJET UK LTD | S | A | 38 | 0 | 0 | 0.0 | 13.2 | 18.4 | 23.7 | 28.9 | 10.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 51.3 | 36 | 39 | |
| | BRISTOL | EASYJET UK LTD | S | D | 38 | 0 | 0 | 0.0 | 15.8 | 36.8 | 21.1 | 13.2 | 7.9 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 61.5 | 22 | 39 | |
| | CARDIFF WALES | 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 | 6 | 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 | 100.0 | 14 | 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 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | EDINBURGH | EASTERN AIRWAYS | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 17 | 1 | |
| | EDINBURGH | EASYJET EUROPE | S | A | 2 | 0 | 0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 EUROPE | S D | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0.0 | 0 | 0 | | |
| EDINBURGH | EASYJET UK LTD | S A | 30 | 0 | 0 | 3.3 | 10.0 | 13.3 | 30.0 | 26.7 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 43.3 | 36 | 30 | | | |
| EDINBURGH | EASYJET UK LTD | S D | 30 | 0 | 0 | 0.0 | 10.0 | 36.7 | 16.7 | 20.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 66.7 | 28 | 30 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 22 | 9 | | | |
| LEEDS BRADFORD | 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 | 0.0 | 10 | 88.9 | 3 | 9 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 29 | 0 | 1 | 6.7 | 46.7 | 13.3 | 10.0 | 6.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 64.1 | 16 | 39 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 29 | 0 | 1 | 3.3 | 40.0 | 30.0 | 10.0 | 0.0 | 3.3 | 6.7 | 3.3 | 0.0 | 0.0 | 3.3 | 22 | 84.6 | 6 | 39 | | | |
| GATWICK | 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 | 0.0 | 156 | 1 | | | |
| GATWICK | 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 | 0.0 | 86 | 2 | | | |
| GATWICK | BA CITYFLYER LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 9 | 1 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 43 | 0 | 0 | 4.7 | 2.3 | 11.6 | 20.9 | 34.9 | 16.3 | 4.7 | 2.3 | 2.3 | 0.0 | 0.0 | 59 | 25.5 | 46 | 47 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 43 | 0 | 0 | 0.0 | 4.7 | 34.9 | 14.0 | 34.9 | 7.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 31.9 | 37 | 47 | | | |
| GATWICK | 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 | | | |
| GATWICK | 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 | | | |
| 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 | 0 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET EUROPE | S D | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET UK LTD | S A | 145 | 0 | 5 | 2.7 | 12.7 | 16.0 | 14.7 | 22.7 | 17.3 | 8.0 | 2.7 | 0.0 | 0.0 | 3.3 | 48 | 25.9 | 47 | 138 | | | |
| GATWICK | EASYJET UK LTD | S D | 145 | 0 | 4 | 0.0 | 10.7 | 27.5 | 20.1 | 19.5 | 12.8 | 6.7 | 0.0 | 0.0 | 0.0 | 2.7 | 37 | 40.1 | 33 | 138 | | | |
| 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 | 0.0 | 285 | 1 | | | |
| GATWICK | WEST ATLANTIC UK LTD | C A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 121 | 1 | | | |
| GATWICK | 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 | 30.0 | 72 | 29 | | | |
| GATWICK | 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 | 20.0 | 77 | 29 | | | |
| HEATHROW | AIR FRANCE | S A | 30 | 0 | 0 | 3.3 | 30.0 | 46.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.0 | 4 | 25 | | | |
| HEATHROW | AIR FRANCE | S D | 30 | 0 | 0 | 0.0 | 26.7 | 56.7 | 3.3 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.0 | 12 | 25 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | C A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 124 | 2 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | C D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 17 | 1 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 193 | 0 | 17 | 1.4 | 14.3 | 23.8 | 19.5 | 19.0 | 11.9 | 1.4 | 0.5 | 0.0 | 0.0 | 8.1 | 30 | 46.9 | 23 | 182 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 195 | 0 | 14 | 0.0 | 12.9 | 32.5 | 22.0 | 13.9 | 9.1 | 2.9 | 0.0 | 0.0 | 0.0 | 6.7 | 26 | 52.4 | 21 | 183 | | | |
| HEATHROW | TITAN 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 | 27 | 0.0 | 0 | 0 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| HEATHROW | | TITAN AIRWAYS LTD | | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | A | 47 | 0 | 3 | 0.0 | 12.0 | 28.0 | 20.0 | 24.0 | 8.0 | 0.0 | 2.0 | 0.0 | 0.0 | 6.0 | 29 | 49.1 | 29 | 50 | | | | | |
| LONDON CITY | | BA CITYFLYER LTD | | S | D | 46 | 0 | 3 | 0.0 | 4.1 | 51.0 | 20.4 | 12.2 | 4.1 | 0.0 | 2.0 | 0.0 | 0.0 | 6.1 | 22 | 50.0 | 28 | 51 | | | | | |
| LUTON | | EASYJET UK LTD | | S | A | 59 | 0 | 1 | 1.7 | 15.0 | 28.3 | 13.3 | 20.0 | 11.7 | 5.0 | 1.7 | 1.7 | 0.0 | 1.7 | 47 | 49.2 | 32 | 65 | | | | | |
| LUTON | | EASYJET UK LTD | | S | D | 59 | 0 | 1 | 0.0 | 26.7 | 43.3 | 8.3 | 11.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 18 | 60.0 | 20 | 64 | | | | | |
| STANSTED | | BRITISH AIRWAYS PLC | | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | | | | |
| STANSTED | | BRITISH AIRWAYS PLC | | 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 | 11 | 0.0 | 0 | 0 | | | | | |
| STANSTED | | 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 | 10 | 0.0 | 0 | 0 | | | | | |
| 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 | 0.0 | 0 | 0.0 | 19 | 1 | | | | | |
| STANSTED | | JET2.COM LTD | | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | |
| STANSTED | | JET2.COM LTD | | S | A | 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 | 12 | 0.0 | 0 | 0 | | | | | |
| STANSTED | | 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 | 7 | 0.0 | 0 | 0 | | | | | |
| STANSTED | | RYANAIR | | S | A | 25 | 0 | 0 | 0.0 | 12.0 | 32.0 | 16.0 | 32.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 39.1 | 29 | 23 | | | | | |
| STANSTED | | RYANAIR | | S | D | 25 | 0 | 0 | 0.0 | 24.0 | 52.0 | 16.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 60.9 | 20 | 23 | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 0.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 75.0 | 14 | 4 | | | | | |
| STANSTED | | RYANAIR UK 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 | 5 | 75.0 | 13 | 4 | | | | | |
| MANCHESTER | | EASYJET EUROPE | | S | A | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | | EASYJET EUROPE | | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 17.6 | 17.6 | 5.9 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 47.6 | 22 | 21 | | | | | |
| MANCHESTER | | EASYJET UK LTD | | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 11.8 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 52.4 | 23 | 21 | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 7.7 | 30.8 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 30.8 | 33 | 13 | | | | | |
| MANCHESTER | | JET2.COM LTD | | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 23.1 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 38.5 | 19 | 13 | | | | | |
| TOTAL NICE | | | | | | 1425 | 0 | 56 | 1.1 | 14.9 | 30.0 | 17.4 | 18.0 | 10.5 | 3.6 | 0.7 | 0.1 | 0.0 | 3.8 | 31 | 47.2 | 30 | 1469 | | | | | |
| NIEDERRHEIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | RYANAIR | | S | A | 25 | 0 | 0 | 4.0 | 52.0 | 24.0 | 4.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 81.8 | 6 | 22 | | | | | |
| EDINBURGH | | RYANAIR | | S | D | 25 | 0 | 0 | 0.0 | 28.0 | 36.0 | 20.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 72.7 | 14 | 22 | | | | | |
| TOTAL NIEDERRHEIN | | | | | | 50 | 0 | 0 | 2.0 | 40.0 | 30.0 | 12.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 77.3 | 10 | 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 | 55.6 | 16 | 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 | 100.0 | 3 | 9 | | | | | |
| STANSTED | | RYANAIR | | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 73 | 44.4 | 20 | 9 | | | | | |
| STANSTED | | RYANAIR | | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 11.1 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 63 | 88.9 | 7 | 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 | 17 | 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 | 16 | 4 | | | | | |
| TOTAL NIMES | | | | | | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 5.6 | 11.1 | 27.8 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 68 | 68.2 | 12 | 44 | | | | | |

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| NORWICH | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 46 | 0 | 1 | 29.8 | 42.6 | 17.0 | 4.3 | 2.1 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 5 | 69.6 | 19 | 46 | |
| | ABERDEEN | LOGANAIR LTD | S | D | 46 | 0 | 1 | 2.1 | 61.7 | 27.7 | 2.1 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 3 | 65.2 | 18 | 46 | |
| | EXETER | 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 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 6 | 0 | 0 | 0.0 | 33.3 | 50.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 71.4 | 12 | 7 | |
| | JERSEY | BLUE ISLANDS LIMITED | 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 | 0.0 | 15 | 57.1 | 13 | 7 | |
| TOTAL NORWICH | | | | | 104 | 0 | 2 | 14.2 | 50.9 | 23.6 | 3.8 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 5 | 67.3 | 18 | 107 | |
| NUREMBERG | | | | | | | | | | | | | | | | | | | | | | | |
| | JERSEY | BLUE ISLANDS LIMITED | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 201 | 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 | 23 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 12 | 23 | |
| | 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 | 82.6 | 9 | 23 | |
| | STANSTED | RYANAIR | S | A | 36 | 0 | 0 | 5.6 | 36.1 | 22.2 | 8.3 | 11.1 | 13.9 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 70.0 | 21 | 30 | |
| | STANSTED | RYANAIR | S | D | 36 | 0 | 0 | 0.0 | 22.2 | 33.3 | 16.7 | 16.7 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 80.0 | 15 | 30 | |
| TOTAL NUREMBERG | | | | | 74 | 0 | 0 | 2.7 | 28.4 | 27.0 | 13.5 | 13.5 | 10.8 | 2.7 | 1.4 | 0.0 | 0.0 | 0.0 | 26 | 74.8 | 14 | 106 | |

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| OHRID | 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 | 33.3 | 16 | 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 | 50.0 | 16 | 2 |
| | STANSTED | TUI AIRWAYS LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 16 | 1 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 52 | 66.7 | 15 | 3 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 100.0 | 12 | 2 |
| TOTAL OHRID | | | | | 10 | 0 | 0 | 0.0 | 10.0 | 40.0 | 30.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 38 | 54.5 | 15 | 10 |
| OLBIA | BIRMINGHAM | JET2.COM LTD | S | A | 5 | 0 | 0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 100.0 | 0 | 4 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 100.0 | 2 | 4 |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 44.4 | 22 | 9 |
| | BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 6 | 9 |
| | GATWICK | EASYJET UK LTD | S | A | 46 | 0 | 0 | 2.2 | 8.7 | 17.4 | 19.6 | 23.9 | 19.6 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 49 | 28.6 | 49 | 47 |
| | GATWICK | EASYJET UK LTD | S | D | 46 | 0 | 0 | 0.0 | 6.5 | 34.8 | 17.4 | 23.9 | 13.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 39.6 | 35 | 47 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 12.5 | 75.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 38 | 5 |
| | GATWICK | TUI AIRWAYS LTD | C | 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 | 19 | 60.0 | 16 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 4.0 | 36.0 | 20.0 | 16.0 | 12.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 73.9 | 9 | 23 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 0.0 | 28.0 | 28.0 | 8.0 | 28.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 69.6 | 13 | 23 |
| | LUTON | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 23.1 | 34 | 13 |
| | LUTON | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 38.5 | 29 | 13 |
| | STANSTED | JET2.COM 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 | 60.0 | 15 | 5 |
| | 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 | 3 | 80.0 | 8 | 5 |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 30.8 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| | STANSTED | 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 | 0.0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 53.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 16 | 7 |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 69.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 57.1 | 17 | 7 |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 52 | 20.0 | 29 | 5 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 40.0 | 15 | 5 |
| TOTAL OLBIA | | | | | 268 | 0 | 0 | 1.1 | 15.7 | 30.2 | 17.9 | 22.4 | 9.7 | 2.2 | 0.7 | 0.0 | 0.0 | 0.0 | 29 | 48.1 | 27 | 236 |
| OPORTO (PORTUGAL) | BELFAST INTERNATIONAL | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR | 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 | 57 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 5 | 0 | 0 | 0.0 | 40.0 | 40.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 30.8 | 23.1 | 30.8 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 66.7 | 12 | 9 |

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| BIRMINGHAM | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 23.1 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 18 | 9 | |
| BRISTOL | EASYJET EUROPE | S A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 100.0 | 0 | 4 | |
| BRISTOL | EASYJET EUROPE | S D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68 | 75.0 | 13 | 4 | |
| BRISTOL | EASYJET UK LTD | S A | 10 | 1 | 1 | 8.3 | 25.0 | 16.7 | 16.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 | 14 | 16.7 | 42 | 12 | |
| BRISTOL | EASYJET UK LTD | S D | 10 | 0 | 1 | 0.0 | 36.4 | 18.2 | 9.1 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 18 | 15.4 | 40 | 13 | |
| BRISTOL | RYANAIR | S A | 8 | 0 | 3 | 0.0 | 9.1 | 18.2 | 18.2 | 9.1 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 31 | 53.8 | 22 | 13 | |
| BRISTOL | RYANAIR | S D | 8 | 0 | 3 | 0.0 | 9.1 | 9.1 | 18.2 | 18.2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 43 | 46.2 | 30 | 13 | |
| EDINBURGH | RYANAIR | S A | 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 | 34 | 37.5 | 49 | 8 | |
| EDINBURGH | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 25.0 | 43 | 8 | |
| EDINBURGH | RYANAIR UK LTD | S A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 179 | 20.0 | 43 | 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 | 72 | 4 | |
| GLASGOW | EASYJET UK LTD | S A | 9 | 0 | 0 | 33.3 | 22.2 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 46 | 88.9 | 6 | 9 | |
| GLASGOW | EASYJET UK LTD | S D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 42 | 77.8 | 14 | 9 | |
| LEEDS BRADFORD | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 62.5 | 38 | 8 | |
| LEEDS BRADFORD | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 42 | 8 | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 9 | 8 | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 100.0 | 1 | 8 | |
| GATWICK | AIR PORTUGAL | S A | 57 | 0 | 1 | 0.0 | 8.6 | 36.2 | 19.0 | 22.4 | 8.6 | 3.4 | 0.0 | 0.0 | 0.0 | 1.7 | 29 | 55.0 | 26 | 60 | |
| GATWICK | AIR PORTUGAL | S D | 55 | 0 | 2 | 0.0 | 5.3 | 21.1 | 21.1 | 26.3 | 15.8 | 7.0 | 0.0 | 0.0 | 0.0 | 3.5 | 43 | 40.0 | 35 | 60 | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 27 | 0 | 0 | 0.0 | 3.7 | 14.8 | 18.5 | 18.5 | 22.2 | 14.8 | 3.7 | 3.7 | 0.0 | 0.0 | 78 | 0.0 | 0 | 0 | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 27 | 0 | 0 | 0.0 | 0.0 | 29.6 | 25.9 | 18.5 | 18.5 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 57 | 0.0 | 0 | 0 | |
| GATWICK | EASYJET EUROPE | 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 | |
| GATWICK | EASYJET EUROPE | S D | 0 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| GATWICK | EASYJET UK LTD | S A | 49 | 0 | 3 | 1.9 | 7.7 | 11.5 | 19.2 | 34.6 | 7.7 | 3.8 | 1.9 | 5.8 | 0.0 | 5.8 | 69 | 48.1 | 40 | 53 | |
| GATWICK | EASYJET UK LTD | S D | 51 | 0 | 0 | 0.0 | 5.9 | 25.5 | 23.5 | 21.6 | 21.6 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 36.5 | 33 | 52 | |
| GATWICK | NORWEGIAN AIR SWEDEN AB | S D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 552 | 0.0 | 0 | 0 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.8 | 17 | 41 | |
| 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 | 55.8 | 19 | 41 | |
| LUTON | EASYJET UK LTD | S A | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 7.7 | 15.4 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 69.2 | 14 | 26 | |
| LUTON | EASYJET UK LTD | S D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 15.4 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 76.9 | 10 | 26 | |
| STANSTED | RYANAIR | S A | 87 | 1 | 0 | 2.3 | 9.1 | 17.0 | 26.1 | 22.7 | 12.5 | 6.8 | 2.3 | 0.0 | 1.1 | 0.0 | 44 | 77.6 | 13 | 85 | |

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 87 | 0 | 0 | 0.0 | 16.1 | 25.3 | 14.9 | 18.4 | 20.7 | 2.3 | 2.3 | 0.0 | 0.0 | 0.0 | 38 | 74.1 | 14 | 85 |
| | MANCHESTER | EASYJET UK LTD | S | A | 18 | 0 | 0 | 5.6 | 11.1 | 33.3 | 0.0 | 27.8 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 82.4 | 8 | 17 |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 35.3 | 17.6 | 11.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 82.4 | 8 | 17 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 |
| | MANCHESTER | JET2.COM 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 | 22 | 0.0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 16 | 0 | 0 | 0.0 | 18.8 | 25.0 | 31.3 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 71.4 | 13 | 21 |
| | MANCHESTER | RYANAIR | S | D | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 18.8 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 52.4 | 22 | 21 |
| TOTAL OPORTO (PORTUGAL) | | | | | 721 | 2 | 20 | 1.1 | 9.8 | 25.8 | 19.0 | 20.9 | 14.3 | 4.3 | 1.1 | 0.8 | 0.3 | 2.7 | 41 | 59.2 | 23 | 756 |
| OREBRO | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | 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 | 0.0 | 4 | 100.0 | 5 | 9 |
| | STANSTED | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 77.8 | 9 | 9 |
| TOTAL OREBRO | | | | | 16 | 0 | 0 | 6.3 | 31.3 | 43.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 88.9 | 7 | 18 |
| ORLANDO | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 8 | 0 | 0 | 37.5 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 77.8 | 6 | 9 |
| | EDINBURGH | VIRGIN ATLANTIC 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 | 15 | 66.7 | 9 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 54 | 0 | 8 | 4.8 | 17.7 | 9.7 | 21.0 | 14.5 | 11.3 | 3.2 | 4.8 | 0.0 | 0.0 | 12.9 | 42 | 26.8 | 55 | 53 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 55 | 0 | 6 | 0.0 | 0.0 | 26.2 | 21.3 | 21.3 | 14.8 | 4.9 | 1.6 | 0.0 | 0.0 | 9.8 | 45 | 42.9 | 37 | 56 |
| | GATWICK | NORSE ATLANTIC UK LTD | S | A | 29 | 0 | 0 | 20.7 | 20.7 | 34.5 | 13.8 | 3.4 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 94.4 | 7 | 18 |
| | GATWICK | NORSE ATLANTIC UK LTD | S | D | 29 | 0 | 0 | 0.0 | 20.7 | 44.8 | 20.7 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 17 | 18 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 60 | 0 | 0 | 33.3 | 16.7 | 18.3 | 8.3 | 11.7 | 8.3 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 22 | 61.2 | 20 | 48 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 60 | 0 | 0 | 0.0 | 10.0 | 48.3 | 15.0 | 13.3 | 8.3 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 27 | 71.7 | 15 | 46 |
| | 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 | 50.0 | 48 | 2 |
| | HEATHROW | VIRGIN ATLANTIC INTERNATIONAL | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 80 | 3 |
| | MANCHESTER | AER LINGUS (UK) LTD | S | A | 28 | 0 | 0 | 46.4 | 35.7 | 10.7 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 85.2 | 13 | 26 |
| | MANCHESTER | AER LINGUS (UK) LTD | S | D | 28 | 0 | 0 | 0.0 | 25.0 | 57.1 | 14.3 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.2 | 9 | 26 |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 45 | 0 | 0 | 28.9 | 35.6 | 20.0 | 4.4 | 6.7 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.5 | 15 | 51 |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 45 | 0 | 0 | 0.0 | 37.8 | 44.4 | 4.4 | 8.9 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 74.5 | 23 | 51 |
| TOTAL ORLANDO | | | | | 449 | 0 | 14 | 12.5 | 20.3 | 29.6 | 13.4 | 10.8 | 6.9 | 2.2 | 1.3 | 0.0 | 0.0 | 3.0 | 22 | 63.5 | 24 | 416 |
| OSIJEK | | | | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | ALBA STAR | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 1 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | |
|---------------------|--|--------------------------------|-----------------------------------|---------|---|-----------|----------|----------|------------|-------------|-------------|-------------|------------|------------|------------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-----------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | | | | | More than 15 m early | 15 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | GLASGOW | LOT-POLISH AIRLINES | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | | | | |
| | | STANSTED | RYANAIR | S | A | 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 | 21 | 66.7 | 22 | 9 | | | | | |
| | | STANSTED | 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 | 4 | 66.7 | 17 | 9 | | | | | |
| TOTAL OSIJEK | | | | | | 19 | 0 | 0 | 0.0 | 31.6 | 42.1 | 15.8 | 5.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.4 | 19 | 19 | | | | | |
| 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 | 45.8 | 24 | 23 | | | | | | |
| | | 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 | 78.3 | 14 | 23 | | | | | | |
| | | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | A | 39 | 0 | 0 | 0.0 | 41.0 | 28.2 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 79.5 | 8 | 39 | | | | | | |
| | | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | D | 39 | 0 | 0 | 0.0 | 25.6 | 41.0 | 23.1 | 7.7 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 66.7 | 13 | 39 | | | | | | |
| | | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 112 | 0 | 1 | 2.7 | 23.9 | 22.1 | 19.5 | 20.4 | 7.1 | 2.7 | 0.9 | 0.0 | 0.0 | 0.9 | 27 | 48.2 | 25 | 108 | | | | | |
| | | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 111 | 0 | 2 | 0.0 | 9.7 | 23.0 | 20.4 | 31.0 | 10.6 | 2.7 | 0.9 | 0.0 | 0.0 | 1.8 | 36 | 41.8 | 32 | 108 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 78 | 0 | 1 | 10.1 | 32.9 | 25.3 | 16.5 | 6.3 | 5.1 | 2.5 | 0.0 | 0.0 | 0.0 | 1.3 | 16 | 61.3 | 18 | 78 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 78 | 0 | 1 | 0.0 | 17.7 | 38.0 | 16.5 | 13.9 | 7.6 | 5.1 | 0.0 | 0.0 | 0.0 | 1.3 | 26 | 43.2 | 25 | 79 | | | | | |
| | | HEATHROW | SAS | S | A | 105 | 0 | 1 | 6.6 | 34.9 | 27.4 | 19.8 | 8.5 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 12 | 66.7 | 14 | 133 | | | | | |
| | | HEATHROW | SAS | S | D | 105 | 0 | 1 | 0.0 | 40.6 | 35.8 | 9.4 | 8.5 | 3.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 12 | 78.5 | 11 | 133 | | | | | |
| | | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | A | 32 | 0 | 0 | 15.6 | 34.4 | 34.4 | 3.1 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | | | | | |
| | | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | D | 31 | 0 | 0 | 0.0 | 51.6 | 25.8 | 6.5 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 0 | 1 | | | | | | |
| | | STANSTED | RYANAIR UK LTD | S | A | 43 | 1 | 0 | 2.3 | 34.1 | 25.0 | 18.2 | 6.8 | 9.1 | 0.0 | 0.0 | 2.3 | 2.3 | 0.0 | 28 | 65.1 | 32 | 43 | | | | | |
| | | STANSTED | RYANAIR UK LTD | S | D | 43 | 0 | 0 | 0.0 | 32.6 | 32.6 | 16.3 | 9.3 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 65.1 | 20 | 43 | | | | | | |
| | | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 14 | 0 | 0 | 7.1 | 42.9 | 42.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 70.6 | 20 | 17 | | | | | | |
| | | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | D | 14 | 0 | 0 | 0.0 | 57.1 | 35.7 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 52.9 | 21 | 17 | | | | | | |
| | | MANCHESTER | NORWEGIAN AIR SWEDEN AB | 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 | 0.0 | 0 | 0 | | | | | | |
| | | MANCHESTER | NORWEGIAN AIR SWEDEN AB | 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 | 1 | 0.0 | 0 | 0 | | | | | | |
| | | MANCHESTER | SAS | S | A | 42 | 0 | 0 | 4.8 | 42.9 | 42.9 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 75.6 | 11 | 41 | | | | | | |
| | | MANCHESTER | SAS | S | D | 42 | 0 | 0 | 0.0 | 31.0 | 42.9 | 21.4 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 63.4 | 15 | 41 | | | | | | |
| | | TEESSIDE INTERNATIONAL AIRPORT | ATLANTIC 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 | | | | | | |
| | | TEESSIDE INTERNATIONAL AIRPORT | ATLANTIC 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 | | | | | | |

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | SAS | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 1 | | | |
| | TEESSIDE INTERNATIONAL AIRPORT | SAS | 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 OSLO (GARDERMOEN) | | | | | 938 | 1 | 7 | 2.9 | 30.9 | 30.5 | 16.1 | 12.4 | 4.7 | 1.5 | 0.2 | 0.1 | 0.1 | 0.7 | 18 | 61.4 | 19 | 968 | | | |
| Ostrava | | | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 30.8 | 0.0 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 9 | 8 | | | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 46.2 | 7.7 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 100.0 | 2 | 8 | | | |
| TOTAL OSTRAVA | | | | | 26 | 0 | 0 | 0.0 | 26.9 | 38.5 | 3.8 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 6 | 16 | | | |
| OUARZAZATE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 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 | 18 | 66.7 | 25 | 9 | | | |
| | STANSTED | RYANAIR 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 | 4 | 88.9 | 19 | 9 | | | |
| TOTAL OUARZAZATE | | | | | 16 | 0 | 0 | 0.0 | 25.0 | 56.3 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.8 | 22 | 18 | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: P | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | | | | | | | |
|----------------------|--|----------------------------|--|---------------------|--|-----|--|------------|--|------------------------|--|----------------------------|----------------------|--|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|-------------|-----------|------------|
| | | | | | | | | | | NUMBER OF FLIGHTS | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | CAN | | | More than 15 m early | | 15 m to 1 m early | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 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 | | STANSTED | | RYANAIR | | S A | | 17 | | 0 | | 0 | | | 0.0 | | 11.8 | 35.3 | 5.9 | 29.4 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 53.8 | 15 | 12 |
| | | STANSTED | | RYANAIR | | S D | | 17 | | 0 | | 0 | | | 0.0 | | 29.4 | 29.4 | 0.0 | 29.4 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 66.7 | 12 | 12 |
| TOTAL PALANGA | | | | | | | | 34 | | 0 | | 0 | | | 0.0 | | 20.6 | 32.4 | 2.9 | 29.4 | 8.8 | 5.9 | 0.0 | 0.0 | 0.0 | 34 | 60.0 | 14 | 24 | |
| PALERMO | | EDINBURGH | | RYANAIR | | S 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 | 6 | 22.2 | 43 | 9 |
| | | EDINBURGH | | 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 | 2 | 66.7 | 26 | 9 |
| | | GATWICK | | EASYJET UK LTD | | S A | | 25 | | 0 | | 1 | | | 0.0 | | 7.7 | 19.2 | 23.1 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 33 | 30.8 | 46 | 26 |
| | | GATWICK | | EASYJET UK LTD | | S D | | 25 | | 0 | | 1 | | | 0.0 | | 38.5 | 26.9 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 14 | 69.2 | 21 | 26 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 22 | | 0 | | 0 | | | 4.5 | | 27.3 | 31.8 | 22.7 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 47.1 | 24 | 17 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 22 | | 0 | | 0 | | | 0.0 | | 40.9 | 50.0 | 4.5 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.6 | 22 | 17 |
| | | LUTON | | EASYJET UK LTD | | S A | | 12 | | 0 | | 0 | | | 0.0 | | 16.7 | 50.0 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 22 | 9 |
| | | LUTON | | EASYJET UK LTD | | S D | | 12 | | 0 | | 0 | | | 0.0 | | 25.0 | 41.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 88.9 | 6 | 9 |
| | | STANSTED | | RYANAIR | | S A | | 39 | | 0 | | 0 | | | 0.0 | | 7.7 | 20.5 | 7.7 | 30.8 | 28.2 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 51 | 36.7 | 31 | 30 |
| | | STANSTED | | RYANAIR | | S D | | 39 | | 0 | | 0 | | | 0.0 | | 15.4 | 25.6 | 20.5 | 23.1 | 10.3 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 32 | 60.0 | 20 | 30 |
| TOTAL PALERMO | | | | | | | | 212 | | 0 | | 2 | | | 0.5 | | 22.9 | 30.8 | 16.4 | 15.9 | 10.7 | 0.9 | 0.9 | 0.0 | 0.0 | 0.9 | 25 | 53.8 | 27 | 182 |
| PALMA DE MALLORCA | | ABERDEEN | | ALBA STAR | | C 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 | 15 | 0.0 | 0 | 0 |
| | | ABERDEEN | | ALBA STAR | | C D | | 8 | | 0 | | 0 | | | 0.0 | | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 0.0 | 0 | 0 |
| | | ABERDEEN | | TUI AIRWAYS LTD | | C A | | 4 | | 0 | | 0 | | | 0.0 | | 25.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 30.8 | 50 | 13 |
| | | ABERDEEN | | 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 | 23 | 84.6 | 15 | 13 |
| | | BELFAST CITY (GEORGE BEST) | | EASYJET EUROPE | | 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 | 0.0 | 0 | 0 |
| | | BELFAST CITY (GEORGE BEST) | | EASYJET EUROPE | | 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 | 0.0 | 18 | 0.0 | 0 | 0 |
| | | BELFAST INTERNATIONAL | | EASYJET EUROPE | | S A | | 30 | | 0 | | 0 | | | 3.3 | | 13.3 | 26.7 | 6.7 | 23.3 | 13.3 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 50 | 26.7 | 42 | 28 |
| | | BELFAST INTERNATIONAL | | EASYJET EUROPE | | S D | | 30 | | 0 | | 0 | | | 0.0 | | 3.3 | 26.7 | 16.7 | 26.7 | 10.0 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 58 | 13.3 | 62 | 28 |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | | S A | | 26 | | 0 | | 0 | | | 0.0 | | 11.5 | 23.1 | 15.4 | 38.5 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 40.7 | 53 | 27 |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | | S D | | 26 | | 0 | | 0 | | | 0.0 | | 15.4 | 57.7 | 7.7 | 15.4 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 44.4 | 46 | 27 |
| | | BELFAST INTERNATIONAL | | JET2.COM LTD | | S A | | 26 | | 0 | | 0 | | | 7.7 | | 23.1 | 30.8 | 19.2 | 7.7 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 28 | 81.0 | 14 | 21 |
| | | BELFAST INTERNATIONAL | | JET2.COM LTD | | S D | | 26 | | 0 | | 0 | | | 0.0 | | 26.9 | 50.0 | 3.8 | 11.5 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 24 | 76.2 | 18 | 21 |
| | | BELFAST INTERNATIONAL | | 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 | 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 | 8 | 0.0 | 0 | 0 |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 44.4 | 40 | 9 | |
| BELFAST INTERNATIONAL | RYANAIR UK LTD | S D | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 44.4 | 23 | 9 | |
| BELFAST INTERNATIONAL | 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 | 58.3 | 45 | 12 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | C D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 55.6 | 17 | 9 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S A | 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 | 0.0 | 21 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S 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 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | AIR ONE | C A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 12 | 4 | | |
| BIRMINGHAM | 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 | 0.0 | 0 | 0.0 | 41 | 3 | | |
| BIRMINGHAM | 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 | 0.0 | 30 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET EUROPE | S A | 22 | 0 | 0 | 31.8 | 36.4 | 22.7 | 4.5 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.7 | 6 | 21 | | |
| BIRMINGHAM | EASYJET EUROPE | S D | 22 | 0 | 0 | 0.0 | 0.0 | 45.5 | 36.4 | 9.1 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 23.8 | 32 | 21 | | |
| BIRMINGHAM | EASYJET 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 | 0.0 | 0.0 | 42 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S A | 68 | 0 | 0 | 0.0 | 16.2 | 39.7 | 19.1 | 13.2 | 10.3 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 70.8 | 20 | 65 | | |
| BIRMINGHAM | JET2.COM LTD | S D | 67 | 0 | 0 | 0.0 | 6.0 | 55.2 | 16.4 | 19.4 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 59.4 | 21 | 64 | | |
| BIRMINGHAM | RYANAIR | S A | 52 | 0 | 0 | 3.8 | 21.2 | 17.3 | 15.4 | 21.2 | 15.4 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 43.8 | 35 | 48 | | |
| BIRMINGHAM | RYANAIR | S D | 51 | 0 | 0 | 0.0 | 5.9 | 31.4 | 13.7 | 21.6 | 19.6 | 3.9 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 55 | 57.4 | 28 | 47 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 43 | 0 | 0 | 0.0 | 16.3 | 20.9 | 16.3 | 37.2 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 64.5 | 22 | 31 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 42 | 0 | 0 | 0.0 | 11.9 | 38.1 | 31.0 | 16.7 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 48.3 | 25 | 29 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | S A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | TUI 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 | 0.0 | 30 | 0.0 | 0 | 0 | | |
| BOURNEMOUTH | 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 | 0.0 | 0 | 75.0 | 5 | 4 | | |
| BOURNEMOUTH | 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 | 0.0 | 0 | 75.0 | 5 | 4 | | |
| BOURNEMOUTH | RYANAIR | S A | 39 | 0 | 0 | 0.0 | 10.3 | 30.8 | 10.3 | 30.8 | 15.4 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 53.8 | 62 | 39 | | |
| BOURNEMOUTH | RYANAIR | S D | 39 | 0 | 0 | 0.0 | 7.7 | 51.3 | 5.1 | 15.4 | 15.4 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 56.4 | 21 | 39 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C A | 21 | 0 | 0 | 0.0 | 4.8 | 33.3 | 23.8 | 23.8 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 61.5 | 17 | 13 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C D | 21 | 0 | 0 | 0.0 | 33.3 | 47.6 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.9 | 6 | 13 | | |
| BRISTOL | EASYJET EUROPE | S A | 34 | 0 | 0 | 2.9 | 5.9 | 32.4 | 29.4 | 5.9 | 14.7 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 73.3 | 13 | 30 | | |
| BRISTOL | EASYJET EUROPE | S D | 32 | 0 | 1 | 0.0 | 15.2 | 15.2 | 30.3 | 12.1 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 37 | 40.0 | 28 | 30 | | |
| BRISTOL | EASYJET UK LTD | S A | 52 | 0 | 0 | 0.0 | 11.5 | 30.8 | 25.0 | 19.2 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 53.2 | 30 | 47 | | |
| BRISTOL | EASYJET UK LTD | S D | 52 | 0 | 0 | 0.0 | 28.8 | 36.5 | 11.5 | 15.4 | 5.8 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 25 | 68.1 | 23 | 47 | | |
| BRISTOL | JET2.COM LTD | S A | 43 | 0 | 0 | 0.0 | 7.0 | 44.2 | 23.3 | 16.3 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 44.7 | 26 | 38 | | |
| BRISTOL | JET2.COM LTD | S D | 43 | 0 | 0 | 0.0 | 16.3 | 55.8 | 7.0 | 16.3 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 65.8 | 20 | 38 | | |
| BRISTOL | RYANAIR | S A | 43 | 0 | 0 | 0.0 | 18.6 | 30.2 | 11.6 | 25.6 | 7.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 25.6 | 59 | 43 | | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | RYANAIR | S | D | 43 | 0 | 0 | 2.3 | 23.3 | 46.5 | 11.6 | 7.0 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 48.8 | 35 | 43 | | |
| BRISTOL | TUI AIRWAYS LTD | C | A | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 19.2 | 38.5 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 37 | 77.8 | 11 | 18 | | |
| BRISTOL | TUI AIRWAYS LTD | C | D | 26 | 0 | 0 | 0.0 | 7.7 | 61.5 | 23.1 | 3.8 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 77.8 | 10 | 18 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | A | 22 | 0 | 0 | 0.0 | 22.7 | 31.8 | 22.7 | 13.6 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 69.6 | 26 | 23 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C | D | 19 | 0 | 0 | 0.0 | 36.8 | 47.4 | 5.3 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 78.9 | 17 | 19 | | |
| EAST MIDLANDS INTERNATIONAL | AIR ONE | 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 | 9 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | AIR ONE | C | D | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 51 | 0 | 1 | 3.8 | 25.0 | 34.6 | 15.4 | 11.5 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 1.9 | 19 | 79.1 | 8 | 43 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 50 | 0 | 0 | 0.0 | 46.0 | 34.0 | 10.0 | 6.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 81.4 | 10 | 43 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 55 | 1 | 0 | 0.0 | 16.1 | 32.1 | 16.1 | 8.9 | 14.3 | 5.4 | 5.4 | 0.0 | 1.8 | 0.0 | 40 | 50.9 | 28 | 55 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 55 | 0 | 0 | 0.0 | 30.9 | 23.6 | 14.5 | 16.4 | 10.9 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 65.5 | 15 | 55 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 31 | 0 | 0 | 3.2 | 19.4 | 41.9 | 9.7 | 12.9 | 9.7 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 25 | 75.8 | 17 | 33 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 29 | 0 | 0 | 0.0 | 34.5 | 51.7 | 6.9 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 83.3 | 15 | 30 | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 18 | 2 | | |
| EDINBURGH | AIR ONE | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 4 | | |
| EDINBURGH | AIR ONE | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 18 | 4 | | |
| EDINBURGH | BA CITYFLYER LTD | C | A | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 77.8 | 21 | 9 | | |
| EDINBURGH | BA CITYFLYER LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 33.3 | 30 | 9 | | |
| EDINBURGH | BA CITYFLYER 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 | 50.0 | 49 | 4 | | |
| EDINBURGH | BA CITYFLYER LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 23 | 4 | | |
| EDINBURGH | EASYJET EUROPE | S | A | 8 | 0 | 0 | 12.5 | 37.5 | 12.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.7 | 34 | 17 | | |
| EDINBURGH | EASYJET EUROPE | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 47.1 | 48 | 17 | | |
| EDINBURGH | JET2.COM LTD | S | A | 39 | 0 | 0 | 0.0 | 17.9 | 28.2 | 28.2 | 12.8 | 10.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.8 | 13 | 33 | | |
| EDINBURGH | JET2.COM LTD | S | D | 39 | 0 | 0 | 0.0 | 33.3 | 56.4 | 7.7 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.8 | 12 | 33 | | |
| EDINBURGH | RYANAIR | S | A | 25 | 0 | 0 | 0.0 | 4.0 | 20.0 | 20.0 | 28.0 | 20.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 52 | 28.0 | 32 | 25 | | |
| EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 11.5 | 30.8 | 23.1 | 15.4 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 61.5 | 24 | 26 | | |
| EDINBURGH | RYANAIR UK LTD | S | 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 | 35 | 0.0 | 87 | 9 | | |
| EDINBURGH | 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 | 20 | 22.2 | 82 | 9 | | |
| EDINBURGH | TUI AIRWAYS LTD | C | 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 | 52 | 0.0 | 0 | 0 | | |
| EDINBURGH | TUI AIRWAYS LTD | C | 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 | 27 | 0.0 | 0 | 0 | | |
| EXETER | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 22.2 | 44.4 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 58 | 0.0 | 0 | 0 | | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 22.2 | 33.3 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 62 | 0.0 | 0 | 0 | | |
| EXETER | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 7.7 | 38.5 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.5 | 9 | 16 | | | |
| EXETER | TUI AIRWAYS LTD | C | D | 14 | 0 | 0 | 0.0 | 78.6 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 85.7 | 10 | 14 | | | |
| GLASGOW | EASYJET EUROPE | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| 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 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GLASGOW | EASYJET UK LTD | S | A | 20 | 0 | 0 | 10.0 | 30.0 | 30.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 16 | 17 | | | |
| GLASGOW | EASYJET UK LTD | S | D | 20 | 0 | 0 | 0.0 | 10.0 | 20.0 | 40.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 29.4 | 48 | 17 | | | |
| GLASGOW | JET2.COM LTD | S | A | 51 | 0 | 0 | 2.0 | 19.6 | 47.1 | 11.8 | 13.7 | 3.9 | 2.0 | 0.0 | 0.0 | 0.0 | 19 | 88.1 | 10 | 42 | | | |
| GLASGOW | JET2.COM LTD | S | D | 51 | 0 | 0 | 0.0 | 21.6 | 45.1 | 23.5 | 3.9 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 18 | 73.8 | 15 | 42 | | | |
| GLASGOW | TUI AIRWAYS LTD | C | A | 21 | 0 | 0 | 0.0 | 4.8 | 28.6 | 33.3 | 19.0 | 4.8 | 4.8 | 0.0 | 4.8 | 0.0 | 83 | 38.5 | 24 | 13 | | | |
| GLASGOW | TUI AIRWAYS LTD | C | D | 21 | 0 | 0 | 0.0 | 14.3 | 42.9 | 19.0 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 25.0 | 46 | 12 | | | |
| ISLE OF MAN | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 20.0 | 30 | 5 | | | |
| ISLE OF MAN | BA CITYFLYER LTD | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 94 | 25.0 | 30 | 4 | | | |
| JERSEY | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 39 | 100.0 | 0 | 5 | | | |
| JERSEY | BA CITYFLYER LTD | C | D | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 45 | 50.0 | 23 | 4 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 82 | 0 | 1 | 1.2 | 18.1 | 25.3 | 24.1 | 16.9 | 10.8 | 0.0 | 2.4 | 0.0 | 0.0 | 1.2 | 29 | 75.6 | 16 | 77 | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 81 | 0 | 1 | 0.0 | 37.8 | 22.0 | 14.6 | 14.6 | 7.3 | 0.0 | 2.4 | 0.0 | 0.0 | 1.2 | 23 | 79.2 | 11 | 77 | | |
| LEEDS BRADFORD | RYANAIR | S | A | 47 | 0 | 0 | 12.8 | 23.4 | 31.9 | 8.5 | 6.4 | 14.9 | 2.1 | 0.0 | 0.0 | 0.0 | 22 | 52.1 | 32 | 48 | | | |
| LEEDS BRADFORD | RYANAIR | S | D | 47 | 0 | 0 | 0.0 | 8.5 | 29.8 | 23.4 | 12.8 | 25.5 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 68.8 | 22 | 48 | | | |
| LEEDS BRADFORD | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.8 | 14 | 13 | | | |
| LEEDS BRADFORD | TUI AIRWAYS LTD | C | D | 10 | 0 | 0 | 0.0 | 20.0 | 20.0 | 20.0 | 30.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 66.7 | 45 | 12 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET EUROPE | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET EUROPE | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 52 | 0 | 0 | 3.8 | 26.9 | 36.5 | 13.5 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 67.3 | 19 | 52 | | | |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 52 | 0 | 0 | 0.0 | 51.9 | 30.8 | 11.5 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 12 | 52 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 28 | 0 | 0 | 0.0 | 21.4 | 42.9 | 21.4 | 3.6 | 7.1 | 3.6 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | D | 28 | 0 | 0 | 0.0 | 50.0 | 42.9 | 3.6 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 25 | 0 | 0 | 4.0 | 36.0 | 28.0 | 24.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 20 | 42.9 | 32 | 21 | | | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 25 | 0 | 0 | 0.0 | 16.0 | 60.0 | 16.0 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 17 | 90.5 | 14 | 21 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 43 | 0 | 0 | 0.0 | 7.0 | 16.3 | 14.0 | 44.2 | 11.6 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 21.4 | 58 | 42 | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 43 | 0 | 0 | 0.0 | 7.0 | 25.6 | 32.6 | 23.3 | 4.7 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 26.2 | 43 | 42 | | |
| GATWICK | 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 | | |
| GATWICK | 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 | | |
| GATWICK | EASYJET EUROPE | S | A | 0 | 0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET EUROPE | S | D | 0 | 0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| GATWICK | EASYJET UK LTD | S | A | 186 | 1 | 1 | 0.5 | 7.4 | 11.7 | 19.7 | 28.7 | 20.7 | 5.3 | 4.3 | 0.5 | 0.5 | 0.5 | 58 | 41.0 | 38 | 172 | | |
| GATWICK | EASYJET UK LTD | S | D | 186 | 0 | 0 | 0.0 | 4.8 | 18.8 | 18.3 | 30.6 | 19.4 | 5.9 | 2.2 | 0.0 | 0.0 | 0.0 | 48 | 27.0 | 43 | 173 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 42 | 0 | 0 | 2.4 | 7.1 | 19.0 | 14.3 | 42.9 | 11.9 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 39 | 43.5 | 32 | 46 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 39 | 0 | 0 | 0.0 | 5.1 | 43.6 | 15.4 | 30.8 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 51.2 | 27 | 41 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 76 | 0 | 5 | 0.0 | 4.9 | 24.7 | 28.4 | 21.0 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 6.2 | 34 | 44.8 | 31 | 83 | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 77 | 0 | 4 | 0.0 | 7.4 | 48.1 | 23.5 | 7.4 | 7.4 | 0.0 | 1.2 | 0.0 | 0.0 | 4.9 | 21 | 50.6 | 20 | 83 | | |
| LONDON CITY | BA CITYFLYER LTD | S | A | 32 | 0 | 2 | 0.0 | 2.9 | 32.4 | 20.6 | 32.4 | 2.9 | 0.0 | 2.9 | 0.0 | 0.0 | 5.9 | 32 | 53.6 | 25 | 25 | | |
| LONDON CITY | BA CITYFLYER LTD | S | D | 30 | 0 | 2 | 0.0 | 0.0 | 46.9 | 21.9 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 23 | 44.8 | 28 | 26 | | |
| LUTON | EASYJET EUROPE | S | A | 27 | 0 | 3 | 0.0 | 23.3 | 20.0 | 13.3 | 20.0 | 3.3 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 35 | 73.3 | 25 | 30 | | |
| LUTON | EASYJET EUROPE | S | D | 27 | 0 | 4 | 0.0 | 6.5 | 25.8 | 16.1 | 25.8 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 12.9 | 36 | 53.3 | 35 | 30 | | |
| LUTON | EASYJET UK LTD | S | A | 74 | 0 | 0 | 1.4 | 18.9 | 21.6 | 20.3 | 16.2 | 16.2 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 62.5 | 24 | 72 | | |
| LUTON | EASYJET UK LTD | S | D | 74 | 0 | 0 | 0.0 | 27.0 | 33.8 | 20.3 | 9.5 | 6.8 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.2 | 20 | 71 | | |
| LUTON | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 7.7 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | | |
| LUTON | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 23.1 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| LUTON | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 0.0 | 0.0 | 25.0 | 33.3 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 61.5 | 14 | 13 | | |
| LUTON | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 0.0 | 58.3 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.9 | 11 | 13 | | |
| LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 26.7 | 33.3 | 16.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 48.1 | 34 | 27 | | |
| LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 36.7 | 36.7 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 59.3 | 39 | 27 | | |
| STANSTED | JET2.COM LTD | S | A | 70 | 0 | 0 | 5.7 | 30.0 | 24.3 | 17.1 | 12.9 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 72.8 | 17 | 80 | | |
| STANSTED | JET2.COM LTD | S | D | 69 | 0 | 0 | 0.0 | 17.4 | 60.9 | 11.6 | 5.8 | 2.9 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 16 | 75.9 | 16 | 79 | | |
| STANSTED | RYANAIR | S | A | 77 | 1 | 0 | 3.8 | 20.5 | 21.8 | 10.3 | 16.7 | 20.5 | 3.8 | 0.0 | 1.3 | 1.3 | 0.0 | 39 | 51.1 | 26 | 91 | | |
| STANSTED | RYANAIR | S | D | 77 | 0 | 0 | 0.0 | 6.5 | 41.6 | 22.1 | 14.3 | 13.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 60.4 | 20 | 91 | | |
| STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 23.1 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | |
| STANSTED | RYANAIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 38.5 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| STANSTED | TUI AIRWAYS LTD | C A | 17 | 0 | 0 | 0.0 | 17.6 | 29.4 | 29.4 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 70.6 | 100 | 17 |
| STANSTED | TUI AIRWAYS LTD | C D | 17 | 0 | 0 | 0.0 | 5.9 | 70.6 | 5.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 11 | 16 |
| MANCHESTER | EASYJET EUROPE | S A | 37 | 0 | 1 | 2.6 | 15.8 | 21.1 | 18.4 | 18.4 | 10.5 | 7.9 | 2.6 | 0.0 | 0.0 | 2.6 | 39 | 66.7 | 27 | 12 |
| MANCHESTER | EASYJET EUROPE | S D | 37 | 0 | 1 | 0.0 | 10.5 | 23.7 | 18.4 | 13.2 | 21.1 | 5.3 | 5.3 | 0.0 | 0.0 | 2.6 | 47 | 33.3 | 39 | 12 |
| MANCHESTER | EASYJET UK LTD | S A | 26 | 0 | 0 | 0.0 | 7.7 | 30.8 | 19.2 | 15.4 | 19.2 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 54 | 57.4 | 23 | 47 |
| MANCHESTER | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 23.1 | 42.3 | 15.4 | 11.5 | 0.0 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 38 | 58.3 | 21 | 48 |
| MANCHESTER | JET2.COM LTD | S A | 92 | 0 | 0 | 0.0 | 13.0 | 27.2 | 14.1 | 26.1 | 16.3 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 35 | 48.9 | 33 | 94 |
| MANCHESTER | JET2.COM LTD | S D | 91 | 0 | 0 | 0.0 | 2.2 | 37.4 | 25.3 | 18.7 | 14.3 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 32 | 34.0 | 32 | 94 |
| MANCHESTER | RYANAIR | S A | 77 | 1 | 0 | 3.8 | 10.3 | 24.4 | 17.9 | 15.4 | 20.5 | 6.4 | 0.0 | 0.0 | 1.3 | 0.0 | 39 | 45.9 | 38 | 61 |
| MANCHESTER | RYANAIR | S D | 77 | 0 | 0 | 0.0 | 22.1 | 15.6 | 23.4 | 19.5 | 18.2 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 55.7 | 28 | 61 |
| MANCHESTER | RYANAIR UK LTD | S A | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 41.2 | 43 | 17 |
| MANCHESTER | RYANAIR UK LTD | S D | 8 | 0 | 0 | 0.0 | 62.5 | 0.0 | 0.0 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 64.7 | 29 | 17 |
| MANCHESTER | TUI AIRWAYS LTD | C A | 53 | 0 | 0 | 1.9 | 9.4 | 17.0 | 15.1 | 28.3 | 17.0 | 9.4 | 1.9 | 0.0 | 0.0 | 0.0 | 50 | 51.1 | 79 | 47 |
| MANCHESTER | TUI AIRWAYS LTD | C D | 48 | 0 | 0 | 0.0 | 4.2 | 37.5 | 25.0 | 14.6 | 6.3 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 42 | 21.4 | 43 | 42 |
| NEWCASTLE | EASYJET UK LTD | S A | 16 | 0 | 0 | 12.5 | 31.3 | 31.3 | 6.3 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 94.4 | 7 | 18 |
| NEWCASTLE | EASYJET UK LTD | S D | 16 | 0 | 0 | 0.0 | 6.3 | 25.0 | 25.0 | 31.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 66.7 | 24 | 18 |
| NEWCASTLE | JET2.COM LTD | S A | 41 | 1 | 0 | 2.4 | 21.4 | 35.7 | 14.3 | 14.3 | 7.1 | 2.4 | 0.0 | 0.0 | 2.4 | 0.0 | 24 | 79.5 | 13 | 44 |
| NEWCASTLE | JET2.COM LTD | S D | 41 | 0 | 0 | 0.0 | 4.9 | 61.0 | 17.1 | 14.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 67.4 | 21 | 43 |
| NEWCASTLE | RYANAIR | C A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 17 | 1 |
| NEWCASTLE | RYANAIR | S A | 21 | 0 | 0 | 4.8 | 33.3 | 23.8 | 19.0 | 9.5 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 23 | 77.3 | 13 | 22 |
| NEWCASTLE | RYANAIR | S D | 21 | 0 | 0 | 0.0 | 0.0 | 38.1 | 23.8 | 14.3 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 37 | 54.5 | 26 | 22 |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 27 | 0 | 0 | 0.0 | 0.0 | 29.6 | 40.7 | 22.2 | 3.7 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 62 | 68.2 | 16 | 22 |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 26 | 0 | 0 | 0.0 | 7.7 | 65.4 | 19.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.0 | 18 | 20 |
| SOUTHAMPTON | BA CITYFLYER LTD | C A | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 60.0 | 31 | 5 |
| SOUTHAMPTON | BA CITYFLYER LTD | C D | 5 | 0 | 0 | 0.0 | 60.0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 41 | 5 |
| SOUTHAMPTON | BA CITYFLYER LTD | S A | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 61.5 | 17 | 13 |
| SOUTHAMPTON | BA CITYFLYER 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 | 15 | 53.8 | 14 | 13 |
| SOUTHAMPTON | EASYJET UK LTD | S A | 9 | 0 | 0 | 11.1 | 33.3 | 11.1 | 11.1 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 |
| SOUTHAMPTON | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 0.0 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 64 | 0.0 | 0 | 0 |
| SOUTHEND | EASYJET EUROPE | S A | 31 | 0 | 2 | 3.0 | 15.2 | 21.2 | 15.2 | 18.2 | 18.2 | 3.0 | 0.0 | 0.0 | 0.0 | 6.1 | 37 | 52.4 | 35 | 21 |
| SOUTHEND | EASYJET EUROPE | S D | 31 | 0 | 2 | 3.0 | 9.1 | 24.2 | 6.1 | 15.2 | 33.3 | 3.0 | 0.0 | 0.0 | 0.0 | 6.1 | 48 | 47.6 | 41 | 21 |
| TEESSIDE INTERNATIONAL AIRPORT | 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 | 0.0 | 31 | 77.8 | 10 | 8 |
| TEESSIDE INTERNATIONAL AIRPORT | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 40.0 | 28 | 9 |

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

| | | Origin/Destinations: P | | | | | | | | | | | | | | | | | SEP 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 | 37.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | TEESSIDE INTERNATIONAL AIRPORT | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 88.9 | 4 | 9 |
| | TEESSIDE INTERNATIONAL AIRPORT | TUI AIRWAYS LTD | C | D | 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 | 88.9 | 3 | 9 |
| TOTAL PALMA DE MALLORCA | | | | | 4710 | 5 | 49 | 1.3 | 15.9 | 31.9 | 18.0 | 17.3 | 10.6 | 2.7 | 1.1 | 0.2 | 0.1 | 1.0 | 30 | 56.4 | 28 | 4397 |
| PAPHOS | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 123 | 50.0 | 32 | 4 |
| | BELFAST INTERNATIONAL | 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 | 21 | 75.0 | 37 | 4 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 17 | 0 | 0 | 5.9 | 5.9 | 29.4 | 11.8 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 52.9 | 25 | 17 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 29.4 | 34 | 17 |
| | BIRMINGHAM | RYANAIR | 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 | RYANAIR | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 0.0 | 0 | 0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 21 | 0 | 0 | 9.5 | 14.3 | 47.6 | 14.3 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.5 | 91 | 17 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 21 | 0 | 0 | 0.0 | 0.0 | 33.3 | 28.6 | 19.0 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 41.2 | 30 | 17 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 12 | 100.0 | 0 | 3 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | 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 | 21 | 50.0 | 52 | 4 |
| | BRISTOL | EASYJET UK LTD | S | A | 13 | 0 | 0 | 7.7 | 15.4 | 7.7 | 38.5 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 41.7 | 28 | 12 |
| | BRISTOL | EASYJET UK LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 30.8 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 23.1 | 37 | 13 |
| | BRISTOL | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 23.1 | 7.7 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 75.0 | 18 | 8 |
| | BRISTOL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 7.7 | 23.1 | 30.8 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 50.0 | 24 | 8 |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 7.7 | 38.5 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 61.5 | 16 | 13 |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 69.2 | 20 | 13 |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 0.0 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 50.0 | 146 | 8 |
| | CARDIFF WALES | TUI 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 | 34 | 75.0 | 84 | 8 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 9 | 0 | 0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 77.8 | 8 | 9 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 87.5 | 16 | 8 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 17 | 1 | 0 | 5.6 | 33.3 | 27.8 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 14 | 93.8 | 3 | 16 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 17 | 0 | 0 | 0.0 | 5.9 | 52.9 | 29.4 | 0.0 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 70.6 | 11 | 17 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| | EDINBURGH | EASYJET UK LTD | S | 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 | 22 | 62.5 | 9 | 8 |
| | EDINBURGH | EASYJET UK LTD | 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 | 0.0 | 27 | 11.1 | 27 | 9 |
| | EDINBURGH | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 11.1 | 44.4 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.5 | 29 | 8 |
| | EDINBURGH | 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 | 0.0 | 22 | 25.0 | 26 | 8 |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | C A | 4 | 0 | 0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 5 | | | |
| EXETER | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 80.0 | 8 | 5 | | | |
| GLASGOW | JET2.COM LTD | S A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 62.5 | 13 | 8 | | | |
| GLASGOW | 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 | 19 | 77.8 | 14 | 9 | | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 50.0 | 16 | 8 | | | |
| GLASGOW | TUI AIRWAYS LTD | C 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 | 25 | 37.5 | 24 | 8 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S A | 17 | 0 | 0 | 17.6 | 35.3 | 17.6 | 11.8 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 64.7 | 19 | 17 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 17 | 0 | 0 | 5.9 | 5.9 | 35.3 | 11.8 | 17.6 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 50.0 | 30 | 18 | | | |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S A | 4 | 0 | 0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 2 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 10 | 0.0 | 0 | 0 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S A | 29 | 0 | 0 | 0.0 | 13.8 | 27.6 | 17.2 | 10.3 | 20.7 | 3.4 | 3.4 | 3.4 | 0.0 | 0.0 | 84 | 34.5 | 47 | 29 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S D | 30 | 0 | 0 | 0.0 | 0.0 | 20.0 | 26.7 | 20.0 | 23.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 60 | 20.7 | 48 | 29 | | | |
| GATWICK | 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 | | | |
| GATWICK | EASYJET UK LTD | S A | 81 | 0 | 2 | 4.8 | 10.8 | 24.1 | 16.9 | 24.1 | 10.8 | 3.6 | 2.4 | 0.0 | 0.0 | 2.4 | 36 | 25.3 | 44 | 77 | | | |
| GATWICK | EASYJET UK LTD | S D | 81 | 0 | 1 | 0.0 | 1.2 | 28.0 | 29.3 | 28.0 | 9.8 | 1.2 | 1.2 | 0.0 | 0.0 | 1.2 | 33 | 24.7 | 41 | 77 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 30 | 0 | 0 | 0.0 | 16.7 | 16.7 | 26.7 | 26.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 51.7 | 60 | 29 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 29 | 0 | 0 | 0.0 | 3.4 | 20.7 | 20.7 | 34.5 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 25.9 | 37 | 27 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 8 | 1 | 0 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 8 | 100.0 | 0 | 5 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 100.0 | 10 | 5 | | | |
| LUTON | EASYJET UK LTD | S A | 30 | 0 | 1 | 9.7 | 25.8 | 19.4 | 6.5 | 22.6 | 9.7 | 3.2 | 0.0 | 0.0 | 0.0 | 3.2 | 25 | 56.3 | 30 | 16 | | | |
| LUTON | EASYJET UK LTD | S D | 29 | 0 | 0 | 0.0 | 6.9 | 37.9 | 34.5 | 10.3 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 29.4 | 37 | 17 | | | |
| STANSTED | JET2.COM LTD | S A | 26 | 0 | 0 | 11.5 | 26.9 | 34.6 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 76.9 | 11 | 26 | | | |
| STANSTED | JET2.COM LTD | S D | 25 | 0 | 0 | 0.0 | 8.0 | 28.0 | 44.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 69.2 | 14 | 26 | | | |
| STANSTED | RYANAIR | S A | 21 | 0 | 0 | 9.5 | 38.1 | 28.6 | 9.5 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 76.0 | 18 | 25 | | | |
| STANSTED | RYANAIR | S D | 21 | 0 | 0 | 0.0 | 0.0 | 23.8 | 28.6 | 33.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 52.0 | 26 | 25 | | | |
| STANSTED | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 15.4 | 15.4 | 30.8 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 160 | 8 | | | |
| STANSTED | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0.0 | 8.3 | 50.0 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 11 | 9 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 17 | 0 | 0 | 0.0 | 23.5 | 41.2 | 17.6 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 38.5 | 38 | 26 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 17 | 0 | 0 | 0.0 | 0.0 | 29.4 | 29.4 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 34.6 | 37 | 26 | | | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | JET2.COM LTD | S | A | 31 | 0 | 0 | 6.5 | 9.7 | 22.6 | 9.7 | 32.3 | 16.1 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 69 | 60.0 | 23 | 30 |
| | MANCHESTER | JET2.COM LTD | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 10.0 | 16.7 | 43.3 | 23.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 58 | 26.7 | 35 | 30 |
| | MANCHESTER | RYANAIR | S | A | 12 | 0 | 0 | 8.3 | 16.7 | 25.0 | 8.3 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 46.2 | 26 | 13 | |
| | MANCHESTER | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 16.7 | 58.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 61.5 | 27 | 13 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 35 | 0 | 0 | 0.0 | 2.9 | 37.1 | 14.3 | 25.7 | 11.4 | 8.6 | 0.0 | 0.0 | 0.0 | 39 | 54.2 | 25 | 24 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 33 | 0 | 0 | 0.0 | 0.0 | 36.4 | 27.3 | 18.2 | 12.1 | 6.1 | 0.0 | 0.0 | 0.0 | 37 | 40.0 | 38 | 25 | |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 1 | 8 | |
| | NEWCASTLE | JET2.COM LTD | 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 | 21 | 55.6 | 18 | 9 | |
| | NEWCASTLE | RYANAIR | S | A | 8 | 0 | 0 | 25.0 | 12.5 | 50.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 44.4 | 25 | 9 | |
| | NEWCASTLE | 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 | 12 | 77.8 | 18 | 9 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 14 | 0 | 0 | 0.0 | 14.3 | 14.3 | 35.7 | 14.3 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 38 | 87.5 | 9 | 8 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 23.1 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 34 | 44.4 | 20 | 9 | |
| TOTAL PAPHOS | | | | | 1118 | 2 | 6 | 3.7 | 11.8 | 29.8 | 21.4 | 19.1 | 10.2 | 2.5 | 0.5 | 0.3 | 0.2 | 0.5 | 32 | 49.1 | 33 | 997 |
| PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | A | 13 | 0 | 0 | 0.0 | 30.8 | 15.4 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 70.6 | 13 | 17 | |
| | BELFAST INTERNATIONAL | EASYJET EUROPE | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 15.4 | 30.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 35.3 | 28 | 17 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 17 | 0 | 0 | 0.0 | 29.4 | 35.3 | 5.9 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 46.2 | 27 | 13 | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 29.4 | 5.9 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 61.5 | 20 | 13 | |
| | BIRMINGHAM | AIR FRANCE | S | A | 108 | 0 | 0 | 11.1 | 38.0 | 26.9 | 11.1 | 11.1 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 79.1 | 10 | 114 | |
| | BIRMINGHAM | AIR FRANCE | S | D | 107 | 0 | 1 | 0.0 | 23.1 | 46.3 | 17.6 | 8.3 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 72.2 | 15 | 114 | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 26 | 0 | 0 | 30.8 | 26.9 | 19.2 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 57.7 | 3.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET EUROPE | S | A | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 25.0 | 32 | 4 | |
| | BRISTOL | EASYJET EUROPE | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 66 | 25.0 | 39 | 4 | |
| | BRISTOL | EASYJET UK LTD | S | A | 63 | 0 | 4 | 1.5 | 14.9 | 25.4 | 29.9 | 13.4 | 4.5 | 1.5 | 3.0 | 0.0 | 0.0 | 30 | 49.0 | 25 | 50 | |
| | BRISTOL | EASYJET UK LTD | S | D | 63 | 0 | 4 | 0.0 | 22.4 | 29.9 | 22.4 | 11.9 | 3.0 | 0.0 | 4.5 | 0.0 | 0.0 | 25 | 52.9 | 20 | 50 | |
| | EAST MIDLANDS INTERNATIONAL | EASTERN AIRWAYS | S | A | 17 | 0 | 3 | 65.0 | 0.0 | 5.0 | 0.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | EAST MIDLANDS INTERNATIONAL | EASTERN AIRWAYS | S | D | 20 | 0 | 0 | 5.0 | 40.0 | 40.0 | 0.0 | 10.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| | EDINBURGH | AIR FRANCE | S | A | 84 | 0 | 0 | 6.0 | 47.6 | 34.5 | 4.8 | 4.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 80.8 | 13 | 73 | |
| | EDINBURGH | AIR FRANCE | S | D | 83 | 0 | 1 | 0.0 | 21.4 | 52.4 | 8.3 | 11.9 | 3.6 | 0.0 | 1.2 | 0.0 | 0.0 | 17 | 61.6 | 17 | 72 | |
| | EDINBURGH | EASYJET EUROPE | S | A | 21 | 0 | 0 | 0.0 | 28.6 | 28.6 | 14.3 | 9.5 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 58.3 | 17 | 12 | |
| | EDINBURGH | EASYJET EUROPE | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 23.8 | 14.3 | 28.6 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 50.0 | 25 | 12 | |
| | EDINBURGH | EASYJET UK LTD | S | A | 54 | 0 | 2 | 0.0 | 30.4 | 28.6 | 12.5 | 17.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 23.2 | 42 | 53 | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| EDINBURGH | EASYJET UK LTD | S D | 54 | 0 | 2 | 1.8 | 23.2 | 41.1 | 14.3 | 12.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 14 | 44.6 | 29 | 54 |
| GLASGOW | EASYJET UK LTD | S A | 61 | 0 | 0 | 0.0 | 16.4 | 29.5 | 16.4 | 24.6 | 9.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 44.4 | 31 | 53 |
| GLASGOW | EASYJET UK LTD | S D | 59 | 0 | 0 | 0.0 | 27.1 | 37.3 | 13.6 | 8.5 | 10.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 59.3 | 19 | 53 |
| LEEDS BRADFORD | JET2.COM LTD | S A | 18 | 0 | 0 | 0.0 | 5.6 | 33.3 | 33.3 | 11.1 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 58.8 | 18 | 17 |
| LEEDS BRADFORD | JET2.COM LTD | S D | 18 | 0 | 0 | 0.0 | 27.8 | 27.8 | 16.7 | 16.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 82.4 | 12 | 17 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S A | 21 | 0 | 0 | 0.0 | 23.8 | 52.4 | 9.5 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 56.3 | 18 | 16 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S D | 21 | 0 | 0 | 0.0 | 66.7 | 14.3 | 9.5 | 4.8 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 56.3 | 16 | 16 |
| LIVERPOOL (JOHN LENNON) | THALAIR | 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 | 0.0 | 0 | 0 |
| GATWICK | EASYJET EUROPE | S A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| GATWICK | EASYJET EUROPE | S D | 0 | 0 | 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 | 0.0 | 0 | 0 |
| GATWICK | EASYJET UK LTD | S A | 132 | 0 | 3 | 2.2 | 17.8 | 12.6 | 17.0 | 21.5 | 20.0 | 3.7 | 2.2 | 0.7 | 0.0 | 2.2 | 47 | 39.2 | 34 | 111 | |
| GATWICK | EASYJET UK LTD | S D | 130 | 0 | 2 | 0.0 | 8.3 | 21.2 | 16.7 | 30.3 | 15.9 | 5.3 | 0.8 | 0.0 | 0.0 | 1.5 | 42 | 30.5 | 39 | 111 | |
| GATWICK | VUELING AIRLINES | S D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 211 | 0.0 | 0 | 0 | |
| HEATHROW | AIR FRANCE | S A | 179 | 0 | 0 | 3.9 | 29.6 | 31.8 | 14.5 | 12.3 | 6.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 69.0 | 14 | 170 | |
| HEATHROW | AIR FRANCE | S D | 179 | 0 | 0 | 1.1 | 21.8 | 41.9 | 12.3 | 13.4 | 7.3 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 67.6 | 16 | 169 | |
| HEATHROW | BRITISH AIRWAYS PLC | C D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 177 | 0 | 23 | 2.0 | 15.5 | 22.5 | 18.0 | 16.5 | 10.0 | 3.0 | 0.5 | 0.5 | 0.0 | 11.5 | 37 | 45.9 | 27 | 159 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 178 | 0 | 22 | 0.0 | 15.5 | 25.0 | 18.0 | 19.5 | 8.5 | 2.0 | 0.5 | 0.0 | 0.0 | 11.0 | 28 | 47.0 | 24 | 158 | |
| HEATHROW | TITAN 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 | 30 | 0.0 | 0 | 0 | |
| HEATHROW | TITAN AIRWAYS LTD | S D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| 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 | 100.0 | 0 | 4 | |
| 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 | 100.0 | 4 | 4 | |
| LUTON | EASYJET UK LTD | S A | 106 | 0 | 2 | 5.6 | 22.2 | 27.8 | 13.9 | 17.6 | 10.2 | 0.9 | 0.0 | 0.0 | 0.0 | 1.9 | 24 | 52.8 | 21 | 88 | |
| LUTON | EASYJET UK LTD | S D | 106 | 0 | 1 | 0.0 | 36.4 | 28.0 | 12.1 | 11.2 | 10.3 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 20 | 70.8 | 16 | 88 | |
| MANCHESTER | AERO4M | C D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81 | 0.0 | 0 | 0 | |
| MANCHESTER | AIR FRANCE | S A | 106 | 0 | 0 | 0.0 | 25.5 | 43.4 | 14.2 | 9.4 | 6.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.9 | 18 | 105 | |
| MANCHESTER | AIR FRANCE | S D | 105 | 0 | 1 | 0.0 | 24.5 | 44.3 | 20.8 | 5.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 14 | 72.9 | 13 | 105 | |
| MANCHESTER | EASYJET EUROPE | S A | 34 | 0 | 1 | 0.0 | 31.4 | 31.4 | 8.6 | 14.3 | 8.6 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 | 23 | 69.2 | 14 | 26 | |
| MANCHESTER | EASYJET EUROPE | S D | 34 | 0 | 1 | 2.9 | 22.9 | 28.6 | 17.1 | 8.6 | 8.6 | 0.0 | 2.9 | 5.7 | 0.0 | 2.9 | 51 | 73.1 | 21 | 26 | |
| MANCHESTER | EASYJET UK LTD | S A | 88 | 0 | 3 | 1.1 | 7.7 | 26.4 | 18.7 | 27.5 | 14.3 | 1.1 | 0.0 | 0.0 | 0.0 | 3.3 | 32 | 37.1 | 30 | 67 | |
| MANCHESTER | EASYJET UK LTD | S D | 88 | 0 | 3 | 0.0 | 20.9 | 33.0 | 13.2 | 18.7 | 9.9 | 0.0 | 1.1 | 0.0 | 0.0 | 3.3 | 27 | 58.0 | 22 | 67 | |
| NEWCASTLE | AIR FRANCE | S A | 72 | 0 | 0 | 2.8 | 38.9 | 34.7 | 18.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 63.3 | 12 | 59 | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | AIR FRANCE | S | D | 72 | 0 | 0 | 0.0 | 15.3 | 56.9 | 20.8 | 4.2 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.0 | 16 | 56 | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | A | 19 | 0 | 7 | 23.1 | 26.9 | 7.7 | 3.8 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 26.9 | 14 | 0.0 | 0 | 0 | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | D | 16 | 0 | 10 | 0.0 | 42.3 | 11.5 | 0.0 | 0.0 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 38.5 | 13 | 0.0 | 0 | 0 | |
| | SOUTHEND | EASYJET EUROPE | S | A | 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 | 8 | 0.0 | 0 | 0 | |
| | SOUTHEND | EASYJET EUROPE | S | D | 18 | 0 | 0 | 11.1 | 27.8 | 44.4 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 2877 | 0 | 99 | 2.6 | 23.4 | 31.6 | 15.0 | 14.2 | 7.6 | 1.5 | 0.6 | 0.1 | 0.0 | 3.3 | 23 | 57.3 | 21 | 2418 | |
| PARIS (LE BOURGET) | | | | | | | | | | | | | | | | | | | | | | | |
| | CARDIFF WALES | EASTERN AIRWAYS | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| | GLASGOW | AERO4M | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 28 | 1 | |
| | ISLE OF MAN | AIR X CHARTER | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| | MANCHESTER | AERO4M | 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 | |
| TOTAL PARIS (LE BOURGET) | | | | | 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 | 50.0 | 14 | 2 | |
| 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 | 100.0 | 1 | 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 | 70.0 | 10 | 10 | |
| | BRISTOL | EASYJET EUROPE | S | A | 29 | 0 | 0 | 0.0 | 3.4 | 20.7 | 13.8 | 31.0 | 27.6 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 46.7 | 24 | 30 | |
| | BRISTOL | EASYJET EUROPE | S | D | 29 | 0 | 0 | 0.0 | 0.0 | 13.8 | 20.7 | 31.0 | 24.1 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 46.7 | 23 | 30 | |
| | BRISTOL | EASYJET UK LTD | S | A | 18 | 0 | 1 | 0.0 | 21.1 | 5.3 | 10.5 | 31.6 | 21.1 | 0.0 | 5.3 | 0.0 | 0.0 | 5.3 | 46 | 23.1 | 56 | 13 | |
| | BRISTOL | EASYJET UK LTD | S | D | 18 | 0 | 1 | 0.0 | 15.8 | 15.8 | 15.8 | 36.8 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 33 | 30.8 | 53 | 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 | 83.3 | 15 | 30 | |
| | 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 | 11 | 26 | |
| | 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 | 91.7 | 2 | 23 | |
| | 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 | 90.0 | 9 | 30 | |
| | EDINBURGH | TRANSAVIA FRANCE | S | A | 14 | 0 | 0 | 7.1 | 35.7 | 28.6 | 21.4 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 69.2 | 16 | 13 | |
| | EDINBURGH | TRANSAVIA FRANCE | S | D | 14 | 0 | 0 | 0.0 | 21.4 | 42.9 | 14.3 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.2 | 29 | 13 | |
| | GATWICK | VUELING AIRLINES | S | A | 66 | 0 | 2 | 2.9 | 25.0 | 30.9 | 16.2 | 10.3 | 8.8 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 | 22 | 62.7 | 24 | 66 | |
| | GATWICK | VUELING AIRLINES | S | D | 65 | 0 | 2 | 0.0 | 9.0 | 20.9 | 34.3 | 17.9 | 13.4 | 0.0 | 1.5 | 0.0 | 0.0 | 3.0 | 34 | 25.4 | 43 | 66 | |
| | HEATHROW | VUELING AIRLINES | S | A | 30 | 0 | 0 | 0.0 | 3.3 | 30.0 | 20.0 | 26.7 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | |
| | HEATHROW | VUELING AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 26.7 | 20.0 | 26.7 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| PARIS (ORLY) | | MANCHESTER | EASYJET EUROPE | S | A | 21 | 0 | 0 | 0.0 | 47.6 | 33.3 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 90.5 | 5 | 21 | | | | |
| | | MANCHESTER | EASYJET EUROPE | S | D | 21 | 0 | 0 | 0.0 | 14.3 | 52.4 | 14.3 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 81.0 | 8 | 21 | | | | | |
| | | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 44.4 | 0.0 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 27 | 8 | | | | | |
| | | MANCHESTER | EASYJET UK 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 | 11 | 44.4 | 34 | 8 | | | | | |
| | | 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 | 70.0 | 23 | 26 | | | | | | |
| | | 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 | 66.7 | 27 | 26 | | | | | | |
| TOTAL PARIS (ORLY) | | | | | | 373 | 0 | 6 | 1.8 | 15.3 | 26.4 | 19.3 | 20.1 | 13.5 | 1.6 | 0.5 | 0.0 | 0.0 | 1.6 | 30 | 61.6 | 23 | 483 | | | | | |
| PARMA | | CARDIFF WALES | 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 | | | | | | |
| TOTAL PARMA | | | | | | 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 | | | | | | |
| PERPIGNAN | | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 87.5 | 20 | 8 | | | | | |
| | | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 10 | 8 | | | | | |
| | | LEEDS BRADFORD | 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 | 191 | 1 | | | | | | |
| | | LEEDS BRADFORD | 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 | 19 | 1 | | | | | | |
| | | LEEDS BRADFORD | PAN EUROPEAN AIR SERVICE | 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 | PAN EUROPEAN AIR SERVICE | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | | |
| | | LEEDS BRADFORD | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 68 | 77.8 | 7 | 8 | | | | | |
| | | LEEDS BRADFORD | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 60 | 100.0 | 0 | 8 | | | | | |
| | | LIVERPOOL (JOHN LENNON) | PAN EUROPEAN AIR SERVICE | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | | | | |
| | | STANSTED | RYANAIR | S | A | 20 | 0 | 0 | 0.0 | 25.0 | 40.0 | 20.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 76.2 | 17 | 21 | | | | | |
| | | STANSTED | RYANAIR | S | D | 20 | 0 | 0 | 0.0 | 35.0 | 25.0 | 25.0 | 10.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 85.7 | 6 | 21 | | | | | |
| TOTAL PERPIGNAN | | | | | | 74 | 0 | 0 | 0.0 | 25.7 | 35.1 | 14.9 | 16.2 | 5.4 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 26 | 81.3 | 12 | 79 | | | | | |
| PERTH (AUSTRALIA) | | HEATHROW | QANTAS | S | A | 30 | 0 | 1 | 38.7 | 29.0 | 9.7 | 6.5 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 11 | 0.0 | 17 | 1 | | | | | |
| | | HEATHROW | QANTAS | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 56.7 | 20.0 | 6.7 | 10.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 61 | 100.0 | 12 | 1 | | | | | |
| TOTAL PERTH (AUSTRALIA) | | | | | | 60 | 0 | 1 | 19.7 | 16.4 | 32.8 | 13.1 | 6.6 | 8.2 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 | 36 | 50.0 | 15 | 2 | | | | | |
| PERUGIA | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 35.3 | 23.5 | 5.9 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 46.2 | 30 | 13 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 58.8 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 46.2 | 27 | 13 | | | | | |
| | | STANSTED | RYANAIR | S | A | 29 | 0 | 1 | 0.0 | 10.0 | 20.0 | 23.3 | 26.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 35 | 35.5 | 29 | 30 | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: P | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | STANSTED | | RYANAIR | | S D | | | | 30 | 0 | 0 | 0.0 | 13.3 | 30.0 | 16.7 | 23.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 63.3 | 15 | 30 |
| TOTAL PERUGIA | | | | | | | | | | 93 | 0 | 1 | 0.0 | 8.5 | 33.0 | 19.1 | 21.3 | 16.0 | 1.1 | 0.0 | 0.0 | 0.0 | 33 | 48.3 | 24 | 86 | |
| | | STANSTED | | RYANAIR | | S A | | | | 30 | 0 | 0 | 0.0 | 6.7 | 20.0 | 30.0 | 30.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 86.7 | 6 | 30 | |
| | | STANSTED | | RYANAIR | | S D | | | | 30 | 0 | 0 | 0.0 | 13.3 | 40.0 | 30.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 73.3 | 15 | 30 | |
| TOTAL PESCARA | | | | | | | | | | 60 | 0 | 0 | 0.0 | 10.0 | 30.0 | 30.0 | 23.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 80.0 | 10 | 60 | |
| | | HEATHROW | | AMERICAN AIRLINES | | S A | | | | 60 | 0 | 0 | 28.3 | 26.7 | 23.3 | 11.7 | 6.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 10 | 78.3 | 11 | 60 | |
| | | HEATHROW | | AMERICAN AIRLINES | | S D | | | | 61 | 0 | 1 | 0.0 | 50.0 | 33.9 | 0.0 | 3.2 | 8.1 | 1.6 | 1.6 | 0.0 | 0.0 | 1.6 | 16 | 88.3 | 5 | 60 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S A | | | | 30 | 0 | 0 | 23.3 | 20.0 | 13.3 | 10.0 | 23.3 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 26 | 56.7 | 26 | 27 | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S D | | | | 30 | 0 | 0 | 0.0 | 13.3 | 40.0 | 23.3 | 10.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 24 | 43.3 | 24 | 27 | |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | | | | | | 181 | 0 | 1 | 13.2 | 31.3 | 28.0 | 9.3 | 8.8 | 4.9 | 3.3 | 0.5 | 0.0 | 0.0 | 0.5 | 17 | 72.2 | 13 | 174 |
| | | HEATHROW | | AMERICAN AIRLINES | | S A | | | | 30 | 0 | 0 | 20.0 | 16.7 | 10.0 | 20.0 | 20.0 | 6.7 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 62 | 80.0 | 78 | 29 |
| | | HEATHROW | | AMERICAN AIRLINES | | S D | | | | 30 | 0 | 0 | 0.0 | 40.0 | 36.7 | 13.3 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 83.3 | 9 | 30 |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S A | | | | 30 | 0 | 0 | 3.3 | 20.0 | 20.0 | 40.0 | 6.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 33.3 | 44 | 29 | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S D | | | | 30 | 0 | 0 | 0.0 | 3.3 | 40.0 | 33.3 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 40.0 | 38 | 29 | |
| TOTAL PHOENIX | | | | | | | | | | 120 | 0 | 0 | 5.8 | 20.0 | 26.7 | 26.7 | 11.7 | 6.7 | 1.7 | 0.0 | 0.8 | 0.0 | 0.0 | 31 | 59.2 | 42 | 117 |
| | | BELFAST INTERNATIONAL | | AER LINGUS | | C A | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 14 | 1 | |
| | | BIRMINGHAM | | JET2.COM LTD | | 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 | 8 | 75.0 | 12 | 4 | |
| | | BIRMINGHAM | | 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 | 10 | 75.0 | 7 | 4 | |
| | | BIRMINGHAM | | RYANAIR | | S A | | | | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 0.0 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 35 | 75.0 | 5 | 8 | |
| | | BIRMINGHAM | | RYANAIR | | S D | | | | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 11.1 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 47 | 87.5 | 7 | 8 | |
| | | BRISTOL | | EASYJET UK LTD | | S A | | | | 20 | 0 | 0 | 0.0 | 5.0 | 20.0 | 15.0 | 50.0 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 | 68 | 47.6 | 42 | 21 | |
| | | BRISTOL | | EASYJET UK LTD | | S D | | | | 20 | 0 | 0 | 0.0 | 20.0 | 50.0 | 20.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 66.7 | 29 | 21 | |
| | | EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S A | | | | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 41 | 62.5 | 20 | 8 | |
| | | EAST MIDLANDS INTERNATIONAL | | RYANAIR | | S D | | | | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.6 | 17 | 9 | |
| | | EDINBURGH | | RYANAIR | | S A | | | | 21 | 0 | 0 | 0.0 | 0.0 | 23.8 | 23.8 | 33.3 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 41 | 75.0 | 18 | 12 | |
| | | EDINBURGH | | RYANAIR | | S D | | | | 21 | 0 | 0 | 0.0 | 9.5 | 14.3 | 9.5 | 38.1 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 46 | 61.5 | 31 | 13 | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 |
| 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 | 25.0 | 40 | 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 | 0.0 | 0 | 50.0 | 31 | 8 | |
| LEEDS BRADFORD | JET2.COM LTD | 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 | 0 | 75.0 | 10 | 4 | |
| LEEDS BRADFORD | JET2.COM LTD | S D | 4 | 0 | 0 | 0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 75.0 | 5 | 4 | |
| GATWICK | EASYJET UK LTD | S A | 76 | 0 | 1 | 0 | 0.0 | 14.3 | 11.7 | 15.6 | 22.1 | 26.0 | 5.2 | 3.9 | 0.0 | 0.0 | 1.3 | 51 | 28.6 | 54 | 69 | |
| GATWICK | EASYJET UK LTD | S D | 76 | 0 | 1 | 0 | 0.0 | 10.4 | 33.8 | 16.9 | 14.3 | 19.5 | 2.6 | 1.3 | 0.0 | 0.0 | 1.3 | 35 | 51.4 | 31 | 69 | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 60 | 0 | 3 | 0 | 0.0 | 12.7 | 19.0 | 22.2 | 28.6 | 9.5 | 1.6 | 0.0 | 1.6 | 0.0 | 4.8 | 37 | 41.5 | 52 | 64 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 59 | 0 | 2 | 0 | 0.0 | 11.5 | 47.5 | 14.8 | 9.8 | 11.5 | 1.6 | 0.0 | 0.0 | 0.0 | 3.3 | 23 | 47.6 | 30 | 62 | |
| LUTON | EASYJET UK LTD | S A | 18 | 0 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 46.2 | 21 | 26 | |
| LUTON | EASYJET UK LTD | S D | 18 | 0 | 0 | 0 | 0.0 | 22.2 | 44.4 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 61.5 | 15 | 26 | |
| STANSTED | RYANAIR | S A | 90 | 0 | 0 | 0 | 3.3 | 18.9 | 26.7 | 15.6 | 20.0 | 14.4 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 29 | 66.7 | 19 | 95 | |
| STANSTED | RYANAIR | S D | 90 | 0 | 0 | 0 | 0.0 | 13.3 | 26.7 | 21.1 | 18.9 | 14.4 | 3.3 | 1.1 | 1.1 | 0.0 | 0.0 | 38 | 65.3 | 20 | 97 | |
| MANCHESTER | EASYJET UK LTD | S A | 21 | 0 | 0 | 0 | 9.5 | 9.5 | 14.3 | 14.3 | 33.3 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 28.6 | 35 | 21 | |
| MANCHESTER | EASYJET UK LTD | S D | 21 | 0 | 0 | 0 | 0.0 | 19.0 | 33.3 | 28.6 | 4.8 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 71.4 | 22 | 21 | |
| MANCHESTER | JET2.COM LTD | S A | 13 | 0 | 0 | 0 | 0.0 | 0.0 | 15.4 | 38.5 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 64.3 | 13 | 14 | |
| MANCHESTER | JET2.COM LTD | S D | 13 | 0 | 0 | 0 | 0.0 | 0.0 | 46.2 | 30.8 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 71.4 | 20 | 14 | |
| MANCHESTER | RYANAIR | S A | 13 | 0 | 0 | 0 | 0.0 | 7.7 | 30.8 | 30.8 | 0.0 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 69.2 | 23 | 13 | |
| MANCHESTER | RYANAIR | S D | 13 | 0 | 0 | 0 | 0.0 | 7.7 | 46.2 | 0.0 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 46.2 | 33 | 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 | 0 | 75.0 | 88 | 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 | 0 | 75.0 | 50 | 4 | |
| TOTAL PISA | | | | | 715 | 0 | 7 | 1.0 | 13.2 | 28.8 | 18.0 | 19.3 | 15.0 | 2.5 | 1.0 | 0.4 | 0.0 | 1.0 | 35 | 55.0 | 29 | 745 |
| PITTSBURGH | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 24 | 0 | 1 | 0 | 8.0 | 12.0 | 24.0 | 20.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 31 | 64.0 | 23 | 25 | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 24 | 0 | 0 | 0 | 0.0 | 16.7 | 20.8 | 16.7 | 25.0 | 16.7 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 56.0 | 31 | 24 | |
| TOTAL PITTSBURGH | | | | | 48 | 0 | 1 | 4.1 | 14.3 | 22.4 | 18.4 | 20.4 | 16.3 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 35 | 60.0 | 27 | 49 |
| PLOVDIV | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C A | 1 | 0 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| BELFAST CITY (GEORGE BEST) | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | 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 | 11 | 0.0 | 0 | 0 | |
| LUTON | WIZZ AIR UK LTD | S A | 8 | 0 | 0 | 0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 15 | 8 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | | WIZZ AIR UK LTD | | S D | | 8 0 | | 0 0 | | 0.0 37.5 | | 50.0 12.5 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 6 75.0 | | 11 8 | | | | | | | | |
| STANSTED | | RYANAIR | | S A | | 13 0 | | 0 0 | | 0.0 7.7 | | 15.4 23.1 | | 38.5 7.7 | | 7.7 0.0 | | 0.0 0.0 | | 46 46.2 | | 26 13 | | | | | | | | |
| STANSTED | | RYANAIR | | S D | | 13 0 | | 0 0 | | 0.0 30.8 | | 15.4 7.7 | | 30.8 7.7 | | 7.7 0.0 | | 0.0 0.0 | | 33 69.2 | | 15 13 | | | | | | | | |
| TOTAL PLOVDIV | | | | | | 44 0 | | 0 0 | | 6.8 27.3 | | 22.7 13.6 | | 20.5 4.5 | | 4.5 0.0 | | 0.0 0.0 | | 26 61.9 | | 18 42 | | | | | | | | |
| PODGORICA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CARDIFF WALES | | EASTERN AIRWAYS | | C A | | 1 0 | | 0 0 | | 0.0 0.0 | | 0.0 100.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 16 0.0 | | 0 0 | | | | | | | | |
| CARDIFF WALES | | EASTERN AIRWAYS | | C 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 | | 34 0.0 | | 0 0 | | | | | | | | |
| GATWICK | | WIZZ AIR UK LTD | | S A | | 18 0 | | 0 0 | | 0.0 22.2 | | 27.8 22.2 | | 27.8 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 21 41.7 | | 32 12 | | | | | | | | |
| GATWICK | | WIZZ AIR UK LTD | | S D | | 18 0 | | 0 0 | | 0.0 27.8 | | 55.6 16.7 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 7 50.0 | | 22 12 | | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S A | | 13 0 | | 0 0 | | 0.0 23.1 | | 15.4 30.8 | | 7.7 23.1 | | 0.0 0.0 | | 0.0 0.0 | | 32 35.7 | | 38 14 | | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S D | | 13 0 | | 0 0 | | 0.0 23.1 | | 30.8 23.1 | | 7.7 15.4 | | 0.0 0.0 | | 0.0 0.0 | | 27 71.4 | | 32 14 | | | | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | S A | | 9 0 | | 0 0 | | 0.0 11.1 | | 11.1 33.3 | | 11.1 22.2 | | 11.1 0.0 | | 0.0 0.0 | | 84 33.3 | | 31 9 | | | | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | S D | | 9 0 | | 0 0 | | 0.0 11.1 | | 33.3 33.3 | | 11.1 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 52 33.3 | | 35 9 | | | | | | | | |
| TOTAL PODGORICA | | | | | | 82 0 | | 0 0 | | 0.0 18.3 | | 28.0 23.2 | | 17.1 8.5 | | 3.7 1.2 | | 0.0 0.0 | | 31 45.7 | | 32 70 | | | | | | | | |
| POITIERS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | RYANAIR | | S A | | 8 0 | | 0 0 | | 12.5 50.0 | | 37.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 3 25.0 | | 56 4 | | | | | | | | |
| EDINBURGH | | RYANAIR | | S D | | 8 0 | | 0 0 | | 0.0 37.5 | | 37.5 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 8 25.0 | | 49 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 0.0 | | 47 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 50.0 | | 35 4 | | | | | | | | |
| STANSTED | | RYANAIR | | S A | | 17 0 | | 0 0 | | 0.0 5.9 | | 11.8 17.6 | | 17.6 29.4 | | 17.6 0.0 | | 0.0 0.0 | | 54 52.9 | | 25 17 | | | | | | | | |
| STANSTED | | RYANAIR | | S D | | 17 0 | | 0 0 | | 0.0 11.8 | | 17.6 17.6 | | 23.5 23.5 | | 5.9 0.0 | | 0.0 0.0 | | 47 52.9 | | 20 17 | | | | | | | | |
| TOTAL POITIERS | | | | | | 50 0 | | 0 0 | | 2.0 20.0 | | 22.0 16.0 | | 14.0 18.0 | | 8.0 0.0 | | 0.0 0.0 | | 36 44.0 | | 30 50 | | | | | | | | |
| PORT OF SPAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S A | | 13 0 | | 0 0 | | 0.0 23.1 | | 23.1 7.7 | | 30.8 0.0 | | 15.4 0.0 | | 0.0 0.0 | | 42 61.5 | | 30 13 | | | | | | | | |
| GATWICK | | BRITISH AIRWAYS PLC | | S D | | 13 0 | | 0 0 | | 0.0 7.7 | | 15.4 30.8 | | 23.1 15.4 | | 0.0 7.7 | | 0.0 0.0 | | 48 66.7 | | 17 12 | | | | | | | | |
| TOTAL PORT OF SPAIN | | | | | | 26 0 | | 0 0 | | 0.0 15.4 | | 19.2 19.2 | | 26.9 7.7 | | 7.7 3.8 | | 0.0 0.0 | | 45 64.0 | | 23 25 | | | | | | | | |
| PORTLAND (OREGON) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S A | | 30 0 | | 0 0 | | 10.0 23.3 | | 10.0 13.3 | | 33.3 6.7 | | 3.3 0.0 | | 0.0 0.0 | | 32 36.7 | | 38 30 | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S D | | 30 0 | | 0 0 | | 0.0 10.0 | | 46.7 10.0 | | 20.0 13.3 | | 0.0 0.0 | | 0.0 0.0 | | 24 40.0 | | 26 30 | | | | | | | | |
| TOTAL PORTLAND (OREGON) | | | | | | 60 0 | | 0 0 | | 5.0 16.7 | | 28.3 11.7 | | 26.7 10.0 | | 1.7 0.0 | | 0.0 0.0 | | 28 38.3 | | 32 60 | | | | | | | | |
| PORTO SANTO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | 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 | | 13 50.0 | | 14 4 | | | | | | | | |
| GATWICK | | TUI AIRWAYS LTD | | C D | | 4 0 | | 0 0 | | 0.0 0.0 | | 75.0 0.0 | | 25.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 15 75.0 | | 7 4 | | | | | | | | |
| 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 75.0 | | 23 4 | | | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | |
| | | 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 | 75.0 | 26 | 4 | | | | | | | | |
| TOTAL PORTO SANTO | | | | | | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 68.8 | 17 | 16 | | | | | | | | |
| POZNAN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 33.3 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 55.6 | 23 | 9 | | | | | | | | |
| | | BIRMINGHAM | RYANAIR | 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 | 0.0 | 15 | 44.4 | 28 | 9 | | | | | | | | |
| | | BRISTOL | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 0 | 12 | | | | | | | | |
| | | BRISTOL | RYANAIR | 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 | 17 | 91.7 | 8 | 12 | | | | | | | | |
| | | EDINBURGH | RYANAIR | S | A | 18 | 0 | 0 | 27.8 | 38.9 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 33.3 | 57 | 9 | | | | | | | | |
| | | EDINBURGH | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 27.8 | 33.3 | 11.1 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 33.3 | 55 | 9 | | | | | | | | |
| | | LEEDS BRADFORD | RYANAIR | S | A | 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 | 88.9 | 21 | 9 | | | | | | | | |
| | | LEEDS BRADFORD | RYANAIR | 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 | 0.0 | 8 | 77.8 | 21 | 9 | | | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 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 | 15 | 84.6 | 5 | 13 | | | | | | | | |
| | | LIVERPOOL (JOHN LENNON) | RYANAIR | 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 | 11 | 84.6 | 7 | 13 | | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | A | 38 | 0 | 0 | 15.8 | 36.8 | 23.7 | 7.9 | 5.3 | 5.3 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 24 | 86.7 | 5 | 30 | | | | | | | | |
| | | LUTON | WIZZ AIR UK LTD | S | D | 38 | 0 | 0 | 0.0 | 50.0 | 36.8 | 2.6 | 2.6 | 5.3 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 16 | 80.0 | 8 | 30 | | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 50 | 0 | 0 | 12.0 | 38.0 | 20.0 | 14.0 | 6.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.9 | 13 | 39 | | | | | | | | |
| | | STANSTED | RYANAIR | S | D | 50 | 0 | 0 | 0.0 | 32.0 | 32.0 | 16.0 | 10.0 | 8.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 69.2 | 18 | 39 | | | | | | | | |
| | | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 11.1 | 22.2 | 11.1 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 100.0 | 1 | 9 | | | | | | | | |
| | | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 88.9 | 11 | 9 | | | | | | | | |
| TOTAL POZNAN | | | | | | 308 | 0 | 0 | 7.1 | 31.2 | 33.8 | 13.3 | 7.5 | 5.2 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 16 | 76.5 | 15 | 260 | | | | | | | | |
| PRAGUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | A | 14 | 0 | 0 | 0.0 | 7.1 | 42.9 | 28.6 | 0.0 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 55.6 | 16 | 9 | | | | | | | | |
| | | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | D | 14 | 0 | 0 | 0.0 | 7.1 | 28.6 | 28.6 | 14.3 | 14.3 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 44.4 | 22 | 9 | | | | | | | | |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 71.4 | 11 | 7 | | | | | | | | |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 42.9 | 21 | 7 | | | | | | | | |
| | | BRISTOL | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 5.6 | 38.9 | 11.1 | 22.2 | 16.7 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 41 | 15.4 | 44 | 13 | | | | | | | | |
| | | BRISTOL | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 16.7 | 0.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 46.2 | 32 | 13 | | | | | | | | |
| | | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | | | | | | |
| | | BRISTOL | RYANAIR | S | D | 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 | 0.0 | 0 | 0 | | | | | | | | |
| | | 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 | 0.0 | 45 | 0.0 | 0 | 0 | | | | | | | | |
| | | EDINBURGH | EASYJET UK LTD | S | A | 10 | 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 | 80.0 | 8 | 10 | | | | | | | | |
| | | EDINBURGH | EASYJET UK LTD | S | D | 10 | 0 | 0 | 0.0 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 90.0 | 4 | 10 | | | | | | | | |
| | | EDINBURGH | RYANAIR | S | A | 21 | 0 | 0 | 4.8 | 19.0 | 38.1 | 23.8 | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 91.7 | 21 | 12 | | | | | | | | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 21 | 0 | 0 | 0.0 | 42.9 | 38.1 | 14.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 61.5 | 20 | 13 | |
| | 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 | |
| | GLASGOW | 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 | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 8 | 0 | 1 | 22.2 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 1 | 100.0 | 0 | 8 | | |
| | 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 | 87.5 | 6 | 8 | | |
| | GATWICK | EASYJET UK LTD | S | A | 26 | 0 | 0 | 0.0 | 11.5 | 7.7 | 11.5 | 19.2 | 23.1 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 68 | 18.5 | 78 | 25 | |
| | GATWICK | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 0.0 | 23.1 | 11.5 | 26.9 | 19.2 | 15.4 | 3.8 | 0.0 | 0.0 | 0.0 | 64 | 16.0 | 76 | 25 | |
| | GATWICK | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 0.0 | 3.3 | 20.0 | 16.7 | 30.0 | 26.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| | GATWICK | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 46.7 | 6.7 | 16.7 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 141 | 0 | 5 | 12.3 | 24.0 | 22.6 | 19.2 | 8.9 | 7.5 | 2.1 | 0.0 | 0.0 | 0.0 | 3.4 | 19 | 65.6 | 18 | 128 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 141 | 0 | 5 | 0.0 | 19.9 | 39.0 | 19.2 | 9.6 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 20 | 55.7 | 23 | 128 | |
| | LUTON | EASYJET UK LTD | S | A | 18 | 0 | 0 | 0.0 | 38.9 | 27.8 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 47.1 | 23 | 17 | |
| | LUTON | EASYJET UK LTD | S | D | 18 | 0 | 0 | 0.0 | 44.4 | 27.8 | 11.1 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 58.8 | 19 | 17 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 72 | 0 | 0 | 4.2 | 30.6 | 38.9 | 12.5 | 9.7 | 2.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 78.8 | 45 | 32 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 72 | 0 | 0 | 0.0 | 61.1 | 26.4 | 5.6 | 2.8 | 2.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 81.3 | 22 | 32 | |
| | STANSTED | RYANAIR | S | A | 77 | 0 | 0 | 3.9 | 14.3 | 39.0 | 13.0 | 18.2 | 10.4 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.7 | 18 | 74 | |
| | STANSTED | RYANAIR | S | D | 77 | 0 | 0 | 0.0 | 16.9 | 40.3 | 19.5 | 15.6 | 5.2 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 70.3 | 21 | 74 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 26 | 0 | 0 | 3.8 | 19.2 | 26.9 | 7.7 | 23.1 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 26 | 18 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 19.2 | 34.6 | 11.5 | 23.1 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 55.6 | 23 | 18 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 11.1 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 31.3 | 39 | 16 | |
| | MANCHESTER | JET2.COM LTD | 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 | 0.0 | 15 | 25.0 | 38 | 16 | |
| | MANCHESTER | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 38.5 | 46.2 | 11.5 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.0 | 28 | 25 | |
| | MANCHESTER | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 30.8 | 34.6 | 15.4 | 7.7 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 72.0 | 23 | 25 | |
| | NEWCASTLE | RYANAIR | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 | | |
| TOTAL PRAGUE | | | | | 1028 | 0 | 11 | 2.7 | 24.7 | 32.1 | 15.3 | 12.4 | 9.0 | 2.3 | 0.3 | 0.0 | 0.0 | 1.1 | 23 | 60.9 | 26 | 792 | |
| PRAIA | | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | TACV - CABO VERDE AIRLINES | S | A | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| | STANSTED | TACV - CABO VERDE AIRLINES | S | D | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| TOTAL PRAIA | | | | | 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 | | |
| PRESTWICK | | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | 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 | 166 | 0.0 | 0 | 0 | |
| | 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 PRESTWICK | | | | | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 166 | 0.0 | 0 | 0 | | |
| PREVEZA | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 22.2 | 22.2 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 85.7 | 10 | 7 | |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 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 | 11 | 42.9 | 15 | 7 | | | |
| BRISTOL | EASYJET 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 | 0.0 | 49 | 50.0 | 23 | 8 | | | |
| BRISTOL | EASYJET UK LTD | S D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 71.4 | 10 | 7 | | | |
| BRISTOL | JET2.COM 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 | 33 | 50.0 | 24 | 4 | | | |
| BRISTOL | JET2.COM LTD | S D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 11 | 4 | | | |
| EDINBURGH | 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 | 3 | 50.0 | 13 | 4 | | | |
| EDINBURGH | JET2.COM LTD | 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 | 10 | 75.0 | 8 | 4 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C A | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 0.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 62 | 4 | | | |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | C D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 0.0 | 41 | 4 | | | |
| GATWICK | EASYJET UK LTD | S A | 35 | 1 | 0 | 5.6 | 8.3 | 30.6 | 5.6 | 13.9 | 22.2 | 8.3 | 2.8 | 0.0 | 2.8 | 0.0 | 46 | 47.1 | 42 | 34 | | | |
| GATWICK | EASYJET UK LTD | S D | 35 | 0 | 0 | 0.0 | 5.7 | 31.4 | 11.4 | 37.1 | 8.6 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 29.4 | 37 | 34 | | | |
| GATWICK | ENTER AIR | C A | 10 | 0 | 0 | 0.0 | 10.0 | 10.0 | 30.0 | 40.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 75.0 | 11 | 8 | | | |
| GATWICK | ENTER AIR | S D | 10 | 0 | 0 | 0.0 | 0.0 | 10.0 | 0.0 | 70.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 37.5 | 23 | 8 | | | |
| GATWICK | TUI AIRWAYS LTD | C A | 5 | 0 | 0 | 0.0 | 0.0 | 20.0 | 20.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68 | 25.0 | 40 | 4 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 | 20.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 77 | 25.0 | 36 | 4 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 70.6 | 11 | 17 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 18 | 0 | 0 | 0.0 | 16.7 | 55.6 | 16.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 64.7 | 17 | 17 | | | |
| LUTON | EASYJET UK LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 13 | 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 | 75.0 | 10 | 8 | | | |
| STANSTED | JET2.COM LTD | S A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 85.7 | 11 | 7 | | | |
| STANSTED | 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 | 5 | 57.1 | 15 | 7 | | | |
| STANSTED | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 11.1 | 44.4 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 50.0 | 17 | 8 | | | |
| STANSTED | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 16 | 8 | | | |
| STANSTED | 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 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 42.9 | 25 | 7 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 42.9 | 20 | 7 | | | |
| MANCHESTER | JET2.COM LTD | S A | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 15.4 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 50.0 | 27 | 12 | | | |
| MANCHESTER | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 38.5 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 58.3 | 30 | 12 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 11.1 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 75.0 | 9 | 8 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 7 | 0 | 0 | 0.0 | 0.0 | 14.3 | 42.9 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 42.9 | 18 | 7 | | | |
| TOTAL PREVEZA | | | 272 | 1 | 1 | 1.1 | 10.9 | 32.1 | 16.4 | 24.5 | 11.3 | 2.6 | 0.4 | 0.0 | 0.4 | 0.4 | 31 | 51.4 | 24 | 278 | | | |
| PRISTINA | LUTON | WIZZ AIR UK LTD | S A | 18 | 0 | 1 | 5.3 | 15.8 | 47.4 | 10.5 | 5.3 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 18 | 70.0 | 35 | 30 | | |

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

| | | Origin/Destinations: P | | | | | | | | | | | | | | | | | SEP 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 | 10.5 | 36.8 | 5.3 | 31.6 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL PRISTINA | | | | | 36 | 0 | 2 | 2.6 | 13.2 | 42.1 | 7.9 | 18.4 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 22 | 51.7 | 51 | 60 |
| PROVIDENCIALES | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 6 | 0 | 0 | 0.0 | 66.7 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 3 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | 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 | 12 | 28.6 | 22 | 7 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 296 | 0.0 | 0 | 0 |
| TOTAL PROVIDENCIALES | | | | | 13 | 0 | 0 | 0.0 | 30.8 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 12 | 15 |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 25.0 | 36 | 4 |
| | 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 | 62 | 4 |
| TOTAL PUERTO VALLARTA | | | | | 0 | 0 | 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 | 49 | 8 |
| PULA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 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 | 6 | 87.5 | 11 | 8 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 71.4 | 24 | 7 |
| | BRISTOL | EASYJET UK LTD | S | A | 12 | 0 | 0 | 0.0 | 8.3 | 16.7 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 55.6 | 32 | 9 |
| | BRISTOL | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 75.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 66.7 | 22 | 9 |
| | GATWICK | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 11.1 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 20.0 | 53 | 15 |
| | GATWICK | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 33.3 | 38 | 15 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 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 | 7 | 55.6 | 21 | 9 |
| | GATWICK | 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 | 7 | 75.0 | 16 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 80.0 | 8 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 2 | 100.0 | 2 | 5 |
| | LUTON | EASYJET UK LTD | S | A | 12 | 0 | 0 | 0.0 | 41.7 | 8.3 | 33.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 25 | 9 |
| | LUTON | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 33.3 | 50.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 77.8 | 22 | 9 |
| | STANSTED | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 57 | 61.5 | 11 | 13 |
| | STANSTED | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 62.5 | 12.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 4 | 13 |
| | STANSTED | 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 | 0.0 | 7 | 0.0 | 0 | 0 |
| | 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 | 0.0 | 7 | 0.0 | 0 | 0 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 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 | 3 | 77.8 | 9 | 9 |
| | MANCHESTER | 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 | 13 | 66.7 | 16 | 9 |
| TOTAL PULA | | | | | 146 | 0 | 0 | 0.0 | 29.5 | 42.5 | 11.0 | 11.6 | 4.8 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 17 | 64.5 | 22 | 152 |
| PUNTA CANA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 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 | 19 | 66.7 | 18 | 9 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 44.4 | 19 | 9 |

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | S | A | 12 | 0 | 0 | 0.0 | 16.7 | 25.0 | 33.3 | 8.3 | 8.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 104 | 38.5 | 36 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 69.2 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.8 | 28 | 13 |
| | GATWICK | TUI AIRWAYS LTD | C | A | 18 | 0 | 0 | 5.6 | 27.8 | 27.8 | 22.2 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 69.2 | 23 | 12 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 17 | 0 | 0 | 0.0 | 0.0 | 35.3 | 41.2 | 11.8 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 30.8 | 24 | 13 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 16 | 0 | 0 | 0.0 | 31.3 | 25.0 | 25.0 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 19 | 18 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 17 | 0 | 0 | 0.0 | 0.0 | 52.9 | 35.3 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 27 | 47.1 | 32 | 17 |
| TOTAL PUNTA CANA | | | | | 110 | 0 | 0 | 0.9 | 11.8 | 42.7 | 27.3 | 10.0 | 3.6 | 1.8 | 0.9 | 0.9 | 0.0 | 0.0 | 30 | 52.4 | 25 | 104 |

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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 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 | 92.3 | 6 | 13 |
| | HEATHROW | BEIJING CAPITAL AIRLINES | S | D | 8 | 0 | 0 | 0.0 | 87.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 76.9 | 6 | 13 |
| TOTAL QINGDAO | | | | | 16 | 0 | 0 | 6.3 | 56.3 | 25.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 84.6 | 6 | 26 |
| QUEBEC | GATWICK | AIR TRANSAT | 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 | 100.0 | 1 | 3 | |
| | GATWICK | AIR TRANSAT | 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 | 33.3 | 25 | 3 | |
| TOTAL QUEBEC | | | | | 2 | 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 | 13 | 6 | |
| QUIMPER | LONDON CITY | BA CITYFLYER LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 1 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | |
| TOTAL QUIMPER | | | | | 0 | 0 | 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 | |

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

| | | Origin/Destinations: R | | NUMBER OF FLIGHTS | | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | SEP 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 | | | | | |
| | | | | | | | | RABAT | | STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 1 | 0.0 | 0.0 | 7.1 | 35.7 | 35.7 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 |
| | | STANSTED | RYANAIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 41.7 | 25.0 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 30.8 | 43 | 13 | | | | |
| TOTAL RABAT | | | | | | 25 | 0 | 1 | 0.0 | 0.0 | 23.1 | 30.8 | 30.8 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 | 37 | 30.8 | 49 | 26 | | | | |
| RALEIGH | | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 6.7 | 43.3 | 16.7 | 6.7 | 3.3 | 13.3 | 0.0 | 3.3 | 6.7 | 0.0 | 0.0 | 82 | 80.0 | 16 | 28 | | | | |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 6.7 | 63.3 | 10.0 | 6.7 | 3.3 | 0.0 | 0.0 | 6.7 | 3.3 | 0.0 | 0.0 | 67 | 80.0 | 9 | 29 | | | | |
| TOTAL RALEIGH | | | | | | 60 | 0 | 0 | 6.7 | 53.3 | 13.3 | 6.7 | 3.3 | 6.7 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 74 | 80.0 | 13 | 57 | | | | |
| REGGIO | | MANCHESTER | 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 | 3 | 0.0 | 0 | 0 | | | | |
| | | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | | |
| TOTAL REGGIO | | | | | | 18 | 0 | 0 | 16.7 | 16.7 | 50.0 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | | | |
| RENNES | | JERSEY | BLUE ISLANDS LIMITED | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 36 | 4 | | | | | |
| | | JERSEY | BLUE ISLANDS LIMITED | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 35 | 4 | | | | | |
| | | GATWICK | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 11.1 | 0.0 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 92 | 40.0 | 59 | 9 | | | | |
| | | GATWICK | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 0.0 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 89 | 30.0 | 61 | 9 | | | | |
| TOTAL RENNES | | | | | | 18 | 0 | 0 | 0.0 | 5.6 | 11.1 | 5.6 | 11.1 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 90 | 42.9 | 52 | 26 | | | | |
| REUS | | ABERDEEN | TUI AIRWAYS LTD | C | A | 4 | 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 | 4 | 4 | | | | | |
| | | ABERDEEN | 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 | 100.0 | 0 | 4 | | | | | |
| | | ABERDEEN | 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 | 95 | 1 | | | | | |
| | | 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 | 20 | 90.0 | 3 | 10 | | | | | |
| | | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 35.3 | 41.2 | 11.8 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 24 | 70.0 | 10 | 10 | | | | | |
| | | BELFAST INTERNATIONAL | TUI AIRWAYS LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 43 | 6 | | | | | |
| | | BELFAST INTERNATIONAL | 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 | 25.0 | 20 | 4 | | | | | |
| | | BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S | A | 11 | 0 | 0 | 9.1 | 36.4 | 18.2 | 9.1 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | | | | | |
| | | BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S | D | 7 | 0 | 0 | 0.0 | 0.0 | 42.9 | 28.6 | 0.0 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 0 | 0 | | | | | |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 11 | 0 | 0 | 0.0 | 36.4 | 36.4 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 3 | 12 | | | | | |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 11 | 0 | 0 | 0.0 | 27.3 | 18.2 | 54.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 83.3 | 11 | 12 | | | | | |
| | | BIRMINGHAM | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 17.6 | 5.9 | 29.4 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 53 | 55.6 | 49 | 9 | | | | | |
| | | BIRMINGHAM | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 0.0 | 35.3 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 33.3 | 43 | 9 | | | | | |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 12 | 0 | 0 | 8.3 | 41.7 | 33.3 | 8.3 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 22 | 85.7 | 9 | 14 | | | | | |

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 12 | 0 | 0 | 0.0 | 16.7 | 75.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 78.6 | 12 | 14 |
| BRISTOL | JET2.COM LTD | S A | 8 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 75.0 | 11 | 8 |
| BRISTOL | JET2.COM LTD | S D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 87.5 | 8 | 8 |
| BRISTOL | TUI AIRWAYS LTD | C A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 88.9 | 6 | 9 |
| BRISTOL | TUI AIRWAYS LTD | C D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.9 | 6 | 9 |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 75.0 | 16 | 4 |
| CARDIFF WALES | TUI AIRWAYS LTD | C D | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 100.0 | 5 | 3 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 13 | 0 | 0 | 15.4 | 15.4 | 46.2 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 88.9 | 3 | 9 |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 23.1 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 88.9 | 3 | 9 |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 0.0 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 75.0 | 14 | 8 |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 9 | 0 | 0 | 0.0 | 33.3 | 0.0 | 11.1 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 75.0 | 11 | 8 |
| EDINBURGH | JET2.COM LTD | 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 | 0.0 | 4 | 87.5 | 5 | 8 |
| EDINBURGH | 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 | 0.0 | 5 | 75.0 | 9 | 8 |
| GLASGOW | JET2.COM LTD | 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 | 0.0 | 3 | 72.7 | 13 | 11 |
| GLASGOW | 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 | 0.0 | 3 | 90.9 | 6 | 11 |
| GLASGOW | TUI AIRWAYS LTD | C A | 16 | 0 | 0 | 18.8 | 43.8 | 18.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 85.7 | 13 | 14 |
| GLASGOW | TUI AIRWAYS LTD | C D | 16 | 0 | 0 | 0.0 | 6.3 | 62.5 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 78.6 | 10 | 14 |
| LEEDS BRADFORD | JET2.COM LTD | S A | 13 | 0 | 0 | 15.4 | 46.2 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 100.0 | 0 | 13 |
| LEEDS BRADFORD | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 38.5 | 53.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 92.3 | 2 | 13 |
| LEEDS BRADFORD | RYANAIR | S A | 14 | 0 | 0 | 0.0 | 35.7 | 42.9 | 0.0 | 14.3 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 76.9 | 18 | 13 |
| LEEDS BRADFORD | RYANAIR | S D | 14 | 0 | 0 | 0.0 | 21.4 | 50.0 | 14.3 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 15 | 13 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S A | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 12.5 | 25.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 69.2 | 9 | 13 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S D | 16 | 0 | 0 | 6.3 | 12.5 | 75.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 84.6 | 8 | 13 |
| GATWICK | TUI AIRWAYS LTD | C A | 12 | 0 | 0 | 0.0 | 0.0 | 25.0 | 33.3 | 25.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 50.0 | 27 | 14 |
| GATWICK | TUI AIRWAYS LTD | C D | 11 | 0 | 0 | 0.0 | 9.1 | 36.4 | 36.4 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.2 | 22 | 13 |
| GATWICK | 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 | 100.0 | 9 | 1 |
| LUTON | EASYJET UK 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 | 0.0 | 11 | 0.0 | 0 | 0 |
| LUTON | EASYJET UK LTD | 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 | 0.0 | 4 | 0.0 | 0 | 0 |
| STANSTED | JET2.COM LTD | S A | 9 | 0 | 0 | 11.1 | 55.6 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 90.9 | 5 | 11 |
| 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 | 0.0 | 4 | 81.8 | 8 | 11 |
| STANSTED | RYANAIR | S A | 34 | 0 | 0 | 5.9 | 17.6 | 29.4 | 20.6 | 14.7 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 60 | 64.0 | 19 | 25 |
| STANSTED | RYANAIR | S D | 34 | 0 | 0 | 0.0 | 23.5 | 41.2 | 14.7 | 17.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 48.0 | 24 | 25 |

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 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 | 0.0 | 10 | 100.0 | 3 | 5 | | |
| 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 | 0.0 | 1 | 100.0 | 5 | 5 | | |
| MANCHESTER | EASYJET UK 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 | 0.0 | 4 | 0.0 | 0 | 0 | | |
| MANCHESTER | 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 | 1 | 0.0 | 0 | 0 | | |
| MANCHESTER | JET2.COM LTD | S A | 24 | 0 | 0 | 45.8 | 29.2 | 4.2 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 7 | 20 | | |
| MANCHESTER | JET2.COM LTD | S D | 24 | 0 | 0 | 0.0 | 4.2 | 58.3 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 20.0 | 26 | 20 | | |
| MANCHESTER | RYANAIR | S A | 9 | 0 | 0 | 22.2 | 33.3 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 22 | 8 | | |
| MANCHESTER | RYANAIR | 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 | 0.0 | 12 | 62.5 | 24 | 8 | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 21 | 0 | 0 | 0.0 | 0.0 | 28.6 | 42.9 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 41.2 | 62 | 17 | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 21 | 0 | 0 | 0.0 | 9.5 | 66.7 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 41.2 | 29 | 17 | | |
| NEWCASTLE | JET2.COM LTD | S A | 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 | 0.0 | 7 | 100.0 | 1 | 12 | | |
| NEWCASTLE | JET2.COM LTD | S D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 83.3 | 9 | 12 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 8 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 12 | 9 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 44.4 | 22 | 9 | | |
| TOTAL REUS | | | 671 | 0 | 0 | 5.7 | 23.8 | 39.2 | 14.0 | 9.7 | 5.1 | 1.3 | 0.9 | 0.3 | 0.0 | 0.0 | 20 | 71.9 | 15 | 570 | | | |
| RHODES | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | 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 | 50.0 | 29 | 4 | | |
| ABERDEEN | 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 | 33.3 | 28 | 3 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S A | 8 | 0 | 0 | 0.0 | 50.0 | 0.0 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 37.5 | 42 | 8 | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S D | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 22.2 | 39 | 9 | | |
| BELFAST INTERNATIONAL | JET2.COM LTD | S A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 75.0 | 9 | 4 | | |
| BELFAST INTERNATIONAL | JET2.COM LTD | S D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 23 | 4 | | |
| BELFAST INTERNATIONAL | 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 | 33.3 | 65 | 3 | | |
| BELFAST INTERNATIONAL | 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 | 22 | 2 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S A | 3 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S D | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S A | 30 | 0 | 0 | 0.0 | 10.0 | 10.0 | 46.7 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 51.4 | 18 | 35 | | |
| BIRMINGHAM | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 0.0 | 20.0 | 26.7 | 40.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 40.0 | 27 | 35 | | |
| BIRMINGHAM | RYANAIR | S A | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 16.7 | 44.4 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48 | 55.6 | 18 | 9 | | |
| BIRMINGHAM | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 5.9 | 41.2 | 35.3 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 66.7 | 12 | 9 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 22 | 0 | 0 | 0.0 | 9.1 | 18.2 | 22.7 | 27.3 | 9.1 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 70.0 | 25 | 20 | | |

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | TUI AIRWAYS LTD | C D | 20 | 0 | 0 | 0.0 | 10.0 | 30.0 | 20.0 | 20.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 45.0 | 42 | 20 | | |
| BOURNEMOUTH | AEGEAN AIRLINES | C A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 4 | | |
| BOURNEMOUTH | AEGEAN 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 | 100.0 | 1 | 3 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 40.0 | 307 | 5 | | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C D | 7 | 0 | 0 | 0.0 | 14.3 | 71.4 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 60.0 | 14 | 5 | | | |
| BRISTOL | EASYJET UK LTD | S A | 26 | 1 | 0 | 0.0 | 7.4 | 25.9 | 22.2 | 22.2 | 18.5 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 34 | 41.7 | 27 | 24 | | | |
| BRISTOL | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 3.8 | 42.3 | 30.8 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 68.0 | 19 | 25 | | | |
| BRISTOL | JET2.COM LTD | S A | 16 | 0 | 0 | 0.0 | 6.3 | 0.0 | 6.3 | 56.3 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 16.7 | 37 | 18 | | | |
| BRISTOL | JET2.COM LTD | S D | 16 | 0 | 0 | 0.0 | 0.0 | 25.0 | 18.8 | 25.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 33.3 | 23 | 18 | | | |
| BRISTOL | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 30.8 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 15.4 | 33 | 13 | | | |
| BRISTOL | TUI AIRWAYS LTD | C D | 11 | 0 | 0 | 0.0 | 9.1 | 27.3 | 36.4 | 9.1 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 61.5 | 18 | 13 | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 8 | 1 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 44.4 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 70 | 22.2 | 39 | 9 | | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C D | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 0.0 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 77.8 | 6 | 9 | | | |
| EAST MIDLANDS INTERNATIONAL | AEGEAN 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 | 3 | | | |
| EAST MIDLANDS INTERNATIONAL | AEGEAN 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 | 100.0 | 3 | 2 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 46.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.5 | 16 | 8 | | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 50.0 | 16 | 8 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 23.1 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 29 | 8 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S D | 13 | 0 | 0 | 0.0 | 38.5 | 38.5 | 0.0 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.5 | 13 | 8 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C A | 16 | 0 | 0 | 0.0 | 12.5 | 43.8 | 18.8 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 38.5 | 26 | 13 | | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C D | 15 | 0 | 0 | 0.0 | 13.3 | 60.0 | 13.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 28 | 12 | | | |
| EDINBURGH | EASYJET UK LTD | S A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 33.3 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 66.7 | 18 | 9 | | | |
| EDINBURGH | EASYJET UK LTD | S D | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 33.3 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 44.4 | 30 | 9 | | | |
| EDINBURGH | JET2.COM LTD | S A | 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 | 28 | 28.6 | 34 | 7 | | | |
| EDINBURGH | JET2.COM LTD | S D | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 26 | 8 | | | |
| EDINBURGH | RYANAIR | S A | 9 | 0 | 1 | 0.0 | 20.0 | 20.0 | 30.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 22 | 60.0 | 21 | 5 | | | |
| 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 | 11 | 60.0 | 14 | 5 | | | |
| EXETER | 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 | 9 | 100.0 | 0 | 4 | | | |
| EXETER | TUI AIRWAYS LTD | C D | 3 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 0 | 3 | | | |
| GLASGOW | JET2.COM LTD | S A | 12 | 0 | 0 | 16.7 | 8.3 | 41.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 53.8 | 18 | 13 | | | |
| GLASGOW | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 53.8 | 23.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 46.2 | 16 | 13 | | | |
| GLASGOW | TUI AIRWAYS LTD | C A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 62.5 | 23 | 8 | | | |
| GLASGOW | TUI AIRWAYS LTD | C D | 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 | 24 | 100.0 | 4 | 9 | | | |

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| LEEDS BRADFORD | LEEDS BRADFORD | JET2.COM LTD | S | A | 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 | 6 | 57.1 | 15 | 14 |
| LEEDS BRADFORD | LEEDS BRADFORD | JET2.COM LTD | S | D | 16 | 0 | 0 | 0.0 | 6.3 | 37.5 | 37.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 69.2 | 11 | 13 |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 8 | 0.0 | 0 | 0 |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 24 | 0 | 0 | 0.0 | 8.3 | 20.8 | 16.7 | 20.8 | 20.8 | 8.3 | 4.2 | 0.0 | 0.0 | 0.0 | 55 | 34.8 | 50 | 23 |
| GATWICK | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 24 | 0 | 0 | 0.0 | 0.0 | 20.8 | 20.8 | 33.3 | 12.5 | 4.2 | 8.3 | 0.0 | 0.0 | 0.0 | 57 | 36.4 | 50 | 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 | 0.0 | 0 | 0 |
| 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 | 0.0 | 0 | 0 |
| GATWICK | GATWICK | EASYJET UK LTD | S | A | 93 | 1 | 1 | 0.0 | 6.3 | 14.7 | 17.9 | 25.3 | 26.3 | 3.2 | 2.1 | 2.1 | 1.1 | 1.1 | 57 | 26.3 | 49 | 99 |
| GATWICK | GATWICK | EASYJET UK LTD | S | D | 93 | 0 | 0 | 0.0 | 4.3 | 15.1 | 28.0 | 35.5 | 12.9 | 2.2 | 2.2 | 0.0 | 0.0 | 0.0 | 41 | 34.3 | 31 | 99 |
| GATWICK | GATWICK | ENTER AIR | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 60.0 | 15 | 5 |
| GATWICK | GATWICK | ENTER AIR | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 0.0 | 40 | 5 |
| GATWICK | GATWICK | TUI AIRWAYS LTD | C | A | 19 | 0 | 0 | 0.0 | 5.3 | 31.6 | 26.3 | 10.5 | 15.8 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 31.6 | 51 | 18 |
| GATWICK | GATWICK | TUI AIRWAYS LTD | C | D | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 31.3 | 25.0 | 18.8 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 44.4 | 37 | 18 |
| HEATHROW | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 37.5 | 25.0 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 2 | 5 |
| HEATHROW | HEATHROW | BRITISH AIRWAYS PLC | 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 | 10 | 100.0 | 5 | 5 |
| LUTON | LUTON | EASYJET UK LTD | S | A | 30 | 0 | 1 | 0.0 | 22.6 | 22.6 | 19.4 | 19.4 | 6.5 | 6.5 | 0.0 | 0.0 | 0.0 | 3.2 | 29 | 44.8 | 31 | 29 |
| LUTON | LUTON | EASYJET UK LTD | S | D | 30 | 0 | 0 | 0.0 | 20.0 | 33.3 | 16.7 | 13.3 | 13.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 31 | 60.0 | 19 | 30 |
| LUTON | LUTON | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 12.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 66.7 | 14 | 9 |
| LUTON | LUTON | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 6 | 9 |
| STANSTED | STANSTED | 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 |
| STANSTED | STANSTED | JET2.COM LTD | S | A | 32 | 0 | 0 | 6.3 | 12.5 | 28.1 | 18.8 | 21.9 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 42.1 | 20 | 37 |
| STANSTED | STANSTED | JET2.COM LTD | S | D | 32 | 0 | 0 | 0.0 | 12.5 | 53.1 | 15.6 | 15.6 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 75.0 | 11 | 36 |
| STANSTED | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 7.7 | 26.9 | 26.9 | 23.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 53.3 | 24 | 30 |
| STANSTED | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 15.4 | 50.0 | 19.2 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 83.3 | 9 | 30 |
| STANSTED | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 1 | 0.0 | 0.0 | 20.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 20.0 | 279 | 0.0 | 0 | 0 |
| STANSTED | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 |
| STANSTED | STANSTED | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 7.7 | 7.7 | 23.1 | 0.0 | 46.2 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 50.0 | 22 | 8 |
| STANSTED | STANSTED | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 0.0 | 58.3 | 16.7 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 11 | 9 |
| MANCHESTER | MANCHESTER | AEGEAN 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 | 2 |
| MANCHESTER | MANCHESTER | AEGEAN 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 | 100.0 | 0 | 1 |

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | EASYJET UK LTD | S A | 27 | 0 | 0 | 0.0 | 3.7 | 18.5 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 54.2 | 26 | 24 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 26 | 0 | 0 | 0.0 | 3.8 | 30.8 | 15.4 | 46.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 52.0 | 25 | 25 | | | |
| MANCHESTER | JET2.COM LTD | S A | 41 | 0 | 0 | 0.0 | 4.9 | 19.5 | 22.0 | 31.7 | 19.5 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 34.0 | 37 | 49 | | | |
| MANCHESTER | JET2.COM LTD | S D | 40 | 0 | 0 | 0.0 | 0.0 | 5.0 | 35.0 | 30.0 | 25.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 49 | 20.4 | 44 | 49 | | | |
| MANCHESTER | RYANAIR | S A | 17 | 0 | 1 | 0.0 | 5.6 | 5.6 | 27.8 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 39 | 15.4 | 54 | 13 | | | |
| MANCHESTER | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 5.9 | 47.1 | 35.3 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 38.5 | 25 | 13 | | | |
| MANCHESTER | RYANAIR 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 | 30 | 0.0 | 122 | 4 | | | |
| MANCHESTER | RYANAIR 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 | 10 | 50.0 | 107 | 4 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 34 | 0 | 0 | 8.8 | 20.6 | 29.4 | 26.5 | 5.9 | 0.0 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 26 | 30.0 | 43 | 30 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 29 | 0 | 0 | 0.0 | 3.4 | 41.4 | 31.0 | 13.8 | 6.9 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 14.3 | 45 | 28 | | | |
| NEWCASTLE | JET2.COM LTD | S A | 14 | 0 | 0 | 0.0 | 0.0 | 14.3 | 28.6 | 50.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 25.0 | 27 | 12 | | | |
| NEWCASTLE | JET2.COM LTD | S D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 7.7 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 38.5 | 23 | 13 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 16 | 1 | 0 | 0.0 | 11.8 | 41.2 | 5.9 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 33 | 50.0 | 18 | 12 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 15 | 0 | 0 | 0.0 | 13.3 | 40.0 | 33.3 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 41.7 | 19 | 12 | | | |
| TOTAL RHODES | | | 1371 | 4 | 7 | 1.0 | 8.6 | 28.7 | 23.0 | 22.1 | 13.0 | 1.9 | 0.8 | 0.2 | 0.3 | 0.5 | 34 | 45.4 | 30 | 1310 | | | |
| RIGA | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | AIR BALTIC | S A | 6 | 0 | 0 | 0.0 | 33.3 | 33.3 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 87.5 | 6 | 8 | | | |
| ABERDEEN | AIR BALTIC | S D | 6 | 0 | 0 | 0.0 | 16.7 | 33.3 | 33.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 87.5 | 7 | 8 | | | |
| 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 | 88.9 | 4 | 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 | 88.9 | 4 | 9 | | | |
| CARDIFF WALES | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 8 | 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 | 100 | 1 | | | |
| CARDIFF WALES | AIR BALTIC | 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 | | | |
| CARDIFF WALES | AIR BALTIC | 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 | 58 | 1 | | | |
| CARDIFF WALES | MALETH AERO | 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 | 242 | 1 | | | |
| CARDIFF WALES | MALETH AERO | 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 | 20 | 1 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 1 | 37.5 | 37 | 8 | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 2 | 37.5 | 29 | 8 | | | |
| EDINBURGH | RYANAIR | 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 | 6 | 75.0 | 31 | 8 | | | |
| EDINBURGH | 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 | 0.0 | 12 | 75.0 | 29 | 8 | | | |
| EDINBURGH | RYANAIR UK LTD | S A | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | |

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 |
| | EDINBURGH | RYANAIR UK LTD | 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 | 0.0 | 0 | 0 |
| | LEEDS BRADFORD | RYANAIR | S | A | 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 | 29 | 75.0 | 12 | 8 |
| | LEEDS BRADFORD | RYANAIR | 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 | 20 | 87.5 | 5 | 8 |
| | GATWICK | AIR BALTIC | S | A | 51 | 0 | 0 | 2.0 | 5.9 | 41.2 | 21.6 | 19.6 | 7.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 37.3 | 30 | 51 |
| | GATWICK | AIR BALTIC | S | D | 51 | 0 | 0 | 0.0 | 7.8 | 29.4 | 23.5 | 25.5 | 9.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 25.5 | 35 | 51 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 1 | 0.0 | 23.1 | 30.8 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 15 | 0.0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 1 | 0.0 | 15.4 | 23.1 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 20 | 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 | 94.4 | 11 | 36 |
| | 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 | 88.9 | 15 | 36 |
| | STANSTED | RYANAIR | S | A | 46 | 0 | 0 | 13.0 | 32.6 | 19.6 | 15.2 | 10.9 | 6.5 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 84.8 | 7 | 46 |
| | STANSTED | RYANAIR | S | D | 46 | 0 | 0 | 0.0 | 26.1 | 37.0 | 15.2 | 10.9 | 6.5 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 84.8 | 7 | 46 |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 15.4 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 55.6 | 15 | 9 |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 7.7 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 16 | 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 | 75.0 | 12 | 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 | 75.0 | 21 | 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 | 75.0 | 13 | 8 |
| | 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 | 66.7 | 43 | 9 |
| TOTAL RIGA | | | | | 314 | 0 | 2 | 3.5 | 20.3 | 31.3 | 19.0 | 15.8 | 7.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.6 | 22 | 67.5 | 19 | 397 |
| 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 | 0 | 80.0 | 12 | 5 |
| | 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 | 9 | 5 |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 11.1 | 11.1 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 90 | 75.0 | 22 | 4 |
| | STANSTED | 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 | 75.0 | 7 | 4 |
| | 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 | 32 | 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 | 39 | 4 |
| TOTAL RIJEKA | | | | | 18 | 0 | 0 | 5.6 | 27.8 | 16.7 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 52 | 73.1 | 19 | 26 |
| RIMINI | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 35.3 | 11.8 | 17.6 | 11.8 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 83.3 | 13 | 18 |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 41.2 | 0.0 | 23.5 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 88.9 | 10 | 18 |
| TOTAL RIMINI | | | | | 34 | 0 | 0 | 0.0 | 23.5 | 26.5 | 8.8 | 17.6 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 86.1 | 12 | 36 |
| 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 | 0 | 61.9 | 85 | 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 | 0 | 61.9 | 35 | 21 |
| 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 | 61.9 | 60 | 42 |

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

| | | Origin/Destinations: R | | | | | | | | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| RIYADH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 23.3 | 36.7 | 26.7 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 86.7 | 20 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 50.0 | 26.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 26.7 | 73 | 30 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 86 | 0 | 0 | 29.1 | 34.9 | 23.3 | 8.1 | 3.5 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 7 | 92.2 | 3 | 90 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 86 | 0 | 0 | 1.2 | 5.8 | 55.8 | 22.1 | 9.3 | 4.7 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 19 | 72.2 | 13 | 89 |
| | NEWCASTLE | SAUDI ARABIAN 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 | 42 | 1 |
| | NEWCASTLE | SAUDI ARABIAN 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 | 145 | 1 |
| TOTAL RIYADH | | | | | 232 | 0 | 0 | 14.2 | 20.3 | 39.2 | 15.5 | 6.9 | 3.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 13 | 75.2 | 19 | 241 |
| RODEZ | 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 | 33.3 | 36 | 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 | 22.2 | 43 | 9 |
| TOTAL RODEZ | | | | | 0 | 0 | 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 | 39 | 18 |
| ROME (CIAMPINO) | EAST MIDLANDS INTERNATIONAL | RYANAIR | 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 | 0.0 | 6 | 77.8 | 8 | 9 |
| | EAST MIDLANDS INTERNATIONAL | 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 | 88.9 | 36 | 9 |
| | EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 19.2 | 34.6 | 34.6 | 7.7 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 52.0 | 25 | 25 |
| | EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 30.8 | 42.3 | 15.4 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 28.0 | 36 | 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 | 20.0 | 60 | 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 | 20.0 | 25 | 5 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 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 | 22.2 | 33 | 9 |
| | LIVERPOOL (JOHN LENNON) | 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 | 12 | 33.3 | 17 | 9 |
| | STANSTED | RYANAIR | S | A | 129 | 0 | 0 | 14.0 | 24.0 | 20.2 | 12.4 | 16.3 | 9.3 | 3.1 | 0.8 | 0.0 | 0.0 | 0.0 | 26 | 69.6 | 14 | 125 |
| | STANSTED | RYANAIR | S | D | 129 | 0 | 0 | 0.0 | 20.9 | 34.9 | 17.8 | 12.4 | 10.1 | 2.3 | 1.6 | 0.0 | 0.0 | 0.0 | 25 | 76.8 | 13 | 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 | 100.0 | 1 | 4 |
| | STANSTED | RYANAIR UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 4 |
| | MANCHESTER | RYANAIR | S | A | 47 | 0 | 0 | 4.3 | 17.0 | 14.9 | 23.4 | 19.1 | 17.0 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 50.0 | 16 | 30 |
| | MANCHESTER | RYANAIR | S | D | 47 | 0 | 0 | 0.0 | 8.5 | 46.8 | 12.8 | 21.3 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 73.3 | 13 | 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 | 66.7 | 16 | 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 | 7 | 18 |
| TOTAL ROME (CIAMPINO) | | | | | 440 | 0 | 0 | 5.7 | 21.8 | 31.4 | 15.2 | 14.1 | 8.9 | 2.3 | 0.7 | 0.0 | 0.0 | 0.0 | 23 | 66.2 | 17 | 450 |
| ROME (FIUMICINO) | BIRMINGHAM | JET2.COM LTD | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 18 | 0 | 0 | 0.0 | 0.0 | 33.3 | 27.8 | 33.3 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 16.7 | 39 | 18 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S A/ D | | MAT UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | |
|--------------------|-----------------------------|-------------------|---|---------|---|-----------|-----|-----------|------|------|------|----------------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|-------|-----|------------------|-----------------|------------------|-----|
| | | | | | | | | | | | | More than 15 m early | 15 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| | | | | | | | | | | | | 0 m to 15 m late | 16 m to 30 m late | 31 m to 60 m late | 61 m to 120 m late | 121 m to 180 m late | 181 m to 360 m late | More than 360 m late | Unmat | Can | Avg Delay (mins) | % Early to 15 m | Avg Delay (mins) | Mat |
| BIRMINGHAM | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 72.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.3 | 8 | 18 | | | |
| 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 | 100.0 | 14 | 1 | | | |
| BRISTOL | EASYJET UK LTD | S | A | 35 | 0 | 0 | 2.9 | 22.9 | 31.4 | 17.1 | 8.6 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 37.9 | 36 | 28 | | | |
| BRISTOL | EASYJET UK LTD | S | D | 34 | 0 | 0 | 0.0 | 26.5 | 35.3 | 11.8 | 17.6 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 56.7 | 24 | 29 | | | |
| EDINBURGH | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 33.3 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | | | |
| EDINBURGH | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | | | |
| GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 55.6 | 25 | 9 | | | |
| GLASGOW | 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 | 7 | 100.0 | 4 | 9 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 85.7 | 14 | 7 | | | |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 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 | 85.7 | 5 | 7 | | | |
| GATWICK | (ITA) ITALIA TRASPOTO AEREO | S | A | 30 | 0 | 0 | 6.7 | 33.3 | 20.0 | 26.7 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | |
| GATWICK | (ITA) ITALIA TRASPOTO AEREO | S | D | 29 | 0 | 0 | 0.0 | 3.4 | 31.0 | 20.7 | 34.5 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | | |
| GATWICK | EASYJET UK LTD | S | A | 89 | 0 | 0 | 4.5 | 2.2 | 20.2 | 20.2 | 33.7 | 15.7 | 2.2 | 1.1 | 0.0 | 0.0 | 0.0 | 42 | 24.7 | 45 | 82 | | | |
| GATWICK | EASYJET UK LTD | S | D | 90 | 0 | 0 | 0.0 | 8.9 | 36.7 | 23.3 | 22.2 | 6.7 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 28 | 41.0 | 33 | 82 | | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 182 | 0.0 | 0 | 0 | | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 165 | 0.0 | 0 | 0 | | | |
| GATWICK | VUELING AIRLINES | S | A | 83 | 0 | 2 | 1.2 | 23.5 | 27.1 | 21.2 | 14.1 | 9.4 | 0.0 | 1.2 | 0.0 | 0.0 | 2.4 | 23 | 65.9 | 18 | 81 | | | |
| GATWICK | VUELING AIRLINES | S | D | 83 | 0 | 2 | 0.0 | 5.9 | 20.0 | 28.2 | 27.1 | 14.1 | 1.2 | 1.2 | 0.0 | 0.0 | 2.4 | 37 | 42.2 | 37 | 82 | | | |
| GATWICK | WIZZ AIR MALTA | S | A | 60 | 0 | 0 | 1.7 | 15.0 | 23.3 | 26.7 | 15.0 | 13.3 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 39 | 54.3 | 24 | 46 | | | |
| GATWICK | WIZZ AIR MALTA | S | D | 60 | 0 | 0 | 0.0 | 1.7 | 21.7 | 26.7 | 26.7 | 20.0 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 49 | 17.4 | 42 | 46 | | | |
| 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 | 63.3 | 11 | 30 | | | |
| 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 | 53.3 | 16 | 30 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | A | 205 | 0 | 14 | 0.9 | 11.0 | 26.0 | 16.4 | 23.3 | 13.2 | 1.8 | 0.5 | 0.5 | 0.0 | 6.4 | 38 | 59.1 | 19 | 194 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S | D | 205 | 0 | 14 | 0.0 | 12.3 | 41.1 | 14.6 | 13.2 | 9.6 | 2.3 | 0.5 | 0.0 | 0.0 | 6.4 | 25 | 50.5 | 23 | 194 | | | |
| LONDON CITY | (ITA) ITALIA TRASPOTO AEREO | S | A | 50 | 0 | 0 | 2.0 | 48.0 | 28.0 | 12.0 | 6.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | | | |
| LONDON CITY | (ITA) ITALIA TRASPOTO AEREO | S | D | 50 | 0 | 1 | 0.0 | 3.9 | 41.2 | 27.5 | 17.6 | 5.9 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 26 | 0.0 | 0 | 0 | | | |
| STANSTED | JET2.COM LTD | S | A | 18 | 0 | 0 | 0.0 | 0.0 | 11.1 | 27.8 | 50.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 11.8 | 55 | 17 | | | |
| STANSTED | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 61.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 83.3 | 11 | 18 | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 0.0 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 56 | 62.5 | 19 | 8 | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 0.0 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 87.5 | 3 | 8 | | | |
| MANCHESTER | JET2.COM LTD | S | A | 26 | 0 | 0 | 3.8 | 15.4 | 30.8 | 19.2 | 19.2 | 7.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 70.4 | 16 | 27 | | | |

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | JET2.COM LTD | S | D | 26 | 0 | 0 | 0.0 | 3.8 | 61.5 | 23.1 | 3.8 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 44.4 | 22 | 27 | | | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 22.2 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 55.6 | 26 | 9 | | | |
| | NEWCASTLE | JET2.COM 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 | 22 | 88.9 | 14 | 9 | | | |
| TOTAL ROME (FIUMICINO) | | | | | 1321 | 0 | 33 | 1.1 | 12.9 | 31.9 | 19.4 | 19.4 | 10.3 | 1.6 | 0.8 | 0.1 | 0.0 | 2.4 | 30 | 50.9 | 26 | 1117 | | | |
| ROTTERDAM | | | | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | TRANSAVIA | S | A | 18 | 0 | 0 | 5.6 | 33.3 | 16.7 | 16.7 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 64.7 | 12 | 17 | | | |
| | EDINBURGH | TRANSAVIA | S | D | 18 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 27.8 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 64.7 | 13 | 17 | | | |
| | GLASGOW | JET2.COM LTD | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 1 | | | |
| | 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 | 2 | 1 | | | |
| | JERSEY | BLUE ISLANDS LIMITED | C | D | 2 | 0 | 0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 12 | 2 | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 68 | 0 | 5 | 1.4 | 45.2 | 26.0 | 5.5 | 9.6 | 2.7 | 2.7 | 0.0 | 0.0 | 0.0 | 6.8 | 14 | 81.4 | 9 | 100 | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 70 | 0 | 4 | 0.0 | 31.1 | 44.6 | 6.8 | 8.1 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 12 | 83.2 | 10 | 100 | | | |
| | SOUTHEND | EASYJET EUROPE | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | | |
| TOTAL ROTTERDAM | | | | | 177 | 0 | 9 | 1.1 | 36.0 | 32.3 | 9.1 | 11.8 | 2.7 | 2.2 | 0.0 | 0.0 | 0.0 | 4.8 | 15 | 80.1 | 10 | 238 | | | |
| RZESZOW | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 22.2 | 22.2 | 33.3 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 33.3 | 50 | 9 | | | |
| | BRISTOL | RYANAIR | 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 | 0.0 | 4 | 44.4 | 33 | 9 | | | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 2 | 44.4 | 36 | 9 | | | |
| | 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 | 0.0 | 6 | 44.4 | 36 | 9 | | | |
| | LUTON | RYANAIR | S | A | 14 | 0 | 0 | 0.0 | 28.6 | 35.7 | 0.0 | 14.3 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 69.2 | 23 | 13 | | | |
| | LUTON | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 38.5 | 46.2 | 0.0 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 84.6 | 18 | 13 | | | |
| | STANSTED | RYANAIR | S | A | 25 | 0 | 0 | 0.0 | 36.0 | 20.0 | 24.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.0 | 9 | 25 | | | |
| | STANSTED | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 44.0 | 28.0 | 16.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 84.0 | 6 | 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 | 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 | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 44.4 | 18 | 9 | | | |
| | MANCHESTER | 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 | 4 | 88.9 | 7 | 9 | | | |
| TOTAL RZESZOW | | | | | 129 | 0 | 0 | 3.1 | 41.1 | 30.2 | 11.6 | 10.1 | 0.8 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 68.8 | 18 | 138 | | | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| SALERNO COSTA AMALFI | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 37.5 | 12.5 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | |
| | GATWICK | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 12.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 44.4 | 0.0 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | 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 | |
| TOTAL SALERNO COSTA AMALFI | | | | | 34 | 0 | 0 | 0.0 | 14.7 | 35.3 | 17.6 | 20.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| SALONIKA | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 77.8 | 15 | 9 | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 77.8 | 12 | 9 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 22.2 | 11.1 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 26 | 8 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 88.9 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 37.5 | 27 | 8 | |
| | BRISTOL | JET2.COM LTD | S | A | 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 | 15 | 20.0 | 21 | 5 | |
| | BRISTOL | 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 | 6 | 80.0 | 4 | 5 | |
| | BRISTOL | TUI AIRWAYS LTD | C | 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 | 75.0 | 12 | 4 | |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 5 | 0 | 0 | 0.0 | 20.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 7 | 4 | |
| | EDINBURGH | 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 | 2 | 100.0 | 0 | 4 | |
| | EDINBURGH | JET2.COM LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 7 | 4 | |
| | 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 | 75.0 | 17 | 4 | |
| | LEEDS BRADFORD | 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 | 75.0 | 8 | 4 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 29 | 0 | 0 | 6.9 | 10.3 | 27.6 | 10.3 | 17.2 | 13.8 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 19.2 | 46 | 26 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 29 | 0 | 0 | 0.0 | 0.0 | 37.9 | 27.6 | 17.2 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 24 | 26 | |
| | GATWICK | EASYJET UK LTD | S | A | 33 | 1 | 0 | 0.0 | 8.8 | 26.5 | 14.7 | 14.7 | 26.5 | 2.9 | 2.9 | 0.0 | 2.9 | 0.0 | 48 | 42.9 | 51 | 56 | |
| | GATWICK | EASYJET UK LTD | S | D | 33 | 0 | 0 | 0.0 | 12.1 | 33.3 | 21.2 | 15.2 | 15.2 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 35 | 55.4 | 33 | 56 | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 0.0 | 0.0 | 15.4 | 53.8 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 69 | 0.0 | 49 | 8 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 13 | 0 | 0 | 0.0 | 0.0 | 61.5 | 15.4 | 7.7 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 33 | 62.5 | 20 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 0.0 | 18.2 | 9.1 | 22.7 | 36.4 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 38.1 | 43 | 21 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 0.0 | 13.6 | 63.6 | 18.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 76.2 | 21 | 21 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 7 | 0 | 0 | 0.0 | 0.0 | 57.1 | 28.6 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 100.0 | 0 | 1 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 6 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 100.0 | 7 | 2 | |
| | 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 | 44.4 | 25 | 9 | |
| | 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 | 55.6 | 18 | 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 | 84.6 | 5 | 13 | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 0 | 0 | 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 | 9 | 13 | |
| | STANSTED | 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 | |
| | STANSTED | JET2.COM LTD | S | A | 8 | 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 | 60.0 | 16 | 10 | |
| | STANSTED | JET2.COM LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 62.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 88.9 | 9 | 9 | |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 0.0 | 0.0 | 26.9 | 19.2 | 26.9 | 23.1 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 26.7 | 42 | 30 | |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 3.8 | 42.3 | 23.1 | 19.2 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 50.0 | 29 | 30 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 11.1 | 0.0 | 33.3 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 46.2 | 19 | 13 | |
| | MANCHESTER | 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 | 4 | 53.8 | 12 | 13 | |
| | MANCHESTER | JET2.COM LTD | S | A | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 33.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 27 | 12 | |
| | MANCHESTER | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 41.7 | 17 | 12 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 37.5 | 47 | 8 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 8 | 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 | 12.5 | 57 | 8 | |
| | NEWCASTLE | 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 | 5 | 100.0 | 0 | 4 | |
| | NEWCASTLE | 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 | 7 | 75.0 | 11 | 4 | |
| TOTAL SALONIKA | | | | | 410 | 1 | 0 | 1.7 | 9.5 | 36.7 | 21.7 | 16.8 | 10.5 | 1.9 | 1.0 | 0.0 | 0.2 | 0.0 | 29 | 51.7 | 29 | 491 | |
| SALT LAKE CITY | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | DELTA AIRLINES | S | A | 21 | 0 | 1 | 9.1 | 27.3 | 22.7 | 22.7 | 9.1 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 4.5 | 20 | 82.8 | 20 | 27 | |
| | HEATHROW | DELTA AIRLINES | S | D | 21 | 0 | 0 | 0.0 | 33.3 | 47.6 | 0.0 | 4.8 | 4.8 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 31 | 73.3 | 14 | 27 | |
| TOTAL SALT LAKE CITY | | | | | 42 | 0 | 1 | 4.7 | 30.2 | 34.9 | 11.6 | 7.0 | 2.3 | 0.0 | 7.0 | 0.0 | 0.0 | 2.3 | 25 | 78.0 | 17 | 54 | |
| SALZBURG | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 4 | 2 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 1 | |
| | GLASGOW | BA CITYFLYER 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 | 1 | 100.0 | 0 | 2 | |
| | GLASGOW | BA CITYFLYER LTD | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 100.0 | 6 | 1 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 23 | 0 | 0 | 4.3 | 8.7 | 26.1 | 21.7 | 26.1 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 35.3 | 34 | 17 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 23 | 0 | 0 | 0.0 | 0.0 | 52.2 | 21.7 | 13.0 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 41.2 | 22 | 17 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | |
| | 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 | 11.1 | 36 | 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 | 0 | 66.7 | 25 | 9 | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 33.3 | 37 | 3 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 50.0 | 33 | 2 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 7.7 | 0.0 | 38.5 | 46.2 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |

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

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | SEP 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 | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 61.5 | 23.1 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 16 | 0 | 0 | 0.0 | 0.0 | 18.8 | 31.3 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 66.7 | 17 | 18 |
| | STANSTED | RYANAIR | S | D | 16 | 0 | 0 | 0.0 | 25.0 | 18.8 | 25.0 | 18.8 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 77.8 | 14 | 18 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 66.7 | 12 | 3 |
| | MANCHESTER | 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 | 34 | 50.0 | 20 | 2 |
| | NEWCASTLE | 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 | 29 | 100.0 | 2 | 1 |
| TOTAL SALZBURG | | | | | 115 | 0 | 2 | 1.7 | 12.8 | 29.9 | 24.8 | 15.4 | 12.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 27 | 55.2 | 22 | 105 |
| SAMOS | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61 | 25.0 | 62 | 4 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 0.0 | 30 | 4 |
| TOTAL SAMOS | | | | | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 25.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53 | 12.5 | 46 | 8 |
| SAN DIEGO | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 8.3 | 13.3 | 21.7 | 23.3 | 23.3 | 6.7 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 29 | 80.0 | 11 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 21.7 | 30.0 | 15.0 | 21.7 | 10.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 20 | 30 |
| TOTAL SAN DIEGO | | | | | 120 | 0 | 0 | 4.2 | 17.5 | 25.8 | 19.2 | 22.5 | 8.3 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 28 | 73.3 | 15 | 60 |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORSE ATLANTIC 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 | 76.9 | 11 | 13 |
| | GATWICK | NORSE ATLANTIC 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 | 69.2 | 19 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 1 | 23.3 | 21.7 | 23.3 | 18.3 | 5.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 15 | 63.3 | 26 | 58 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 0.0 | 13.3 | 48.3 | 11.7 | 15.0 | 8.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 54.2 | 35 | 58 |
| | HEATHROW | UNITED AIRLINES | S | A | 87 | 0 | 3 | 15.6 | 28.9 | 30.0 | 11.1 | 6.7 | 2.2 | 1.1 | 1.1 | 0.0 | 0.0 | 3.3 | 15 | 71.9 | 20 | 87 |
| | HEATHROW | UNITED AIRLINES | S | D | 87 | 0 | 4 | 0.0 | 29.7 | 45.1 | 12.1 | 3.3 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 13 | 79.8 | 17 | 87 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 57 | 0 | 3 | 36.7 | 20.0 | 11.7 | 3.3 | 15.0 | 5.0 | 1.7 | 0.0 | 1.7 | 0.0 | 5.0 | 23 | 80.0 | 13 | 60 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 57 | 0 | 3 | 0.0 | 30.0 | 30.0 | 10.0 | 10.0 | 11.7 | 1.7 | 1.7 | 0.0 | 0.0 | 5.0 | 24 | 81.7 | 11 | 60 |
| TOTAL SAN FRANCISCO | | | | | 407 | 0 | 14 | 11.9 | 24.7 | 32.3 | 11.2 | 8.6 | 5.9 | 1.4 | 0.5 | 0.2 | 0.0 | 3.3 | 18 | 72.5 | 20 | 436 |
| 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 | 0.0 | 0 | 70.0 | 14 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 56.7 | 20 | 30 |
| 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 | 63.3 | 17 | 60 |
| SAN SEBASTIAN | | | | | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 9 | 0 | 0 | 22.2 | 44.4 | 0.0 | 11.1 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 26 | 2 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: S | | | | | | | | | | SEP 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 |
| LONDON CITY | | BA CITYFLYER LTD | | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 0.0 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 50.0 | 36 | 2 | | | | |
| TOTAL SAN SEBASTIAN | | | | | | 18 | 0 | 0 | 11.1 | 22.2 | 33.3 | 5.6 | 16.7 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 50.0 | 31 | 4 | | | | |
| SANDEFJORD(TORP) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | A | 21 | 0 | 0 | 0.0 | 14.3 | 52.4 | 9.5 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 72.7 | 24 | 22 | | | | | |
| STANSTED | | RYANAIR UK LTD | | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 52.4 | 14.3 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 63.6 | 23 | 22 | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | S | A | 26 | 0 | 0 | 11.5 | 34.6 | 19.2 | 11.5 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 25 | 68.2 | 38 | 22 | | | | | |
| MANCHESTER | | RYANAIR UK LTD | | S | D | 26 | 0 | 0 | 0.0 | 38.5 | 26.9 | 11.5 | 7.7 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 24 | 81.8 | 19 | 22 | | | | | |
| TOTAL SANDEFJORD (TORP) | | | | | | 94 | 0 | 0 | 3.2 | 25.5 | 36.2 | 11.7 | 13.8 | 7.4 | 2.1 | 0.0 | 0.0 | 0.0 | 21 | 71.6 | 26 | 88 | | | | | |
| SANTA CRUZ DE LA PALMA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | TUI AIRWAYS LTD | | C | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 91 | 0.0 | 73 | 4 | | | | | |
| GATWICK | | 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 | 89 | 0.0 | 76 | 4 | | | | | |
| TOTAL SANTA CRUZ DE LA PALMA | | | | | | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 90 | 0.0 | 74 | 8 | | | | | |
| SANTANDER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | RYANAIR | | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 55.6 | 16 | 9 | | | | | |
| BIRMINGHAM | | RYANAIR | | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 18 | 9 | | | | | |
| EDINBURGH | | RYANAIR | | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 0.0 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 33.3 | 26 | 9 | | | | | |
| EDINBURGH | | RYANAIR | | 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 | 27 | 66.7 | 19 | 9 | | | | | |
| STANSTED | | RYANAIR | | S | A | 21 | 0 | 0 | 28.6 | 23.8 | 28.6 | 9.5 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.5 | 9 | 26 | | | | | |
| STANSTED | | RYANAIR | | S | D | 21 | 0 | 0 | 0.0 | 38.1 | 33.3 | 14.3 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 73.1 | 13 | 26 | | | | | |
| MANCHESTER | | RYANAIR | | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 66.7 | 29 | 9 | | | | | |
| MANCHESTER | | 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 | 16 | 66.7 | 28 | 9 | | | | | |
| TOTAL SANTANDER | | | | | | 94 | 0 | 0 | 6.4 | 21.3 | 34.0 | 18.1 | 13.8 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 68.9 | 17 | 106 | | | | | |
| SANTIAGO DE CHILE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 17 | 0 | 0 | 23.5 | 41.2 | 11.8 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.2 | 11 | 17 | | | | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 35.3 | 17.6 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 41.2 | 25 | 16 | | | | | |
| TOTAL SANTIAGO DE CHILE | | | | | | 34 | 0 | 0 | 11.8 | 26.5 | 23.5 | 17.6 | 11.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 57.1 | 18 | 33 | | | | | |
| 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 | 33.3 | 34 | 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 | 22.2 | 43 | 9 | | | | | |
| 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 | 66.7 | 21 | 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 | 77.8 | 12 | 9 | | | | | |
| GATWICK | | VUELING AIRLINES | | S | A | 29 | 0 | 1 | 3.3 | 13.3 | 30.0 | 23.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 50.0 | 42 | 29 | | | | | |

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

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | VUELING AIRLINES | S | D | 29 | 0 | 1 | 0.0 | 13.3 | 23.3 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 32 | 36.7 | 52 | 29 |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 3.4 | 34.5 | 34.5 | 6.9 | 3.4 | 13.8 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 84.8 | 13 | 33 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 0.0 | 20.7 | 51.7 | 3.4 | 0.0 | 17.2 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 29 | 66.7 | 19 | 33 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | | | 116 | 0 | 2 | 1.7 | 20.3 | 34.7 | 13.6 | 11.0 | 14.4 | 1.7 | 0.8 | 0.0 | 0.0 | 1.7 | 25 | 58.0 | 30 | 160 |
| SANYA PHOENIX INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CHINA EASTERN AIRLINES | S | A | 30 | 0 | 0 | 50.0 | 20.0 | 13.3 | 6.7 | 3.3 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 |
| | HEATHROW | CHINA EASTERN AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 66.7 | 20.0 | 6.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 |
| TOTAL SANYA PHOENIX INTERNATIONAL | | | | | 60 | 0 | 0 | 25.0 | 43.3 | 16.7 | 6.7 | 1.7 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 |
| SAO PAULO (GUARULHOS) | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 16.7 | 30.0 | 16.7 | 13.3 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 70.0 | 34 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 16.7 | 40.0 | 23.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 15 | 66.7 | 56 | 30 |
| | HEATHROW | TAM LINHAS AEREAS | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 13.3 | 30.0 | 26.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 53.3 | 25 | 30 |
| | HEATHROW | TAM LINHAS AEREAS | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 30.0 | 23.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 93.3 | 4 | 30 |
| TOTAL SAO PAULO (GUARULHOS) | | | | | 118 | 0 | 2 | 4.2 | 25.0 | 25.0 | 22.5 | 15.0 | 5.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 20 | 70.8 | 30 | 120 |
| SARAJEVO | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 8 | 0 | 0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 3 | 2 |
| | LUTON | WIZZ AIR UK LTD | S | D | 8 | 0 | 0 | 0.0 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 50.0 | 15 | 2 |
| | STANSTED | RYANAIR UK LTD | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 41.7 | 16.7 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 75.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 |
| TOTAL SARAJEVO | | | | | 40 | 0 | 0 | 5.0 | 32.5 | 47.5 | 10.0 | 2.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 75.0 | 9 | 4 |
| SATU MARE | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 23.1 | 7.7 | 61.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 21 | 6 |
| | LUTON | WIZZ AIR 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 | 4 | 83.3 | 18 | 6 |
| TOTAL SATU MARE | | | | | 26 | 0 | 0 | 11.5 | 30.8 | 53.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 83.3 | 19 | 12 |
| 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 | 0.0 | 0 | 90.0 | 3 | 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 | 0.0 | 0 | 90.0 | 12 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 11.9 | 18.6 | 22.0 | 15.3 | 20.3 | 6.8 | 1.7 | 3.4 | 0.0 | 0.0 | 0.0 | 30 | 48.3 | 22 | 58 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 1 | 0.0 | 21.7 | 53.3 | 5.0 | 10.0 | 1.7 | 3.3 | 3.3 | 0.0 | 0.0 | 1.7 | 21 | 58.3 | 17 | 58 |
| | HEATHROW | DELTA AIRLINES | S | A | 30 | 0 | 1 | 29.0 | 22.6 | 22.6 | 6.5 | 9.7 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 14 | 66.7 | 32 | 30 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: S | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | Mat | | | | |
| | | HEATHROW | DELTA AIRLINES | S | D | 30 | 0 | 1 | 0.0 | 29.0 | 32.3 | 16.1 | 12.9 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 3.2 | 22 | 66.7 | 28 | 30 |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 1 | 6.7 | 23.3 | 26.7 | 13.3 | 6.7 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 30 | 83.3 | 8 | 30 |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 1 | 0.0 | 3.3 | 36.7 | 13.3 | 16.7 | 16.7 | 10.0 | 0.0 | 0.0 | 0.0 | 3.3 | 41 | 80.0 | 12 | 30 |
| TOTAL SEATTLE (TACOMA) | | | | | | 236 | 0 | 5 | 7.5 | 19.9 | 33.6 | 11.2 | 13.3 | 7.1 | 3.7 | 1.7 | 0.0 | 0.0 | 2.1 | 26 | 69.0 | 17 | 296 |
| SEOUL (INCHEON) | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | ASIANA AIRLINES | S | A | 30 | 0 | 0 | 10.0 | 3.3 | 26.7 | 13.3 | 30.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 20.0 | 33 | 30 |
| | | HEATHROW | ASIANA AIRLINES | S | D | 30 | 0 | 0 | 0.0 | 3.3 | 40.0 | 13.3 | 26.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 30.0 | 34 | 30 |
| | | HEATHROW | KOREAN AIR | S | A | 30 | 0 | 0 | 36.7 | 20.0 | 16.7 | 6.7 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 76.7 | 15 | 30 | |
| | | HEATHROW | KOREAN AIR | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 70.0 | 6.7 | 6.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 76.7 | 12 | 30 | |
| TOTAL SEOUL (INCHEON) | | | | | | 120 | 0 | 0 | 11.7 | 6.7 | 38.3 | 10.0 | 18.3 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 50.8 | 24 | 120 |
| SEVILLE | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 14 | 0.0 | 0 | 0 | |
| | | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 55.6 | 33.3 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | |
| | | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 53.8 | 30 | 13 | |
| | | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 23.1 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 46.2 | 25 | 13 | |
| | | GLASGOW | ALBA STAR | C | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 27 | 1 | |
| | | GLASGOW | ALBA STAR | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 71 | 1 | |
| | | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 22 | 0 | 0 | 0.0 | 9.1 | 18.2 | 9.1 | 22.7 | 18.2 | 22.7 | 0.0 | 0.0 | 0.0 | 60 | 28.0 | 50 | 25 | |
| | | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 22 | 0 | 0 | 0.0 | 0.0 | 18.2 | 18.2 | 36.4 | 9.1 | 18.2 | 0.0 | 0.0 | 0.0 | 55 | 16.0 | 50 | 25 | |
| | | GATWICK | EASYJET UK LTD | S | A | 64 | 0 | 0 | 0.0 | 6.3 | 25.0 | 18.8 | 28.1 | 12.5 | 6.3 | 3.1 | 0.0 | 0.0 | 46 | 34.4 | 42 | 61 | |
| | | GATWICK | EASYJET UK LTD | S | D | 64 | 0 | 0 | 0.0 | 9.4 | 28.1 | 29.7 | 20.3 | 7.8 | 3.1 | 1.6 | 0.0 | 0.0 | 33 | 62.3 | 19 | 61 | |
| | | GATWICK | VUELING AIRLINES | S | A | 29 | 0 | 1 | 6.7 | 23.3 | 30.0 | 23.3 | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 16 | 73.1 | 21 | 25 |
| | | GATWICK | VUELING AIRLINES | S | D | 29 | 0 | 1 | 0.0 | 26.7 | 20.0 | 16.7 | 26.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 57.7 | 28 | 25 |
| | | 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 | 100.0 | 10 | 1 | |
| | | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 55.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 77.8 | 12 | 9 | |
| | | LUTON | RYANAIR | 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 | 8 | 44.4 | 26 | 9 | |
| | | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 17.2 | 20.7 | 31.0 | 3.4 | 13.8 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 48.8 | 21 | 43 | |
| | | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 0.0 | 3.4 | 37.9 | 13.8 | 17.2 | 27.6 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 51.2 | 20 | 43 | |
| | | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 15.4 | 30.8 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 58.8 | 40 | 17 | |
| | | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 30.8 | 30.8 | 15.4 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 50.0 | 50 | 16 | |
| TOTAL SEVILLE | | | | | | 376 | 0 | 2 | 1.9 | 13.2 | 28.6 | 20.1 | 20.1 | 10.8 | 4.0 | 0.8 | 0.0 | 0.0 | 0.5 | 32 | 48.6 | 31 | 388 |
| SHANGHAI (PU DONG) | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | AIR CHINA | S | A | 29 | 0 | 1 | 6.7 | 16.7 | 23.3 | 20.0 | 13.3 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 30 | 83.3 | 7 | 30 |
| | | GATWICK | AIR CHINA | S | D | 29 | 0 | 2 | 0.0 | 9.7 | 64.5 | 9.7 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 10 | 70.0 | 30 | 30 |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 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 | | | | | | |
| | GATWICK | CHINA EASTERN AIRLINES | S | A | 60 | 0 | 1 | 3.3 | 18.0 | 21.3 | 19.7 | 27.9 | 3.3 | 1.6 | 1.6 | 1.6 | 0.0 | 1.6 | 44 | 52.9 | 13 | 17 | |
| | GATWICK | CHINA EASTERN AIRLINES | S | D | 60 | 0 | 0 | 0.0 | 36.7 | 40.0 | 11.7 | 1.7 | 3.3 | 1.7 | 1.7 | 3.3 | 0.0 | 0.0 | 36 | 88.2 | 6 | 17 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 3 | 24.1 | 24.1 | 13.8 | 0.0 | 20.7 | 0.0 | 3.4 | 0.0 | 3.4 | 0.0 | 10.3 | 45 | 50.0 | 27 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 4 | 0.0 | 20.0 | 33.3 | 16.7 | 10.0 | 0.0 | 3.3 | 0.0 | 3.3 | 0.0 | 13.3 | 40 | 63.3 | 16 | 30 | |
| | HEATHROW | CHINA EASTERN 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 | 46.5 | 22 | 43 | |
| | HEATHROW | CHINA EASTERN 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 | 90.7 | 4 | 43 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 0.0 | 6.7 | 16.7 | 6.7 | 36.7 | 30.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 68 | 66.7 | 19 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 40.0 | 6.7 | 33.3 | 6.7 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 48 | 46.7 | 27 | 29 | |
| | MANCHESTER | DHL AIR LTD | S | A | 14 | 0 | 0 | 7.1 | 21.4 | 21.4 | 28.6 | 14.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| | MANCHESTER | DHL AIR LTD | S | D | 14 | 0 | 1 | 0.0 | 13.3 | 26.7 | 13.3 | 26.7 | 0.0 | 0.0 | 6.7 | 6.7 | 0.0 | 6.7 | 73 | 0.0 | 0 | 0 | |
| TOTAL SHANGHAI (PU DONG) | | | | | 318 | 0 | 12 | 3.6 | 19.4 | 30.9 | 13.0 | 18.5 | 5.8 | 1.8 | 0.9 | 2.4 | 0.0 | 3.6 | 41 | 65.7 | 17 | 298 | |
| SHANNON | BIRMINGHAM | RYANAIR | S | A | 14 | 0 | 0 | 14.3 | 14.3 | 42.9 | 7.1 | 7.1 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 30 | 57.1 | 18 | 21 | |
| | BIRMINGHAM | RYANAIR | S | D | 14 | 0 | 0 | 0.0 | 14.3 | 35.7 | 28.6 | 7.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 52.4 | 34 | 21 | |
| | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 0.0 | 28.6 | 14.3 | 21.4 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 42.9 | 38 | 21 | |
| | EDINBURGH | RYANAIR | S | D | 14 | 0 | 0 | 0.0 | 0.0 | 35.7 | 14.3 | 35.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 14.3 | 50 | 21 | |
| | LIVERPOOL (JOHN LENNON) | 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 | 100.0 | 0 | 9 | |
| | LIVERPOOL (JOHN LENNON) | 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 | 100.0 | 0 | 9 | |
| | GATWICK | RYANAIR | S | A | 30 | 0 | 0 | 6.7 | 20.0 | 26.7 | 6.7 | 33.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 53.3 | 22 | 30 | |
| | GATWICK | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 6.7 | 20.0 | 23.3 | 30.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 23.3 | 40 | 30 | |
| | HEATHROW | AER LINGUS | S | A | 84 | 0 | 2 | 11.6 | 16.3 | 15.1 | 25.6 | 17.4 | 10.5 | 1.2 | 0.0 | 0.0 | 0.0 | 2.3 | 24 | 80.0 | 8 | 84 | |
| | HEATHROW | AER LINGUS | S | D | 85 | 0 | 1 | 0.0 | 10.5 | 29.1 | 16.3 | 26.7 | 14.0 | 2.3 | 0.0 | 0.0 | 0.0 | 1.2 | 32 | 62.4 | 15 | 84 | |
| | STANSTED | RYANAIR | S | A | 66 | 0 | 0 | 12.1 | 34.8 | 18.2 | 4.5 | 15.2 | 10.6 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | 31 | 68.5 | 18 | 73 | |
| | STANSTED | RYANAIR | S | D | 66 | 0 | 0 | 0.0 | 28.8 | 25.8 | 15.2 | 13.6 | 12.1 | 3.0 | 1.5 | 0.0 | 0.0 | 0.0 | 29 | 72.6 | 18 | 73 | |
| | STANSTED | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 60.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK 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 | 7 | 0.0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 11.8 | 23.5 | 41.2 | 5.9 | 5.9 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.0 | 17 | 25 | |
| | MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 29.4 | 23.5 | 17.6 | 23.5 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 68.0 | 20 | 25 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 50.0 | 0.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52 | 20.0 | 30 | 5 | |
| | MANCHESTER | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51 | 20.0 | 33 | 5 | |
| | 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 | 91.7 | 5 | 12 | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 |
| | 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 | 91.7 | 7 | 12 |
| TOTAL SHANNON | | | | | 487 | 0 | 3 | 4.9 | 22.2 | 23.9 | 15.5 | 19.6 | 10.0 | 2.4 | 0.6 | 0.2 | 0.0 | 0.6 | 28 | 64.1 | 19 | 560 |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EASYJET UK LTD | S | A | 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 | 11 | 0.0 | 0 | 0 |
| | BIRMINGHAM | EASYJET UK LTD | S | D | 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 | 17 | 0.0 | 0 | 0 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 38.5 | 7.7 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 53.8 | 19 | 13 |
| | BIRMINGHAM | TUI AIRWAYS LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 69.2 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 75.0 | 15 | 12 |
| | BRISTOL | EASYJET UK LTD | S | 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 | 11 | 37.5 | 47 | 8 |
| | BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 44.4 | 45 | 9 |
| | BRISTOL | TUI AIRWAYS LTD | S | A | 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 | 30 | 8 |
| | BRISTOL | TUI AIRWAYS LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 62.5 | 32 | 8 |
| | EAST MIDLANDS INTERNATIONAL | 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 | 77.8 | 11 | 9 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 62.5 | 13 | 8 |
| | GATWICK | EASYJET UK LTD | S | A | 38 | 0 | 1 | 0.0 | 10.3 | 12.8 | 17.9 | 28.2 | 15.4 | 2.6 | 10.3 | 0.0 | 0.0 | 2.6 | 52 | 34.3 | 28 | 32 |
| | GATWICK | EASYJET UK LTD | S | D | 38 | 0 | 0 | 0.0 | 2.6 | 18.4 | 44.7 | 15.8 | 15.8 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 36 | 21.2 | 42 | 33 |
| | GATWICK | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 0.0 | 5.6 | 27.8 | 11.1 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 30.8 | 35 | 13 |
| | GATWICK | TUI AIRWAYS LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 52.9 | 11.8 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 25.0 | 30 | 12 |
| | LUTON | EASYJET UK LTD | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 23.1 | 23.1 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 37.5 | 32 | 8 |
| | LUTON | EASYJET UK LTD | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 50.0 | 33.3 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 66.7 | 12 | 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 | 50.0 | 17 | 2 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 2 | 2 | |
| | STANSTED | TUI AIRWAYS LTD | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 60.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 50.0 | 37 | 4 |
| | STANSTED | TUI AIRWAYS 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 | 0.0 | 29 | 25.0 | 34 | 4 |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 5.9 | 11.8 | 23.5 | 29.4 | 17.6 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 53.8 | 21 | 13 |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 41.2 | 29.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 25.0 | 26 | 12 |
| | MANCHESTER | TUI AIRWAYS LTD | S | A | 18 | 0 | 0 | 0.0 | 5.6 | 16.7 | 55.6 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 61.5 | 16 | 13 |
| | MANCHESTER | TUI AIRWAYS LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 35.3 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 16 | 12 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 37.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 0.0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 308 | 0 | 1 | 1.0 | 8.1 | 30.7 | 27.5 | 20.4 | 9.1 | 1.3 | 1.6 | 0.0 | 0.0 | 0.3 | 29 | 44.9 | 27 | 244 |
| SHENZHEN (HUANGTIAN) | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SHENZHEN AIRLINES | S | A | 22 | 0 | 0 | 54.5 | 13.6 | 13.6 | 0.0 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 65.2 | 9 | 22 |
| | HEATHROW | SHENZHEN AIRLINES | S | D | 22 | 0 | 0 | 4.5 | 63.6 | 27.3 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 65.2 | 11 | 22 |
| | STANSTED | CHINA CARGO 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 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | AIRLINE | C/ A/ | | Origin/Destinations: S | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 2023 | | | | |
|-----------------------------------|--|-------------------|----------------------|-------|---|------------------------|----------|----------|----------------------------|-------------------|------------------|-------------------|-------------------|--------------------|---------------------|---------------------|----------------------|------------|------------|------------------|-----------------|------------------|------------|
| | | | | S | 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 | CHINA CARGO 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 SHENZHEN (HUANGTIAN) | | | | | | 44 | 0 | 2 | 28.3 | 37.0 | 19.6 | 0.0 | 8.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 7 | 65.2 | 10 | 44 |
| SIAULIAI | | | | | | | | | | | | | | | | | | | | | | | |
| | | GLASGOW | NYXAIR OU | 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 | |
| | | GLASGOW | NYXAIR OU | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 1 | |
| TOTAL SIAULIAI | | | | | | 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 | |
| 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 | 86.7 | 14 | 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 | 80.0 | 19 | 30 | |
| | | LUTON | WIZZ AIR MALTA | S | A | 30 | 0 | 0 | 40.0 | 20.0 | 13.3 | 20.0 | 0.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | |
| | | LUTON | WIZZ AIR MALTA | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 36.7 | 20.0 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| TOTAL SIBIU | | | | | | 60 | 0 | 0 | 20.0 | 23.3 | 25.0 | 20.0 | 5.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 15 | 83.3 | 17 | 60 | |
| SINGAPORE | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | SINGAPORE AIRLINES | S | A | 22 | 0 | 0 | 0.0 | 0.0 | 9.1 | 27.3 | 50.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | |
| | | GATWICK | SINGAPORE AIRLINES | S | D | 22 | 0 | 0 | 0.0 | 4.5 | 36.4 | 50.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 2 | 23.3 | 46.7 | 6.7 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 6 | 60.0 | 44 | 30 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 2 | 0.0 | 0.0 | 43.3 | 26.7 | 16.7 | 0.0 | 6.7 | 0.0 | 0.0 | 6.7 | 28 | 36.7 | 78 | 30 | |
| | | HEATHROW | SINGAPORE AIRLINES | S | A | 120 | 0 | 0 | 0.8 | 20.0 | 35.0 | 19.2 | 20.8 | 3.3 | 0.0 | 0.8 | 0.0 | 0.0 | 20 | 75.0 | 13 | 120 | |
| | | HEATHROW | SINGAPORE AIRLINES | S | D | 120 | 0 | 0 | 0.0 | 9.2 | 49.2 | 25.0 | 14.2 | 1.7 | 0.0 | 0.8 | 0.0 | 0.0 | 19 | 82.5 | 12 | 119 | |
| | | MANCHESTER | SINGAPORE AIRLINES | S | A | 21 | 0 | 0 | 19.0 | 28.6 | 28.6 | 19.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 11 | 21 | |
| | | MANCHESTER | SINGAPORE AIRLINES | S | D | 22 | 0 | 0 | 0.0 | 9.1 | 63.6 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 81.0 | 8 | 21 | |
| TOTAL SINGAPORE | | | | | | 383 | 0 | 4 | 3.1 | 15.0 | 37.7 | 23.0 | 16.3 | 2.6 | 0.8 | 0.5 | 0.0 | 0.0 | 1.0 | 19 | 72.8 | 21 | 341 |
| SKIATHOS | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 11.1 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 42 | 22.2 | 32 | 8 | |
| | | BIRMINGHAM | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 0.0 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 57.1 | 22 | 6 | |
| | | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 77.8 | 16 | 9 | |
| | | BIRMINGHAM | 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 | 14 | 100.0 | 3 | 6 | |
| | | BRISTOL | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | |
| | | BRISTOL | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | |
| | | BRISTOL | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 15.4 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 54.5 | 30 | 11 | |
| | | BRISTOL | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 46.2 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 30.0 | 21 | 9 | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | A | 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 | 100.0 | 2 | 8 | | |
| BRISTOL | TUI AIRWAYS LTD | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 100.0 | 4 | 5 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 70.0 | 11 | 9 | | |
| EAST MIDLANDS INTERNATIONAL | 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 | 7 | 100.0 | 2 | 6 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 44.4 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 80.0 | 8 | 5 | | |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | 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 | 2 | 66.7 | 24 | 3 | | |
| EDINBURGH | JET2.COM LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 40.0 | 22 | 5 | | |
| EDINBURGH | 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 | 4 | | |
| LEEDS BRADFORD | JET2.COM LTD | 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 | 0.0 | 19 | 40.0 | 24 | 9 | | |
| LEEDS BRADFORD | JET2.COM LTD | 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 | 62.5 | 24 | 7 | | |
| GATWICK | EASYJET UK LTD | S | A | 8 | 0 | 0 | 12.5 | 0.0 | 25.0 | 37.5 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 0.0 | 0 | 0 | | |
| GATWICK | 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 | 16 | 0.0 | 0 | 0 | | |
| GATWICK | ENTER AIR | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 60.0 | 22 | 5 | | |
| GATWICK | ENTER 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 | 60.0 | 19 | 5 | | |
| GATWICK | TUI AIRWAYS LTD | C | A | 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 | 33 | 21.4 | 42 | 13 | | |
| GATWICK | TUI AIRWAYS LTD | C | D | 10 | 0 | 0 | 0.0 | 10.0 | 50.0 | 30.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 11.1 | 59 | 8 | | |
| LONDON CITY | BA CITYFLYER 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 | 4 | 100.0 | 12 | 1 | | |
| LONDON CITY | BA CITYFLYER LTD | 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 | 0.0 | 15 | 0.0 | 26 | 1 | | |
| LUTON | 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 | 75.0 | 21 | 4 | | |
| 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 | 66.7 | 19 | 3 | | |
| STANSTED | JET2.COM LTD | S | A | 16 | 0 | 0 | 0.0 | 37.5 | 25.0 | 18.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 42.1 | 44 | 16 | | |
| STANSTED | JET2.COM 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 | 9 | 71.4 | 10 | 13 | | |
| MANCHESTER | EASYJET UK LTD | 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 | 17 | 0.0 | 0 | 0 | | |
| MANCHESTER | 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 | 5 | 0.0 | 0 | 0 | | |
| MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 0.0 | 5.9 | 23.5 | 52.9 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 42.1 | 17 | 18 | | |
| MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 23.5 | 58.8 | 11.8 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 40.0 | 17 | 14 | | |
| MANCHESTER | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 0.0 | 11.8 | 23.5 | 41.2 | 17.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 69.2 | 21 | 13 | | |
| MANCHESTER | TUI AIRWAYS LTD | C | D | 15 | 0 | 0 | 0.0 | 0.0 | 20.0 | 66.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 55.6 | 22 | 9 | | |
| NEWCASTLE | 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 | 100.0 | 0 | 5 | | |
| NEWCASTLE | JET2.COM LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 5 | 4 | | |
| NEWCASTLE | TUI AIRWAYS LTD | 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 | 26 | 25.0 | 103 | 4 | | |
| NEWCASTLE | TUI AIRWAYS LTD | S | D | 3 | 0 | 0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 33.3 | 34 | 2 | | |
| TOTAL SKIATHOS | | | | 321 | 0 | 0 | 0.9 | 14.6 | 34.9 | 28.3 | 15.0 | 5.3 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.3 | 22 | 248 | | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| SKOPJE | | | | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 12 | 0 | 0 | 50.0 | 16.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 23.1 | 62 | 13 |
| | LUTON | WIZZ AIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 16.7 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 46.2 | 60 | 13 |
| TOTAL SKOPJE | | | | | 24 | 0 | 0 | 25.0 | 29.2 | 20.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 34.6 | 61 | 26 |
| SOFIA | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | 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 | 0.0 | 8 | 25.0 | 36 | 8 |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 50.0 | 18 | 8 |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| | BRISTOL | RYANAIR | 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 | 19 | 0.0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 23.1 | 7.7 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 57.1 | 30 | 14 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 7.1 | 46 | 14 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 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 | 8 | 100.0 | 4 | 8 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 12 | 8 |
| | GATWICK | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 37.5 | 37.5 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 30.8 | 27 | 26 |
| | GATWICK | EASYJET UK LTD | S | 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 | 11 | 84.6 | 10 | 26 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 1 | 0.0 | 19.2 | 19.2 | 30.8 | 7.7 | 11.5 | 3.8 | 0.0 | 3.8 | 0.0 | 3.8 | 58 | 33.3 | 241 | 23 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 1 | 0.0 | 3.8 | 34.6 | 23.1 | 11.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 34 | 41.7 | 92 | 23 |
| | HEATHROW | BULGARIA AIR | S | A | 16 | 0 | 0 | 0.0 | 6.3 | 18.8 | 18.8 | 25.0 | 25.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 52.6 | 15 | 19 |
| | HEATHROW | BULGARIA AIR | S | D | 16 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 25.0 | 18.8 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 48 | 42.1 | 21 | 19 |
| | LUTON | WIZZ AIR | S | A | 64 | 0 | 0 | 12.5 | 26.6 | 37.5 | 7.8 | 7.8 | 3.1 | 1.6 | 3.1 | 0.0 | 0.0 | 0.0 | 19 | 79.5 | 13 | 73 |
| | LUTON | WIZZ AIR | S | D | 64 | 0 | 0 | 1.6 | 12.5 | 35.9 | 21.9 | 12.5 | 10.9 | 3.1 | 1.6 | 0.0 | 0.0 | 0.0 | 30 | 53.4 | 25 | 73 |
| | STANSTED | RYANAIR | S | A | 78 | 0 | 0 | 1.3 | 23.1 | 25.6 | 14.1 | 21.8 | 11.5 | 1.3 | 1.3 | 0.0 | 0.0 | 0.0 | 29 | 37.1 | 34 | 69 |
| | STANSTED | RYANAIR | S | D | 77 | 0 | 0 | 0.0 | 15.6 | 31.2 | 16.9 | 19.5 | 14.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 53.6 | 28 | 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 | 75.0 | 13 | 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 | 2 | 4 |
| | MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 25.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 22.2 | 69 | 9 |
| | 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 | 22.2 | 64 | 9 |
| TOTAL SOFIA | | | | | 475 | 0 | 2 | 2.3 | 17.4 | 33.5 | 17.4 | 15.1 | 10.7 | 1.9 | 1.0 | 0.2 | 0.0 | 0.4 | 28 | 52.3 | 38 | 506 |
| SONDERBORG | | | | | | | | | | | | | | | | | | | | | | |
| | SOUTHEND | AIR ALSIE | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 |
| | SOUTHEND | AIR ALSIE | 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 |
| TOTAL SONDERBORG | | | | | 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 |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 55.0 | 30 | 20 |
| | 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 | 27.8 | 61 | 17 |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 CITY (GEORGE BEST) | 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 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S A | 82 | 0 | 0 | 15.9 | 42.7 | 23.2 | 9.8 | 4.9 | 2.4 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 11 | 63.6 | 19 | 55 | | | |
| BELFAST CITY (GEORGE BEST) | EMERALD AIRLINES UK LTD | S D | 83 | 0 | 0 | 0.0 | 44.6 | 37.3 | 6.0 | 9.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 65.5 | 15 | 55 | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S A | 22 | 0 | 0 | 9.1 | 59.1 | 13.6 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | | | |
| BELFAST INTERNATIONAL | EASYJET UK LTD | S D | 22 | 0 | 0 | 0.0 | 63.6 | 22.7 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | | | |
| BRISTOL | LOGANAIR LTD | S D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 0 | 0 | | | |
| EDINBURGH | BA CITYFLYER LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 75.0 | 20 | 4 | | | |
| EDINBURGH | BA CITYFLYER LTD | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 80.0 | 7 | 5 | | | |
| EDINBURGH | LOGANAIR LTD | S A | 108 | 0 | 0 | 7.4 | 31.5 | 25.0 | 7.4 | 18.5 | 9.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 22 | 61.2 | 23 | 118 | | | |
| EDINBURGH | LOGANAIR LTD | S D | 108 | 0 | 0 | 0.0 | 38.9 | 29.6 | 10.2 | 12.0 | 7.4 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 | 19 | 59.7 | 27 | 118 | | | |
| GLASGOW | EASYJET UK LTD | S A | 28 | 0 | 1 | 3.4 | 37.9 | 24.1 | 10.3 | 13.8 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 15 | 0.0 | 0 | 0 | | | |
| GLASGOW | EASYJET UK LTD | S D | 31 | 0 | 0 | 0.0 | 35.5 | 25.8 | 25.8 | 3.2 | 6.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 0.0 | 0 | 0 | | | |
| 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 | 72.5 | 15 | 99 | | | |
| 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 | 75.5 | 13 | 100 | | | |
| JERSEY | BLUE ISLANDS LIMITED | S A | 87 | 0 | 6 | 9.7 | 23.7 | 24.7 | 11.8 | 8.6 | 6.5 | 6.5 | 0.0 | 2.2 | 0.0 | 6.5 | 33 | 72.6 | 11 | 95 | | | |
| JERSEY | BLUE ISLANDS LIMITED | S D | 88 | 0 | 5 | 0.0 | 12.9 | 40.9 | 10.8 | 10.8 | 8.6 | 10.8 | 0.0 | 0.0 | 0.0 | 5.4 | 36 | 69.5 | 14 | 95 | | | |
| LIVERPOOL (JOHN LENNON) | 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 | 6 | 0.0 | 0 | 0 | | | |
| LIVERPOOL (JOHN LENNON) | EASTERN AIRWAYS | C D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 0.0 | 0 | 0 | | | |
| LONDON CITY | BA CITYFLYER LTD | S D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 45 | 1 | | | |
| MANCHESTER | EASTERN AIRWAYS | S A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 | | | |
| NEWCASTLE | LOGANAIR LTD | S A | 56 | 0 | 0 | 7.1 | 51.8 | 17.9 | 8.9 | 7.1 | 5.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.3 | 26 | 68 | | | |
| NEWCASTLE | LOGANAIR LTD | S D | 56 | 0 | 0 | 0.0 | 46.4 | 41.1 | 1.8 | 3.6 | 3.6 | 1.8 | 1.8 | 0.0 | 0.0 | 0.0 | 14 | 57.1 | 26 | 68 | | | |
| TEESSIDE INTERNATIONAL AIRPORT | BLUE ISLANDS LIMITED | C A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | |
| TEESSIDE INTERNATIONAL AIRPORT | 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 | 0 | 1 | | | |
| TOTAL SOUTHAMPTON | | | 775 | 0 | 13 | 4.7 | 36.3 | 28.9 | 9.6 | 9.8 | 5.7 | 2.5 | 0.5 | 0.3 | 0.0 | 1.6 | 19 | 65.5 | 20 | 920 | | | |
| SPHINX INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | EASYJET UK LTD | S A | 11 | 0 | 1 | 0.0 | 16.7 | 41.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 15 | 0.0 | 0 | 0 | | | |
| LUTON | EASYJET UK LTD | S D | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 16.7 | 33.3 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | | | |
| LUTON | WIZZ AIR UK LTD | S A | 12 | 0 | 0 | 0.0 | 8.3 | 8.3 | 33.3 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 0.0 | 0 | 0 | | | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | D | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 23.1 | 38.5 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | |
| TOTAL SPHINX INTERNATIONAL SPLIT | | | | | 48 | 0 | 1 | 0.0 | 10.2 | 26.5 | 22.4 | 30.6 | 6.1 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 29 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 12 | 0 | 0 | 8.3 | 41.7 | 16.7 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 63.6 | 20 | 11 | | |
| | BIRMINGHAM | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 41.7 | 41.7 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 72.7 | 11 | 11 | | |
| | BRISTOL | EASYJET UK LTD | S | A | 22 | 0 | 0 | 18.2 | 36.4 | 31.8 | 9.1 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 68.2 | 10 | 22 | | |
| | BRISTOL | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 36.4 | 54.5 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 81.8 | 10 | 22 | | |
| | EDINBURGH | JET2.COM LTD | S | A | 9 | 0 | 0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 75.0 | 34 | 4 | | |
| | EDINBURGH | 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 | 4 | 25.0 | 60 | 4 | | |
| | GLASGOW | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 62.5 | 15 | 8 | | |
| | GLASGOW | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 14 | 8 | | |
| | LEEDS BRADFORD | 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 | 88.9 | 4 | 9 | | |
| | LEEDS BRADFORD | 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 | 77.8 | 11 | 9 | | |
| | GATWICK | CROATIA AIRLINES | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 39 | 44.4 | 28 | 9 | | |
| | GATWICK | CROATIA AIRLINES | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 11.1 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 44 | 33.3 | 34 | 9 | | |
| | GATWICK | EASYJET UK LTD | S | A | 70 | 0 | 0 | 1.4 | 15.7 | 28.6 | 11.4 | 21.4 | 15.7 | 5.7 | 0.0 | 0.0 | 0.0 | 35 | 33.3 | 44 | 72 | | |
| | GATWICK | EASYJET UK LTD | S | D | 70 | 0 | 0 | 0.0 | 10.0 | 38.6 | 17.1 | 21.4 | 11.4 | 1.4 | 0.0 | 0.0 | 0.0 | 28 | 54.2 | 32 | 72 | | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 11.1 | 57 | 9 | | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 22.2 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 22.2 | 51 | 9 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 42 | 0 | 1 | 0.0 | 4.7 | 18.6 | 39.5 | 27.9 | 7.0 | 0.0 | 0.0 | 0.0 | 2.3 | 29 | 54.8 | 22 | 42 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 42 | 0 | 1 | 0.0 | 11.6 | 53.5 | 14.0 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 15 | 52.4 | 19 | 42 | | |
| | HEATHROW | CROATIA AIRLINES | 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 | 4 | 100.0 | 11 | 5 | | |
| | HEATHROW | CROATIA AIRLINES | 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 | 22 | 60.0 | 18 | 5 | | |
| | 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 | 100.0 | 0 | 100.0 | 11 | 1 | | |
| | 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 | 100.0 | 0 | 100.0 | 11 | 1 | | |
| | LUTON | EASYJET UK LTD | S | A | 35 | 0 | 0 | 5.7 | 25.7 | 28.6 | 25.7 | 8.6 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 21 | 48.4 | 24 | 31 | | |
| | LUTON | EASYJET UK LTD | S | D | 35 | 0 | 0 | 0.0 | 28.6 | 48.6 | 8.6 | 8.6 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 16 | 67.7 | 22 | 31 | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 30 | 0 | 0 | 3.3 | 16.7 | 16.7 | 30.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 51.7 | 26 | 28 | | |
| | LUTON | WIZZ AIR UK LTD | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 20.0 | 13.3 | 20.0 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 27 | 44.8 | 35 | 28 | | |
| | STANSTED | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 | | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | | SEP 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 | BRITISH AIRWAYS PLC | 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 | 51 | 0.0 | 0 | 0 |
| | STANSTED | JET2.COM LTD | S | A | 16 | 0 | 0 | 31.3 | 37.5 | 0.0 | 18.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 78.6 | 11 | 14 |
| | STANSTED | JET2.COM LTD | S | D | 16 | 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 | 78.6 | 13 | 14 |
| | MANCHESTER | EASYJET UK LTD | S | A | 16 | 0 | 0 | 0.0 | 6.3 | 43.8 | 25.0 | 12.5 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 69.2 | 11 | 13 |
| | MANCHESTER | EASYJET UK LTD | S | D | 16 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 76.9 | 11 | 13 |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 5.9 | 41.2 | 17.6 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 56.3 | 24 | 16 |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 0.0 | 52.9 | 29.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 43.8 | 30 | 16 |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 66.7 | 24 | 9 |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 22 | 9 |
| TOTAL SPLIT | | | | | 644 | 0 | 4 | 4.0 | 20.2 | 34.0 | 17.6 | 14.5 | 7.1 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 55.8 | 25 | 606 |
| ST JOHNS | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | WEST JET AIRLINES | C | A | 2 | 0 | 0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 |
| | BELFAST INTERNATIONAL | WEST JET AIRLINES | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 0.0 | 0 | 0 |
| | GATWICK | WEST JET AIRLINES | S | A | 13 | 0 | 0 | 23.1 | 7.7 | 38.5 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 |
| | GATWICK | WEST JET AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 53.8 | 7.7 | 7.7 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 |
| TOTAL ST JOHNS | | | | | 30 | 0 | 0 | 13.3 | 10.0 | 43.3 | 16.7 | 6.7 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| ST KITTS | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | 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 | 0.0 | 7 | 66.7 | 28 | 6 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 6 | 0 | 0 | 0.0 | 16.7 | 50.0 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 28.6 | 41 | 7 |
| TOTAL ST KITTS | | | | | 13 | 0 | 0 | 7.7 | 30.8 | 38.5 | 7.7 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 46.2 | 35 | 13 |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | 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 | 9 | 50.0 | 63 | 4 |
| | GATWICK | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 25.0 | 95 | 4 |
| TOTAL ST LUCIA (HEWANORRA) | | | | | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 37.5 | 79 | 8 |
| STANSTED | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | A | 108 | 0 | 0 | 5.6 | 48.1 | 22.2 | 15.7 | 2.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.0 | 22 | 97 |
| | BELFAST INTERNATIONAL | EASYJET UK LTD | S | D | 108 | 0 | 0 | 0.0 | 50.9 | 32.4 | 6.5 | 6.5 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 73.2 | 17 | 97 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | A | 60 | 0 | 0 | 18.3 | 41.7 | 18.3 | 5.0 | 5.0 | 6.7 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 20 | 67.2 | 24 | 60 |
| | BELFAST INTERNATIONAL | RYANAIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 61.7 | 20.0 | 3.3 | 5.0 | 5.0 | 1.7 | 3.3 | 0.0 | 0.0 | 0.0 | 18 | 71.7 | 24 | 60 |
| | CARDIFF WALES | EASTERN AIRWAYS | C | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 9 | 1 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 9 | 1 |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 87 | 0 | 0 | 6.9 | 29.9 | 18.4 | 18.4 | 16.1 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 63.5 | 23 | 83 | |
| | EDINBURGH | EASYJET UK LTD | S | D | 87 | 0 | 0 | 0.0 | 35.6 | 27.6 | 13.8 | 14.9 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 57.6 | 24 | 83 | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 90 | 0 | 0 | 10.0 | 24.4 | 25.6 | 10.0 | 12.2 | 13.3 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 33.3 | 39 | 72 | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 90 | 0 | 0 | 0.0 | 26.7 | 31.1 | 11.1 | 14.4 | 14.4 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 45.2 | 51 | 73 | |
| | GLASGOW | EASYJET UK LTD | S | A | 85 | 0 | 0 | 7.1 | 40.0 | 23.5 | 12.9 | 7.1 | 4.7 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 19 | 60.7 | 21 | 84 | |
| | GLASGOW | EASYJET UK LTD | S | D | 87 | 0 | 0 | 0.0 | 37.9 | 32.2 | 11.5 | 6.9 | 6.9 | 3.4 | 1.1 | 0.0 | 0.0 | 0.0 | 20 | 61.9 | 19 | 84 | |
| | JERSEY | 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 | 75.0 | 7 | 4 | |
| | JERSEY | 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 | 25.0 | 17 | 4 | |
| | LIVERPOOL (JOHN LENNON) | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 100.0 | 0 | 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 | 0.0 | 62 | 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 | 43 | 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 | 100.0 | 0 | 1 | |
| | SOUTHAMPTON | 2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2 | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | |
| TOTAL STANSTED | | | | | 864 | 0 | 0 | 4.4 | 39.2 | 25.7 | 11.2 | 9.3 | 7.9 | 1.5 | 0.8 | 0.0 | 0.0 | 0.0 | 18 | 60.3 | 26 | 807 | |
| STAVANGER | | | | | | | | | | | | | | | | | | | | | | | |
| | 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 | 0.0 | 90 | 1 | |
| | ABERDEEN | SAS | S | A | 47 | 0 | 0 | 12.8 | 40.4 | 31.9 | 10.6 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 73.9 | 13 | 45 | | |
| | ABERDEEN | SAS | S | D | 46 | 0 | 1 | 0.0 | 59.6 | 29.8 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 4 | 82.6 | 10 | 45 | | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | A | 35 | 0 | 7 | 14.3 | 59.5 | 7.1 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 1 | 90.2 | 6 | 41 | | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | D | 35 | 0 | 7 | 9.5 | 57.1 | 14.3 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 1 | 95.1 | 5 | 41 | | |
| | 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 | 80.0 | 6 | 10 | | |
| | 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 | 80.0 | 7 | 10 | | |
| | GLASGOW | LOGANAIR 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 | 6 | 0.0 | 0 | 0 | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 39 | 0 | 1 | 12.5 | 37.5 | 22.5 | 15.0 | 7.5 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 10 | 63.2 | 16 | 37 | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 39 | 0 | 1 | 0.0 | 30.0 | 32.5 | 10.0 | 10.0 | 12.5 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 | 23 | 57.9 | 19 | 37 | |
| | HEATHROW | SAS | S | A | 26 | 0 | 0 | 19.2 | 11.5 | 30.8 | 26.9 | 7.7 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 17 | 72.0 | 13 | 25 | | |
| | HEATHROW | SAS | S | D | 26 | 0 | 0 | 0.0 | 46.2 | 42.3 | 0.0 | 3.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 80.0 | 9 | 25 | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: S | | NUMBER OF FLIGHTS | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 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 | 77.8 | 9 | 9 | | | | | |
| 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 | 3 | 88.9 | 4 | 9 | | | | | |
| NEWCASTLE | LOGANAIR LTD | S | A | 13 | 0 | 0 | 23.1 | 15.4 | 38.5 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 52.9 | 21 | 15 | | | | | |
| NEWCASTLE | LOGANAIR LTD | S | D | 13 | 0 | 0 | 0.0 | 61.5 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 47.1 | 14 | 14 | | | | | |
| TOTAL STAVANGER | | | | 338 | 0 | 17 | 8.2 | 45.4 | 26.5 | 7.6 | 4.8 | 2.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.1 | 12 | 364 | | | | | |
| STOCKHOLM (ARLANDA) | BIRMINGHAM | 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 | 11.1 | 53 | 9 | | | | | |
| | 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 | 16 | 44.4 | 34 | 9 | | | | | |
| | EDINBURGH | NORWEGIAN AIR INTERNATIONAL | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 16 | 8 | | | | | |
| | EDINBURGH | NORWEGIAN AIR 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 | 25.0 | 22 | 8 | | | | | |
| | EDINBURGH | NORWEGIAN AIR SWEDEN AB | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | | | | |
| | EDINBURGH | NORWEGIAN AIR SWEDEN AB | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 0.0 | 0 | 0 | | | | | |
| | EDINBURGH | SAS | S | A | 31 | 0 | 0 | 0.0 | 29.0 | 48.4 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 23.3 | 29 | 29 | | | | | |
| | EDINBURGH | SAS | S | D | 31 | 0 | 0 | 6.5 | 35.5 | 35.5 | 19.4 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 23.3 | 38 | 29 | | | | | |
| | GLASGOW | SAS | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 1 | 1 | | | | | |
| | GLASGOW | SAS | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 107 | 1 | | | | | |
| | LIVERPOOL (JOHN LENNON) | 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 | 2 | 88.9 | 8 | 9 | | | | | |
| | LIVERPOOL (JOHN LENNON) | 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 | 100.0 | 2 | 9 | | | | | |
| | GATWICK | NORWEGIAN AIR 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 | 56.9 | 27 | 101 | | | | | |
| | GATWICK | NORWEGIAN AIR 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 | 49.5 | 34 | 100 | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 406 | 0.0 | 0 | 0 | | | | | |
| | GATWICK | NORWEGIAN AIR SWEDEN AB | S | A | 91 | 0 | 0 | 16.5 | 35.2 | 23.1 | 6.6 | 12.1 | 5.5 | 1.1 | 0.0 | 0.0 | 0.0 | 14 | 0.0 | 0 | 0 | | | | | |
| | GATWICK | NORWEGIAN AIR SWEDEN AB | S | D | 90 | 0 | 0 | 0.0 | 16.7 | 41.1 | 16.7 | 12.2 | 12.2 | 1.1 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 94 | 0 | 6 | 6.0 | 17.0 | 27.0 | 18.0 | 16.0 | 4.0 | 5.0 | 0.0 | 1.0 | 0.0 | 34 | 59.4 | 18 | 101 | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 94 | 0 | 6 | 0.0 | 28.0 | 26.0 | 9.0 | 16.0 | 13.0 | 1.0 | 1.0 | 0.0 | 0.0 | 27 | 45.8 | 28 | 102 | | | | | |
| | HEATHROW | SAS | S | A | 109 | 0 | 2 | 1.8 | 26.1 | 35.1 | 17.1 | 15.3 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 53.0 | 19 | 115 | | | | | |
| | HEATHROW | SAS | S | D | 107 | 0 | 2 | 0.0 | 37.6 | 34.9 | 12.8 | 9.2 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 77.9 | 11 | 113 | | | | | |
| | HEATHROW | SCANDINAVIAN AIRLINES IRELAND LTD | S | A | 31 | 0 | 0 | 3.2 | 22.6 | 32.3 | 25.8 | 12.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 44.8 | 17 | 29 | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | Origin/Destinations: S | | NUMBER OF FLIGHTS | | | | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | | SCANDINAVIAN AIRLINES IRELAND LTD | | S | D | 33 | 0 | 0 | 0.0 | 18.2 | 51.5 | 12.1 | 6.1 | 9.1 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.9 | 7 | 29 | | | | | |
| STANSTED | | RYANAIR | | S | A | 24 | 0 | 0 | 4.2 | 37.5 | 25.0 | 12.5 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 59.5 | 23 | 42 | | | | | |
| STANSTED | | RYANAIR | | S | D | 24 | 0 | 0 | 0.0 | 20.8 | 33.3 | 25.0 | 12.5 | 4.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 24 | 42 | | | | | |
| STANSTED | | 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 | 31 | 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 | 28 | 0.0 | 0 | 0 | | | | | |
| MANCHESTER | | NORWEGIAN AIR 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 | 77.8 | 11 | 9 | | | | | | |
| MANCHESTER | | NORWEGIAN AIR 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 | 77.8 | 14 | 9 | | | | | | |
| MANCHESTER | | NORWEGIAN AIR SWEDEN AB | | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | | | | |
| MANCHESTER | | NORWEGIAN AIR SWEDEN AB | | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 0.0 | 0 | 0 | | | | | | |
| MANCHESTER | | SAS | | S | A | 27 | 0 | 0 | 11.1 | 51.9 | 25.9 | 3.7 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.7 | 15 | 33 | | | | | | |
| MANCHESTER | | SAS | | S | D | 27 | 0 | 0 | 0.0 | 25.9 | 59.3 | 3.7 | 7.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 58.8 | 24 | 33 | | | | | | |
| TOTAL STOCKHOLM (ARLANDA) | | | | | | 890 | 0 | 16 | 3.6 | 28.5 | 33.7 | 13.4 | 11.9 | 5.6 | 1.2 | 0.1 | 0.2 | 0.0 | 1.8 | 19 | 55.7 | 22 | 970 | | | | | |
| STORNOWAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | LOGANAIR LTD | | S | A | 28 | 0 | 2 | 43.3 | 23.3 | 16.7 | 0.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 9 | 70.0 | 30 | 30 | | | | | | |
| EDINBURGH | | LOGANAIR LTD | | S | D | 29 | 0 | 1 | 0.0 | 26.7 | 40.0 | 13.3 | 3.3 | 10.0 | 3.3 | 0.0 | 0.0 | 3.3 | 21 | 56.7 | 32 | 30 | | | | | | |
| GLASGOW | | LOGANAIR LTD | | S | A | 74 | 0 | 7 | 12.3 | 40.7 | 25.9 | 2.5 | 3.7 | 4.9 | 1.2 | 0.0 | 0.0 | 8.6 | 11 | 82.7 | 8 | 79 | | | | | | |
| GLASGOW | | LOGANAIR LTD | | S | D | 78 | 0 | 4 | 0.0 | 45.1 | 35.4 | 3.7 | 3.7 | 6.1 | 1.2 | 0.0 | 0.0 | 4.9 | 12 | 74.1 | 14 | 81 | | | | | | |
| MANCHESTER | | LOGANAIR LTD | | S | A | 20 | 0 | 0 | 35.0 | 25.0 | 25.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 64.7 | 18 | 17 | | | | | | |
| 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 | 63.6 | 17 | 22 | | | | | | |
| 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 | 63.6 | 11 | 11 | | | | | | |
| 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 | 100.0 | 5 | 9 | | | | | | |
| TOTAL STORNOWAY | | | | | | 229 | 0 | 14 | 12.3 | 37.0 | 29.6 | 4.1 | 4.5 | 5.3 | 1.2 | 0.0 | 0.0 | 0.0 | 5.8 | 12 | 73.3 | 16 | 279 | | | | | |
| STRASBOURG | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | | VOLOTEA | | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 0.0 | 0 | 0 | | | | | | |
| GATWICK | | VOLOTEA | | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 0.0 | 0 | 0 | | | | | | |
| TOTAL STRASBOURG | | | | | | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 27.8 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | | | | | |
| STUTT GART | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | | AVANTI AIR BEDARFSFLUGGES | | 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 | 32 | 0.0 | 0 | 0 | | | | | | |
| BIRMINGHAM | | AVANTI AIR BEDARFSFLUGGES | | S | A | 1 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | | | | | | |
| EDINBURGH | | EUROWINGS LUFTVERKEHRS | | S | A | 18 | 0 | 0 | 5.6 | 11.1 | 38.9 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 0.0 | 0 | 0 | | | | | | |
| EDINBURGH | | EUROWINGS LUFTVERKEHRS | | S | D | 18 | 0 | 0 | 0.0 | 16.7 | 27.8 | 27.8 | 22.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 0.0 | 0 | 0 | | | | | | |
| JERSEY | | BLUE ISLANDS LIMITED | | 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 | 119 | 0.0 | 0 | 0 | | | | | | |

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | BLUE ISLANDS LIMITED | C | D | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 69 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 55 | 0 | 2 | 10.5 | 21.1 | 26.3 | 12.3 | 19.3 | 5.3 | 0.0 | 0.0 | 1.8 | 0.0 | 3.5 | 36 | 72.1 | 33 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 1 | 0.0 | 24.6 | 35.1 | 14.0 | 14.0 | 7.0 | 3.5 | 0.0 | 0.0 | 0.0 | 1.8 | 21 | 63.9 | 21 | 60 | |
| | HEATHROW | EUROWINGS LUFTVERKEHRS | S | A | 77 | 0 | 0 | 1.3 | 14.3 | 36.4 | 16.9 | 24.7 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 78.9 | 11 | 75 | |
| | HEATHROW | EUROWINGS LUFTVERKEHRS | S | D | 77 | 0 | 0 | 0.0 | 13.0 | 37.7 | 18.2 | 20.8 | 7.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 69.7 | 14 | 75 | |
| | MANCHESTER | EUROWINGS LUFTVERKEHRS | S | A | 15 | 0 | 2 | 0.0 | 11.8 | 23.5 | 17.6 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 25 | 0.0 | 0 | 0 | |
| | MANCHESTER | EUROWINGS LUFTVERKEHRS | S | D | 15 | 0 | 2 | 0.0 | 5.9 | 23.5 | 23.5 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 30 | 0.0 | 0 | 0 | |
| TOTAL STUTTGART | | | | | 336 | 0 | 7 | 2.3 | 16.3 | 32.7 | 17.5 | 20.4 | 7.3 | 1.2 | 0.0 | 0.3 | 0.0 | 2.0 | 25 | 71.5 | 19 | 270 | |
| 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 | 81.4 | 10 | 43 | |
| | 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 | 62.8 | 18 | 43 | |
| | LUTON | WIZZ AIR UK LTD | S | A | 60 | 0 | 0 | 18.3 | 28.3 | 18.3 | 13.3 | 15.0 | 5.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | |
| | LUTON | WIZZ AIR UK LTD | S | D | 60 | 0 | 0 | 0.0 | 35.0 | 30.0 | 5.0 | 16.7 | 10.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | |
| TOTAL SUCEAVA | | | | | 120 | 0 | 0 | 9.2 | 31.7 | 24.2 | 9.2 | 15.8 | 7.5 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 22 | 72.1 | 14 | 86 | |
| SUMBURGH | | | | | | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | LOGANAIR LTD | S | A | 80 | 0 | 7 | 20.7 | 34.5 | 14.9 | 8.0 | 9.2 | 1.1 | 3.4 | 0.0 | 0.0 | 0.0 | 8.0 | 13 | 60.5 | 21 | 80 | |
| | ABERDEEN | LOGANAIR LTD | S | D | 81 | 0 | 3 | 1.2 | 34.5 | 44.0 | 7.1 | 4.8 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 3.6 | 11 | 66.3 | 17 | 80 | |
| | EDINBURGH | LOGANAIR LTD | S | A | 47 | 0 | 4 | 13.7 | 35.3 | 23.5 | 7.8 | 9.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 | 9 | 49.0 | 32 | 48 | |
| | EDINBURGH | LOGANAIR LTD | S | D | 49 | 0 | 2 | 0.0 | 33.3 | 43.1 | 13.7 | 3.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 9 | 64.7 | 26 | 48 | |
| | GLASGOW | LOGANAIR LTD | S | A | 28 | 0 | 3 | 16.1 | 25.8 | 29.0 | 3.2 | 6.5 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 9.7 | 15 | 66.7 | 16 | 28 | |
| | GLASGOW | LOGANAIR LTD | S | D | 26 | 0 | 3 | 0.0 | 48.3 | 27.6 | 6.9 | 3.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 9 | 65.5 | 18 | 27 | |
| | HEATHROW | LOGANAIR LTD | S | A | 7 | 0 | 0 | 28.6 | 14.3 | 14.3 | 0.0 | 14.3 | 14.3 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 47 | 62.5 | 20 | 8 | |
| | HEATHROW | LOGANAIR LTD | S | D | 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 | 21 | 62.5 | 23 | 8 | |
| | 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 | 65 | 1 | |
| | 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 | 0.0 | 46 | 1 | |
| TOTAL SUMBURGH | | | | | 326 | 0 | 22 | 9.5 | 33.6 | 30.5 | 8.3 | 7.2 | 2.9 | 1.4 | 0.3 | 0.0 | 0.0 | 6.3 | 12 | 61.5 | 22 | 329 | |
| SYDNEY | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 2 | 40.0 | 43.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 1 | 76.7 | 89 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 3.3 | 46.7 | 23.3 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 23 | 40.0 | 113 | 30 | |
| | HEATHROW | QANTAS | S | A | 30 | 0 | 0 | 13.3 | 16.7 | 26.7 | 20.0 | 3.3 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 43 | 70.0 | 30 | 30 | |
| | HEATHROW | QANTAS | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 36.7 | 30.0 | 13.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 60.0 | 22 | 30 | |
| TOTAL SYDNEY | | | | | 117 | 0 | 3 | 13.3 | 18.3 | 29.2 | 19.2 | 7.5 | 7.5 | 0.0 | 2.5 | 0.0 | 0.0 | 2.5 | 23 | 61.7 | 64 | 120 | |

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

| | | Origin/Destinations: S | | | | | | | | | | | | | | | | | SEP 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 |
| SYLHET | HEATHROW | BIMAN BANGLADESH AIRLINES | 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 | 117 | 0.0 | 0 | 0 |
| TOTAL SYLHET | | | | | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 117 | 0.0 | 0 | 0 |
| SZCZECIN (GOLENOW) | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 23.1 | 15.4 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 88.9 | 7 | 9 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 53.8 | 15.4 | 7.7 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 88.9 | 5 | 9 |
| | STANSTED | RYANAIR | S | A | 21 | 0 | 0 | 0.0 | 14.3 | 38.1 | 19.0 | 23.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 54.5 | 34 | 22 |
| | STANSTED | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 33.3 | 28.6 | 14.3 | 19.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 63.6 | 25 | 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 | 9 | 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 | 2 | 4 |
| TOTAL SZCZECIN (GOLENOW) | | | | | 68 | 0 | 0 | 0.0 | 16.2 | 39.7 | 17.6 | 17.6 | 5.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 70.0 | 21 | 70 |
| 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 | 0.0 | 0 | 88.9 | 19 | 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 | 88.9 | 22 | 9 |
| | 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 | 2 | 100.0 | 0 | 4 |
| | STANSTED | RYANAIR | S | D | 5 | 0 | 0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 100.0 | 1 | 4 |
| | STANSTED | RYANAIR 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 | 100.0 | 3 | 5 |
| | 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 | 100.0 | 3 | 5 |
| TOTAL SZYMANY (MAZURY) | | | | | 18 | 0 | 0 | 11.1 | 50.0 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 94.4 | 11 | 36 |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | SEP 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) |
| TAIPEI | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CHINA AIRLINES | S | A | 21 | 0 | 0 | 4.8 | 14.3 | 4.8 | 28.6 | 28.6 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 22.7 | 29 | 22 | | | | |
| | HEATHROW | CHINA AIRLINES | S | D | 21 | 0 | 0 | 0.0 | 9.5 | 52.4 | 19.0 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 77.3 | 9 | 22 | | | | |
| | HEATHROW | EVA AIR | S | A | 30 | 0 | 0 | 3.3 | 16.7 | 36.7 | 20.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 14 | 30 | | | | |
| | HEATHROW | EVA AIR | S | D | 30 | 0 | 0 | 0.0 | 16.7 | 30.0 | 33.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 60.0 | 20 | 30 | | | | |
| TOTAL TAIPEI | | | | | 102 | 0 | 0 | 2.0 | 14.7 | 31.4 | 25.5 | 18.6 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 57.7 | 18 | 104 | | | | |
| TALLIN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR BALTIC | S | A | 14 | 0 | 0 | 0.0 | 28.6 | 35.7 | 7.1 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 38.5 | 49 | 12 | | | | |
| | GATWICK | AIR BALTIC | S | D | 14 | 0 | 0 | 0.0 | 7.1 | 35.7 | 14.3 | 21.4 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 46.2 | 50 | 12 | | | | |
| | LUTON | WIZZ AIR UK LTD | S | A | 18 | 0 | 0 | 22.2 | 22.2 | 38.9 | 0.0 | 5.6 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 44.4 | 53 | 9 | | | | |
| | LUTON | WIZZ AIR UK LTD | 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 | 23 | 44.4 | 62 | 9 | | | | |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 0.0 | 27.8 | 38.9 | 22.2 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.5 | 8 | 17 | | | | |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 22.2 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 82.4 | 9 | 17 | | | | |
| | 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 | 3 | 0.0 | 0 | 0 | | | | |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 0.0 | 0 | 0 | | | | |
| TOTAL TALLIN | | | | | 108 | 0 | 0 | 3.7 | 25.0 | 40.7 | 12.0 | 9.3 | 7.4 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 59.0 | 33 | 76 | | | | |
| TAMPA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 5 | 3.3 | 20.0 | 16.7 | 6.7 | 10.0 | 13.3 | 10.0 | 0.0 | 3.3 | 0.0 | 16.7 | 94 | 33.3 | 42 | 26 | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 5 | 0.0 | 10.0 | 26.7 | 10.0 | 13.3 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 16.7 | 45 | 40.0 | 45 | 26 | | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 27 | 0 | 3 | 30.0 | 23.3 | 20.0 | 0.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 13 | 74.2 | 11 | 31 | | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 28 | 0 | 2 | 3.3 | 20.0 | 33.3 | 16.7 | 6.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 20 | 70.0 | 14 | 30 | | | | |
| TOTAL TAMPA | | | | | 105 | 0 | 15 | 9.2 | 18.3 | 24.2 | 8.3 | 10.0 | 11.7 | 4.2 | 0.8 | 0.8 | 0.0 | 12.5 | 42 | 54.5 | 27 | 113 | | | | |
| 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 | 50.0 | 23 | 8 | | | | |
| | 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 | 75.0 | 17 | 8 | | | | |
| 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 | 62.5 | 20 | 16 | | | | |
| TANGIERS (IBN BATUTA) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ARABIA MAROC | S | A | 12 | 0 | 0 | 0.0 | 8.3 | 33.3 | 25.0 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 66.7 | 16 | 15 | | | | |
| | GATWICK | AIR ARABIA MAROC | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 8.3 | 41.7 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 33.3 | 33 | 15 | | | | |
| | GATWICK | ROYAL AIR MAROC | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 100.0 | 1 | 1 | | | | |
| | GATWICK | ROYAL AIR MAROC | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 8 | 1 | | | | |
| | STANSTED | RYANAIR UK LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 7.7 | 15.4 | 46.2 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 37.5 | 27 | 8 | | | | |
| | STANSTED | RYANAIR UK LTD | S | D | 14 | 0 | 0 | 0.0 | 0.0 | 28.6 | 42.9 | 21.4 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 62.5 | 17 | 8 | | | | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 0.0 | 22.2 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 0 | 0 | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | MANCHESTER | | RYANAIR UK LTD | | S D | | 9 0 | | 0 0 | | 0.0 22.2 | | 33.3 11.1 | | 33.3 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 21 0.0 | | 0 0 | | | | |
| TOTAL TANGIERS (IBN BATUTA) | | | | | | 74 0 | | 0 0 | | 0.0 8.1 | | 20.3 27.0 | | 27.0 16.2 | | 1.4 0.0 | | 0.0 0.0 | | 35 52.1 | | 23 48 | | | | | | |
| | | TARBES-LOURDES INTERNATIONAL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | | 0 100.0 | | 0 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 | | 44 1 | | | | | | |
| | | STANSTED | | RYANAIR | | S A | | 25 0 | | 0 0 | | 8.0 40.0 | | 28.0 16.0 | | 4.0 0.0 | | 4.0 0.0 | | 12 65.4 | | 18 26 | | | | | | |
| | | STANSTED | | RYANAIR | | S D | | 25 0 | | 0 0 | | 0.0 20.0 | | 56.0 8.0 | | 12.0 0.0 | | 4.0 0.0 | | 15 61.5 | | 18 26 | | | | | | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | | 50 0 | | 0 0 | | 4.0 30.0 | | 42.0 12.0 | | 8.0 8.0 | | 0.0 0.0 | | 0.0 0.0 | | 13 63.0 | | 18 54 | | | | | | |
| | | TASHKENT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | | UZBEKISTAN AIRLINES | | S A | | 5 0 | | 0 0 | | 0.0 20.0 | | 40.0 40.0 | | 0.0 0.0 | | 0.0 0.0 | | 11 0.0 | | 0 0 | | | | | | |
| | | GATWICK | | UZBEKISTAN AIRLINES | | S D | | 5 0 | | 0 0 | | 0.0 40.0 | | 20.0 40.0 | | 0.0 0.0 | | 0.0 0.0 | | 20 0.0 | | 0 0 | | | | | | |
| | | HEATHROW | | UZBEKISTAN AIRLINES | | S A | | 8 0 | | 0 0 | | 0.0 50.0 | | 25.0 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 24 61.5 | | 15 13 | | | | | | |
| | | HEATHROW | | UZBEKISTAN AIRLINES | | S D | | 8 0 | | 0 0 | | 0.0 25.0 | | 25.0 37.5 | | 12.5 0.0 | | 0.0 0.0 | | 36 15.4 | | 28 13 | | | | | | |
| TOTAL TASHKENT | | | | | | 26 0 | | 0 0 | | 0.0 3.8 | | 38.5 26.9 | | 26.9 3.8 | | 0.0 0.0 | | 0.0 0.0 | | 25 38.5 | | 21 26 | | | | | | |
| | | TATRY-POPRAD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | LUTON | | WIZZ AIR UK LTD | | S A | | 9 0 | | 1 10.0 | | 30.0 20.0 | | 0.0 10.0 | | 0.0 0.0 | | 10.0 10.0 | | 67 100.0 | | 1 8 | | | | | | |
| | | LUTON | | WIZZ AIR UK LTD | | S D | | 9 0 | | 0 0 | | 0.0 88.9 | | 0.0 11.1 | | 0.0 0.0 | | 0.0 0.0 | | 3 100.0 | | 0 8 | | | | | | |
| | | STANSTED | | RYANAIR | | S A | | 9 0 | | 0 0 | | 22.2 44.4 | | 22.2 0.0 | | 0.0 0.0 | | 11.1 0.0 | | 9 0.0 | | 0 0 | | | | | | |
| | | STANSTED | | RYANAIR | | S D | | 9 0 | | 0 0 | | 0.0 22.2 | | 77.8 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 3 0.0 | | 0 0 | | | | | | |
| TOTAL TATRY-POPRAD | | | | | | 36 0 | | 1 8.1 | | 45.9 29.7 | | 2.7 2.7 | | 2.7 2.7 | | 0.0 5.4 | | 0.0 0.0 | | 20 100.0 | | 0 16 | | | | | | |
| | | TEESSIDE INTERNATIONAL AIRPORT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ABERDEEN | | EASTERN AIRWAYS | | S A | | 18 2 | | 3 4.3 | | 26.1 30.4 | | 4.3 4.3 | | 4.3 4.3 | | 0.0 0.0 | | 8.7 13.0 | | 19 0.0 | | | | | | |
| | | ABERDEEN | | EASTERN AIRWAYS | | S D | | 20 0 | | 5 0.0 | | 36.0 28.0 | | 12.0 4.0 | | 0.0 0.0 | | 0.0 20.0 | | 7 0.0 | | 0 0 | | | | | | |
| | | 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 64.0 | | 30 24 | | | | | | |
| | | 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 60.0 | | 35 23 | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | | EASTERN AIRWAYS | | S A | | 1 0 | | 0 0 | | 0.0 0.0 | | 100.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 29 0.0 | | 0 0 | | | | | | |
| | | JERSEY | | EASTERN AIRWAYS | | S A | | 3 0 | | 0 0 | | 0.0 33.3 | | 33.3 0.0 | | 33.3 0.0 | | 0.0 0.0 | | 22 75.0 | | 11 4 | | | | | | |
| | | JERSEY | | EASTERN AIRWAYS | | S D | | 3 0 | | 0 0 | | 0.0 33.3 | | 33.3 33.3 | | 0.0 0.0 | | 0.0 0.0 | | 24 25.0 | | 21 4 | | | | | | |
| | | SOUTHAMPTON | | 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 | | 0 100.0 | | 0 1 | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 100.0 | 0 | 1 | | | | |
| TOTAL TEESSIDE INTERNATIONAL AIRPORT | | | | | 45 | 2 | 8 | 1.8 | 29.1 | 29.1 | 10.9 | 7.3 | 1.8 | 1.8 | 0.0 | 0.0 | 3.6 | 14.5 | 14 | 61.7 | 29 | 57 | | | | | |
| | | TEHRAN IMAM KHOMEINI | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HEATHROW | | IRAN AIR | | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 15.4 | 23.1 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 37.5 | 21 | 16 | | |
| | | HEATHROW | | IRAN AIR | | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 46.2 | 15.4 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 68.8 | 17 | 16 | | |
| TOTAL TEHRAN IMAM KHOMEINI | | | | | 26 | 0 | 0 | 0.0 | 0.0 | 30.8 | 19.2 | 34.6 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 53.1 | 19 | 32 | | | | |
| | | TEL AVIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | | 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 | 18.2 | 58 | 22 | | | | |
| | | GATWICK | | 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 | 8.7 | 64 | 23 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 23 | 0 | 4 | 11.1 | 7.4 | 40.7 | 3.7 | 18.5 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14.8 | 18 | 70.2 | 15 | 55 | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 23 | 0 | 4 | 0.0 | 7.4 | 44.4 | 18.5 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 14.8 | 15 | 35.7 | 35 | 56 | | | |
| | | HEATHROW | | EL AL | | S | A | 61 | 0 | 0 | 4.9 | 13.1 | 32.8 | 21.3 | 21.3 | 4.9 | 1.6 | 0.0 | 0.0 | 0.0 | 22 | 87.5 | 5 | 40 | | | |
| | | HEATHROW | | EL AL | | S | D | 62 | 0 | 0 | 0.0 | 1.6 | 14.5 | 25.8 | 45.2 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 40.0 | 21 | 40 | | | |
| | | HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 0 | 0 | 5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 78.1 | 12 | 32 | | | | |
| | | HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 0 | 0 | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 57.6 | 23 | 33 | | | | |
| | | 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 | 80.0 | 6 | 25 | | | | |
| | | HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 66.7 | 12 | 24 | | | | |
| | | 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 | 36.7 | 26 | 49 | | | | |
| | | 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 | 50.0 | 22 | 50 | | | | |
| | | LUTON | | EL AL | | S | A | 48 | 0 | 0 | 12.5 | 27.1 | 20.8 | 20.8 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 14 | 36 | | | | |
| | | LUTON | | EL AL | | S | D | 47 | 0 | 1 | 0.0 | 4.2 | 25.0 | 20.8 | 29.2 | 14.6 | 2.1 | 2.1 | 0.0 | 2.1 | 41 | 47.2 | 29 | 36 | | | |
| | | LUTON | | WIZZ AIR UK LTD | | S | A | 21 | 0 | 8 | 6.9 | 10.3 | 10.3 | 6.9 | 27.6 | 6.9 | 0.0 | 3.4 | 0.0 | 0.0 | 27.6 | 35 | 43.5 | 21 | 22 | | |
| | | LUTON | | WIZZ AIR UK LTD | | S | D | 21 | 0 | 6 | 0.0 | 7.4 | 37.0 | 18.5 | 3.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 23 | 65.2 | 19 | 23 | | |
| | | 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 | 50.0 | 25 | 10 | | | | |
| | | 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 | 40.0 | 16 | 10 | | | | |
| TOTAL TEL AVIV | | | | | 306 | 0 | 34 | 4.1 | 9.7 | 25.6 | 18.2 | 23.2 | 7.9 | 0.6 | 0.6 | 0.0 | 0.0 | 10.0 | 27 | 54.2 | 23 | 586 | | | | | |
| | | TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ABERDEEN | | 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 | 333 | 4 | | | | |
| | | ABERDEEN | | 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 | 59 | 3 | | | | |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | | S | A | 16 | 1 | 0 | 35.3 | 23.5 | 17.6 | 11.8 | 0.0 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 10 | 88.2 | 11 | 17 | | | |
| | | BELFAST INTERNATIONAL | | EASYJET UK LTD | | S | D | 17 | 0 | 0 | 0.0 | 17.6 | 52.9 | 17.6 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 64.7 | 21 | 17 | | | |

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | JET2.COM LTD | S A | 21 | 0 | 0 | 19.0 | 42.9 | 33.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 88.9 | 7 | 18 | | |
| BELFAST INTERNATIONAL | JET2.COM LTD | S D | 21 | 0 | 0 | 0.0 | 28.6 | 57.1 | 4.8 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 31.6 | 25 | 19 | | |
| BELFAST INTERNATIONAL | 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 | 25.0 | 50 | 4 | | |
| BELFAST INTERNATIONAL | 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 | 101 | 4 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS 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 | 7 | 0.0 | 0 | 0 | | |
| BELFAST INTERNATIONAL | TUI AIRWAYS LTD | S D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S A | 9 | 0 | 0 | 66.7 | 0.0 | 0.0 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | EASYJET UK LTD | S D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 55.6 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 0.0 | 0 | 0 | | |
| BIRMINGHAM | JET2.COM LTD | S A | 53 | 0 | 0 | 15.1 | 24.5 | 24.5 | 18.9 | 13.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 82.7 | 8 | 52 | | |
| BIRMINGHAM | JET2.COM LTD | S D | 52 | 0 | 0 | 0.0 | 9.6 | 40.4 | 17.3 | 23.1 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 63.5 | 17 | 52 | | |
| BIRMINGHAM | RYANAIR | S A | 17 | 0 | 0 | 0.0 | 23.5 | 5.9 | 23.5 | 29.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 17.6 | 34 | 17 | | |
| BIRMINGHAM | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 23.5 | 23.5 | 11.8 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 52.9 | 22 | 17 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C A | 21 | 0 | 0 | 4.8 | 14.3 | 33.3 | 19.0 | 9.5 | 14.3 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 72 | 58.8 | 69 | 17 | | |
| BIRMINGHAM | TUI AIRWAYS LTD | C D | 21 | 0 | 0 | 0.0 | 9.5 | 38.1 | 19.0 | 19.0 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 35.3 | 87 | 17 | | |
| BOURNEMOUTH | RYANAIR | S A | 9 | 0 | 0 | 11.1 | 0.0 | 33.3 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 37.5 | 38 | 8 | | |
| BOURNEMOUTH | RYANAIR | S D | 9 | 0 | 0 | 11.1 | 11.1 | 22.2 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 25.0 | 35 | 8 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 12.5 | 12.5 | 25.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 50.0 | 16 | 4 | | |
| BOURNEMOUTH | TUI AIRWAYS LTD | C 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 | 0.0 | 16 | 40.0 | 48 | 5 | | |
| BRISTOL | EASYJET UK LTD | S A | 33 | 0 | 0 | 3.0 | 27.3 | 33.3 | 15.2 | 6.1 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 80.8 | 7 | 26 | | |
| BRISTOL | EASYJET UK LTD | S D | 34 | 0 | 0 | 0.0 | 14.7 | 55.9 | 11.8 | 11.8 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 76.9 | 10 | 26 | | |
| BRISTOL | JET2.COM LTD | S A | 33 | 0 | 0 | 3.0 | 18.2 | 42.4 | 12.1 | 18.2 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 59 | 77.4 | 21 | 31 | | |
| BRISTOL | JET2.COM LTD | S D | 34 | 0 | 0 | 0.0 | 14.7 | 50.0 | 14.7 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 66.7 | 16 | 30 | | |
| BRISTOL | RYANAIR | S A | 17 | 0 | 0 | 0.0 | 23.5 | 52.9 | 5.9 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 64.7 | 26 | 17 | | |
| BRISTOL | RYANAIR | S D | 17 | 0 | 0 | 0.0 | 17.6 | 47.1 | 17.6 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 52.9 | 34 | 17 | | |
| BRISTOL | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 0.0 | 23.1 | 30.8 | 7.7 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 44.4 | 20 | 9 | | |
| BRISTOL | 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 | 0.0 | 0.0 | 22 | 44.4 | 20 | 9 | | |
| CARDIFF WALES | RYANAIR | S A | 4 | 0 | 0 | 75.0 | 0.0 | 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 | | |
| 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 | 0.0 | 3 | 0.0 | 0 | 0 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 0.0 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 69.2 | 25 | 13 | | |
| CARDIFF WALES | TUI AIRWAYS LTD | C D | 13 | 0 | 0 | 0.0 | 7.7 | 38.5 | 0.0 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39 | 61.5 | 27 | 13 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S A | 31 | 0 | 0 | 25.8 | 29.0 | 32.3 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 83.9 | 12 | 31 | | |
| EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S D | 30 | 0 | 0 | 0.0 | 13.3 | 50.0 | 20.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 70.0 | 11 | 30 | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S A | 21 | 0 | 0 | 0.0 | 19.0 | 28.6 | 28.6 | 14.3 | 4.8 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 84.6 | 6 | 26 | | |

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | |
| EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 21 | 0 | 0 | 0.0 | 23.8 | 33.3 | 14.3 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 84.6 | 7 | 26 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 11.8 | 17.6 | 29.4 | 23.5 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 69.2 | 15 | 13 |
| EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 16 | 0 | 0 | 0.0 | 37.5 | 31.3 | 12.5 | 12.5 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 53.8 | 40 | 13 |
| EDINBURGH | EASYJET UK LTD | S | A | 22 | 0 | 0 | 9.1 | 31.8 | 22.7 | 27.3 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 31.8 | 37 | 21 |
| EDINBURGH | EASYJET UK LTD | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 36.4 | 40.9 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 31.8 | 39 | 22 |
| EDINBURGH | JET2.COM LTD | S | A | 34 | 0 | 0 | 11.8 | 47.1 | 17.6 | 14.7 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 76.7 | 17 | 30 |
| EDINBURGH | JET2.COM LTD | S | D | 34 | 0 | 0 | 0.0 | 23.5 | 35.3 | 20.6 | 17.6 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 36.7 | 30 | 30 |
| EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 3.8 | 15.4 | 30.8 | 34.6 | 11.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 30.8 | 40 | 25 |
| EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 26.9 | 46.2 | 11.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 40.0 | 34 | 25 |
| GLASGOW | JET2.COM LTD | S | A | 43 | 0 | 0 | 20.9 | 39.5 | 14.0 | 11.6 | 4.7 | 7.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 97.3 | 1 | 37 |
| GLASGOW | JET2.COM LTD | S | D | 41 | 0 | 0 | 0.0 | 9.8 | 53.7 | 17.1 | 14.6 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 94.7 | 5 | 38 |
| GLASGOW | TUI AIRWAYS LTD | C | A | 21 | 0 | 0 | 0.0 | 19.0 | 38.1 | 9.5 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 92.3 | 13 | 13 |
| GLASGOW | TUI AIRWAYS LTD | C | D | 21 | 0 | 0 | 0.0 | 9.5 | 38.1 | 19.0 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 69.2 | 26 | 13 |
| LEEDS BRADFORD | JET2.COM LTD | S | A | 41 | 0 | 1 | 26.2 | 28.6 | 23.8 | 7.1 | 7.1 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 10 | 86.4 | 5 | 44 |
| LEEDS BRADFORD | JET2.COM LTD | S | D | 42 | 0 | 0 | 0.0 | 23.8 | 42.9 | 16.7 | 11.9 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 75.0 | 11 | 44 |
| LEEDS BRADFORD | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 69.2 | 50 | 13 |
| LEEDS BRADFORD | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 92.3 | 6 | 13 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | A | 17 | 0 | 0 | 47.1 | 17.6 | 23.5 | 5.9 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 100.0 | 1 | 12 |
| LIVERPOOL (JOHN LENNON) | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 41.2 | 35.3 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 10 | 13 |
| LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 22 | 0 | 0 | 31.8 | 18.2 | 36.4 | 9.1 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | 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 | 0.0 | 4 | 0.0 | 0 | 0 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 26 | 0 | 0 | 7.7 | 23.1 | 15.4 | 38.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 76.9 | 12 | 13 |
| LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 25 | 0 | 0 | 0.0 | 16.0 | 32.0 | 20.0 | 20.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 84.6 | 10 | 13 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 29 | 0 | 0 | 0.0 | 3.4 | 17.2 | 6.9 | 27.6 | 34.5 | 6.9 | 0.0 | 3.4 | 0.0 | 0.0 | 106 | 20.7 | 42 | 29 |
| GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 30 | 0 | 0 | 0.0 | 0.0 | 20.0 | 23.3 | 23.3 | 20.0 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 74 | 24.1 | 44 | 29 |
| GATWICK | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| GATWICK | EASYJET UK LTD | S | A | 90 | 0 | 3 | 4.3 | 15.1 | 23.7 | 15.1 | 21.5 | 14.0 | 2.2 | 1.1 | 0.0 | 0.0 | 3.2 | 31 | 37.8 | 47 | 87 |
| GATWICK | EASYJET UK LTD | S | D | 89 | 0 | 0 | 0.0 | 2.2 | 28.1 | 32.6 | 18.0 | 14.6 | 1.1 | 3.4 | 0.0 | 0.0 | 0.0 | 38 | 18.0 | 47 | 88 |

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 33 | 0 | 0 | 0.0 | 3.0 | 21.2 | 12.1 | 33.3 | 12.1 | 9.1 | 3.0 | 6.1 | 0.0 | 0.0 | 78 | 34.6 | 43 | 26 | | | |
| GATWICK | TUI AIRWAYS LTD | C D | 33 | 0 | 0 | 0.0 | 0.0 | 15.2 | 27.3 | 18.2 | 24.2 | 9.1 | 0.0 | 6.1 | 0.0 | 0.0 | 82 | 28.0 | 44 | 25 | | | |
| GATWICK | TUI AIRWAYS LTD | S A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 0 | 1 | | | |
| 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 | 25.0 | 54 | 8 | | | |
| 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 | 0.0 | 47 | 8 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 20 | 0 | 1 | 4.8 | 28.6 | 28.6 | 9.5 | 9.5 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 19 | 90.9 | 9 | 22 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 20 | 0 | 1 | 0.0 | 14.3 | 38.1 | 23.8 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 14 | 82.6 | 8 | 22 | | | |
| LUTON | EASYJET UK LTD | S A | 38 | 0 | 0 | 31.6 | 21.1 | 21.1 | 10.5 | 10.5 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.4 | 16 | 29 | | | |
| LUTON | EASYJET UK LTD | S D | 38 | 0 | 0 | 0.0 | 15.8 | 55.3 | 13.2 | 10.5 | 2.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 70.0 | 17 | 30 | | | |
| LUTON | RYANAIR | S A | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 87.5 | 21 | 8 | | | |
| LUTON | RYANAIR | 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 | 15 | 100.0 | 2 | 8 | | | |
| STANSTED | JET2.COM LTD | S A | 60 | 0 | 0 | 20.0 | 23.3 | 25.0 | 11.7 | 15.0 | 3.3 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 71.7 | 16 | 60 | | | |
| STANSTED | JET2.COM LTD | S D | 60 | 0 | 0 | 0.0 | 10.0 | 66.7 | 8.3 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 67.2 | 17 | 61 | | | |
| STANSTED | RYANAIR | S A | 51 | 0 | 0 | 3.9 | 33.3 | 29.4 | 9.8 | 17.6 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 65.0 | 28 | 60 | | | |
| STANSTED | RYANAIR | S D | 52 | 0 | 0 | 0.0 | 7.7 | 51.9 | 19.2 | 11.5 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 68.3 | 24 | 60 | | | |
| STANSTED | RYANAIR UK LTD | S A | 9 | 0 | 0 | 11.1 | 33.3 | 0.0 | 11.1 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | | |
| STANSTED | RYANAIR UK LTD | S D | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | | | |
| MANCHESTER | EASYJET UK LTD | S A | 32 | 0 | 1 | 9.1 | 18.2 | 24.2 | 15.2 | 15.2 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 25 | 75.0 | 25 | 36 | | | |
| MANCHESTER | EASYJET UK LTD | S D | 34 | 0 | 0 | 0.0 | 11.8 | 26.5 | 17.6 | 23.5 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 60.0 | 17 | 35 | | | |
| MANCHESTER | JET2.COM LTD | S A | 75 | 0 | 0 | 21.3 | 28.0 | 20.0 | 16.0 | 9.3 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 68.4 | 39 | 77 | | | |
| MANCHESTER | JET2.COM LTD | S D | 73 | 0 | 0 | 0.0 | 2.7 | 50.7 | 23.3 | 16.4 | 5.5 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 39.2 | 43 | 79 | | | |
| MANCHESTER | RYANAIR | S A | 44 | 0 | 0 | 6.8 | 20.5 | 36.4 | 11.4 | 18.2 | 2.3 | 0.0 | 2.3 | 2.3 | 0.0 | 0.0 | 29 | 77.8 | 13 | 27 | | | |
| MANCHESTER | RYANAIR | S D | 44 | 0 | 0 | 0.0 | 11.4 | 40.9 | 25.0 | 15.9 | 4.5 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 26 | 74.1 | 14 | 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 | 18 | 68.8 | 18 | 16 | | | |
| 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 | 18 | 16 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C A | 34 | 0 | 0 | 2.9 | 14.7 | 29.4 | 14.7 | 17.6 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 46.9 | 33 | 32 | | | |
| MANCHESTER | TUI AIRWAYS LTD | C D | 34 | 0 | 0 | 0.0 | 11.8 | 38.2 | 23.5 | 11.8 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 35.5 | 41 | 31 | | | |
| NEWCASTLE | JET2.COM LTD | S A | 30 | 0 | 0 | 26.7 | 30.0 | 30.0 | 3.3 | 3.3 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 86.7 | 9 | 30 | | | |
| NEWCASTLE | JET2.COM LTD | 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 | 16 | 63.3 | 18 | 30 | | | |
| NEWCASTLE | RYANAIR | S A | 9 | 0 | 0 | 11.1 | 33.3 | 33.3 | 0.0 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 88.9 | 16 | 9 | | | |
| NEWCASTLE | RYANAIR | 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 | 19 | 77.8 | 25 | 9 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S A | 22 | 0 | 0 | 4.5 | 13.6 | 22.7 | 40.9 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 82.4 | 11 | 17 | | | |
| NEWCASTLE | TUI AIRWAYS LTD | S D | 21 | 0 | 0 | 0.0 | 4.8 | 52.4 | 33.3 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 52.9 | 22 | 17 | | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 2376 | 1 | 8 | 6.3 | 18.1 | 34.5 | 16.8 | 14.6 | 7.5 | 1.0 | 0.4 | 0.4 | 0.0 | 0.3 | 24 | 61.2 | 26 | 2181 | |

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | MAT | UNMAT | CAN | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | |
| THIRA (SANTORINI) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 50.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 134 | 66.7 | 16 | 9 | |
| | BIRMINGHAM | JET2.COM LTD | 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 | 19 | 66.7 | 13 | 9 | | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | 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 | 88.9 | 5 | 9 | | |
| | BIRMINGHAM | 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 | 7 | 66.7 | 10 | 9 | | |
| | BRISTOL | EASYJET UK LTD | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 0.0 | 60.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 75.0 | 7 | 4 | | |
| | BRISTOL | EASYJET UK LTD | S | D | 5 | 0 | 0 | 0.0 | 20.0 | 20.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 5 | 4 | | |
| | 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 | 50 | 4 | | |
| | 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 | 39 | 4 | | |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 100.0 | 1 | 4 | | |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 100.0 | 3 | 4 | | |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM 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 | 9 | 80.0 | 13 | 5 | | |
| | EAST MIDLANDS 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 | 5 | 80.0 | 9 | 5 | | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 4 | 0 | 0 | 25.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 75.0 | 5 | 4 | | |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 75.0 | 14 | 4 | | |
| | EDINBURGH | EASYJET UK LTD | 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 | 20 | 100.0 | 1 | 4 | | |
| | EDINBURGH | 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 | 24 | 50.0 | 27 | 4 | | |
| | 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 | 6 | 60.0 | 18 | 5 | | |
| | EDINBURGH | JET2.COM 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 | 13 | 100.0 | 1 | 4 | | |
| | LEEDS BRADFORD | 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 | 50.0 | 18 | 4 | | |
| | LEEDS BRADFORD | 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 | 75.0 | 15 | 4 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 21 | 0 | 0 | 28.6 | 9.5 | 23.8 | 4.8 | 19.0 | 4.8 | 9.5 | 0.0 | 0.0 | 0.0 | 29 | 40.0 | 39 | 20 | | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 21 | 0 | 0 | 0.0 | 14.3 | 33.3 | 23.8 | 19.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 30.0 | 26 | 20 | | |
| | GATWICK | EASYJET UK LTD | S | A | 55 | 0 | 1 | 1.8 | 12.5 | 21.4 | 17.9 | 25.0 | 16.1 | 3.6 | 0.0 | 0.0 | 1.8 | 38 | 21.4 | 51 | 56 | | |
| | GATWICK | EASYJET UK LTD | S | D | 55 | 0 | 0 | 0.0 | 0.0 | 27.3 | 32.7 | 27.3 | 9.1 | 3.6 | 0.0 | 0.0 | 0.0 | 32 | 33.9 | 41 | 56 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 38 | 0 | 1 | 2.6 | 23.1 | 25.6 | 12.8 | 15.4 | 15.4 | 2.6 | 0.0 | 0.0 | 2.6 | 28 | 61.5 | 59 | 38 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 38 | 0 | 1 | 0.0 | 12.8 | 53.8 | 12.8 | 10.3 | 5.1 | 2.6 | 0.0 | 0.0 | 0.0 | 19 | 61.5 | 59 | 38 | | |
| | LUTON | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 11.1 | 11.1 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 46 | 50.0 | 14 | 8 | | |
| | LUTON | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 33.3 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 50.0 | 12 | 8 | | |
| | STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 22.2 | 22.2 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 54.5 | 21 | 11 | | |
| | STANSTED | JET2.COM LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 11.1 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 72.7 | 14 | 11 | | |

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 9 | 0 | 0 | 0.0 | 11.1 | 22.2 | 11.1 | 33.3 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 57 | 55.6 | 20 | 9 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 55.6 | 11.1 | 0.0 | 0.0 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 46 | 55.6 | 27 | 9 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 17.6 | 5.9 | 47.1 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 52.9 | 36 | 17 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 29.4 | 23.5 | 17.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 58.8 | 22 | 17 | |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 0.0 | 46.2 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 0.0 | 74 | 12 | |
| | MANCHESTER | JET2.COM LTD | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 33.3 | 16.7 | 33.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 25.0 | 60 | 12 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 27 | 50.0 | 14 | 8 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | 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 | 21 | 57.1 | 13 | 7 | |
| | NEWCASTLE | 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 | 100.0 | 2 | 4 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 75.0 | 12 | 4 | |
| TOTAL THIRA (SANTORINI) | | | | | 456 | 0 | 3 | 2.8 | 12.6 | 31.2 | 19.8 | 19.4 | 10.2 | 2.6 | 0.4 | 0.2 | 0.0 | 0.7 | 30 | 49.9 | 35 | 468 | |
| TIANJIN | | | | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | TIANJIN AIRLINES | S | A | 10 | 0 | 0 | 20.0 | 30.0 | 10.0 | 10.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 69.2 | 66 | 13 | |
| | HEATHROW | TIANJIN AIRLINES | S | D | 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 | 0 | 69.2 | 64 | 13 | |
| TOTAL TIANJIN | | | | | 19 | 0 | 0 | 15.8 | 47.4 | 15.8 | 5.3 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 69.2 | 65 | 26 | |
| 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 | 76.9 | 10 | 39 | |
| | 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 | 59.0 | 22 | 39 | |
| | LUTON | WIZZ AIR MALTA | S | A | 29 | 0 | 1 | 3.3 | 50.0 | 30.0 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 6 | 0.0 | 0 | 0 | | |
| | LUTON | WIZZ AIR MALTA | S | D | 29 | 0 | 1 | 0.0 | 3.3 | 36.7 | 30.0 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 3.3 | 22 | 0.0 | 0 | 0 | | |
| TOTAL TIMISOARA | | | | | 58 | 0 | 2 | 1.7 | 26.7 | 33.3 | 20.0 | 11.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 14 | 67.9 | 16 | 78 | |
| TIRANA | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR 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 | 23 | 0.0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR 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 | 0.0 | 0 | 0 | |
| | BRISTOL | RYANAIR UK LTD | S | A | 8 | 1 | 0 | 0.0 | 0.0 | 11.1 | 55.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 32 | 0.0 | 0 | 0 | |
| | BRISTOL | RYANAIR UK LTD | 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 | 18 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 0.0 | 0 | 0 | |
| | LIVERPOOL (JOHN LENNON) | ALBA STAR | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| | GATWICK | ALBA STAR | 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 | 40 | 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 | 35.7 | 33 | 14 | |
| | 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 | 61.5 | 24 | 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 | 25.0 | 53 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 0.0 | 10.0 | 20.0 | 36.7 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 56.3 | 23 | 32 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 10.0 | 46.7 | 23.3 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 53.1 | 20 | 32 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/ S | | A/ D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | A | 90 | 0 | 0 | 10.0 | 18.9 | 16.7 | 10.0 | 22.2 | 6.7 | 7.8 | 6.7 | 1.1 | 0.0 | 0.0 | 52 | 56.6 | 45 | 75 | | | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | D | 91 | 0 | 0 | 0.0 | 19.8 | 38.5 | 15.4 | 12.1 | 5.5 | 2.2 | 6.6 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 93 | 74 | | | | | | | | | |
| 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 | 0.0 | 0 | 52.9 | 7 | 12 | | | | | | | | | |
| 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 | 0.0 | 0 | 58.8 | 7 | 12 | | | | | | | | | |
| 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 | 0.0 | 100.0 | 0 | 52.9 | 2 | 10 | | | | | | | | | |
| 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 | 0.0 | 100.0 | 0 | 47.1 | 12 | 10 | | | | | | | | | |
| STANSTED | RYANAIR UK LTD | S | A | 89 | 0 | 0 | 1.1 | 4.5 | 23.6 | 20.2 | 15.7 | 27.0 | 4.5 | 3.4 | 0.0 | 0.0 | 0.0 | 49 | 0.0 | 0 | 0 | | | | | | | | | |
| STANSTED | RYANAIR UK LTD | S | D | 90 | 0 | 0 | 0.0 | 21.1 | 34.4 | 11.1 | 15.6 | 14.4 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 0.0 | 0 | 0 | | | | | | | | | |
| 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 | 53 | 0.0 | 0 | 0 | | | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | A | 12 | 0 | 0 | 0.0 | 0.0 | 25.0 | 8.3 | 33.3 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 58 | 0.0 | 0 | 0 | | | | | | | | | |
| MANCHESTER | RYANAIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 25.0 | 50.0 | 8.3 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | | | | | | | |
| TOTAL TIRANA | | | | 500 | 1 | 34 | 1.9 | 14.0 | 28.0 | 16.1 | 15.7 | 11.6 | 3.0 | 3.0 | 0.2 | 0.2 | 6.4 | 36 | 56.5 | 45 | 288 | | | | | | | | | |
| TIRRE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GLASGOW | LOGANAIR LTD | S | A | 61 | 0 | 1 | 22.6 | 33.9 | 29.0 | 8.1 | 1.6 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 7 | 75.0 | 7 | 56 | | | | | | | | | |
| GLASGOW | LOGANAIR LTD | S | D | 62 | 0 | 0 | 1.6 | 41.9 | 33.9 | 11.3 | 8.1 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 65.1 | 11 | 56 | | | | | | | | | |
| TOTAL TIRRE | | | | 123 | 0 | 1 | 12.1 | 37.9 | 31.5 | 9.7 | 4.8 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 8 | 70.1 | 9 | 112 | | | | | | | | | |
| TIRGU MURES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 15.4 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 44.4 | 62 | 9 | | | | | | | | | |
| LUTON | WIZZ AIR UK LTD | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 23.1 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 44.4 | 72 | 9 | | | | | | | | | |
| TOTAL TIRGU MURES | | | | 26 | 0 | 0 | 0.0 | 15.4 | 23.1 | 19.2 | 19.2 | 19.2 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 44.4 | 67 | 18 | | | | | | | | | |
| TIVAT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIRMINGHAM | JET2.COM LTD | S | A | 9 | 0 | 0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 0.0 | 0 | 0 | | | | | | | | | |
| 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 | 7 | 0.0 | 0 | 0 | | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | A | 25 | 0 | 2 | 0.0 | 0.0 | 11.1 | 33.3 | 22.2 | 18.5 | 3.7 | 0.0 | 3.7 | 0.0 | 7.4 | 61 | 6.3 | 47 | 15 | | | | | | | | | |
| GATWICK | EASYJET UK LTD | S | D | 26 | 0 | 0 | 0.0 | 7.7 | 42.3 | 26.9 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.3 | 20 | 16 | | | | | | | | | |
| LUTON | EASYJET UK LTD | S | A | 9 | 0 | 1 | 30.0 | 20.0 | 20.0 | 0.0 | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 27 | 0.0 | 0 | 0 | | | | | | | | | |
| LUTON | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 35 | 0.0 | 0 | 0 | | | | | | | | | |
| STANSTED | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 93 | 0.0 | 0 | 0 | | | | | | | | | |
| STANSTED | 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 | | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 50.0 | 31 | 8 | | | | | | | | | |
| MANCHESTER | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 50.0 | 17 | 8 | | | | | | | | | |
| MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 22.2 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43 | 50.0 | 23 | 8 | | | | | | | | | |
| MANCHESTER | JET2.COM 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 | 15 | 37.5 | 18 | 8 | | | | | | | | | |
| TOTAL TIVAT | | | | 141 | 0 | 3 | 2.8 | 12.5 | 31.9 | 22.9 | 16.7 | 6.9 | 2.1 | 0.7 | 1.4 | 0.0 | 2.1 | 33 | 39.1 | 27 | 63 | | | | | | | | | |
| TOBAGO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 20.0 | 40.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 43 | 83.3 | 9 | 6 | | | | | | | | | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | Origin/Destinations: T | | | | | | | | | | SEP 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 TOBAGO | | GATWICK | | BRITISH AIRWAYS PLC | | S | D | 5 | 0 | 0 | 0.0 | 0.0 | 40.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67 | 100.0 | 8 | 6 | | | | | |
| TOTAL TOBAGO | | | | | | | | 10 | 0 | 0 | 10.0 | 20.0 | 30.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55 | 91.7 | 8 | 12 | | | | | |
| TOKYO (HANEDA) | | HEATHROW | | ALL NIPPON AIRWAYS | | S | A | 30 | 0 | 0 | 33.3 | 33.3 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 76.7 | 7 | 30 | | | | | |
| | | HEATHROW | | ALL NIPPON AIRWAYS | | S | D | 30 | 0 | 0 | 0.0 | 13.3 | 40.0 | 20.0 | 6.7 | 20.0 | 0.0 | 0.0 | 0.0 | 29 | 70.0 | 13 | 30 | | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 57 | 0 | 2 | 49.2 | 10.2 | 10.2 | 10.2 | 6.8 | 8.5 | 1.7 | 0.0 | 0.0 | 3.4 | 16 | 39.1 | 33 | 43 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 57 | 0 | 2 | 0.0 | 8.5 | 52.5 | 18.6 | 11.9 | 3.4 | 1.7 | 0.0 | 0.0 | 3.4 | 18 | 54.3 | 32 | 43 | | | | |
| | | HEATHROW | | JAPAN AIRLINES | | S | A | 60 | 0 | 0 | 8.3 | 33.3 | 30.0 | 16.7 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 85.0 | 10 | 60 | | | | | |
| | | HEATHROW | | JAPAN AIRLINES | | S | D | 60 | 0 | 0 | 0.0 | 13.3 | 61.7 | 15.0 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 13 | 76.7 | 15 | 60 | | | | | |
| TOTAL TOKYO (HANEDA) | | | | | | | | 294 | 0 | 4 | 14.8 | 17.8 | 36.6 | 14.1 | 9.7 | 5.0 | 0.7 | 0.0 | 0.0 | 15 | 67.6 | 18 | 266 | | | | | |
| TORONTO | | EDINBURGH | | AIR CANADA | | S | A | 30 | 0 | 0 | 33.3 | 46.7 | 10.0 | 6.7 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 5 | 48.4 | 45 | 30 | | | | | |
| | | EDINBURGH | | AIR CANADA | | S | D | 31 | 0 | 0 | 0.0 | 74.2 | 16.1 | 6.5 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 4 | 46.7 | 34 | 30 | | | | | |
| | | EDINBURGH | | WEST JET AIRLINES | | S | A | 18 | 0 | 0 | 11.1 | 27.8 | 27.8 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | | | | | |
| | | EDINBURGH | | WEST JET AIRLINES | | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 38.9 | 33.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 0.0 | 0 | 0 | | | | | |
| | | GLASGOW | | AIR TRANSAT | | S | A | 27 | 0 | 0 | 3.7 | 18.5 | 44.4 | 14.8 | 14.8 | 3.7 | 0.0 | 0.0 | 0.0 | 15 | 64.0 | 13 | 25 | | | | | |
| | | GLASGOW | | AIR TRANSAT | | S | D | 27 | 0 | 0 | 3.7 | 59.3 | 22.2 | 11.1 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 80.0 | 10 | 25 | | | | | |
| | | GATWICK | | AIR TRANSAT | | S | A | 53 | 0 | 1 | 1.9 | 9.3 | 37.0 | 18.5 | 24.1 | 7.4 | 0.0 | 0.0 | 1.9 | 23 | 59.3 | 17 | 59 | | | | | |
| | | GATWICK | | AIR TRANSAT | | S | D | 53 | 0 | 1 | 0.0 | 22.2 | 44.4 | 14.8 | 13.0 | 3.7 | 0.0 | 0.0 | 1.9 | 16 | 61.0 | 29 | 59 | | | | | |
| | | HEATHROW | | AIR CANADA | | S | A | 119 | 0 | 0 | 10.9 | 17.6 | 38.7 | 17.6 | 6.7 | 5.0 | 2.5 | 0.8 | 0.0 | 0.0 | 20 | 46.3 | 42 | 120 | | | | |
| | | HEATHROW | | AIR CANADA | | S | D | 119 | 0 | 0 | 0.0 | 37.8 | 40.3 | 9.2 | 8.4 | 3.4 | 0.8 | 0.0 | 0.0 | 12 | 81.0 | 19 | 120 | | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 59 | 0 | 1 | 10.0 | 28.3 | 30.0 | 10.0 | 13.3 | 5.0 | 0.0 | 1.7 | 0.0 | 1.7 | 18 | 50.0 | 30 | 60 | | | | |
| | | HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 59 | 0 | 1 | 0.0 | 10.0 | 40.0 | 25.0 | 11.7 | 8.3 | 1.7 | 1.7 | 0.0 | 0.0 | 1.7 | 26 | 38.3 | 29 | 60 | | | |
| | | MANCHESTER | | AIR CANADA | | S | A | 14 | 0 | 1 | 26.7 | 26.7 | 20.0 | 13.3 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | 7 | 59.1 | 98 | 21 | | | | | |
| | | MANCHESTER | | AIR CANADA | | S | D | 14 | 0 | 1 | 0.0 | 13.3 | 26.7 | 33.3 | 13.3 | 6.7 | 0.0 | 0.0 | 6.7 | 19 | 34.8 | 46 | 21 | | | | | |
| | | MANCHESTER | | AIR TRANSAT | | S | A | 30 | 0 | 0 | 6.7 | 13.3 | 40.0 | 20.0 | 13.3 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 23 | 76.0 | 11 | 25 | | | | |
| | | MANCHESTER | | AIR TRANSAT | | S | D | 30 | 0 | 0 | 0.0 | 30.0 | 43.3 | 13.3 | 6.7 | 3.3 | 0.0 | 3.3 | 0.0 | 0.0 | 18 | 76.0 | 14 | 25 | | | | |
| TOTAL TORONTO | | | | | | | | 701 | 0 | 6 | 5.7 | 26.7 | 35.4 | 15.6 | 10.2 | 4.2 | 0.7 | 0.7 | 0.0 | 0.0 | 0.8 | 16 | 58.6 | 29 | 680 | | | |
| TOULON / HYERES | | GATWICK | | EASYJET UK LTD | | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 36.4 | 37 | 9 | | | | | |
| | | GATWICK | | EASYJET UK LTD | | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 62.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 60.0 | 31 | 9 | | | | | |
| TOTAL TOULON / HYERES | | | | | | | | 16 | 0 | 0 | 0.0 | 18.8 | 37.5 | 18.8 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 47.6 | 34 | 18 | | | | |

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| TOULOUSE (BLAGNAC) | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 15.4 | 30.8 | 0.0 | 30.8 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33 | 44.4 | 18 | 9 |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 15.4 | 23.1 | 15.4 | 15.4 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 55.6 | 17 | 9 |
| | BOURNEMOUTH | RYANAIR | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 0.0 | 0 | 0 | |
| | BOURNEMOUTH | RYANAIR | S | D | 2 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 280 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET EUROPE | S | A | 8 | 0 | 1 | 11.1 | 66.7 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 1 | 89.7 | 3 | 29 | |
| | BRISTOL | EASYJET EUROPE | S | D | 8 | 0 | 1 | 0.0 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 7 | 62.1 | 17 | 29 | |
| | BRISTOL | EASYJET UK LTD | S | A | 11 | 0 | 0 | 9.1 | 18.2 | 45.5 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 0.0 | 0 | 0 | |
| | BRISTOL | EASYJET UK LTD | S | D | 11 | 0 | 0 | 0.0 | 9.1 | 45.5 | 45.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 0.0 | 0 | 0 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 0.0 | 0 | 0 | |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 0.0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | 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 | 30 | 69.2 | 18 | 13 | |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 46.2 | 23.1 | 15.4 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 46.2 | 24 | 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 | 43 | 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 | 40.0 | 29 | 5 | |
| | GATWICK | EASYJET UK LTD | S | A | 25 | 0 | 1 | 0.0 | 19.2 | 19.2 | 11.5 | 23.1 | 19.2 | 3.8 | 0.0 | 0.0 | 3.8 | 39 | 25.0 | 66 | 27 | |
| | GATWICK | EASYJET UK LTD | S | D | 25 | 0 | 1 | 0.0 | 3.8 | 23.1 | 23.1 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 3.8 | 44 | 22.2 | 55 | 27 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 75 | 0 | 5 | 2.5 | 17.5 | 35.0 | 8.8 | 20.0 | 3.8 | 5.0 | 1.3 | 0.0 | 6.3 | 29 | 65.4 | 17 | 78 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 75 | 0 | 5 | 0.0 | 20.0 | 31.3 | 13.8 | 15.0 | 8.8 | 5.0 | 0.0 | 0.0 | 6.3 | 28 | 45.7 | 26 | 78 | |
| | HEATHROW | TITAN AIRWAYS LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 0.0 | 0 | 0 | |
| | HEATHROW | TITAN AIRWAYS LTD | S | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 39 | 0 | 0 | 0.0 | 10.3 | 17.9 | 12.8 | 38.5 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 54.8 | 26 | 42 | |
| | STANSTED | RYANAIR | S | D | 39 | 0 | 0 | 0.0 | 12.8 | 33.3 | 23.1 | 20.5 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 42.9 | 26 | 42 | |
| | STANSTED | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 70 | 0.0 | 0 | 0 | |
| | STANSTED | RYANAIR UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 68 | 0.0 | 0 | 0 | |
| TOTAL TOULOUSE (BLAGNAC) | | | | | 383 | 0 | 14 | 1.0 | 16.1 | 30.0 | 14.9 | 19.4 | 11.3 | 3.3 | 0.3 | 0.3 | 0.0 | 3.5 | 31 | 51.8 | 26 | 406 |
| TOURS | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 7.7 | 30.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 69.2 | 13 | 13 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 30.8 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 92.3 | 5 | 13 | |
| TOTAL TOURS | | | | | 26 | 0 | 0 | 0.0 | 15.4 | 26.9 | 15.4 | 30.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 80.8 | 9 | 26 | |
| TRAPANI | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 11.1 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 99 | 87.5 | 18 | 8 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 87.5 | 11 | 8 | |
| | MANCHESTER | RYANAIR | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 37.5 | 22 | 8 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| TRAPANI | | MANCHESTER | 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 | 0.0 | 9 | 100.0 | 5 | 8 | | | | | |
| | | MANCHESTER | 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 | 25 | 0.0 | 0 | 0 | | | | | | |
| | | MANCHESTER | RYANAIR UK 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 | 10 | 0.0 | 0 | 0 | | | | | | |
| TOTAL TRAPANI | | | | | | 36 | 0 | 0 | 0.0 | 5.6 | 52.8 | 22.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 78.1 | 14 | 32 | | | | | | |
| TREVISO | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 55.6 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 66.7 | 10 | 9 | | | | | | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 8 | 9 | | | | | | |
| | | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 66.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 36 | 0.0 | 0 | 0 | | | | | | |
| | | LUTON | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0.0 | 0 | 0 | | | | | | |
| TOTAL TREVISO | | | | | | 36 | 0 | 0 | 0.0 | 27.8 | 36.1 | 25.0 | 5.6 | 2.8 | 0.0 | 2.8 | 0.0 | 0.0 | 21 | 72.2 | 9 | 18 | | | | | | |
| TRIESTE (RONCHI DEI LEGIONARI) | | GATWICK | 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 | 6 | 0.0 | 0 | 0 | | | | | | |
| | | GATWICK | TUI AIRWAYS LTD | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 0.0 | 0 | 0 | | | | | | |
| | | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 5.9 | 47.1 | 17.6 | 5.9 | 11.8 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 35.3 | 34 | 17 | | | | | | |
| | | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 47.1 | 5.9 | 23.5 | 5.9 | 5.9 | 0.0 | 0.0 | 0.0 | 30 | 64.7 | 25 | 17 | | | | | | |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | | | | 36 | 0 | 0 | 2.8 | 27.8 | 33.3 | 5.6 | 19.4 | 8.3 | 2.8 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 30 | 34 | | | | | | |
| TRONDHEIM (VAERNES) | | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 20 | 0 | 2 | 0.0 | 27.3 | 31.8 | 22.7 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 12 | 71.4 | 13 | 21 | | | | | | |
| | | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 20 | 0 | 2 | 0.0 | 13.6 | 31.8 | 18.2 | 18.2 | 9.1 | 0.0 | 0.0 | 0.0 | 9.1 | 24 | 47.6 | 23 | 21 | | | | | | |
| TOTAL TRONDHEIM (VAERNES) | | | | | | 40 | 0 | 4 | 0.0 | 20.5 | 31.8 | 20.5 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 9.1 | 18 | 59.5 | 18 | 42 | | | | | | |
| TUNIS | | GATWICK | NOUVELAIR TUNISIE | S | A | 18 | 0 | 0 | 0.0 | 22.2 | 16.7 | 16.7 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 23.5 | 69 | 17 | | | | | | |
| | | GATWICK | NOUVELAIR TUNISIE | S | D | 18 | 0 | 0 | 0.0 | 11.1 | 11.1 | 5.6 | 33.3 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 50 | 29.4 | 72 | 17 | | | | | | |
| | | GATWICK | TUNISAIR | S | A | 22 | 0 | 0 | 0.0 | 0.0 | 36.4 | 13.6 | 22.7 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 41 | 35.3 | 50 | 17 | | | | | | |
| | | GATWICK | TUNISAIR | S | D | 22 | 0 | 0 | 0.0 | 0.0 | 22.7 | 13.6 | 18.2 | 36.4 | 9.1 | 0.0 | 0.0 | 0.0 | 52 | 23.5 | 49 | 17 | | | | | | |
| | | HEATHROW | TUNISAIR | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 40 | 55.6 | 55 | 9 | | | | | | |
| | | HEATHROW | TUNISAIR | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 44 | 55.6 | 51 | 9 | | | | | | |
| TOTAL TUNIS | | | | | | 88 | 0 | 0 | 0.0 | 8.0 | 25.0 | 12.5 | 21.6 | 27.3 | 5.7 | 0.0 | 0.0 | 0.0 | 45 | 33.7 | 58 | 86 | | | | | | |
| TURIN | | 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 | 22.2 | 59 | 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 | 33.3 | 57 | 9 | | | | | | |
| | | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 22 | 0 | 0 | 4.5 | 31.8 | 36.4 | 4.5 | 4.5 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 38.1 | 45 | 21 | | | | | | |

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | D | 22 | 0 | 0 | 0.0 | 18.2 | 31.8 | 27.3 | 4.5 | 13.6 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 57.1 | 31 | 21 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 0 | 0 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0 | 0.0 | 0 | 0 |
| | 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 | 35.0 | 39 | 18 |
| | 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 | 35.0 | 27 | 18 |
| | STANSTED | RYANAIR | S | A | 37 | 0 | 0 | 0.0 | 24.3 | 24.3 | 13.5 | 18.9 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 48.4 | 25 | 29 |
| | STANSTED | RYANAIR | S | D | 37 | 0 | 0 | 0.0 | 35.1 | 24.3 | 2.7 | 27.0 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 58.1 | 21 | 29 |
| | 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 | 33.3 | 61 | 3 |
| | STANSTED | RYANAIR UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 33.3 | 62 | 3 |
| TOTAL TURIN | | | | | 118 | 0 | 8 | 0.8 | 26.2 | 26.2 | 10.3 | 15.1 | 14.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 44.0 | 34 | 160 |

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

| | | Origin/Destinations: V | | | | | | | | | | | | | | | | | SEP 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| VAGAR | | EDINBURGH | ATLANTIC AIRWAYS | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 52 | 37.5 | 62 | 8 | |
| | | EDINBURGH | ATLANTIC AIRWAYS | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 33.3 | 0.0 | 22.2 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 58 | 37.5 | 76 | 8 | |
| TOTAL VAGAR | | | | | | 18 | 0 | 0 | 0.0 | 33.3 | 38.9 | 5.6 | 11.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 55 | 37.5 | 69 | 16 | |
| VALENCIA | | BELFAST INTERNATIONAL | RYANAIR | 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 | 18 | 75.0 | 7 | 4 | |
| | | BELFAST INTERNATIONAL | 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 | 29 | 50.0 | 25 | 4 | |
| | | 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 | 50.0 | 36 | 4 | |
| | | 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 | 50.0 | 38 | 4 | |
| | | BIRMINGHAM | RYANAIR | 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 | 1 | 0.0 | 0 | 0 | |
| | | BIRMINGHAM | RYANAIR | 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 | 24 | 0.0 | 0 | 0 | |
| | | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 38.5 | 23.1 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 75.0 | 9 | 8 | |
| | | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 23.1 | 69.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 75.0 | 8 | 8 | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 66.7 | 13 | 12 | |
| | | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 0.0 | 66.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 66.7 | 11 | 12 | |
| | | EDINBURGH | EVELOP | 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 | 11 | 0.0 | 0 | 0 | |
| | | EDINBURGH | EVELOP | C | D | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |
| | | EDINBURGH | RYANAIR | 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 | 5 | 22.2 | 67 | 9 | |
| | | EDINBURGH | 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 | 11 | 11.1 | 59 | 9 | |
| | | EDINBURGH | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 80.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 0.0 | 0 | 0 | |
| | | 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 | 0.0 | 0 | 0 | |
| | | GATWICK | EASYJET UK LTD | S | A | 72 | 0 | 1 | 0.0 | 12.3 | 24.7 | 13.7 | 20.5 | 19.2 | 2.7 | 4.1 | 1.4 | 0.0 | 1.4 | 54 | 27.9 | 60 | 84 |
| | | GATWICK | EASYJET UK LTD | S | D | 72 | 0 | 0 | 0.0 | 11.1 | 34.7 | 27.8 | 8.3 | 12.5 | 4.2 | 1.4 | 0.0 | 0.0 | 33 | 30.2 | 44 | 85 | |
| | | GATWICK | VUELING AIRLINES | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 25.0 | 16.7 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 40.0 | 44 | 28 | |
| | | GATWICK | VUELING AIRLINES | S | D | 12 | 0 | 0 | 0.0 | 16.7 | 16.7 | 41.7 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 26.7 | 58 | 28 | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 50 | 0 | 2 | 1.9 | 15.4 | 19.2 | 21.2 | 26.9 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 28 | 56.1 | 20 | 39 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 50 | 0 | 2 | 0.0 | 15.4 | 46.2 | 15.4 | 13.5 | 3.8 | 1.9 | 0.0 | 0.0 | 0.0 | 3.8 | 19 | 41.5 | 25 | 39 |
| | | 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 | 100.0 | 0 | 1 | |
| | | STANSTED | RYANAIR | S | A | 51 | 0 | 0 | 2.0 | 27.5 | 31.4 | 9.8 | 17.6 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 77.3 | 13 | 44 | |
| | | STANSTED | RYANAIR | S | D | 51 | 0 | 0 | 0.0 | 3.9 | 31.4 | 21.6 | 27.5 | 13.7 | 2.0 | 0.0 | 0.0 | 0.0 | 34 | 59.1 | 23 | 44 | |
| | | MANCHESTER | RYANAIR | S | A | 20 | 0 | 0 | 0.0 | 20.0 | 15.0 | 40.0 | 20.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 69.2 | 17 | 13 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | | | | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | SEP 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 | D | 20 | 0 | 0 | 0.0 | 15.0 | 30.0 | 25.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 61.5 | 16 | 13 | | | | | |
| TOTAL VALENCIA | | | | | | 514 | 0 | 5 | 1.0 | 17.9 | 31.6 | 19.5 | 16.6 | 10.2 | 1.3 | 0.8 | 0.2 | 0.0 | 1.0 | 28 | 45.3 | 35 | 492 | | | | |
| | | VANCOUVER | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 10.0 | 3.3 | 36.7 | 16.7 | 20.0 | 10.0 | 0.0 | 3.3 | 0.0 | 0.0 | 36 | 63.6 | 30 | 22 | | | | | |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 0.0 | 20.7 | 24.1 | 17.2 | 20.7 | 13.8 | 0.0 | 3.4 | 0.0 | 0.0 | 36 | 66.7 | 30 | 21 | | | | | |
| | | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 53.3 | 16.7 | 16.7 | 6.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6 | 96.7 | 9 | 30 | | | | | |
| | | HEATHROW | AIR CANADA | S | D | 30 | 0 | 0 | 0.0 | 43.3 | 33.3 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 36 | 30 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 26.7 | 6.7 | 26.7 | 13.3 | 13.3 | 10.0 | 3.3 | 0.0 | 0.0 | 0.0 | 25 | 41.4 | 32 | 29 | | | | | |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 0.0 | 23.3 | 16.7 | 13.3 | 23.3 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 34 | 30.0 | 36 | 29 | | | | | |
| TOTAL VANCOUVER | | | | | | 179 | 0 | 0 | 15.1 | 19.0 | 25.7 | 13.4 | 14.5 | 10.1 | 1.1 | 1.1 | 0.0 | 0.0 | 0.0 | 25 | 60.5 | 29 | 161 | | | | |
| | | VARADERO | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 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 | 33.3 | 33 | 9 | | | | | |
| | | 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 | 12.5 | 45 | 8 | | | | | |
| TOTAL VARADERO | | | | | | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 23.5 | 39 | 17 | | | | | |
| | | 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 | 66.7 | 22 | 3 | | | | | |
| | | 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 | 33.3 | 47 | 3 | | | | | |
| | | 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 | 25.0 | 62 | 8 | | | | | |
| | | 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 | 33.3 | 56 | 9 | | | | | |
| | | GATWICK | WIZZ AIR UK LTD | S | A | 12 | 0 | 1 | 23.1 | 30.8 | 15.4 | 7.7 | 0.0 | 7.7 | 0.0 | 7.7 | 0.0 | 7.7 | 35 | 0.0 | 0 | 0 | | | | | |
| | | GATWICK | WIZZ AIR UK LTD | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 8.3 | 33.3 | 25.0 | 8.3 | 16.7 | 0.0 | 0.0 | 0.0 | 51 | 0.0 | 0 | 0 | | | | | |
| | | LUTON | WIZZ AIR | S | A | 22 | 0 | 0 | 9.1 | 13.6 | 36.4 | 22.7 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 83.0 | 7 | 47 | | | | | |
| | | LUTON | WIZZ AIR | S | D | 22 | 0 | 0 | 0.0 | 13.6 | 31.8 | 18.2 | 18.2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 53.2 | 19 | 47 | | | | | |
| TOTAL VARNA | | | | | | 68 | 0 | 1 | 7.2 | 15.9 | 26.1 | 20.3 | 13.0 | 11.6 | 2.9 | 1.4 | 0.0 | 0.0 | 1.4 | 31 | 61.5 | 21 | 117 | | | | |
| | | VASTERAS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 55.6 | 12 | 9 | | | | | |
| | | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88.9 | 6 | 9 | | | | | |
| TOTAL VASTERAS | | | | | | 18 | 0 | 0 | 0.0 | 27.8 | 44.4 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.2 | 9 | 18 | | | | | |
| | | 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 | 88.9 | 7 | 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 | 88.9 | 4 | 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 | 88.9 | 5 | 18 | | | | | |
| | | VENICE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | BIRMINGHAM | JET2.COM 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 | 19 | 100.0 | 4 | 8 | | | | | |
| | | 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 | 8 | 100.0 | 4 | 8 | | | | | |

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | 8 | 0 | 0 | 0 | 12.5 | 0.0 | 50.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 55.6 | 20 | 9 | | |
| BIRMINGHAM | RYANAIR | S D | 8 | 0 | 0 | 0 | 0.0 | 25.0 | 25.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 77.8 | 9 | 9 | | | |
| BOURNEMOUTH | RYANAIR | S A | 8 | 0 | 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 | 18 | 8 | | | |
| BOURNEMOUTH | RYANAIR | S D | 8 | 0 | 0 | 0 | 0.0 | 12.5 | 62.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 87.5 | 5 | 8 | | | |
| BRISTOL | EASYJET EUROPE | S A | 4 | 0 | 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 | 24 | 4 | | | |
| BRISTOL | EASYJET EUROPE | S D | 4 | 0 | 0 | 0 | 0.0 | 50.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 75.0 | 24 | 4 | | | |
| BRISTOL | EASYJET UK LTD | S A | 4 | 0 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 20.0 | 57 | 5 | | | |
| BRISTOL | EASYJET UK LTD | S D | 4 | 0 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 60.0 | 40 | 5 | | | |
| BRISTOL | RYANAIR | S A | 13 | 0 | 0 | 0 | 0.0 | 15.4 | 38.5 | 30.8 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 26 | 5.9 | 52 | 17 | | | |
| BRISTOL | RYANAIR | S D | 13 | 0 | 0 | 0 | 0.0 | 30.8 | 15.4 | 46.2 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 20 | 52.9 | 25 | 17 | | | |
| EDINBURGH | EASYJET EUROPE | S A | 4 | 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 | | | |
| EDINBURGH | EASYJET EUROPE | 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 | 6 | 0.0 | 0 | 0 | | | |
| EDINBURGH | EASYJET UK LTD | S A | 8 | 0 | 0 | 0 | 12.5 | 37.5 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 30.0 | 44 | 10 | | | |
| EDINBURGH | EASYJET UK LTD | S D | 8 | 0 | 0 | 0 | 0.0 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 60.0 | 29 | 10 | | | |
| EDINBURGH | RYANAIR | S A | 8 | 0 | 0 | 0 | 0.0 | 37.5 | 25.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 69.2 | 27 | 13 | | | |
| EDINBURGH | RYANAIR | S D | 8 | 0 | 0 | 0 | 0.0 | 25.0 | 37.5 | 12.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 53.8 | 44 | 13 | | | |
| EDINBURGH | RYANAIR UK LTD | S A | 5 | 0 | 0 | 0 | 0.0 | 40.0 | 20.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 | | | |
| EDINBURGH | RYANAIR UK LTD | S D | 5 | 0 | 0 | 0 | 0.0 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 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 | 27.8 | 56 | 18 | | | |
| 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 | 22.2 | 51 | 18 | | | |
| GATWICK | EASYJET UK LTD | S A | 73 | 0 | 1 | 4.1 | 18.9 | 16.2 | 12.2 | 24.3 | 13.5 | 6.8 | 2.7 | 0.0 | 0.0 | 1.4 | 44 | 31.9 | 43 | 69 | | | |
| GATWICK | EASYJET UK LTD | S D | 73 | 0 | 1 | 0.0 | 17.6 | 33.8 | 17.6 | 17.6 | 5.4 | 5.4 | 1.4 | 0.0 | 0.0 | 1.4 | 28 | 44.6 | 24 | 69 | | | |
| GATWICK | WIZZ AIR MALTA | S A | 21 | 0 | 1 | 0.0 | 0.0 | 0.0 | 18.2 | 50.0 | 22.7 | 4.5 | 0.0 | 0.0 | 0.0 | 4.5 | 54 | 38.1 | 40 | 21 | | | |
| GATWICK | WIZZ AIR MALTA | S D | 21 | 0 | 2 | 0.0 | 0.0 | 4.3 | 8.7 | 47.8 | 30.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 61 | 4.8 | 44 | 21 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S A | 150 | 0 | 9 | 4.4 | 11.3 | 25.2 | 13.2 | 25.8 | 10.7 | 3.1 | 0.6 | 0.0 | 0.0 | 5.7 | 33 | 61.1 | 22 | 107 | | | |
| HEATHROW | BRITISH AIRWAYS PLC | S D | 150 | 0 | 8 | 0.0 | 11.4 | 26.6 | 20.9 | 25.3 | 9.5 | 1.3 | 0.0 | 0.0 | 0.0 | 5.1 | 29 | 45.0 | 28 | 107 | | | |
| 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 | 16.7 | 57 | 5 | | | |
| 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 | 60.0 | 14 | 5 | | | |
| STANSTED | RYANAIR | S A | 81 | 0 | 0 | 8.6 | 17.3 | 32.1 | 16.0 | 18.5 | 4.9 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 24 | 32.1 | 36 | 79 | | | |
| STANSTED | RYANAIR | S D | 81 | 0 | 0 | 0.0 | 19.8 | 27.2 | 27.2 | 18.5 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 59.8 | 21 | 81 | | | |
| 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 | 25.0 | 62 | 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 | 83 | 4 | | | |
| MANCHESTER | EASYJET EUROPE | S A | 21 | 0 | 0 | 28.6 | 23.8 | 19.0 | 14.3 | 0.0 | 9.5 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 27 | 100.0 | 3 | 4 | | | |
| MANCHESTER | EASYJET EUROPE | S D | 21 | 0 | 0 | 0.0 | 33.3 | 33.3 | 9.5 | 0.0 | 19.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 37 | 75.0 | 11 | 4 | | | |

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | EASYJET UK LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71 | 41.2 | 35 | 17 |
| | MANCHESTER | EASYJET UK LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47 | 58.8 | 47 | 17 |
| | MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 0 | 5.6 | 11.1 | 38.9 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 44.4 | 32 | 17 | |
| | MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 55.6 | 11.1 | 27.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 38.9 | 27 | 17 | |
| | MANCHESTER | RYANAIR | S | A | 16 | 0 | 1 | 0.0 | 23.5 | 23.5 | 11.8 | 5.9 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 38 | 42.9 | 22 | 14 |
| | MANCHESTER | RYANAIR | S | D | 16 | 0 | 1 | 0.0 | 5.9 | 41.2 | 5.9 | 5.9 | 29.4 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 | 44 | 50.0 | 16 | 14 |
| | MANCHESTER | 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 | 28 | 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 | 1 | 0.0 | 0 | 0 | |
| TOTAL VENICE | | | | | 918 | 0 | 24 | 3.0 | 17.2 | 27.2 | 16.8 | 20.5 | 9.7 | 2.4 | 0.7 | 0.0 | 0.0 | 2.5 | 29 | 46.2 | 30 | 860 |
| VERONA VILLAFRANCA | | | | | | | | | | | | | | | | | | | | | | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 40 | 100.0 | 7 | 3 | |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 37 | 100.0 | 4 | 3 | |
| | BIRMINGHAM | JET2.COM LTD | S | A | 8 | 0 | 0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 2 | 9 | |
| | BIRMINGHAM | JET2.COM LTD | 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 | 4 | 100.0 | 4 | 9 | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 0.0 | 7.7 | 7.7 | 15.4 | 23.1 | 0.0 | 30.8 | 15.4 | 0.0 | 0.0 | 91 | 33.3 | 29 | 11 | |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 23.1 | 15.4 | 15.4 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 59 | 61.5 | 20 | 12 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 6 | 0 | 0 | 0.0 | 16.7 | 50.0 | 0.0 | 16.7 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 38 | 71.4 | 38 | 7 | |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 4 | 0 | 0 | 0.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 33 | 80.0 | 8 | 5 | |
| | BRISTOL | JET2.COM 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 | 20 | 100.0 | 0 | 4 | |
| | BRISTOL | JET2.COM 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 | 100.0 | 0 | 4 | |
| | BRISTOL | 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 | 9 | 100.0 | 6 | 5 | |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 3 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 100.0 | 3 | 4 | |
| | EAST MIDLANDS INTERNATIONAL | 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 | 10 | 75.0 | 10 | 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 | 10 | 100.0 | 0 | 4 | |
| | EDINBURGH | JET2.COM LTD | 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 | 14 | 100.0 | 3 | 4 | |
| | 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 | 3 | 100.0 | 4 | 4 | |
| | GLASGOW | JET2.COM 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 | 21 | 0.0 | 0 | 0 | |
| | GLASGOW | JET2.COM 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 | 16 | 0.0 | 0 | 0 | |
| | GLASGOW | TUI AIRWAYS LTD | C | A | 6 | 0 | 0 | 0.0 | 66.7 | 16.7 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 100.0 | 2 | 2 | |
| | 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 | 1 | 100.0 | 9 | 1 | |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 50.0 | 26 | 4 | |
| | LEEDS BRADFORD | 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 | 12 | 50.0 | 38 | 4 | |
| | GATWICK | BA EUROFLYER LTD DBA BRITISH AIRWAYS | S | A | 34 | 0 | 0 | 0.0 | 2.9 | 38.2 | 14.7 | 20.6 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34 | 41.7 | 41 | 24 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | MAT | | UNMAT | | CAN | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | | S D | | 34 0 | | 0 0 | | 0.0 2.9 | | 26.5 41.2 | | 14.7 14.7 | | 0.0 0.0 | | 0.0 0.0 | | 30 66.7 | | 29 24 | | | | | | |
| | | GATWICK | | BRITISH AIRWAYS PLC | | S A | | 0 0 | | 3 3 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 100.0 | | 0 0.0 | | 0 0 | | | | | | |
| | | GATWICK | | BRITISH AIRWAYS PLC | | S D | | 0 0 | | 3 3 | | 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 | | 35 0 | | 0 0 | | 0.0 11.4 | | 25.7 17.1 | | 22.9 11.4 | | 2.9 8.6 | | 0.0 0.0 | | 48 31.3 | | 58 44 | | | | | | |
| | | GATWICK | | EASYJET UK LTD | | S D | | 35 0 | | 0 0 | | 0.0 17.1 | | 42.9 17.1 | | 8.6 5.7 | | 2.9 5.7 | | 0.0 0.0 | | 33 40.0 | | 37 44 | | | | | | |
| | | GATWICK | | TUI AIRWAYS LTD | | C A | | 6 0 | | 0 0 | | 0.0 0.0 | | 33.3 50.0 | | 0.0 16.7 | | 0.0 0.0 | | 0.0 0.0 | | 26 25.0 | | 40 8 | | | | | | |
| | | GATWICK | | TUI AIRWAYS LTD | | C D | | 4 0 | | 0 0 | | 0.0 25.0 | | 25.0 50.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 13 66.7 | | 14 6 | | | | | | |
| | | STANSTED | | JET2.COM LTD | | S A | | 4 0 | | 0 0 | | 0.0 50.0 | | 25.0 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 10 50.0 | | 15 4 | | | | | | |
| | | STANSTED | | JET2.COM LTD | | 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 | | 3 66.7 | | 9 3 | | | | | | |
| | | STANSTED | | RYANAIR | | S A | | 29 0 | | 0 0 | | 0.0 3.4 | | 27.6 17.2 | | 24.1 24.1 | | 3.4 0.0 | | 0.0 0.0 | | 44 33.3 | | 34 21 | | | | | | |
| | | STANSTED | | RYANAIR | | S D | | 30 0 | | 0 0 | | 0.0 10.0 | | 36.7 10.0 | | 16.7 23.3 | | 3.3 0.0 | | 0.0 0.0 | | 36 71.4 | | 19 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 25.0 | | 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 | | 0 100.0 | | 10 4 | | | | | | |
| | | MANCHESTER | | JET2.COM LTD | | S A | | 8 0 | | 0 0 | | 0.0 0.0 | | 25.0 12.5 | | 62.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 36 55.6 | | 19 9 | | | | | | |
| | | MANCHESTER | | JET2.COM LTD | | S D | | 8 0 | | 0 0 | | 0.0 0.0 | | 62.5 12.5 | | 25.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 17 77.8 | | 10 9 | | | | | | |
| | | MANCHESTER | | RYANAIR | | S A | | 8 0 | | 0 0 | | 0.0 0.0 | | 25.0 37.5 | | 25.0 12.5 | | 0.0 0.0 | | 0.0 0.0 | | 30 0.0 | | 0 0 | | | | | | |
| | | MANCHESTER | | RYANAIR | | S D | | 8 0 | | 0 0 | | 0.0 12.5 | | 25.0 50.0 | | 12.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 19 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 25.0 | | 69 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 50.0 | | 40 8 | | | | | | |
| | | MANCHESTER | | TUI AIRWAYS LTD | | C A | | 8 0 | | 0 0 | | 12.5 12.5 | | 62.5 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 12 62.5 | | 15 8 | | | | | | |
| | | MANCHESTER | | TUI AIRWAYS LTD | | C D | | 6 0 | | 0 0 | | 0.0 0.0 | | 66.7 16.7 | | 16.7 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 17 66.7 | | 20 6 | | | | | | |
| | | NEWCASTLE | | JET2.COM LTD | | S A | | 4 0 | | 0 0 | | 0.0 0.0 | | 50.0 25.0 | | 0.0 25.0 | | 0.0 0.0 | | 0.0 0.0 | | 25 75.0 | | 6 4 | | | | | | |
| | | NEWCASTLE | | 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 | | 3 100.0 | | 9 4 | | | | | | |
| | | NEWCASTLE | | TUI AIRWAYS LTD | | S A | | 8 0 | | 0 0 | | 0.0 0.0 | | 62.5 37.5 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 15 37.5 | | 132 8 | | | | | | |
| | | NEWCASTLE | | TUI AIRWAYS LTD | | S D | | 6 0 | | 0 0 | | 0.0 0.0 | | 100.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 6 83.3 | | 10 6 | | | | | | |
| TOTAL VERONA VILLAFRANCA | | | | | | | | 408 | | 0 | | 6 0.7 | | 14.0 37.4 | | 17.9 13.5 | | 9.7 3.6 | | 1.7 0.0 | | 0.0 0.0 | | 1.4 3.0 | | 56.3 30 | | 30 380 | | |
| VIENNA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EDINBURGH | | RYANAIR | | S A | | 17 0 | | 0 0 | | 5.9 41.2 | | 35.3 11.8 | | 5.9 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 6 75.0 | | 23 8 | | | | | | |
| | | EDINBURGH | | RYANAIR | | S D | | 17 0 | | 0 0 | | 0.0 23.5 | | 23.5 35.3 | | 17.6 0.0 | | 0.0 0.0 | | 0.0 0.0 | | 17 37.5 | | 37 8 | | | | | | |
| | | GATWICK | | WIZZ AIR MALTA | | S A | | 60 0 | | 0 0 | | 1.7 18.3 | | 21.7 13.3 | | 21.7 10.0 | | 8.3 5.0 | | 0.0 0.0 | | 46 53.3 | | 34 60 | | | | | | |
| | | GATWICK | | WIZZ AIR MALTA | | S D | | 60 0 | | 1 0 | | 0.0 1.6 | | 9.8 16.4 | | 31.1 21.3 | | 11.5 6.6 | | 0.0 0.0 | | 72 28.8 | | 45 59 | | | | | | |
| | | HEATHROW | | AUSTRIAN AIRLINES | | S A | | 148 0 | | 2 2 | | 8.7 26.0 | | 26.7 18.0 | | 13.3 6.0 | | 0.0 0.0 | | 0.0 0.0 | | 16 80.8 | | 9 120 | | | | | | |
| | | HEATHROW | | AUSTRIAN AIRLINES | | S D | | 148 0 | | 2 2 | | 0.0 18.0 | | 36.7 20.0 | | 16.0 5.3 | | 2.7 0.0 | | 0.0 0.0 | | 22 71.7 | | 11 120 | | | | | | |

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | A | 99 | 0 | 5 | 1.0 | 20.2 | 25.0 | 18.3 | 19.2 | 9.6 | 1.9 | 0.0 | 0.0 | 0.0 | 4.8 | 26 | 59.5 | 17 | 78 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 99 | 0 | 5 | 0.0 | 21.2 | 32.7 | 17.3 | 16.3 | 4.8 | 1.9 | 1.0 | 0.0 | 0.0 | 4.8 | 24 | 60.0 | 19 | 78 |
| | STANSTED | RYANAIR | S | A | 83 | 0 | 0 | 3.6 | 16.9 | 21.7 | 10.8 | 16.9 | 24.1 | 4.8 | 1.2 | 0.0 | 0.0 | 0.0 | 43 | 50.8 | 39 | 59 |
| | STANSTED | RYANAIR | S | D | 83 | 1 | 0 | 0.0 | 11.9 | 23.8 | 16.7 | 17.9 | 20.2 | 7.1 | 1.2 | 0.0 | 1.2 | 0.0 | 46 | 35.0 | 51 | 59 |
| | STANSTED | RYANAIR UK LTD | S | A | 5 | 0 | 0 | 0.0 | 20.0 | 40.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 0.0 | 0 | 0 |
| | STANSTED | RYANAIR UK 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 | 0.0 | 7 | 0.0 | 0 | 0 |
| | MANCHESTER | AUSTRIAN AIRLINES | S | A | 16 | 0 | 0 | 12.5 | 18.8 | 43.8 | 12.5 | 6.3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 95.2 | 4 | 21 |
| | MANCHESTER | AUSTRIAN AIRLINES | S | D | 16 | 0 | 0 | 0.0 | 31.3 | 37.5 | 12.5 | 12.5 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 90.5 | 4 | 21 |
| | MANCHESTER | JET2.COM LTD | S | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 100.0 | 2 | 1 |
| | 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 | 5 | 1 |
| | MANCHESTER | RYANAIR | S | A | 20 | 0 | 0 | 5.0 | 15.0 | 15.0 | 15.0 | 30.0 | 15.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 69.2 | 15 | 13 |
| | MANCHESTER | RYANAIR | S | D | 20 | 0 | 0 | 0.0 | 10.0 | 25.0 | 25.0 | 10.0 | 25.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40 | 61.5 | 22 | 13 |
| TOTAL VIENNA | | | | | 898 | 1 | 15 | 2.4 | 19.0 | 27.0 | 17.1 | 17.3 | 10.6 | 3.7 | 1.1 | 0.0 | 0.1 | 1.6 | 31 | 61.5 | 23 | 719 |
| VIGO | | | | | | | | | | | | | | | | | | | | | | |
| | STANSTED | 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 | 0.0 | 24 | 61.5 | 25 | 13 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 11.1 | 44.4 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32 | 84.6 | 4 | 13 |
| TOTAL VIGO | | | | | 18 | 0 | 0 | 0.0 | 11.1 | 22.2 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 73.1 | 14 | 26 |
| VILNIUS | | | | | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | LOT-POLISH AIRLINES | S | A | 21 | 0 | 0 | 38.1 | 42.9 | 14.3 | 4.8 | 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 | 21 | 0 | 1 | 0.0 | 13.6 | 63.6 | 9.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 11 | 64.0 | 15 | 25 |
| | LUTON | RYANAIR | S | A | 30 | 0 | 0 | 13.3 | 30.0 | 6.7 | 16.7 | 10.0 | 20.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 63.3 | 23 | 30 |
| | LUTON | RYANAIR | S | D | 30 | 0 | 0 | 0.0 | 26.7 | 30.0 | 13.3 | 10.0 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 53.3 | 26 | 30 |
| | LUTON | WIZZ AIR | S | A | 29 | 0 | 1 | 0.0 | 60.0 | 30.0 | 3.3 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 7 | 83.3 | 8 | 30 |
| | LUTON | WIZZ AIR | S | D | 29 | 0 | 1 | 0.0 | 36.7 | 26.7 | 10.0 | 16.7 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | 18 | 73.3 | 12 | 30 |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 11.5 | 26.9 | 19.2 | 11.5 | 23.1 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 92.0 | 7 | 25 |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 0.0 | 23.1 | 42.3 | 7.7 | 19.2 | 3.8 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 80.0 | 8 | 25 |
| TOTAL VILNIUS | | | | | 212 | 0 | 3 | 7.0 | 33.0 | 28.4 | 9.8 | 11.2 | 6.5 | 2.8 | 0.0 | 0.0 | 0.0 | 1.4 | 18 | 73.6 | 14 | 220 |

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

| | | Origin/Destinations: W | | | | | | | | | | | | | | | | | SEP 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 70.0 | 10 | 10 | |
| | 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 | 0.0 | 36 | 10 | |
| | GLASGOW | LOT-POLISH 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 | 1 | 0.0 | 0 | 0 | |
| | LEEDS BRADFORD | WIZZ AIR | S | A | 9 | 0 | 0 | 22.2 | 66.7 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 88.9 | 4 | 9 | |
| | LEEDS BRADFORD | WIZZ AIR | 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 | 77.8 | 10 | 9 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | A | 18 | 0 | 0 | 16.7 | 38.9 | 16.7 | 11.1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 50.0 | 45 | 8 | |
| | LIVERPOOL (JOHN LENNON) | WIZZ AIR | S | D | 18 | 0 | 0 | 0.0 | 5.6 | 72.2 | 5.6 | 11.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 25.0 | 49 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 86 | 0 | 0 | 2.3 | 22.1 | 25.6 | 17.4 | 15.1 | 11.6 | 3.5 | 2.3 | 0.0 | 0.0 | 0.0 | 32 | 53.1 | 21 | 80 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 86 | 0 | 0 | 0.0 | 23.3 | 37.2 | 17.4 | 11.6 | 7.0 | 2.3 | 1.2 | 0.0 | 0.0 | 0.0 | 23 | 53.7 | 21 | 81 | |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 90 | 0 | 0 | 1.1 | 16.7 | 27.8 | 31.1 | 17.8 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 65.6 | 19 | 90 | |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 90 | 0 | 0 | 0.0 | 7.8 | 43.3 | 25.6 | 15.6 | 6.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 27 | 90 | |
| | LUTON | WIZZ AIR | S | A | 99 | 0 | 0 | 13.1 | 38.4 | 18.2 | 11.1 | 8.1 | 8.1 | 2.0 | 0.0 | 1.0 | 0.0 | 0.0 | 21 | 68.7 | 23 | 83 | |
| | LUTON | WIZZ AIR | S | D | 99 | 0 | 0 | 0.0 | 26.3 | 28.3 | 12.1 | 15.2 | 13.1 | 4.0 | 1.0 | 0.0 | 0.0 | 0.0 | 32 | 51.8 | 32 | 83 | |
| | MANCHESTER | RYANAIR UK LTD | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 11.1 | 22.2 | 44.4 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 46 | 0.0 | 0 | 0 | |
| | MANCHESTER | RYANAIR UK LTD | S | D | 9 | 0 | 0 | 0.0 | 33.3 | 55.6 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 0.0 | 0 | 0 | |
| TOTAL WARSAW (CHOPIN) | | | | | 623 | 0 | 0 | 3.4 | 23.3 | 30.8 | 17.8 | 13.8 | 8.0 | 2.1 | 0.6 | 0.2 | 0.0 | 0.0 | 24 | 56.7 | 24 | 561 | |
| WARSAW (MODLIN MASOVIA) | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 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 | 76.9 | 8 | 13 | |
| | BIRMINGHAM | RYANAIR | 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 | 15 | 92.3 | 3 | 13 | |
| | 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 | 84.6 | 9 | 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 | 84.6 | 5 | 13 | |
| | EDINBURGH | RYANAIR | S | A | 12 | 0 | 0 | 33.3 | 33.3 | 25.0 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 38.5 | 20 | 13 | |
| | EDINBURGH | 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 | 0.0 | 4 | 84.6 | 9 | 13 | |
| | EDINBURGH | RYANAIR UK LTD | S | A | 4 | 0 | 0 | 0.0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 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 | 0.0 | 33 | 0.0 | 0 | 0 | |
| | 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 | 88.9 | 9 | 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 | 77.8 | 18 | 9 | |
| | LEEDS BRADFORD | 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 | 10 | 85.7 | 11 | 14 | |
| | LEEDS BRADFORD | RYANAIR | S | D | 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 | 92.3 | 6 | 13 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 8 | 0 | 1 | 0.0 | 55.6 | 0.0 | 0.0 | 11.1 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 11.1 | 47 | 92.3 | 9 | 13 | |

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

| ORIGIN/DESTINATION | | REPORTING AIRPORT | | AIRLINE | | C/S | | A/D | | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| LIVERPOOL (JOHN LENNON) | | RYANAIR | | S | D | 8 | 0 | 0 | 12.5 | 37.5 | 25.0 | 0.0 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 92.3 | 9 | 13 | |
| STANSTED | | RYANAIR | | S | A | 71 | 0 | 0 | 8.5 | 36.6 | 25.4 | 12.7 | 9.9 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 72.1 | 19 | 75 | |
| STANSTED | | RYANAIR | | S | D | 71 | 0 | 0 | 0.0 | 32.4 | 28.2 | 15.5 | 14.1 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 62.8 | 21 | 75 | |
| MANCHESTER | | RYANAIR | | S | A | 13 | 0 | 0 | 15.4 | 69.2 | 0.0 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 62.5 | 20 | 8 | |
| MANCHESTER | | RYANAIR | | S | D | 13 | 0 | 0 | 0.0 | 84.6 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 62.5 | 29 | 8 | |
| MANCHESTER | | RYANAIR UK LTD | | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 50.0 | 35 | 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 | 75.0 | 30 | 4 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | | | | 250 | 0 | 1 | 5.2 | 40.2 | 24.7 | 11.6 | 11.2 | 6.4 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 14 | 73.6 | 16 | 323 | |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | | | | | | | | |
| EDINBURGH | | UNITED AIRLINES | | S | A | 30 | 0 | 0 | 10.0 | 30.0 | 36.7 | 13.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 66.7 | 18 | 30 | |
| EDINBURGH | | UNITED AIRLINES | | S | D | 30 | 0 | 0 | 0.0 | 70.0 | 13.3 | 10.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 27 | 30 | |
| GATWICK | | NORSE ATLANTIC 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 | 82.4 | 14 | 17 | |
| GATWICK | | NORSE ATLANTIC 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 | 15 | 17 | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | A | 59 | 0 | 3 | 1.6 | 21.0 | 12.9 | 29.0 | 21.0 | 6.5 | 3.2 | 0.0 | 0.0 | 4.8 | 25 | 52.3 | 29 | 57 | | |
| HEATHROW | | BRITISH AIRWAYS PLC | | S | D | 58 | 0 | 3 | 0.0 | 13.1 | 37.7 | 16.4 | 11.5 | 11.5 | 1.6 | 3.3 | 0.0 | 0.0 | 4.9 | 29 | 50.0 | 31 | 57 | |
| HEATHROW | | UNITED AIRLINES | | S | A | 59 | 0 | 1 | 1.7 | 15.0 | 28.3 | 28.3 | 16.7 | 6.7 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 25 | 61.8 | 25 | 88 | |
| HEATHROW | | UNITED AIRLINES | | S | D | 59 | 0 | 0 | 0.0 | 23.7 | 33.9 | 16.9 | 22.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 86.7 | 7 | 88 | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | A | 28 | 0 | 2 | 0.0 | 20.0 | 6.7 | 33.3 | 23.3 | 10.0 | 0.0 | 0.0 | 0.0 | 6.7 | 30 | 85.2 | 10 | 27 | | |
| HEATHROW | | VIRGIN ATLANTIC AIRWAYS LTD | | S | D | 28 | 0 | 2 | 0.0 | 6.7 | 30.0 | 23.3 | 16.7 | 13.3 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 34 | 96.3 | 4 | 27 | |
| 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 | 66.7 | 10 | 3 | |
| HEATHROW | | VIRGIN ATLANTIC INTERNATIONAL | | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 3 | 3 | |
| TOTAL WASHINGTON (DULLES) | | | | | | 351 | 0 | 11 | 1.4 | 22.7 | 26.0 | 21.8 | 16.0 | 7.2 | 1.4 | 0.6 | 0.0 | 0.0 | 3.0 | 23 | 69.2 | 19 | 444 | |
| WEST PALM BEACH | | | | | | | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | | CROSSAIR EUROPE | | C | A | 1 | 0 | 0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 0.0 | 0 | 0 | |
| TOTAL WEST PALM BEACH | | | | | | 1 | 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 | |
| WICK JOHN O GROATS | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN | | EASTERN AIRWAYS | | S | A | 37 | 0 | 9 | 2.2 | 23.9 | 21.7 | 10.9 | 4.3 | 6.5 | 2.2 | 8.7 | 0.0 | 0.0 | 19.6 | 47 | 63.0 | 22 | 43 | |
| ABERDEEN | | EASTERN AIRWAYS | | S | D | 38 | 0 | 9 | 0.0 | 36.2 | 21.3 | 0.0 | 6.4 | 6.4 | 2.1 | 8.5 | 0.0 | 0.0 | 19.1 | 46 | 73.9 | 17 | 43 | |
| TOTAL WICK JOHN O GROATS | | | | | | 75 | 0 | 18 | 1.1 | 30.1 | 21.5 | 5.4 | 5.4 | 6.5 | 2.2 | 8.6 | 0.0 | 0.0 | 19.4 | 46 | 68.5 | 19 | 86 | |

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

| | | Origin/Destinations: W | | | | | | | | | | | | | | | | | SEP 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| WROCLAW | BIRMINGHAM | 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 | 0.0 | 51 | 1 | |
| | BIRMINGHAM | 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 | 116 | 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 | 0.0 | 21 | 1 | |
| | 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 | 90.0 | 4 | 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 | 50.0 | 13 | 9 | |
| | BOURNEMOUTH | RYANAIR | 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 | 0.0 | 7 | 77.8 | 7 | 9 |
| | BOURNEMOUTH | RYANAIR | 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 | 0.0 | 8 | 66.7 | 12 | 9 |
| | BRISTOL | RYANAIR | S | A | 12 | 0 | 0 | 0.0 | 33.3 | 25.0 | 8.3 | 25.0 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 87.5 | 7 | 8 |
| | BRISTOL | RYANAIR | S | D | 12 | 0 | 0 | 0.0 | 8.3 | 41.7 | 16.7 | 8.3 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 100.0 | 0 | 8 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | A | 18 | 0 | 0 | 0.0 | 33.3 | 16.7 | 16.7 | 22.2 | 5.6 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 54.5 | 24 | 22 |
| | EAST MIDLANDS INTERNATIONAL | RYANAIR | S | D | 18 | 0 | 0 | 0.0 | 27.8 | 33.3 | 27.8 | 5.6 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 54.5 | 22 | 22 |
| | EDINBURGH | RYANAIR | 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 | 0.0 | 0.0 | 2 | 50.0 | 50 | 8 |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 44.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 0.0 | 64 | 8 |
| | GLASGOW | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 50.0 | 0.0 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15 | 100.0 | 1 | 8 |
| | GLASGOW | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 87.5 | 6 | 8 |
| | LEEDS BRADFORD | 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 | 0.0 | 3 | 88.9 | 4 | 9 |
| | LEEDS BRADFORD | RYANAIR | 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 | 0.0 | 7 | 88.9 | 7 | 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 | 0.0 | 0 | 77.8 | 12 | 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 | 0.0 | 0 | 66.7 | 16 | 9 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 22.2 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 62.5 | 18 | 8 |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 62.5 | 21 | 8 |
| | LUTON | WIZZ AIR | S | A | 31 | 0 | 0 | 41.9 | 41.9 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 83.7 | 12 | 43 |
| | LUTON | WIZZ AIR | S | D | 31 | 0 | 0 | 0.0 | 51.6 | 38.7 | 3.2 | 3.2 | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 13 | 72.1 | 16 | 43 |
| | STANSTED | RYANAIR | S | A | 55 | 0 | 0 | 10.9 | 40.0 | 9.1 | 10.9 | 10.9 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 81.3 | 16 | 48 |
| STANSTED | RYANAIR | S | D | 55 | 0 | 0 | 0.0 | 25.5 | 20.0 | 16.4 | 16.4 | 20.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 37 | 79.2 | 23 | 48 | |
| MANCHESTER | RYANAIR | S | A | 8 | 0 | 0 | 0.0 | 25.0 | 62.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 77.8 | 8 | 9 | |
| MANCHESTER | RYANAIR | 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 | 0.0 | 15 | 55.6 | 28 | 9 | |
| NEWCASTLE | 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 | 0.0 | 4 | 77.8 | 13 | 9 | |
| NEWCASTLE | RYANAIR | 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 | 0.0 | 9 | 44.4 | 21 | 9 | |
| TOTAL WROCLAW | | | | | 351 | 0 | 0 | 6.6 | 33.0 | 29.6 | 10.8 | 10.5 | 8.3 | 0.0 | 0.9 | 0.3 | 0.0 | 0.0 | 19 | 72.2 | 17 | 401 | |
| WUHAN TIANHE INTERNATIONAL | HEATHROW | CHINA SOUTHERN | 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 | 17 | 80.0 | 37 | 5 | |

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | CHINA SOUTHERN | S | D | 9 | 0 | 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 | 15 | 5 | |
| TOTAL WUHAN TIANHE INTERNATIONAL | | | | | 18 | 0 | 0 | 0.0 | 61.1 | 16.7 | 16.7 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 70.0 | 26 | 10 | |

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | REPORTING AIRPORT | AIRLINE | C/S | A/D | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 |
| ZADAR | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 33.3 | 22.2 | 22.2 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 0.0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 22.2 | 33.3 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 0.0 | 0 | 0 | |
| | BOURNEMOUTH | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 47 | 33.3 | 31 | 9 | |
| | BOURNEMOUTH | RYANAIR | S | D | 9 | 0 | 0 | 11.1 | 0.0 | 33.3 | 22.2 | 0.0 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 41 | 33.3 | 45 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 1 | 11.1 | 0.0 | 44.4 | 11.1 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 75.0 | 31 | 8 | |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 22.2 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 31 | 8 | |
| | JERSEY | BA CITYFLYER LTD | C | A | 3 | 0 | 0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| | JERSEY | BA CITYFLYER LTD | C | D | 2 | 0 | 0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | |
| | LEEDS BRADFORD | RYANAIR | S | A | 8 | 0 | 0 | 25.0 | 37.5 | 25.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 66.7 | 30 | 9 | |
| | LEEDS BRADFORD | RYANAIR | S | D | 8 | 0 | 0 | 0.0 | 12.5 | 75.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 17 | 22.2 | 67 | 9 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | A | 9 | 0 | 0 | 11.1 | 33.3 | 11.1 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 75.0 | 12 | 8 | |
| | LIVERPOOL (JOHN LENNON) | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 44.4 | 33.3 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 100.0 | 1 | 8 | |
| | 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 | 45 | 1 | |
| | GATWICK | EASYJET UK LTD | S | D | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 18 | 1 | |
| | STANSTED | RYANAIR | S | A | 34 | 0 | 0 | 8.8 | 14.7 | 20.6 | 8.8 | 26.5 | 14.7 | 5.9 | 0.0 | 0.0 | 0.0 | 34 | 71.4 | 24 | 21 | |
| | STANSTED | RYANAIR | S | D | 34 | 0 | 0 | 0.0 | 8.8 | 23.5 | 8.8 | 29.4 | 26.5 | 2.9 | 0.0 | 0.0 | 0.0 | 43 | 61.9 | 17 | 21 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 0.0 | 22.2 | 55.6 | 11.1 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 77.8 | 8 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 0.0 | 0.0 | 22.2 | 55.6 | 11.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 88.9 | 13 | 9 | |
| | NEWCASTLE | RYANAIR | 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 | 7 | 33.3 | 45 | 9 | |
| | NEWCASTLE | RYANAIR | 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 | 23 | 66.7 | 32 | 9 | |
| TOTAL ZADAR | | | | | 196 | 0 | 1 | 5.1 | 18.3 | 30.5 | 12.2 | 19.3 | 11.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 62.2 | 27 | 148 |
| ZAGREB | BOURNEMOUTH | QUICK AIR SERVICE | 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 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 3.3 | 16.7 | 13.3 | 23.3 | 23.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 29 | 72.0 | 11 | 24 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 0.0 | 20.0 | 40.0 | 30.0 | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 14 | 48.0 | 20 | 25 |
| | HEATHROW | CROATIA AIRLINES | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 7.7 | 23.1 | 53.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 44 | 30.8 | 35 | 13 | |
| | HEATHROW | CROATIA AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 0.0 | 7.7 | 53.8 | 30.8 | 7.7 | 0.0 | 0.0 | 0.0 | 58 | 0.0 | 47 | 13 | |
| | STANSTED | RYANAIR | S | A | 39 | 0 | 0 | 5.1 | 33.3 | 23.1 | 12.8 | 15.4 | 5.1 | 0.0 | 5.1 | 0.0 | 0.0 | 25 | 74.2 | 33 | 30 | |
| | STANSTED | RYANAIR | S | D | 39 | 0 | 0 | 0.0 | 2.6 | 28.2 | 25.6 | 23.1 | 12.8 | 2.6 | 5.1 | 0.0 | 0.0 | 43 | 60.0 | 35 | 30 | |
| | MANCHESTER | RYANAIR | S | A | 8 | 0 | 0 | 12.5 | 25.0 | 25.0 | 12.5 | 0.0 | 12.5 | 0.0 | 12.5 | 0.0 | 0.0 | 46 | 77.8 | 8 | 9 | |

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

| | | Origin/Destinations: Z | | | | | | | | | | | | | | | | | | SEP 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 |
| | | | | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR | S | 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 | 54 | 44.4 | 24 | 9 |
| TOTAL ZAGREB | | | | | 179 | 0 | 2 | 2.2 | 16.0 | 23.2 | 20.4 | 21.0 | 11.0 | 1.7 | 3.3 | 0.0 | 0.0 | 1.1 | 34 | 55.5 | 27 | 153 |
| ZAKINTHOS | BELFAST INTERNATIONAL | JET2.COM LTD | S | A | 4 | 0 | 0 | 25.0 | 25.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 100.0 | 0 | 4 |
| | BELFAST INTERNATIONAL | JET2.COM LTD | S | D | 4 | 0 | 0 | 0.0 | 25.0 | 50.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 75.0 | 15 | 4 |
| | BIRMINGHAM | JET2.COM LTD | S | A | 22 | 0 | 0 | 13.6 | 18.2 | 13.6 | 31.8 | 13.6 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27 | 70.8 | 10 | 24 |
| | BIRMINGHAM | JET2.COM LTD | S | D | 21 | 0 | 0 | 0.0 | 0.0 | 33.3 | 28.6 | 33.3 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 50.0 | 18 | 24 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | A | 22 | 0 | 0 | 13.6 | 22.7 | 31.8 | 4.5 | 13.6 | 9.1 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 88 | 42.9 | 34 | 21 |
| | BIRMINGHAM | TUI AIRWAYS LTD | C | D | 20 | 0 | 0 | 0.0 | 5.0 | 40.0 | 25.0 | 20.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 15.8 | 33 | 19 |
| | BOURNEMOUTH | TUI AIRWAYS LTD | C | A | 5 | 0 | 0 | 0.0 | 0.0 | 0.0 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 50.0 | 12 | 4 |
| | BOURNEMOUTH | 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 | 5 | 66.7 | 11 | 3 |
| | BRISTOL | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 0.0 | 25.0 | 12.5 | 37.5 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 44.4 | 29 | 9 |
| | BRISTOL | EASYJET UK LTD | S | D | 8 | 0 | 0 | 0.0 | 0.0 | 0.0 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29 | 44.4 | 29 | 9 |
| | BRISTOL | JET2.COM LTD | S | A | 17 | 0 | 0 | 5.9 | 29.4 | 11.8 | 11.8 | 35.3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 50.0 | 22 | 12 |
| | BRISTOL | JET2.COM LTD | S | D | 18 | 0 | 0 | 0.0 | 0.0 | 38.9 | 44.4 | 5.6 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 33.3 | 23 | 12 |
| | BRISTOL | TUI AIRWAYS LTD | C | A | 13 | 0 | 0 | 0.0 | 15.4 | 7.7 | 46.2 | 23.1 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 68 | 41.2 | 24 | 17 |
| | BRISTOL | TUI AIRWAYS LTD | C | D | 12 | 0 | 0 | 0.0 | 8.3 | 25.0 | 50.0 | 8.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 76.5 | 12 | 17 |
| | BRISTOL | TUI AIRWAYS LTD | S | A | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 100.0 | 4 | 1 |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 50.0 | 25.0 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 55.6 | 32 | 9 |
| | CARDIFF WALES | TUI AIRWAYS LTD | C | D | 6 | 0 | 0 | 0.0 | 16.7 | 66.7 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 57.1 | 21 | 7 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | A | 16 | 0 | 0 | 12.5 | 12.5 | 37.5 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 92.3 | 5 | 13 |
| | EAST MIDLANDS INTERNATIONAL | JET2.COM LTD | S | D | 15 | 0 | 0 | 0.0 | 26.7 | 40.0 | 20.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 100.0 | 7 | 13 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | A | 17 | 0 | 0 | 0.0 | 23.5 | 35.3 | 11.8 | 23.5 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 76.5 | 11 | 17 |
| | EAST MIDLANDS INTERNATIONAL | TUI AIRWAYS LTD | C | D | 16 | 0 | 0 | 0.0 | 25.0 | 37.5 | 18.8 | 6.3 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 62.5 | 15 | 16 |
| | EDINBURGH | JET2.COM LTD | S | A | 14 | 0 | 0 | 21.4 | 14.3 | 28.6 | 14.3 | 7.1 | 0.0 | 7.1 | 0.0 | 7.1 | 0.0 | 0.0 | 51 | 87.5 | 4 | 8 |
| | EDINBURGH | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 69.2 | 23.1 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 62.5 | 10 | 8 |
| | EXETER | TUI AIRWAYS LTD | C | A | 9 | 0 | 0 | 0.0 | 0.0 | 0.0 | 55.6 | 33.3 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38 | 57.1 | 31 | 7 |
| | EXETER | TUI AIRWAYS LTD | C | D | 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 | 21 | 57.1 | 17 | 7 |
| | GLASGOW | JET2.COM LTD | S | A | 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 | 6 | 75.0 | 9 | 8 |
| | GLASGOW | JET2.COM LTD | 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 | 5 | 87.5 | 10 | 8 |
| | GLASGOW | TUI AIRWAYS LTD | C | A | 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 | 58 | 75.0 | 15 | 4 |
| | GLASGOW | TUI AIRWAYS LTD | C | D | 10 | 0 | 0 | 0.0 | 0.0 | 30.0 | 40.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 100.0 | 10 | 3 |
| | LEEDS BRADFORD | JET2.COM LTD | S | A | 13 | 0 | 0 | 15.4 | 15.4 | 7.7 | 23.1 | 23.1 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31 | 46.2 | 29 | 13 |

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | | | | | | | |
| | LEEDS BRADFORD | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 7.7 | 30.8 | 38.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 61.5 | 28 | 13 | |
| | LIVERPOOL (JOHN LENNON) | JET2.COM LTD | S | A | 4 | 0 | 0 | 0.0 | 0.0 | 0.0 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37 | 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 | |
| | GATWICK | EASYJET UK LTD | S | A | 44 | 0 | 0 | 2.3 | 4.5 | 31.8 | 13.6 | 29.5 | 11.4 | 2.3 | 4.5 | 0.0 | 0.0 | 0.0 | 40 | 25.0 | 47 | 42 | |
| | GATWICK | EASYJET UK LTD | S | D | 44 | 0 | 0 | 0.0 | 13.6 | 31.8 | 25.0 | 20.5 | 6.8 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 44.2 | 36 | 43 | |
| | GATWICK | TUI AIRWAYS LTD | C | A | 28 | 0 | 0 | 3.6 | 3.6 | 10.7 | 10.7 | 17.9 | 42.9 | 3.6 | 7.1 | 0.0 | 0.0 | 0.0 | 70 | 11.5 | 60 | 25 | |
| | GATWICK | TUI AIRWAYS LTD | C | D | 23 | 0 | 0 | 0.0 | 4.3 | 13.0 | 17.4 | 47.8 | 8.7 | 4.3 | 4.3 | 0.0 | 0.0 | 0.0 | 51 | 31.8 | 28 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 0.0 | 23.1 | 23.1 | 15.4 | 23.1 | 7.7 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 136 | 23.1 | 38 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | 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 | 15 | 61.5 | 20 | 13 | |
| | LUTON | EASYJET UK LTD | 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 | 30 | 20.0 | 28 | 10 | |
| | LUTON | EASYJET UK LTD | S | D | 9 | 0 | 0 | 0.0 | 11.1 | 66.7 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11 | 55.6 | 15 | 9 | |
| | STANSTED | JET2.COM LTD | S | A | 17 | 0 | 0 | 0.0 | 17.6 | 17.6 | 23.5 | 23.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 47.1 | 18 | 17 | |
| | STANSTED | JET2.COM LTD | S | D | 17 | 0 | 0 | 0.0 | 5.9 | 64.7 | 11.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 82.4 | 9 | 17 | |
| | STANSTED | RYANAIR | S | 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 | 28 | 25.0 | 26 | 4 | |
| | STANSTED | RYANAIR | S | 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 | 21 | 50.0 | 19 | 4 | |
| | STANSTED | TUI AIRWAYS LTD | C | A | 8 | 0 | 0 | 0.0 | 0.0 | 37.5 | 37.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 66.7 | 11 | 9 | |
| | STANSTED | TUI AIRWAYS LTD | C | D | 8 | 0 | 0 | 0.0 | 0.0 | 12.5 | 62.5 | 12.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36 | 50.0 | 18 | 8 | |
| | MANCHESTER | EASYJET UK LTD | S | A | 8 | 0 | 0 | 0.0 | 12.5 | 25.0 | 12.5 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28 | 12.5 | 63 | 8 | |
| | MANCHESTER | EASYJET UK LTD | S | D | 8 | 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 | 37.5 | 37 | 8 | |
| | MANCHESTER | JET2.COM LTD | S | A | 31 | 0 | 0 | 3.2 | 6.5 | 12.9 | 32.3 | 32.3 | 9.7 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 62 | 55.2 | 23 | 29 | |
| | MANCHESTER | JET2.COM LTD | S | D | 31 | 0 | 0 | 0.0 | 3.2 | 19.4 | 32.3 | 38.7 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 31.0 | 29 | 29 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | A | 27 | 0 | 0 | 0.0 | 14.8 | 25.9 | 7.4 | 33.3 | 11.1 | 3.7 | 0.0 | 3.7 | 0.0 | 0.0 | 51 | 30.8 | 25 | 26 | |
| | MANCHESTER | TUI AIRWAYS LTD | C | D | 23 | 0 | 0 | 0.0 | 0.0 | 30.4 | 52.2 | 8.7 | 4.3 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 44 | 33.3 | 28 | 21 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 13 | 0 | 0 | 15.4 | 23.1 | 30.8 | 15.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10 | 78.6 | 8 | 14 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 13 | 0 | 0 | 0.0 | 0.0 | 61.5 | 7.7 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 64.3 | 10 | 14 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | A | 13 | 0 | 0 | 0.0 | 0.0 | 23.1 | 23.1 | 38.5 | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 45 | 46.2 | 31 | 13 | |
| | NEWCASTLE | TUI AIRWAYS LTD | S | D | 11 | 0 | 0 | 0.0 | 0.0 | 27.3 | 27.3 | 27.3 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 45.5 | 30 | 11 | |
| TOTAL ZAKINTHOS | | | | | 787 | 0 | 0 | 2.5 | 9.8 | 30.1 | 24.0 | 22.2 | 8.1 | 1.5 | 0.8 | 0.9 | 0.0 | 0.0 | 35 | 49.5 | 25 | 743 | |
| ZARAGOZA | | | | | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | EVELOP | 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 | 26 | 1 | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 0.0 | 5.9 | 11.8 | 17.6 | 41.2 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41 | 58.8 | 27 | 17 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 0.0 | 11.8 | 17.6 | 29.4 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30 | 58.8 | 27 | 17 | |
| TOTAL ZARAGOZA | | | | | 35 | 0 | 0 | 0.0 | 11.4 | 14.3 | 22.9 | 34.3 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35 | 57.1 | 27 | 35 | |
| ZHENGZHOU XINZHENG | | | | | | | | | | | | | | | | | | | | | | | |
| | GATWICK | CHINA SOUTHERN | S | A | 8 | 0 | 0 | 62.5 | 0.0 | 25.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 0.0 | 0 | 0 | |

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 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 | CHINA SOUTHERN | 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 | 0.0 | 0 | 0 | |
| TOTAL ZHENGZHOU XINZHENG | | | | | 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 | 4 | 0.0 | 0 | 0 | |
| ZURICH | | | | | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 38 | 0 | 1 | 0.0 | 2.6 | 15.4 | 30.8 | 25.6 | 20.5 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 | 40 | 36.1 | 24 | 36 | |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 38 | 0 | 2 | 0.0 | 5.0 | 17.5 | 15.0 | 37.5 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 40 | 17.6 | 33 | 34 | |
| | BRISTOL | SWISS AIRLINES | S | A | 13 | 0 | 0 | 7.7 | 30.8 | 23.1 | 15.4 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19 | 76.9 | 8 | 13 | |
| | BRISTOL | SWISS AIRLINES | S | D | 13 | 0 | 0 | 0.0 | 46.2 | 15.4 | 0.0 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18 | 76.9 | 11 | 13 | |
| | EDINBURGH | EDELWEISS AIR | S | A | 32 | 0 | 0 | 6.3 | 21.9 | 37.5 | 25.0 | 6.3 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13 | 72.4 | 10 | 29 | |
| | EDINBURGH | EDELWEISS AIR | S | D | 32 | 0 | 0 | 0.0 | 9.4 | 31.3 | 40.6 | 15.6 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 72.4 | 13 | 29 | |
| | GATWICK | EASYJET UK LTD | S | A | 59 | 0 | 1 | 1.7 | 13.3 | 26.7 | 16.7 | 15.0 | 21.7 | 1.7 | 1.7 | 0.0 | 0.0 | 1.7 | 36 | 31.7 | 38 | 52 | |
| | GATWICK | EASYJET UK LTD | S | D | 59 | 0 | 1 | 0.0 | 13.3 | 28.3 | 21.7 | 20.0 | 13.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 30 | 37.3 | 30 | 52 | |
| | GATWICK | SWISS AIRLINES | S | A | 28 | 0 | 2 | 3.3 | 13.3 | 23.3 | 10.0 | 20.0 | 16.7 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | 37 | 0.0 | 0 | 0 | |
| | GATWICK | SWISS AIRLINES | S | D | 28 | 0 | 2 | 0.0 | 13.3 | 26.7 | 13.3 | 20.0 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 | 6.7 | 34 | 0.0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 123 | 0 | 7 | 1.5 | 14.6 | 20.8 | 16.2 | 22.3 | 15.4 | 3.1 | 0.8 | 0.0 | 0.0 | 5.4 | 36 | 48.8 | 23 | 116 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 123 | 0 | 7 | 0.0 | 10.8 | 37.7 | 13.8 | 18.5 | 10.8 | 2.3 | 0.8 | 0.0 | 0.0 | 5.4 | 29 | 54.0 | 21 | 115 | |
| | HEATHROW | SWISS AIRLINES | S | A | 207 | 0 | 2 | 1.0 | 16.3 | 32.5 | 18.7 | 19.1 | 11.0 | 0.5 | 0.0 | 0.0 | 0.0 | 1.0 | 25 | 56.7 | 17 | 210 | |
| | HEATHROW | SWISS AIRLINES | S | D | 206 | 0 | 3 | 0.0 | 10.0 | 28.7 | 14.8 | 25.8 | 17.7 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 | 33 | 38.6 | 27 | 209 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 66 | 0 | 2 | 1.5 | 26.5 | 29.4 | 17.6 | 16.2 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 18 | 72.7 | 15 | 64 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 67 | 0 | 1 | 0.0 | 23.5 | 44.1 | 20.6 | 7.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 12 | 72.7 | 13 | 64 | |
| | LONDON CITY | SWISS AIRLINES | S | A | 92 | 0 | 0 | 1.1 | 33.7 | 41.3 | 12.0 | 5.4 | 5.4 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14 | 62.2 | 17 | 107 | |
| | LONDON CITY | SWISS AIRLINES | S | D | 92 | 0 | 1 | 0.0 | 0.0 | 30.1 | 25.8 | 31.2 | 8.6 | 3.2 | 0.0 | 0.0 | 0.0 | 1.1 | 33 | 39.5 | 30 | 107 | |
| | LUTON | EASYJET UK LTD | S | A | 19 | 0 | 2 | 0.0 | 19.0 | 23.8 | 9.5 | 23.8 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 | 28 | 50.0 | 21 | 16 | |
| | LUTON | EASYJET UK LTD | S | D | 19 | 0 | 3 | 0.0 | 27.3 | 18.2 | 27.3 | 4.5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13.6 | 22 | 58.8 | 18 | 16 | |
| | MANCHESTER | SWISS AIRLINES | S | A | 59 | 0 | 1 | 0.0 | 8.3 | 43.3 | 23.3 | 18.3 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 22 | 35.0 | 26 | 59 | |
| | MANCHESTER | SWISS AIRLINES | S | D | 59 | 0 | 1 | 0.0 | 5.0 | 28.3 | 28.3 | 25.0 | 10.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | 30 | 20.0 | 32 | 59 | |
| TOTAL ZURICH | | | | | 1472 | 0 | 39 | 0.7 | 14.4 | 30.4 | 18.5 | 20.0 | 11.6 | 1.4 | 0.3 | 0.0 | 0.0 | 2.6 | 28 | 49.0 | 23 | 1400 | |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: ABERDEEN (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 57 | 0 | 0 | 0.0 | 17.5 | 40.4 | 17.5 | 17.5 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21 | 48.1 | 100 | 81 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2329 | 2 | 124 | 5.3 | 37.9 | 27.6 | 10.0 | 7.9 | 4.6 | 1.1 | 0.4 | 0.1 | 0.1 | 5.1 | 15 | 69.1 | 18 | 2474 |
| AIRPORT TOTAL | 2386 | 2 | 124 | 5.2 | 37.4 | 27.9 | 10.2 | 8.1 | 4.6 | 1.0 | 0.4 | 0.1 | 0.1 | 4.9 | 15 | 68.4 | 20 | 2555 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 20 | 0 | 0 | 0.0 | 20.0 | 30.0 | 15.0 | 25.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25 | 57.1 | 18 | 14 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2500 | 0 | 71 | 5.8 | 44.1 | 23.1 | 7.6 | 7.7 | 6.6 | 1.7 | 0.6 | 0.1 | 0.0 | 2.8 | 16 | 72.6 | 13 | 2450 |
| AIRPORT TOTAL | 2520 | 0 | 71 | 5.7 | 43.9 | 23.2 | 7.7 | 7.8 | 6.6 | 1.7 | 0.6 | 0.1 | 0.0 | 2.7 | 16 | 72.6 | 13 | 2464 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 23 | 0 | 0 | 17.4 | 17.4 | 26.1 | 26.1 | 8.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16 | 41.3 | 46 | 104 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4596 | 3 | 15 | 4.8 | 36.4 | 27.3 | 11.4 | 10.7 | 6.4 | 1.7 | 0.8 | 0.1 | 0.1 | 0.3 | 19 | 61.5 | 25 | 4074 |
| AIRPORT TOTAL | 4619 | 3 | 15 | 4.9 | 36.3 | 27.3 | 11.5 | 10.7 | 6.4 | 1.7 | 0.8 | 0.1 | 0.1 | 0.3 | 19 | 61.0 | 25 | 4178 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 1052 | 0 | 0 | 2.2 | 14.3 | 35.3 | 19.8 | 16.7 | 8.1 | 2.8 | 0.6 | 0.4 | 0.0 | 0.0 | 30 | 54.5 | 29 | 1038 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7502 | 0 | 37 | 4.5 | 19.2 | 32.7 | 17.8 | 15.1 | 8.0 | 1.6 | 0.6 | 0.1 | 0.0 | 0.5 | 24 | 61.1 | 20 | 6933 |
| AIRPORT TOTAL | 8554 | 0 | 37 | 4.2 | 18.6 | 33.0 | 18.1 | 15.3 | 8.0 | 1.8 | 0.6 | 0.2 | 0.0 | 0.4 | 25 | 60.2 | 21 | 7971 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 219 | 0 | 0 | 1.8 | 16.9 | 44.3 | 15.5 | 13.2 | 6.8 | 0.9 | 0.5 | 0.0 | 0.0 | 0.0 | 19 | 69.9 | 40 | 163 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 566 | 0 | 0 | 4.6 | 23.5 | 34.5 | 13.6 | 12.5 | 8.7 | 1.4 | 1.1 | 0.2 | 0.0 | 0.0 | 23 | 63.1 | 21 | 526 |
| AIRPORT TOTAL | 785 | 0 | 0 | 3.8 | 21.7 | 37.2 | 14.1 | 12.7 | 8.2 | 1.3 | 0.9 | 0.1 | 0.0 | 0.0 | 22 | 64.7 | 26 | 689 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: BRISTOL (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 521 | 0 | 0 | 1.3 | 14.2 | 37.8 | 23.6 | 16.3 | 5.0 | 0.8 | 0.8 | 0.2 | 0.0 | 0.0 | 23 | 68.9 | 14 | 534 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 6638 | 9 | 54 | 1.8 | 18.5 | 31.8 | 18.6 | 17.0 | 9.2 | 1.5 | 0.5 | 0.1 | 0.1 | 0.8 | 26 | 57.0 | 24 | 6498 |
| AIRPORT TOTAL | 7159 | 9 | 54 | 1.8 | 18.2 | 32.2 | 18.9 | 16.9 | 8.9 | 1.5 | 0.6 | 0.1 | 0.1 | 0.7 | 25 | 57.9 | 23 | 7032 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 385 | 1 | 0 | 1.0 | 15.5 | 34.2 | 14.5 | 18.7 | 12.2 | 2.8 | 0.8 | 0.0 | 0.3 | 0.0 | 30 | 65.5 | 29 | 380 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 368 | 0 | 6 | 2.7 | 24.3 | 41.4 | 15.0 | 9.6 | 4.5 | 0.8 | 0.0 | 0.0 | 0.0 | 1.6 | 15 | 67.9 | 17 | 514 |
| AIRPORT TOTAL | 753 | 1 | 6 | 1.8 | 19.9 | 37.8 | 14.7 | 14.2 | 8.4 | 1.8 | 0.4 | 0.0 | 0.1 | 0.8 | 23 | 66.9 | 22 | 894 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 648 | 1 | 0 | 4.2 | 24.8 | 40.2 | 12.9 | 9.1 | 6.5 | 1.5 | 0.6 | 0.0 | 0.2 | 0.0 | 19 | 69.9 | 18 | 545 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2417 | 2 | 9 | 4.8 | 29.4 | 34.9 | 14.3 | 9.4 | 5.1 | 1.1 | 0.5 | 0.0 | 0.1 | 0.4 | 17 | 73.0 | 14 | 2406 |
| AIRPORT TOTAL | 3065 | 3 | 9 | 4.6 | 28.4 | 36.0 | 14.0 | 9.4 | 5.4 | 1.2 | 0.6 | 0.0 | 0.1 | 0.3 | 17 | 72.4 | 15 | 2951 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: EDINBURGH (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 50 | 0 | 0 | 0.0 | 14.0 | 42.0 | 16.0 | 16.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 49.3 | 43 | 71 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 10742 | 0 | 93 | 4.6 | 26.7 | 30.8 | 15.2 | 12.9 | 7.1 | 1.4 | 0.4 | 0.1 | 0.0 | 0.9 | 20 | 55.7 | 26 | 9821 |
| AIRPORT TOTAL | 10792 | 0 | 93 | 4.6 | 26.6 | 30.9 | 15.2 | 12.9 | 7.1 | 1.4 | 0.4 | 0.1 | 0.0 | 0.9 | 20 | 55.7 | 26 | 9892 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 128 | 0 | 0 | 4.7 | 35.2 | 35.2 | 14.8 | 5.5 | 3.9 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 14 | 73.4 | 20 | 137 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 468 | 1 | 16 | 3.5 | 32.8 | 36.1 | 6.6 | 8.2 | 7.2 | 1.6 | 0.4 | 0.0 | 0.2 | 3.3 | 17 | 64.3 | 22 | 516 |
| AIRPORT TOTAL | 596 | 1 | 16 | 3.8 | 33.3 | 35.9 | 8.3 | 7.7 | 6.5 | 1.3 | 0.5 | 0.0 | 0.2 | 2.6 | 16 | 66.2 | 22 | 653 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: GATWICK (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 1413 | 3 | 2 | 1.0 | 7.5 | 24.4 | 20.7 | 23.6 | 16.1 | 3.7 | 2.0 | 0.5 | 0.2 | 0.1 | 44 | 37.4 | 49 | 1370 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 23927 | 15 | 461 | 2.0 | 12.2 | 24.9 | 19.4 | 20.9 | 13.7 | 3.4 | 1.3 | 0.2 | 0.1 | 1.9 | 37 | 40.9 | 37 | 23247 |
| AIRPORT TOTAL | 25340 | 18 | 463 | 1.9 | 11.9 | 24.9 | 19.5 | 21.1 | 13.8 | 3.4 | 1.4 | 0.2 | 0.1 | 1.8 | 37 | 40.7 | 38 | 24617 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: GLASGOW (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 455 | 0 | 0 | 2.4 | 14.1 | 38.2 | 20.9 | 15.8 | 7.0 | 1.1 | 0.2 | 0.2 | 0.0 | 0.0 | 24 | 56.7 | 28 | 343 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5834 | 1 | 104 | 4.4 | 28.8 | 32.2 | 14.0 | 10.7 | 5.9 | 1.5 | 0.6 | 0.1 | 0.0 | 1.8 | 19 | 66.1 | 19 | 5580 |
| AIRPORT TOTAL | 6289 | 1 | 104 | 4.3 | 27.8 | 32.6 | 14.5 | 11.1 | 5.9 | 1.5 | 0.6 | 0.1 | 0.0 | 1.6 | 20 | 65.6 | 19 | 5923 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: HEATHROW (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 44.4 | 36 | 9 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 39838 | 4 | 1095 | 4.4 | 19.6 | 31.8 | 16.6 | 15.3 | 7.5 | 1.4 | 0.5 | 0.2 | 0.0 | 2.7 | 24 | 61.9 | 21 | 38841 |
| AIRPORT TOTAL | 39838 | 4 | 1095 | 4.4 | 19.6 | 31.8 | 16.6 | 15.3 | 7.5 | 1.4 | 0.5 | 0.2 | 0.0 | 2.7 | 24 | 61.9 | 21 | 38850 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 17 | 0 | 0 | 0.0 | 23.5 | 11.8 | 11.8 | 0.0 | 35.3 | 5.9 | 11.8 | 0.0 | 0.0 | 0.0 | 61 | 20.0 | 35 | 10 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 844 | 0 | 16 | 2.6 | 27.8 | 28.0 | 15.7 | 14.7 | 8.1 | 0.9 | 0.3 | 0.0 | 0.0 | 1.9 | 21 | 62.6 | 26 | 819 |
| AIRPORT TOTAL | 861 | 0 | 16 | 2.5 | 27.7 | 27.7 | 15.6 | 14.4 | 8.7 | 1.0 | 0.6 | 0.0 | 0.0 | 1.8 | 22 | 62.1 | 26 | 829 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: JERSEY (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 45 | 0 | 0 | 13.3 | 35.6 | 20.0 | 8.9 | 8.9 | 6.7 | 4.4 | 2.2 | 0.0 | 0.0 | 0.0 | 24 | 69.6 | 24 | 46 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 1551 | 0 | 61 | 3.5 | 26.9 | 27.7 | 12.6 | 11.4 | 9.3 | 3.5 | 1.1 | 0.2 | 0.0 | 3.8 | 27 | 64.9 | 19 | 1585 |
| AIRPORT TOTAL | 1596 | 0 | 61 | 3.7 | 27.2 | 27.5 | 12.5 | 11.3 | 9.2 | 3.6 | 1.1 | 0.2 | 0.0 | 3.7 | 27 | 65.1 | 19 | 1631 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 9.4 | 17.0 | 24.5 | 26.4 | 11.3 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23 | 60.3 | 24 | 78 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3217 | 0 | 54 | 5.5 | 25.0 | 34.1 | 14.6 | 11.3 | 5.7 | 1.4 | 0.5 | 0.2 | 0.0 | 1.7 | 20 | 72.6 | 16 | 3063 |
| AIRPORT TOTAL | 3270 | 0 | 54 | 5.6 | 24.9 | 33.9 | 14.8 | 11.3 | 5.8 | 1.4 | 0.5 | 0.2 | 0.0 | 1.6 | 20 | 72.2 | 16 | 3141 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 14 | 0 | 0 | 0.0 | 0.0 | 35.7 | 28.6 | 28.6 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26 | 44.4 | 25 | 9 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3420 | 1 | 20 | 4.5 | 35.8 | 33.7 | 11.0 | 8.7 | 4.1 | 1.2 | 0.3 | 0.0 | 0.0 | 0.6 | 14 | 74.4 | 14 | 2979 |
| AIRPORT TOTAL | 3434 | 1 | 20 | 4.5 | 35.7 | 33.7 | 11.1 | 8.8 | 4.1 | 1.2 | 0.3 | 0.0 | 0.0 | 0.6 | 14 | 74.3 | 14 | 2988 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4020 | 0 | 144 | 4.2 | 25.8 | 35.7 | 13.9 | 11.0 | 4.4 | 1.3 | 0.3 | 0.0 | 0.0 | 3.5 | 17 | 67.7 | 16 | 4039 |
| AIRPORT TOTAL | 4020 | 0 | 144 | 4.2 | 25.8 | 35.7 | 13.9 | 11.0 | 4.4 | 1.3 | 0.3 | 0.0 | 0.0 | 3.5 | 17 | 67.7 | 16 | 4039 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 121 | 0 | 0 | 0.0 | 7.4 | 38.0 | 24.0 | 23.1 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24 | 62.1 | 16 | 124 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 9108 | 0 | 84 | 4.6 | 24.9 | 30.7 | 14.1 | 12.6 | 8.6 | 2.5 | 1.0 | 0.1 | 0.0 | 0.9 | 24 | 63.6 | 22 | 8965 |
| AIRPORT TOTAL | 9229 | 0 | 84 | 4.6 | 24.6 | 30.8 | 14.2 | 12.7 | 8.6 | 2.5 | 1.0 | 0.1 | 0.0 | 0.9 | 24 | 63.6 | 22 | 9089 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 1580 | 3 | 0 | 2.4 | 8.8 | 31.8 | 22.6 | 20.8 | 9.3 | 2.8 | 1.0 | 0.4 | 0.2 | 0.0 | 33 | 41.7 | 42 | 1497 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 16865 | 5 | 143 | 3.6 | 19.6 | 31.0 | 17.7 | 16.4 | 8.6 | 1.6 | 0.5 | 0.2 | 0.0 | 0.8 | 25 | 57.3 | 24 | 15518 |
| AIRPORT TOTAL | 18445 | 8 | 143 | 3.5 | 18.7 | 31.1 | 18.1 | 16.8 | 8.7 | 1.7 | 0.5 | 0.2 | 0.0 | 0.8 | 26 | 55.9 | 25 | 17015 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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 | 60.0 | 26 | 10 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3668 | 2 | 27 | 3.9 | 18.4 | 37.3 | 18.1 | 13.9 | 6.0 | 1.0 | 0.4 | 0.1 | 0.1 | 0.7 | 20 | 63.7 | 21 | 3566 |
| AIRPORT TOTAL | 3668 | 2 | 27 | 3.9 | 18.4 | 37.3 | 18.1 | 13.9 | 6.0 | 1.0 | 0.4 | 0.1 | 0.1 | 0.7 | 20 | 63.7 | 21 | 3576 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: SOUTHAMPTON (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 17 | 0 | 0 | 0.0 | 23.5 | 29.4 | 11.8 | 23.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22 | 56.3 | 28 | 16 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 1485 | 0 | 53 | 5.1 | 32.6 | 28.3 | 9.9 | 9.4 | 7.1 | 2.8 | 0.9 | 0.3 | 0.0 | 3.4 | 22 | 66.2 | 20 | 1550 |
| AIRPORT TOTAL | 1502 | 0 | 53 | 5.0 | 32.5 | 28.4 | 10.0 | 9.6 | 7.1 | 2.8 | 0.9 | 0.3 | 0.0 | 3.4 | 22 | 66.1 | 20 | 1566 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: SOUTHEND (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 238 | 0 | 6 | 6.7 | 18.2 | 34.4 | 12.6 | 10.3 | 11.1 | 0.8 | 0.0 | 0.0 | 0.0 | 2.4 | 22 | 60.4 | 22 | 149 |
| AIRPORT TOTAL | 238 | 0 | 6 | 6.7 | 18.2 | 34.4 | 12.6 | 10.3 | 11.1 | 0.8 | 0.0 | 0.0 | 0.0 | 2.4 | 22 | 60.4 | 22 | 149 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: STANSTED (By Airport)

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 248 | 0 | 0 | 2.0 | 8.9 | 37.9 | 22.6 | 18.1 | 9.3 | 0.0 | 0.4 | 0.8 | 0.0 | 0.0 | 30 | 61.9 | 27 | 245 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 15897 | 5 | 72 | 2.8 | 21.7 | 30.9 | 15.8 | 16.1 | 9.7 | 1.9 | 0.5 | 0.1 | 0.0 | 0.5 | 25 | 65.0 | 20 | 15483 |
| AIRPORT TOTAL | 16145 | 5 | 72 | 2.8 | 21.5 | 31.0 | 15.9 | 16.1 | 9.7 | 1.8 | 0.5 | 0.1 | 0.0 | 0.4 | 25 | 64.9 | 20 | 15728 |

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2024

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

SEP 2023

| ORIGIN/DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | SEP 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) | 30 | 0 | 0 | 0.0 | 23.3 | 36.7 | 13.3 | 20.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20 | 92.7 | 5 | 41 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 276 | 0 | 16 | 3.4 | 26.4 | 29.8 | 12.7 | 13.7 | 6.8 | 1.7 | 0.0 | 0.0 | 0.0 | 5.5 | 21 | 71.3 | 17 | 260 |
| AIRPORT TOTAL | 306 | 0 | 16 | 3.1 | 26.1 | 30.4 | 12.7 | 14.3 | 6.8 | 1.6 | 0.0 | 0.0 | 0.0 | 5.0 | 20 | 74.1 | 16 | 301 |