

Punctuality Statistics



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

Full and Summary Analysis

July 2015

Disclaimer

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FOREWORD

1 CONTENT

1.1 Punctuality Statistics: Aberdeen, Belfast City (George Best), Belfast International, Birmingham, Bournemouth, Bristol, Cardiff Wales, Doncaster Sheffield, Durham Tees Valley, East Midlands International, Edinburgh, Exeter, Gatwick, Glasgow, Heathrow, Jersey, Leeds Bradford, Liverpool (John Lennon), London City, Luton, Manchester, Newcastle, Southampton, Stansted - 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 Coverage

Data has been published as follows :-

for Heathrow, Gatwick, Manchester, Birmingham, Luton and Stansted from April 1989

for Glasgow from July 1993

for Edinburgh and Newcastle from April 1996

for London city from April 1997

for Aberdeen, Belfast City (George Best), Belfast International, Bournemouth, Bristol, Cardiff Wales, Doncaster Sheffield, Durham Tees Valley, East Midlands International, Jersey, Leeds Bradford, Liverpool (John Lennon) and Southampton from October 2014

for Exeter from November 2014

2 ENQUIRIES

2.1 **Statistics** Enquiries concerning the information in this publication and distribution enquiries concerning orders and subscriptions should be addressed to:

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2.2 Enquiries concerning further analysis of punctuality or other UK Civil Aviation Statistics should be addressed to;

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Please note that we are unable to publish statistics or provide ad hoc extracts at lower than monthly aggregate level.

2.3 **Website** - Our tables are available on the internet free of charge www.caa.co.uk/punctuality

INTRODUCTORY NOTES

- 1 These figures are compiled by the Civil Aviation Authority with the co-operation of airports and Airport Coordination Ltd.
- 2 The figures cover both arrivals and departures aggregated, except in the case of the Full Analysis with Arrival – Departure Split. In this table, arrivals and departures are stated separately.
- 3 Actual times of operation are derived from the flight by flight air transport movement returns made by airports to the CAA. The planned times supplied by Airport Coordination Ltd include changes made up to 30 minutes before operation.
- 4 Only obvious mismatches between the two sources have been reconciled.
- 5 When the two sets of data are matched, if an airline appears to operate a series of flights significantly “off slot”, the Data Collection-Flight Data Team will substitute information from published timetables (where such are available) in place of the ACL slot data.
- 6 Prior to April 1998, Luton planned times of operation were taken from daily flight plans provided by the airport. These were completed before the week in question and, therefore, did not reflect any changes to the plan made at short notice.
- 7 Because the planned time of operation relates to the arrival/departure at the stand, whilst the actual time of operation relates to wheels on/off the runway, the following taxi time assumptions have been built in following information provided by Airport Coordination Ltd or the airport.

| | | Until end 2008 | From 2009 | | | Until end 2008 | From 2009 |
|------------|------------|-----------------|---------------------|-------------|--------------------|--------------------|-----------|
| Heathrow | Arrivals | 10 minutes (i) | 10 minutes (i) | Birmingham | 0 Arrivals (iii) | 0 Arrivals (iii) | |
| | Departures | 20 minutes (i) | 25 minutes (i) | | 0 Departures (iii) | 0 Departures (iii) | |
| Gatwick | Arrivals | 10 minutes (i) | 10 minutes (i) | Glasgow | 5 Arrivals | 7 Arrivals | |
| | Departures | 15 minutes (ii) | 17 minutes (i),(ii) | | 10 Departures | 10 Departures | |
| Stansted | Arrivals | 5 minutes | 10 minutes | Edinburgh | 5 Arrivals | 8 Arrivals | |
| | Departures | 10 minutes | 13 minutes | | 10 Departures | 10 Departures | |
| Luton | Arrivals | 5 minutes | 6 minutes | Newcastle | 5 Arrivals | 5 Arrivals | |
| | Departures | 10 minutes | 12 minutes | | 10 Departures | 8 Departures | |
| Manchester | Arrivals | 10 minutes (i) | 11 minutes (i) | London City | 3 Arrivals | 3 Arrivals | |
| | Departures | 20 minutes (i) | 15 minutes (i) | | 6 Departures | 15 Departures | |

| | | From 2014 | | | From 2014 |
|----------------------------|------------------------|------------------------------------|-----------------------------|------------------------|-------------------------|
| Aberdeen | Arrivals Departures | 6 minutes 7 minutes | Durham Tees Valley | Arrivals Departures | 6 minutes 5 minutes |
| Belfast City (George Best) | Arrivals Departures | 7 minutes 6 minutes | East Midlands International | Arrivals Departures | 8 minutes 8 minutes |
| Belfast International | Arrivals Departures | 0 minutes (iii) 0 minutes (iii) | Exeter | Arrivals Departures | 8 minutes 10 minutes |
| Bournemouth | Arrivals Departures | 6 minutes 7 minutes | Jersey | Arrivals Departures | 8 minutes 3 minutes |
| Bristol | Arrivals Departures | 7 minutes 7 minutes | Leeds Bradford | Arrivals Departures | 7 minutes 11 minutes |
| Cardiff Wales | Arrivals Departures | 9 minutes 5 minutes | Liverpool (John Lennon) | Arrivals Departures | 10 minutes 6 minutes |
| Doncaster Sheffield | Arrivals Departures | 7 minutes 7 minutes | Southampton | Arrivals Departures | 7 minutes 9 minutes |

- (i) No account is taken of the different taxi-ing times associated with the terminal building used.
- (ii) Prior to October 2003 Gatwick recorded the departure time from the stand.
- (iii) Birmingham Airport and Belfast International record actual time of operation as arrival/departure at the stand.
- (iv) A general review of the taxi times was undertaken during 2008, and the amendment values were implemented wef January 2009 (see table above). For comparison purpose 2008 data shown in 2009 tables have been re-calculated using this new taxi-times.

8 The number of unmatched actual flights represented those air transport movements which actually took place at the airport but for which no corresponding planned flight was found. The reason for this would normally be:

- (a) the flight was a diversion from another airport;

- (b) the flight was not recorded with Airport Coordination Ltd or airport (see notes 4 and 5);
 - (c) the flight was a short-haul more than one hour before the planned time;
 - (d) the flight was planned to take place in the previous month;
 - (e) the planned time or the air transport movement record contained an incorrectly reported item data causing the flight not to match.
- 9 The number of unmatched planned flights represents those Airport Coordination Ltd or airport flights planned (see notes 4 and 5) for which a corresponding Air Transport Movement return has been found. The reason for those would normally be;
- (a) the flight was diverted to another airport;
 - (b) the flight was cancelled;
 - (c) planned time was for a short haul flight more than one hour after flight;
 - (d) the flight took place in the following month;
 - (e) either the planned time or the air transport movement record contained an incorrectly reported item of data causing it not to match.
- 10 With effect from January 2000 data month, early flights are set to zero delay. Prior to this, an early flight will show a negative delay. This will affect the 'average delay' column. Average delays from January 2000 onwards should not be compared to average delays prior to January 2000. Tables for January to December 2000 inclusive do not include columns relating to the corresponding month the previous year for this season. These tables should also not be compared with previously published tables.
- 11 Route - airline combinations are only shown where there is more than one match flight. However, lines omitted for this reason will still be included in total figures. For this reason, the totals shown may not always exactly match the data in the table.
- 12 All-cargo services and air taxi services are excluded from the analysis.
- 13 Positioning, private, corporate, military, local and other non air transport movements are excluded from the analysis.
- 14 Figures for domestic shuttle services should be treated with caution. Only the main flights are notified to Airport Coordination Ltd. Back-up flights are not and are therefore recorded as unmatched actual flights.

- 15 Flight are allocated to airlines according to the flight prefix of the service. Therefore, in the case of a sub-charter service, the flight is shown against the airline commercially responsible for the eservice. In the case of franchise operations, the service is recorded against the operating carrier.
- 16 The aircraft origin/destination represents the final point on the service. An aircraft serving more than one point on the route is therefore shown once only in the tables.
- 17 Some domestic routes listed in this publication may be domestic sectors of the international service.
- 18 Flights between any two of the ten airports (e.g. Heathrow-Manchester) are counted twice.
- 19 Care should be taken in comparing the average delays during the current year, with the average delays during the previous year. The number of flights may change from one year to the next, and the average may also be calculated on a small number of flights in either year.

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: ABERDEEN (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 8 |
| TOTAL BURGAS | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 8 |
| TOTAL BULGARIA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 8 |
| CROATIA | | | | | | | | | | | | | | | |
| RIJEKA | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL RIJEKA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL CROATIA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | SAS | S | 99 | 0 | 1 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 91 | 5 | 105 |
| TOTAL COPENHAGEN | | | 99 | 0 | 1 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 91 | 5 | 105 |
| ESBJERG | BMI REGIONAL | S | 54 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 7 | 54 |
| | DENIM AIR | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL ESBJERG | | | 58 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 4 | 82 | 7 | 56 |
| TOTAL DENMARK | | | 157 | 0 | 1 | 96 | 2 | 0 | 3 | 0 | 0 | 4 | 88 | 6 | 161 |
| FRANCE | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | HOP - R C A E | S | 178 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 8 | 79 | 10 | 178 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 178 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 8 | 79 | 10 | 178 |
| TOTAL FRANCE | | | 178 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 8 | 78 | 10 | 181 |
| GERMANY | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | LUFTHANSA | S | 186 | 0 | 0 | 81 | 12 | 5 | 2 | 0 | 0 | 10 | 75 | 12 | 185 |
| TOTAL FRANKFURT MAIN | | | 186 | 0 | 0 | 81 | 12 | 5 | 2 | 0 | 0 | 10 | 75 | 12 | 185 |
| TOTAL GERMANY | | | 187 | 1 | 0 | 81 | 12 | 5 | 2 | 0 | 0 | 10 | 75 | 12 | 185 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | EUROPE AIRPOST | C | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL CORFU | | | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 22 | 75 | 24 | 8 |
| TOTAL GREECE | | | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 22 | 75 | 24 | 8 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | STOBART AIR | S | 62 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 14 | 86 | 7 | 80 |
| TOTAL DUBLIN | | | 62 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 14 | 86 | 7 | 81 |
| TOTAL IRISH REPUBLIC | | | 62 | 3 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 14 | 85 | 9 | 100 |
| ITALY | | | | | | | | | | | | | | | |
| TOTAL VERONA VILAFRANCA | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 95 | 100 | 1 | 1 |
| TOTAL ITALY | | | 2 | 1 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 95 | 100 | 1 | 1 |
| MACEDONIA | | | | | | | | | | | | | | | |
| SKOPJE | DENIM AIR | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: ABERDEEN (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL SKOPJE | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL MACEDONIA | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 176 | 0 | 0 | 85 | 11 | 3 | 1 | 1 | 0 | 9 | 85 | 9 | 139 |
| | KLM CITYHOPPER | S | 142 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | 5 | 88 | 10 | 174 |
| TOTAL AMSTERDAM | | | 318 | 0 | 0 | 89 | 8 | 2 | 1 | 0 | 0 | 7 | 87 | 9 | 313 |
| TOTAL NETHERLANDS | | | 318 | 0 | 0 | 89 | 8 | 2 | 1 | 0 | 0 | 7 | 86 | 9 | 318 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | S | 110 | 0 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 6 | 93 | 4 | 118 |
| TOTAL BERGEN | | | 110 | 0 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 6 | 93 | 4 | 118 |
| OSLO (GARDERMOEN) | BMI REGIONAL | S | 54 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 98 | 3 | 54 |
| | SAS | S | 28 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 26 |
| TOTAL OSLO (GARDERMOEN) | | | 82 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 99 | 3 | 80 |
| STAVANGER | SAS | S | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 98 | 2 | 96 |
| | WIDEROE FLYVESELSKAP A/S | S | 108 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 6 | 92 | 5 | 106 |
| TOTAL STAVANGER | | | 208 | 0 | 0 | 95 | 3 | 1 | 0 | 0 | 0 | 4 | 92 | 5 | 297 |
| TOTAL NORWAY | | | 400 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | 4 | 93 | 5 | 523 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL GDANSK | | | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL POLAND | | | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EUROPE AIRPOST | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL FARO | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| IBIZA | EUROPE AIRPOST | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 10 |
| MALAGA | BA CITYFLYER LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 8 |
| TOTAL MALAGA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 8 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 8 |
| | EUROPE AIRPOST | C | 34 | 0 | 0 | 53 | 18 | 18 | 6 | 6 | 0 | 35 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 42 | 0 | 0 | 62 | 14 | 14 | 5 | 5 | 0 | 28 | 88 | 6 | 26 |
| REUS | BA CITYFLYER LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 9 | 8 |
| TOTAL REUS | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 9 | 8 |
| TOTAL SPAIN | | | 68 | 1 | 0 | 74 | 12 | 9 | 3 | 3 | 0 | 20 | 93 | 5 | 61 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: ABERDEEN (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | EUROPE AIRPOST | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 20 | 86 | 58 | 14 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 20 | 86 | 58 | 14 |
| TURKEY | | | | | | | | | | | | | | | |
| DALAMAN | SUNEXPRESS | C | 14 | 0 | 0 | 50 | 29 | 14 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | 22 | 0 | 0 | 59 | 27 | 9 | 5 | 0 | 0 | 16 | 61 | 19 | 28 |
| TOTAL TURKEY | | | 22 | 0 | 0 | 59 | 27 | 9 | 5 | 0 | 0 | 16 | 61 | 19 | 28 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 54 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 8 | 79 | 8 | 62 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 54 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 8 | 79 | 8 | 62 |
| BIRMINGHAM | FLYBE LTD | S | 184 | 0 | 0 | 84 | 6 | 4 | 6 | 0 | 0 | 11 | 81 | 11 | 204 |
| TOTAL BIRMINGHAM | | | 184 | 0 | 0 | 84 | 6 | 4 | 6 | 0 | 0 | 11 | 81 | 11 | 206 |
| BRISTOL | BMI REGIONAL | S | 100 | 0 | 0 | 83 | 9 | 5 | 1 | 2 | 0 | 11 | 74 | 16 | 100 |
| TOTAL BRISTOL | | | 100 | 0 | 0 | 83 | 9 | 5 | 1 | 2 | 0 | 11 | 74 | 16 | 100 |
| CARDIFF WALES | EASTERN AIRWAYS | S | 45 | 0 | 1 | 82 | 7 | 7 | 4 | 0 | 0 | 12 | 80 | 13 | 49 |
| TOTAL CARDIFF WALES | | | 45 | 0 | 1 | 82 | 7 | 7 | 4 | 0 | 0 | 12 | 80 | 13 | 49 |
| DURHAM TEES VALLEY | EASTERN AIRWAYS | S | 149 | 0 | 5 | 86 | 7 | 4 | 3 | 0 | 0 | 8 | 92 | 5 | 167 |
| TOTAL DURHAM TEES VALLEY | | | 149 | 0 | 5 | 86 | 7 | 4 | 3 | 0 | 0 | 8 | 92 | 5 | 167 |
| EAST MIDLANDS INTERNATIONAL | EASTERN AIRWAYS | S | 115 | 0 | 7 | 86 | 5 | 5 | 3 | 0 | 0 | 9 | 84 | 10 | 116 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 115 | 0 | 7 | 86 | 5 | 5 | 3 | 0 | 0 | 9 | 84 | 10 | 116 |
| GATWICK | EASYJET AIRLINE COMPANY LTD | S | 104 | 0 | 0 | 61 | 19 | 13 | 8 | 0 | 0 | 19 | 67 | 16 | 105 |
| TOTAL GATWICK | | | 104 | 0 | 0 | 61 | 19 | 13 | 8 | 0 | 0 | 19 | 67 | 16 | 105 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 484 | 0 | 4 | 61 | 15 | 15 | 8 | 0 | 0 | 22 | 73 | 16 | 497 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 186 | 0 | 0 | 90 | 5 | 4 | 1 | 0 | 0 | 6 | 87 | 6 | 186 |
| TOTAL HEATHROW | | | 670 | 0 | 4 | 69 | 13 | 12 | 6 | 0 | 0 | 17 | 77 | 13 | 683 |
| HUMBERSIDE | EASTERN AIRWAYS | S | 158 | 0 | 3 | 87 | 10 | 1 | 2 | 0 | 0 | 6 | 77 | 12 | 164 |
| TOTAL HUMBERSIDE | | | 158 | 0 | 3 | 87 | 10 | 1 | 2 | 0 | 0 | 6 | 77 | 12 | 164 |
| JERSEY | FLYBE LTD | S | 8 | 1 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 32 | 88 | 5 | 8 |
| TOTAL JERSEY | | | 8 | 1 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 32 | 88 | 5 | 8 |
| KIRKWALL | LOGANAIR | S | 188 | 0 | 1 | 78 | 16 | 5 | 0 | 1 | 0 | 11 | 77 | 10 | 186 |
| TOTAL KIRKWALL | | | 188 | 0 | 1 | 78 | 16 | 5 | 0 | 1 | 0 | 11 | 77 | 11 | 188 |
| LEEDS BRADFORD | EASTERN AIRWAYS | S | 55 | 6 | 0 | 75 | 9 | 9 | 7 | 0 | 0 | 13 | 78 | 12 | 49 |
| TOTAL LEEDS BRADFORD | | | 55 | 6 | 0 | 75 | 9 | 9 | 7 | 0 | 0 | 13 | 78 | 12 | 49 |
| LONDON CITY | BA CITYFLYER LTD | S | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 4 | 86 | 8 | 132 |
| | FLYBE LTD | S | 154 | 0 | 0 | 88 | 10 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL LONDON CITY | | | 163 | 0 | 0 | 88 | 11 | 0 | 1 | 0 | 0 | 6 | 86 | 8 | 140 |
| LUTON | EASTERN AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 74 | 22 | 4 | 0 | 0 | 0 | 11 | 54 | 22 | 61 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: ABERDEEN (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------|-----------------|-------------------|-------------------|-----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL LUTON | | | 48 | 1 | 0 | 73 | 21 | 6 | 0 | 0 | 0 | 11 | 54 | 22 | 61 |
| MANCHESTER | FLYBE LTD | S | 278 | 0 | 0 | 82 | 8 | 4 | 5 | 1 | 0 | 12 | 77 | 13 | 296 |
| TOTAL MANCHESTER | | | 278 | 0 | 0 | 82 | 8 | 4 | 5 | 1 | 0 | 12 | 82 | 10 | 444 |
| NEWCASTLE | EASTERN AIRWAYS | S | 107 | 0 | 7 | 82 | 7 | 4 | 7 | 0 | 0 | 11 | 88 | 9 | 122 |
| TOTAL NEWCASTLE | | | 107 | 0 | 7 | 82 | 7 | 4 | 7 | 0 | 0 | 11 | 88 | 9 | 122 |
| NORWICH | BMI REGIONAL | S | 100 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 98 | 3 | 108 |
| | EASTERN AIRWAYS | S | 131 | 0 | 5 | 85 | 9 | 6 | 0 | 0 | 0 | 6 | 85 | 14 | 130 |
| TOTAL NORWICH | | | 231 | 0 | 5 | 90 | 6 | 3 | 0 | 0 | 0 | 4 | 91 | 9 | 238 |
| SOUTHAMPTON | EASTERN AIRWAYS | S | 65 | 0 | 2 | 75 | 0 | 8 | 17 | 0 | 0 | 21 | 84 | 12 | 77 |
| TOTAL SOUTHAMPTON | | | 65 | 1 | 2 | 75 | 0 | 8 | 17 | 0 | 0 | 21 | 84 | 12 | 77 |
| STORNOWAY | EASTERN AIRWAYS | S | 46 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 5 | 100 | 2 | 46 |
| TOTAL STORNOWAY | | | 46 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 5 | 100 | 2 | 46 |
| SUMBURGH | LOGANAIR | S | 254 | 7 | 11 | 74 | 12 | 8 | 5 | 0 | 0 | 18 | 68 | 21 | 266 |
| TOTAL SUMBURGH | | | 254 | 7 | 11 | 74 | 12 | 8 | 5 | 0 | 0 | 18 | 68 | 21 | 266 |
| WICK JOHN O GROATS | BMI REGIONAL | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | EASTERN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | EASTERN AIRWAYS | S | 99 | 3 | 17 | 80 | 8 | 2 | 8 | 2 | 0 | 19 | 87 | 8 | 103 |
| TOTAL WICK JOHN O GROATS | | | 104 | 3 | 17 | 80 | 9 | 2 | 8 | 2 | 0 | 18 | 88 | 12 | 122 |
| TOTAL UNITED KINGDOM | | | 3127 | 22 | 64 | 79 | 10 | 6 | 4 | 0 | 0 | 13 | 80 | 12 | 3416 |
| TOTAL ABERDEEN | | | 4582 | 30 | 65 | 82 | 9 | 5 | 4 | 0 | 0 | 11 | 82 | 11 | 5054 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

| | | Reporting Airport: BELFAST CITY (GEORGE BEST) (Full Analysis) | | | | | | | | | | | JULY 2014 | | |
|------------------------------------|-------------------|---------------------------------------------------------------|-----------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| ITALY | | | | | | | | | | | | | | | |
| VERONA VILAFRANCA | VOLOTEA | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 15 | 40 | 47 | 10 |
| TOTAL VERONA VILAFRANCA | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 15 | 50 | 33 | 18 |
| TOTAL ITALY | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 15 | 50 | 33 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM CITYHOPPER | S | 62 | 0 | 0 | 87 | 5 | 0 | 8 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 62 | 0 | 0 | 87 | 5 | 0 | 8 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 62 | 0 | 0 | 87 | 5 | 0 | 8 | 0 | 0 | 10 | 0 | 0 | 0 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AER LINGUS | S | 62 | 0 | 0 | 89 | 2 | 10 | 0 | 0 | 0 | 5 | 92 | 5 | 62 |
| TOTAL FARO | | | 62 | 0 | 0 | 89 | 2 | 10 | 0 | 0 | 0 | 5 | 92 | 5 | 62 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 62 | 0 | 0 | 89 | 2 | 10 | 0 | 0 | 0 | 5 | 92 | 5 | 62 |
| SPAIN | | | | | | | | | | | | | | | |
| BARCELONA | VUELING AIRLINES | S | 26 | 0 | 0 | 73 | 8 | 4 | 15 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 26 | 0 | 0 | 73 | 8 | 4 | 15 | 0 | 0 | 23 | 0 | 0 | 0 |
| MALAGA | AER LINGUS | S | 61 | 0 | 1 | 92 | 5 | 3 | 0 | 0 | 0 | 5 | 94 | 5 | 62 |
| TOTAL MALAGA | | | 61 | 0 | 1 | 92 | 5 | 3 | 0 | 0 | 0 | 5 | 94 | 5 | 62 |
| PALMA DE MALLORCA | AER LINGUS | S | 16 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 72 | 11 | 18 |
| TOTAL PALMA DE MALLORCA | | | 16 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 72 | 11 | 18 |
| TOTAL SPAIN | | | 103 | 0 | 1 | 83 | 7 | 7 | 4 | 0 | 0 | 11 | 89 | 6 | 80 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | FLYBE LTD | S | 54 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 8 | 73 | 10 | 62 |
| TOTAL ABERDEEN | | | 54 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 8 | 73 | 10 | 62 |
| BIRMINGHAM | FLYBE LTD | S | 367 | 0 | 3 | 84 | 8 | 6 | 2 | 0 | 0 | 10 | 77 | 12 | 374 |
| TOTAL BIRMINGHAM | | | 367 | 0 | 3 | 84 | 8 | 6 | 2 | 0 | 0 | 10 | 77 | 12 | 374 |
| BLACKPOOL | VAN AIR EUROPE AS | S | 86 | 0 | 0 | 99 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 |
| TOTAL BLACKPOOL | | | 86 | 0 | 0 | 99 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 |
| CARDIFF WALES | FLYBE LTD | S | 62 | 0 | 0 | 85 | 5 | 6 | 3 | 0 | 0 | 11 | 89 | 12 | 62 |
| TOTAL CARDIFF WALES | | | 62 | 0 | 0 | 85 | 5 | 6 | 3 | 0 | 0 | 11 | 89 | 12 | 62 |
| EAST MIDLANDS INTERNATIONAL | FLYBE LTD | S | 224 | 0 | 0 | 83 | 6 | 7 | 4 | 0 | 0 | 10 | 86 | 8 | 221 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 224 | 0 | 0 | 83 | 6 | 7 | 4 | 0 | 0 | 10 | 86 | 8 | 221 |
| EDINBURGH | FLYBE LTD | S | 220 | 0 | 4 | 67 | 15 | 11 | 6 | 1 | 0 | 18 | 78 | 12 | 224 |
| TOTAL EDINBURGH | | | 220 | 0 | 4 | 67 | 15 | 11 | 6 | 1 | 0 | 18 | 78 | 12 | 224 |
| EXETER | FLYBE LTD | S | 52 | 0 | 2 | 81 | 12 | 6 | 2 | 0 | 0 | 10 | 89 | 7 | 62 |
| TOTAL EXETER | | | 52 | 0 | 2 | 81 | 12 | 6 | 2 | 0 | 0 | 10 | 89 | 7 | 62 |
| GATWICK | AER LINGUS | S | 177 | 0 | 5 | 90 | 5 | 5 | 1 | 0 | 0 | 5 | 85 | 8 | 178 |
| TOTAL GATWICK | | | 177 | 0 | 5 | 90 | 5 | 5 | 1 | 0 | 0 | 5 | 85 | 8 | 178 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|---------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GLASGOW | FLYBE LTD | S | 236 | 0 | 4 | 87 | 6 | 4 | 3 | 0 | 0 | 8 | 88 | 6 | 231 |
| TOTAL GLASGOW | | | 236 | 0 | 4 | 87 | 6 | 4 | 3 | 0 | 0 | 8 | 88 | 6 | 231 |
| HEATHROW | AER LINGUS | S | 186 | 0 | 0 | 89 | 8 | 2 | 0 | 1 | 0 | 7 | 87 | 6 | 186 |
| | BRITISH AIRWAYS PLC | S | 361 | 0 | 13 | 61 | 18 | 14 | 6 | 0 | 0 | 18 | 74 | 14 | 354 |
| TOTAL HEATHROW | | | 547 | 0 | 13 | 71 | 15 | 10 | 4 | 0 | 0 | 14 | 79 | 11 | 540 |
| INVERNESS | FLYBE LTD | S | 54 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 6 | 83 | 9 | 54 |
| TOTAL INVERNESS | | | 54 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 6 | 83 | 9 | 54 |
| ISLE OF MAN | VANAIR EUROPE AS | S | 92 | 0 | 0 | 98 | 1 | 1 | 0 | 0 | 0 | 2 | 92 | 4 | 168 |
| TOTAL ISLE OF MAN | | | 92 | 0 | 0 | 98 | 1 | 1 | 0 | 0 | 0 | 2 | 92 | 4 | 168 |
| LEEDS BRADFORD | FLYBE LTD | S | 224 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 6 | 88 | 6 | 224 |
| TOTAL LEEDS BRADFORD | | | 224 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 6 | 88 | 6 | 224 |
| LIVERPOOL (JOHN LENNON) | FLYBE LTD | S | 206 | 0 | 10 | 82 | 11 | 2 | 5 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 206 | 0 | 10 | 82 | 11 | 2 | 5 | 0 | 0 | 12 | 0 | 0 | 0 |
| LONDON CITY | FLYBE LTD | S | 207 | 0 | 1 | 87 | 8 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL LONDON CITY | | | 207 | 0 | 1 | 87 | 8 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| MANCHESTER | FLYBE LTD | S | 407 | 0 | 3 | 81 | 6 | 9 | 4 | 0 | 0 | 13 | 82 | 10 | 410 |
| TOTAL MANCHESTER | | | 407 | 0 | 3 | 81 | 6 | 9 | 4 | 0 | 0 | 13 | 82 | 10 | 410 |
| NEWCASTLE | FLYBE LTD | S | 54 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 8 | 94 | 5 | 54 |
| TOTAL NEWCASTLE | | | 54 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 8 | 94 | 5 | 54 |
| NEWQUAY | FLYBE LTD | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 38 | 20 | 8 |
| TOTAL NEWQUAY | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 38 | 20 | 8 |
| SOUTHAMPTON | FLYBE LTD | S | 170 | 0 | 2 | 87 | 8 | 5 | 1 | 0 | 0 | 6 | 91 | 5 | 170 |
| TOTAL SOUTHAMPTON | | | 170 | 0 | 2 | 87 | 8 | 5 | 1 | 0 | 0 | 6 | 91 | 5 | 170 |
| TOTAL UNITED KINGDOM | | | 3447 | 0 | 47 | 82 | 8 | 6 | 3 | 0 | 0 | 10 | 83 | 9 | 3130 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 3682 | 0 | 48 | 83 | 8 | 6 | 3 | 0 | 0 | 10 | 83 | 9 | 3292 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK INT'L | BELAVIA (BELARUSSIAN AIRLINES) | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 2 |
| TOTAL MINSK INT'L | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 2 |
| TOTAL BELARUS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 2 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 15 | 0 | 0 | 53 | 33 | 13 | 0 | 0 | 0 | 16 | 83 | 7 | 12 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 89 | 6 | 9 |
| TOTAL BURGAS | | | 23 | 0 | 0 | 52 | 30 | 17 | 0 | 0 | 0 | 17 | 86 | 6 | 21 |
| TOTAL BULGARIA | | | 23 | 0 | 0 | 52 | 30 | 17 | 0 | 0 | 0 | 17 | 86 | 6 | 21 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 8 |
| TOTAL DUBROVNIK | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 8 |
| SPLIT | EASYJET AIRLINE COMPANY LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL CROATIA | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 8 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 10 |
| TOTAL LARNACA | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 10 |
| TOTAL CYPRUS | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 10 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL CZECH REPUBLIC | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 10 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 10 |
| TOTAL EGYPT | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 10 |
| FAROE ISLANDS | | | | | | | | | | | | | | | |
| VAGAR | DENIM AIR | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL VAGAR | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 50 | 8 | 2 |
| TOTAL FAROE ISLANDS | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 50 | 8 | 2 |
| FRANCE | | | | | | | | | | | | | | | |
| BORDEAUX | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 13 | 88 | 4 | 8 |
| TOTAL BORDEAUX | | | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 13 | 88 | 4 | 8 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 65 | 23 | 12 | 0 | 0 | 0 | 12 | 96 | 2 | 28 |
| TOTAL NICE | | | 26 | 1 | 0 | 65 | 23 | 12 | 0 | 0 | 0 | 12 | 96 | 2 | 28 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 80 | 11 | 2 | 7 | 0 | 0 | 13 | 85 | 8 | 54 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 54 | 0 | 0 | 80 | 11 | 2 | 7 | 0 | 0 | 13 | 85 | 8 | 54 |
| TARBES-LOURDES INTERNATIONAL | AIR MEDITERRANEE | C | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 52 | 0 | 0 | 0 |
| | ALBA STAR | C | 7 | 0 | 0 | 14 | 43 | 14 | 29 | 0 | 0 | 46 | 71 | 20 | 7 |
| | CITY JET | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 33 | 71 | 3 |
| | HERMES AIRLINES | C | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 55 | 43 | 34 | 7 |
| | TITAN AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 32 | 4 |
| | TRANSAVIA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 15 | 4 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 22 | 0 | 0 | 50 | 18 | 5 | 23 | 5 | 0 | 37 | 48 | 31 | 25 |
| TOTAL FRANCE | | | 120 | 2 | 0 | 72 | 14 | 4 | 9 | 1 | 0 | 17 | 80 | 11 | 115 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | AEGEAN AIRLINES | C | 8 | 0 | 0 | 25 | 0 | 25 | 0 | 50 | 0 | 134 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 9 | 75 | 81 | 8 |
| TOTAL CORFU | | | 18 | 0 | 0 | 56 | 6 | 17 | 0 | 22 | 0 | 65 | 75 | 81 | 8 |
| HERAKLION | AEGEAN AIRLINES | C | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 15 | 25 | 23 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 16 | 10 |
| TOTAL HERAKLION | | | 16 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 7 | 44 | 19 | 18 |
| RHODES | AEGEAN AIRLINES | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 38 | 78 | 8 |
| TOTAL RHODES | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 38 | 78 | 8 |
| ZAKINTHOS | JET2.COM LTD | S | 10 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL ZAKINTHOS | | | 10 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL GREECE | | | 54 | 0 | 0 | 69 | 11 | 6 | 7 | 7 | 0 | 32 | 50 | 47 | 34 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ICELAND | | | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | C | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL DUBLIN | | | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 186 | 0 | 0 | 0 |
| TOTAL IRISH REPUBLIC | | | 5 | 1 | 0 | 40 | 0 | 20 | 20 | 20 | 0 | 88 | 0 | 0 | 0 |
| ITALY | | | | | | | | | | | | | | | |
| PISA | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 50 | 25 | 8 |
| TOTAL PISA | | | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 50 | 25 | 8 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 56 | 6 | 28 | 6 | 6 | 0 | 37 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 56 | 6 | 28 | 6 | 6 | 0 | 37 | 0 | 0 | 0 |
| VENICE | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL VENICE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 19 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL VERONA VILAFRANCA | | | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 19 | 50 | 9 | 2 |
| TOTAL ITALY | | | 38 | 0 | 0 | 63 | 8 | 21 | 5 | 3 | 0 | 25 | 55 | 20 | 11 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | WIZZ AIR | S | 18 | 0 | 0 | 61 | 11 | 6 | 22 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL VILNIUS | | | 18 | 0 | 0 | 61 | 11 | 6 | 22 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL LITHUANIA | | | 18 | 0 | 0 | 61 | 11 | 6 | 22 | 0 | 0 | 26 | 0 | 0 | 0 |
| MACEDONIA | | | | | | | | | | | | | | | |
| OHRID | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL OHRID | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL MACEDONIA | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 23 | 89 | 9 | 18 |
| TOTAL MALTA | | | 16 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 23 | 89 | 9 | 18 |
| TOTAL MALTA | | | 16 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 23 | 89 | 9 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 83 | 4 | 9 | 3 | 3 | 0 | 15 | 86 | 12 | 78 |
| TOTAL AMSTERDAM | | | 80 | 0 | 0 | 83 | 4 | 9 | 3 | 3 | 0 | 15 | 86 | 12 | 78 |
| TOTAL NETHERLANDS | | | 80 | 0 | 0 | 83 | 4 | 9 | 3 | 3 | 0 | 15 | 86 | 12 | 79 |
| POLAND | | | | | | | | | | | | | | | |
| KATOWICE | WIZZ AIR | S | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL KATOWICE | | | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 89 | 11 | 28 |
| TOTAL KRAKOW | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 89 | 11 | 28 |
| TOTAL POLAND | | | 42 | 0 | 0 | 86 | 10 | 5 | 0 | 0 | 0 | 6 | 89 | 11 | 28 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 86 | 6 | 4 | 4 | 0 | 0 | 9 | 90 | 5 | 80 |
| | JET2.COM LTD | S | 26 | 0 | 0 | 88 | 4 | 0 | 8 | 0 | 0 | 11 | 96 | 1 | 24 |
| TOTAL FARO | | | 96 | 0 | 0 | 86 | 5 | 3 | 5 | 0 | 0 | 10 | 91 | 4 | 104 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 96 | 0 | 0 | 86 | 5 | 3 | 5 | 0 | 0 | 10 | 91 | 4 | 104 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | BMI REGIONAL | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GO2SKY | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BRATISLAVA | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| PIESTANY | TRADE AIR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL PIESTANY | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL SLOVAK REPUBLIC | | | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|-----------------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 61 | 0 | 0 | 82 | 7 | 2 | 10 | 0 | 0 | 11 | 98 | 2 | 62 |
| | JET2.COM LTD | S | 34 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 6 | 88 | 6 | 34 |
| TOTAL ALICANTE | | | 95 | 0 | 0 | 83 | 7 | 3 | 6 | 0 | 0 | 9 | 95 | 4 | 96 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 81 | 8 | 3 | 8 | 0 | 0 | 14 | 68 | 36 | 34 |
| TOTAL BARCELONA | | | 36 | 0 | 0 | 81 | 8 | 3 | 8 | 0 | 0 | 14 | 68 | 36 | 34 |
| IBIZA | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 100 | 3 | 8 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 56 | 22 | 17 | 6 | 0 | 0 | 20 | 61 | 11 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 10 |
| TOTAL IBIZA | | | 44 | 0 | 0 | 77 | 9 | 11 | 2 | 0 | 0 | 10 | 85 | 6 | 46 |
| MAHON | JET2.COM LTD | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 90 | 5 | 10 |
| TOTAL MAHON | | | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 93 | 4 | 28 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 6 | 90 | 6 | 70 |
| | JET2.COM LTD | S | 26 | 0 | 0 | 81 | 8 | 12 | 0 | 0 | 0 | 9 | 83 | 25 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 14 | 88 | 5 | 8 |
| TOTAL MALAGA | | | 96 | 1 | 0 | 86 | 7 | 4 | 2 | 0 | 0 | 7 | 89 | 10 | 96 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 28 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 89 | 3 | 18 |
| TOTAL MURCIA SAN JAVIER | | | 28 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 89 | 3 | 18 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 71 | 0 | 0 | 76 | 7 | 1 | 14 | 0 | 1 | 23 | 83 | 11 | 80 |
| | JET2.COM LTD | S | 52 | 0 | 0 | 77 | 15 | 6 | 2 | 0 | 0 | 9 | 79 | 22 | 52 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 6 | 100 | 4 | 8 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 69 | 15 | 12 | 4 | 0 | 0 | 16 | 75 | 10 | 28 |
| TOTAL PALMA DE MALLORCA | | | 167 | 0 | 0 | 76 | 11 | 5 | 7 | 0 | 1 | 16 | 81 | 14 | 178 |
| REUS | JET2.COM LTD | S | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 94 | 2 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 78 | 0 | 17 | 6 | 0 | 0 | 11 | 61 | 20 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | 47 | 8 |
| TOTAL REUS | | | 46 | 0 | 0 | 74 | 13 | 11 | 2 | 0 | 0 | 11 | 82 | 16 | 51 |
| TOTAL SPAIN | | | 532 | 1 | 0 | 81 | 9 | 5 | 5 | 0 | 0 | 11 | 85 | 11 | 547 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 80 | 7 | 10 |
| | THOMAS COOK AIRLINES LTD | S | 18 | 0 | 0 | 83 | 0 | 11 | 6 | 0 | 0 | 12 | 100 | 0 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 70 | 16 | 10 |
| TOTAL ARRECIFE | | | 46 | 0 | 0 | 87 | 0 | 11 | 2 | 0 | 0 | 8 | 83 | 8 | 30 |
| LAS PALMAS | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 27 | 88 | 5 | 8 |
| TOTAL LAS PALMAS | | | 16 | 0 | 0 | 69 | 6 | 25 | 0 | 0 | 0 | 14 | 88 | 5 | 8 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 67 | 16 | 18 |
| | THOMAS COOK AIRLINES LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 63 | 14 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 12 | 100 | 6 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 36 | 0 | 0 | 81 | 17 | 0 | 3 | 0 | 0 | 7 | 74 | 13 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 98 | 0 | 0 | 82 | 7 | 9 | 2 | 0 | 0 | 9 | 79 | 10 | 72 |
| TURKEY | | | | | | | | | | | | | | | |
| BODRUM (MILAS) | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 17 | 9 |
| TOTAL BODRUM (MILAS) | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 86 | 11 | 14 |
| DALAMAN | PEGASUS AIRLINES | C | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 15 | 80 | 3 | 5 |
| | SUNEXPRESS | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 5 | 80 | 7 | 25 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 88 | 7 | 8 |
| TOTAL DALAMAN | | | 38 | 0 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 7 | 84 | 5 | 45 |
| TOTAL TURKEY | | | 46 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 6 | 82 | 8 | 67 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BIRMINGHAM | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 66 | 11 | 19 | 4 | 0 | 0 | 16 | 84 | 9 | 98 |
| TOTAL BIRMINGHAM | | | 80 | 0 | 0 | 66 | 11 | 19 | 4 | 0 | 0 | 16 | 84 | 9 | 98 |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | S | 144 | 0 | 0 | 85 | 5 | 3 | 8 | 0 | 0 | 12 | 91 | 6 | 148 |
| TOTAL BRISTOL | | | 144 | 0 | 0 | 85 | 5 | 3 | 8 | 0 | 0 | 12 | 91 | 6 | 148 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 162 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 0 | 9 | 84 | 12 | 158 |
| TOTAL EDINBURGH | | | 162 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 0 | 9 | 84 | 12 | 158 |
| GATWICK | EASYJET AIRLINE COMPANY LTD | S | 302 | 0 | 2 | 39 | 21 | 19 | 21 | 0 | 0 | 34 | 71 | 17 | 282 |
| TOTAL GATWICK | | | 302 | 0 | 2 | 39 | 21 | 19 | 21 | 0 | 0 | 34 | 71 | 17 | 282 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 170 | 0 | 0 | 85 | 4 | 8 | 4 | 0 | 0 | 10 | 95 | 3 | 176 |
| TOTAL GLASGOW | | | 170 | 0 | 0 | 85 | 4 | 8 | 4 | 0 | 0 | 10 | 95 | 3 | 176 |
| JERSEY | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 89 | 7 | 18 |
| TOTAL JERSEY | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 89 | 7 | 18 |
| LIVERPOOL (JOHN LENNON) | EASYJET AIRLINE COMPANY LTD | S | 248 | 0 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 8 | 88 | 11 | 262 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 248 | 0 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 8 | 88 | 11 | 262 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 210 | 0 | 0 | 59 | 19 | 13 | 9 | 0 | 0 | 19 | 80 | 12 | 162 |
| TOTAL LUTON | | | 210 | 0 | 0 | 59 | 19 | 13 | 9 | 0 | 0 | 19 | 80 | 12 | 162 |
| MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | 126 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 11 | 77 | 10 | 124 |
| TOTAL MANCHESTER | | | 126 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 11 | 77 | 10 | 124 |
| NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | 134 | 0 | 0 | 88 | 4 | 2 | 6 | 0 | 0 | 10 | 90 | 13 | 124 |
| TOTAL NEWCASTLE | | | 134 | 0 | 0 | 88 | 4 | 2 | 6 | 0 | 0 | 10 | 90 | 13 | 124 |
| STANSTED | EASYJET AIRLINE COMPANY LTD | S | 190 | 0 | 0 | 83 | 8 | 5 | 5 | 0 | 0 | 10 | 86 | 7 | 176 |
| TOTAL STANSTED | | | 190 | 0 | 0 | 83 | 8 | 5 | 5 | 0 | 0 | 10 | 86 | 7 | 176 |
| TOTAL UNITED KINGDOM | | | 1793 | 1 | 2 | 73 | 10 | 9 | 8 | 0 | 0 | 15 | 84 | 10 | 1728 |
| USA | | | | | | | | | | | | | | | |
| LAS VEGAS | THOMAS COOK AIRLINES LTD | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL LAS VEGAS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 62 | 0 | 0 | 76 | 8 | 8 | 8 | 0 | 0 | 14 | 63 | 33 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 76 | 8 | 8 | 8 | 0 | 0 | 14 | 63 | 33 | 62 |
| ORLANDO | THOMAS COOK AIRLINES LTD | C | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 43 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ORLANDO | | | 13 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 26 | 25 | 93 | 4 |
| TOTAL USA | | | 77 | 0 | 0 | 74 | 10 | 8 | 8 | 0 | 0 | 15 | 61 | 36 | 66 |
| TOTAL BELFAST INTERNATIONAL | | | 3132 | 8 | 2 | 76 | 10 | 8 | 6 | 0 | 0 | 14 | 83 | 11 | 2941 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | DENIM AIR | C | 8 | 0 | 0 | 63 | 0 | 13 | 13 | 0 | 13 | 73 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 8 | 0 | 0 | 63 | 0 | 13 | 13 | 0 | 13 | 73 | 63 | 24 | 8 |
| SALZBURG | FLYBE LTD | C | 16 | 0 | 0 | 75 | 6 | 13 | 6 | 0 | 0 | 17 | 50 | 25 | 8 |
| TOTAL SALZBURG | | | 16 | 0 | 0 | 75 | 6 | 13 | 6 | 0 | 0 | 17 | 75 | 14 | 16 |
| TOTAL AUSTRIA | | | 24 | 0 | 0 | 71 | 4 | 13 | 8 | 0 | 4 | 35 | 71 | 17 | 24 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 200 | 0 | 0 | 67 | 20 | 11 | 3 | 0 | 0 | 15 | 55 | 24 | 194 |
| TOTAL BRUSSELS | | | 200 | 0 | 0 | 67 | 20 | 11 | 3 | 0 | 0 | 15 | 55 | 24 | 194 |
| TOTAL BELGIUM | | | 200 | 0 | 0 | 67 | 20 | 11 | 3 | 0 | 0 | 15 | 55 | 24 | 194 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 14 | 100 | 4 | 12 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 31 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 78 | 9 | 9 |
| TOTAL BURGAS | | | 30 | 0 | 0 | 83 | 13 | 3 | 0 | 0 | 0 | 8 | 79 | 13 | 29 |
| TOTAL BULGARIA | | | 30 | 0 | 0 | 83 | 13 | 3 | 0 | 0 | 0 | 8 | 79 | 13 | 29 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR TRANSAT | S | 10 | 0 | 0 | 20 | 50 | 30 | 0 | 0 | 0 | 27 | 40 | 19 | 10 |
| TOTAL TORONTO | | | 10 | 0 | 0 | 20 | 50 | 30 | 0 | 0 | 0 | 27 | 40 | 19 | 10 |
| TOTAL CANADA | | | 10 | 0 | 0 | 20 | 50 | 30 | 0 | 0 | 0 | 27 | 40 | 19 | 10 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 50 | 33 | 10 |
| TOTAL BOA VISTA (RABIL) | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 50 | 33 | 10 |
| ILHA DO SAL C.VERDE | THOMSON AIRWAYS LTD | S | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL ILHA DO SAL C.VERDE | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL CAPE VERDE ISLANDS | | | 19 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 50 | 33 | 10 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | MONARCH AIRLINES | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 79 | 10 | 28 |
| | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 40 | 30 | 10 | 20 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 26 | 0 | 0 | 73 | 15 | 4 | 8 | 0 | 0 | 13 | 86 | 7 | 44 |
| PULA | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 18 |
| TOTAL PULA | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 18 |
| TOTAL CROATIA | | | 42 | 0 | 0 | 83 | 10 | 2 | 5 | 0 | 0 | 9 | 90 | 5 | 88 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | MONARCH AIRLINES | S | 46 | 0 | 0 | 78 | 17 | 4 | 0 | 0 | 0 | 8 | 84 | 9 | 44 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 67 | 15 | 18 |
| | THOMSON AIRWAYS LTD | C | 13 | 0 | 0 | 38 | 31 | 0 | 31 | 0 | 0 | 40 | 100 | 2 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL LARNACA | | | 77 | 0 | 0 | 71 | 21 | 3 | 5 | 0 | 0 | 13 | 82 | 9 | 72 |
| PAPHOS | MONARCH AIRLINES | S | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 89 | 4 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 50 | 10 | 40 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 68 | 21 | 11 | 0 | 0 | 0 | 12 | 77 | 8 | 26 |
| TOTAL PAPHOS | | | 64 | 0 | 0 | 73 | 14 | 13 | 0 | 0 | 0 | 11 | 82 | 6 | 44 |
| TOTAL CYPRUS | | | 141 | 0 | 0 | 72 | 18 | 7 | 3 | 0 | 0 | 12 | 82 | 8 | 116 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | DANISH AIR TRANSPORT | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 65 | 0 | 0 | 0 |
| | SAS | S | 54 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 8 | 62 |
| TOTAL COPENHAGEN | | | 56 | 0 | 0 | 96 | 0 | 2 | 2 | 0 | 0 | 4 | 87 | 8 | 62 |
| TOTAL DENMARK | | | 56 | 0 | 0 | 96 | 0 | 2 | 2 | 0 | 0 | 4 | 87 | 8 | 62 |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 78 | 19 | 9 |
| TOTAL HURGHADA | | | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 76 | 17 | 17 |
| SHARM EL SHEIKH (OPHIRA) | MONARCH AIRLINES | S | 37 | 0 | 1 | 86 | 11 | 3 | 0 | 0 | 0 | 7 | 74 | 12 | 27 |
| | THOMAS COOK AIRLINES LTD | C | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 9 | 67 | 16 | 9 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 15 | 72 | 12 | 18 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 72 | 0 | 1 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 72 | 13 | 54 |
| TOTAL EGYPT | | | 80 | 0 | 1 | 80 | 13 | 8 | 0 | 0 | 0 | 9 | 73 | 14 | 71 |
| FRANCE | | | | | | | | | | | | | | | |
| AVIGNON | FLYBE LTD | S | 12 | 0 | 0 | 58 | 25 | 17 | 0 | 0 | 0 | 15 | 63 | 12 | 8 |
| TOTAL AVIGNON | | | 12 | 0 | 0 | 58 | 25 | 17 | 0 | 0 | 0 | 15 | 63 | 12 | 8 |
| BASTIA | FLYBE LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BASTIA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| BERGERAC | FLYBE LTD | S | 30 | 0 | 0 | 70 | 17 | 10 | 3 | 0 | 0 | 13 | 59 | 29 | 22 |
| TOTAL BERGERAC | | | 30 | 0 | 0 | 70 | 17 | 10 | 3 | 0 | 0 | 13 | 59 | 29 | 22 |
| BIARRITZ | FLYBE LTD | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL BIARRITZ | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| BORDEAUX | FLYBE LTD | S | 34 | 0 | 0 | 76 | 9 | 15 | 0 | 0 | 0 | 13 | 74 | 13 | 34 |
| TOTAL BORDEAUX | | | 34 | 0 | 0 | 76 | 9 | 15 | 0 | 0 | 0 | 13 | 74 | 13 | 34 |
| BREST | FLYBE LTD | S | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 89 | 4 | 18 |
| TOTAL BREST | | | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 89 | 4 | 18 |
| DEAUVILLE | FLYBE LTD | S | 26 | 0 | 0 | 58 | 23 | 4 | 4 | 8 | 4 | 44 | 0 | 0 | 0 |
| TOTAL DEAUVILLE | | | 26 | 0 | 0 | 58 | 23 | 4 | 4 | 8 | 4 | 44 | 0 | 0 | 0 |
| LA ROCHELLE | FLYBE LTD | S | 20 | 0 | 4 | 95 | 0 | 5 | 0 | 0 | 0 | 4 | 83 | 10 | 12 |
| TOTAL LA ROCHELLE | | | 20 | 0 | 4 | 95 | 0 | 5 | 0 | 0 | 0 | 4 | 83 | 10 | 12 |
| LYON | FLYBE LTD | S | 62 | 0 | 0 | 53 | 31 | 13 | 3 | 0 | 0 | 18 | 43 | 22 | 54 |
| TOTAL LYON | | | 62 | 0 | 0 | 53 | 31 | 13 | 3 | 0 | 0 | 18 | 43 | 22 | 54 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------------|----------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NICE | MONARCH AIRLINES | S | 34 | 0 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 86 | 7 | 42 |
| TOTAL NICE | | | 34 | 0 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 86 | 7 | 42 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 178 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 5 | 81 | 10 | 186 | |
| | FLYBE LTD | S | 162 | 0 | 0 | 84 | 8 | 4 | 3 | 1 | 12 | 68 | 18 | 162 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 340 | 0 | 0 | 86 | 9 | 3 | 1 | 1 | 8 | 75 | 14 | 348 | |
| PERPIGNAN | RYANAIR | S | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 12 | 78 | 8 | 18 | |
| TOTAL PERPIGNAN | | | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 12 | 69 | 13 | 26 | |
| TARBES-LOURDES INTERNATIONAL | DENIM AIR | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 41 | 0 | 0 | 0 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 41 | 0 | 0 | 0 | |
| TOTAL FRANCE | | | 606 | 0 | 4 | 79 | 12 | 6 | 2 | 1 | 0 | 11 | 73 | 15 | 618 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | FLYBE LTD | S | 62 | 0 | 0 | 89 | 6 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL BERLIN (TEGEL) | | | 62 | 0 | 0 | 89 | 6 | 5 | 0 | 0 | 7 | 82 | 8 | 34 | |
| DUSSELDORF | FLYBE LTD | S | 179 | 0 | 0 | 88 | 6 | 5 | 1 | 0 | 7 | 71 | 13 | 154 | |
| | GERMANWINGS | S | 160 | 0 | 0 | 84 | 9 | 7 | 1 | 0 | 8 | 81 | 10 | 144 | |
| TOTAL DUSSELDORF | | | 339 | 0 | 0 | 86 | 7 | 6 | 1 | 0 | 8 | 76 | 12 | 300 | |
| FRANKFURT MAIN | GERMANWINGS | S | 174 | 0 | 0 | 74 | 15 | 10 | 0 | 1 | 12 | 0 | 0 | 0 | |
| | LUFTHANSA | S | 74 | 0 | 0 | 61 | 22 | 12 | 5 | 0 | 18 | 83 | 8 | 242 | |
| TOTAL FRANKFURT MAIN | | | 248 | 0 | 0 | 70 | 17 | 11 | 2 | 0 | 14 | 83 | 8 | 242 | |
| HAMBURG | GERMANWINGS | S | 54 | 0 | 0 | 80 | 6 | 7 | 7 | 0 | 12 | 96 | 2 | 54 | |
| TOTAL HAMBURG | | | 54 | 0 | 0 | 80 | 6 | 7 | 7 | 0 | 12 | 96 | 2 | 54 | |
| HANOVER | DANISH AIR TRANSPORT | C | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | FLYBE LTD | S | 62 | 0 | 0 | 65 | 13 | 19 | 3 | 0 | 18 | 69 | 14 | 100 | |
| TOTAL HANOVER | | | 82 | 0 | 0 | 73 | 10 | 15 | 2 | 0 | 14 | 71 | 14 | 110 | |
| MUNICH | LUFTHANSA | S | 12 | 1 | 0 | 75 | 8 | 0 | 17 | 0 | 22 | 0 | 0 | 0 | |
| | LUFTHANSA CITY LINE | S | 158 | 0 | 0 | 83 | 14 | 3 | 1 | 0 | 8 | 91 | 6 | 170 | |
| TOTAL MUNICH | | | 171 | 1 | 0 | 82 | 13 | 2 | 2 | 0 | 9 | 91 | 6 | 171 | |
| PADERBORN | DANISH AIR TRANSPORT | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL PADERBORN | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 15 | 75 | 8 | 8 | |
| STUTTGART | FLYBE LTD | S | 108 | 0 | 0 | 69 | 16 | 9 | 6 | 1 | 16 | 82 | 6 | 108 | |
| TOTAL STUTTGART | | | 108 | 0 | 0 | 69 | 16 | 9 | 6 | 1 | 16 | 82 | 6 | 108 | |
| TOTAL GERMANY | | | 1072 | 1 | 0 | 79 | 11 | 7 | 2 | 0 | 0 | 11 | 81 | 9 | 1091 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 3 | 86 | 10 | 28 | |
| TOTAL GIBRALTAR | | | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 3 | 86 | 10 | 28 | |
| TOTAL GIBRALTAR | | | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 3 | 86 | 10 | 28 | |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 14 | 56 | 27 | 18 | |

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|-------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL ATHENS | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 56 | 27 | 18 |
| CHANIA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL CHANIA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| CORFU | ENTER AIR | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 63 | 88 | 16 |
| | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 79 | 11 | 4 | 4 | 4 | 0 | 21 | 88 | 19 | 24 |
| TOTAL CORFU | | | 54 | 0 | 0 | 83 | 11 | 2 | 2 | 2 | 0 | 13 | 77 | 40 | 48 |
| HERAKLION | MONARCH AIRLINES | S | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 13 | 89 | 5 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 19 | 0 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 9 | 44 | 30 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 14 | 82 | 6 | 17 |
| TOTAL HERAKLION | | | 55 | 0 | 0 | 69 | 15 | 15 | 2 | 0 | 0 | 12 | 63 | 20 | 63 |
| KALAMATA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL KALAMATA | | | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| KAVALA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 8 |
| TOTAL KAVALA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 8 |
| KEFALLINIA | ENTER AIR | C | 8 | 0 | 0 | 13 | 25 | 25 | 38 | 0 | 0 | 43 | 0 | 0 | 0 |
| | FLYBE LTD | C | 8 | 0 | 0 | 13 | 25 | 63 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 70 | 7 | 10 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 28 | 22 | 28 | 22 | 0 | 0 | 36 | 70 | 17 | 10 |
| TOTAL KEFALLINIA | | | 42 | 0 | 0 | 26 | 26 | 31 | 17 | 0 | 0 | 34 | 70 | 12 | 20 |
| KOS | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 78 | 22 | 18 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 10 | 80 | 14 | 10 |
| TOTAL KOS | | | 34 | 0 | 0 | 76 | 15 | 9 | 0 | 0 | 0 | 9 | 79 | 19 | 28 |
| MYTILINI | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL MYTILINI | | | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 16 | 0 | 0 | 0 |
| PREVEZA | MONARCH AIRLINES | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL PREVEZA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 8 |
| RHODES | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 78 | 6 | 0 | 11 | 0 | 6 | 68 | 33 | 56 | 18 |
| | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 82 | 6 | 28 |
| TOTAL RHODES | | | 46 | 0 | 0 | 85 | 9 | 0 | 4 | 0 | 2 | 28 | 69 | 24 | 64 |
| SKIATHOS | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 10 | 10 | 30 | 10 | 0 | 60 | 50 | 30 | 8 |
| TOTAL SKIATHOS | | | 10 | 0 | 0 | 40 | 10 | 10 | 30 | 10 | 0 | 60 | 71 | 18 | 17 |
| THIRA (SANTORINI) | THOMAS COOK AIRLINES LTD | C | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 43 | 23 | 7 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 30 | 35 | 10 |
| TOTAL THIRA (SANTORINI) | | | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 35 | 30 | 17 |
| ZAKINTHOS | ENTER AIR | C | 10 | 0 | 0 | 20 | 20 | 50 | 10 | 0 | 0 | 35 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 36 | 0 | 0 | 69 | 8 | 22 | 0 | 0 | 0 | 14 | 74 | 16 | 27 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 89 | 4 | 18 |
| TOTAL ZAKINTHOS | | | 64 | 0 | 0 | 58 | 14 | 27 | 2 | 0 | 0 | 18 | 80 | 11 | 54 |
| TOTAL GREECE | | | 376 | 0 | 0 | 67 | 15 | 13 | 4 | 1 | 0 | 18 | 71 | 21 | 345 |

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|-------------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 14 | 50 | 76 | 26 |
| TOTAL ICELAND | | | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 14 | 50 | 76 | 26 |
| INDIA | | | | | | | | | | | | | | | |
| DELHI | AIR INDIA | S | 62 | 0 | 0 | 76 | 15 | 5 | 3 | 2 | 0 | 14 | 83 | 9 | 36 |
| TOTAL DELHI | | | 62 | 0 | 0 | 76 | 15 | 5 | 3 | 2 | 0 | 14 | 83 | 9 | 36 |
| TOTAL INDIA | | | 62 | 0 | 0 | 76 | 15 | 5 | 3 | 2 | 0 | 14 | 83 | 9 | 36 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 116 | 0 | 0 | 91 | 3 | 1 | 3 | 1 | 1 | 11 | 96 | 2 | 124 |
| TOTAL CORK | | | 116 | 0 | 0 | 91 | 3 | 1 | 3 | 1 | 1 | 11 | 96 | 2 | 124 |
| DUBLIN | AER LINGUS | S | 166 | 0 | 0 | 66 | 17 | 11 | 6 | 0 | 0 | 16 | 72 | 12 | 142 |
| | RYANAIR | S | 178 | 0 | 0 | 90 | 6 | 3 | 0 | 1 | 0 | 6 | 82 | 13 | 168 |
| | STOBART AIR | S | 88 | 0 | 0 | 84 | 9 | 2 | 5 | 0 | 0 | 10 | 87 | 7 | 106 |
| TOTAL DUBLIN | | | 432 | 0 | 0 | 79 | 11 | 6 | 3 | 0 | 0 | 11 | 80 | 11 | 416 |
| SHANNON | STOBART AIR | S | 54 | 0 | 0 | 80 | 6 | 4 | 4 | 7 | 0 | 26 | 78 | 10 | 124 |
| TOTAL SHANNON | | | 54 | 0 | 0 | 80 | 6 | 4 | 4 | 7 | 0 | 26 | 78 | 10 | 124 |
| WATERFORD | VLM (BELGIUM) | S | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL WATERFORD | | | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 7 | 34 |
| TOTAL IRISH REPUBLIC | | | 638 | 0 | 0 | 83 | 8 | 5 | 3 | 1 | 0 | 12 | 82 | 10 | 759 |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | ALITALIA (CAI) | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 75 | 5 | 4 |
| TOTAL BOLOGNA | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 75 | 5 | 4 |
| CATANIA (FONTANAROSSA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 100 | 1 | 8 |
| TOTAL CATANIA (FONTANAROSSA) | | | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 100 | 1 | 8 |
| GENOA | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 7 | 4 |
| TOTAL GENOA | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 7 | 4 |
| MILAN (MALPENSA) | FLYBE LTD | S | 124 | 0 | 0 | 77 | 10 | 8 | 5 | 0 | 0 | 12 | 71 | 14 | 124 |
| TOTAL MILAN (MALPENSA) | | | 124 | 0 | 0 | 77 | 10 | 8 | 5 | 0 | 0 | 12 | 71 | 14 | 124 |
| NAPLES | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 25 | 69 | 11 | 16 |
| TOTAL NAPLES | | | 18 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 25 | 69 | 11 | 16 |
| ROME (FIUMICINO) | ALITALIA (CAI) | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MISTRAL AIR | C | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 53 | 0 | 35 | 9 |
| | MONARCH AIRLINES | S | 52 | 0 | 0 | 67 | 10 | 19 | 4 | 0 | 0 | 16 | 73 | 18 | 60 |
| TOTAL ROME (FIUMICINO) | | | 61 | 0 | 0 | 62 | 10 | 21 | 7 | 0 | 0 | 19 | 60 | 23 | 73 |
| VENICE | MONARCH AIRLINES | S | 44 | 0 | 0 | 77 | 20 | 0 | 2 | 0 | 0 | 10 | 67 | 20 | 36 |
| | THOMSON AIRWAYS LTD | C | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 50 | 20 | 6 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |

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|-------------------------|------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL VENICE | | | 52 | 0 | 0 | 77 | 21 | 0 | 2 | 0 | 0 | 9 | 64 | 20 | 42 |
| VERONA VILAFRANCA | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 11 | 18 |
| TOTAL VERONA VILAFRANCA | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 11 | 18 |
| TOTAL ITALY | | | 287 | 0 | 0 | 75 | 11 | 10 | 5 | 0 | 0 | 13 | 65 | 22 | 368 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 50 | 23 | 8 |
| TOTAL MONTEGO BAY | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 50 | 23 | 8 |
| TOTAL JAMAICA | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 50 | 23 | 8 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 8 | 89 | 3 | 18 |
| TOTAL KAUNAS | | | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 8 | 89 | 3 | 18 |
| TOTAL LITHUANIA | | | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 8 | 89 | 3 | 18 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 89 | 13 | 18 |
| | RYANAIR | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 81 | 9 | 16 |
| TOTAL MALTA | | | 36 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 10 | 85 | 11 | 34 |
| TOTAL MALTA | | | 36 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 10 | 85 | 11 | 34 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMSON AIRWAYS LTD | C | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 25 | 30 | 8 |
| TOTAL CANCUN | | | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 25 | 30 | 8 |
| TOTAL MEXICO | | | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 25 | 30 | 8 |
| MOROCCO | | | | | | | | | | | | | | | |
| MARRAKESH | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 6 | 9 |
| TOTAL MARRAKESH | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 6 | 9 |
| TOTAL MOROCCO | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 6 | 9 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | FLYBE LTD | S | 228 | 0 | 1 | 76 | 15 | 6 | 3 | 0 | 0 | 11 | 71 | 15 | 194 |
| | KLM | S | 202 | 0 | 0 | 89 | 5 | 4 | 1 | 0 | 0 | 7 | 85 | 6 | 198 |
| | KLM CITYHOPPER | S | 104 | 0 | 0 | 90 | 4 | 5 | 1 | 0 | 0 | 6 | 85 | 11 | 106 |
| TOTAL AMSTERDAM | | | 534 | 0 | 1 | 84 | 9 | 5 | 2 | 0 | 0 | 9 | 80 | 11 | 498 |
| TOTAL NETHERLANDS | | | 534 | 0 | 1 | 84 | 9 | 5 | 2 | 0 | 0 | 9 | 80 | 11 | 498 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 26 | 0 | 0 | 69 | 12 | 8 | 8 | 4 | 0 | 27 | 50 | 27 | 28 |
| TOTAL ISLAMABAD | | | 26 | 0 | 0 | 69 | 12 | 8 | 8 | 4 | 0 | 27 | 50 | 27 | 28 |
| TOTAL PAKISTAN | | | 26 | 0 | 0 | 69 | 12 | 8 | 8 | 4 | 0 | 27 | 50 | 27 | 28 |
| POLAND | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 26 | 0 | 0 | 92 | 4 | 0 | 0 | 0 | 4 | 20 | 71 | 11 | 28 |

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| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL BYDGOSZCZ | | | 26 | 0 | 0 | 92 | 4 | 0 | 0 | 0 | 4 | 20 | 71 | 11 | 28 |
| GDANSK | RYANAIR | S | 18 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 14 | 100 | 3 | 18 |
| TOTAL GDANSK | | | 18 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 14 | 100 | 3 | 18 |
| KATOWICE | RYANAIR | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 44 | 17 | 16 |
| TOTAL KATOWICE | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 44 | 17 | 16 |
| KRAKOW | RYANAIR | S | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 16 | 100 | 1 | 18 |
| TOTAL KRAKOW | | | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 16 | 100 | 1 | 18 |
| TOTAL POLAND | | | 80 | 0 | 0 | 80 | 9 | 6 | 4 | 0 | 1 | 16 | 79 | 8 | 80 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | MONARCH AIRLINES | S | 96 | 0 | 0 | 86 | 3 | 6 | 4 | 0 | 0 | 9 | 89 | 8 | 88 |
| | RYANAIR | S | 28 | 0 | 0 | 75 | 21 | 4 | 0 | 0 | 0 | 7 | 94 | 4 | 36 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 26 | 8 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 83 | 8 | 18 |
| TOTAL FARO | | | 150 | 0 | 0 | 86 | 7 | 5 | 3 | 0 | 0 | 8 | 89 | 8 | 150 |
| LISBON | TITAN AIRWAYS LTD | C | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL LISBON | | | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 155 | 0 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 8 | 83 | 10 | 184 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | MONARCH AIRLINES | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 11 | 16 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 16 | 100 | 2 | 8 |
| TOTAL FUNCHAL | | | 26 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 7 | 96 | 8 | 24 |
| PORTO SANTO | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL PORTO SANTO | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL PORTUGAL(MADEIRA) | | | 34 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 5 | 96 | 8 | 24 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 26 | 0 | 0 | 85 | 4 | 8 | 4 | 0 | 0 | 9 | 75 | 9 | 28 |
| TOTAL BRATISLAVA | | | 26 | 0 | 0 | 85 | 4 | 8 | 4 | 0 | 0 | 9 | 75 | 9 | 28 |
| TOTAL SLOVAK REPUBLIC | | | 26 | 0 | 0 | 85 | 4 | 8 | 4 | 0 | 0 | 9 | 75 | 9 | 28 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | MONARCH AIRLINES | S | 70 | 0 | 0 | 80 | 11 | 7 | 1 | 0 | 0 | 8 | 93 | 6 | 90 |
| | RYANAIR | S | 70 | 0 | 0 | 93 | 3 | 1 | 3 | 0 | 0 | 6 | 94 | 7 | 80 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 8 | 88 | 9 | 8 |
| TOTAL ALICANTE | | | 156 | 0 | 0 | 85 | 8 | 4 | 2 | 0 | 0 | 7 | 90 | 7 | 220 |
| ALMERIA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 16 | 70 | 15 | 10 |
| TOTAL ALMERIA | | | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 16 | 71 | 11 | 38 |
| BARCELONA | MONARCH AIRLINES | S | 44 | 0 | 0 | 75 | 14 | 2 | 9 | 0 | 0 | 15 | 84 | 7 | 62 |
| | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | RYANAIR | S | 54 | 0 | 0 | 83 | 9 | 7 | 0 | 0 | 0 | 7 | 71 | 19 | 42 |
| | VUELING AIRLINES | S | 36 | 0 | 0 | 58 | 17 | 22 | 3 | 0 | 0 | 18 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|---------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL BARCELONA | | | 152 | 0 | 0 | 74 | 14 | 9 | 3 | 0 | 0 | 12 | 79 | 12 | 104 |
| GIRONA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 8 |
| TOTAL GIRONA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 8 |
| IBIZA | GERMANIA FLUGGESELLSCHAFT | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 27 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 9 | 92 | 4 | 52 |
| | RYANAIR | S | 26 | 0 | 0 | 88 | 4 | 0 | 8 | 0 | 0 | 11 | 79 | 10 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 43 | 10 |
| | THOMSON AIRWAYS LTD | C | 25 | 0 | 0 | 76 | 4 | 12 | 8 | 0 | 0 | 21 | 88 | 11 | 34 |
| TOTAL IBIZA | | | 98 | 0 | 0 | 85 | 5 | 5 | 5 | 0 | 0 | 12 | 85 | 11 | 150 |
| MADRID | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL MADRID | | | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| MAHON | MONARCH AIRLINES | S | 38 | 0 | 0 | 79 | 3 | 13 | 5 | 0 | 0 | 16 | 91 | 4 | 34 |
| | THOMAS COOK AIRLINES LTD | C | 28 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 69 | 47 | 16 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 26 | 61 | 14 | 18 |
| TOTAL MAHON | | | 84 | 0 | 0 | 82 | 6 | 7 | 5 | 0 | 0 | 14 | 78 | 17 | 68 |
| MALAGA | MONARCH AIRLINES | S | 107 | 0 | 0 | 75 | 12 | 9 | 3 | 0 | 1 | 16 | 79 | 9 | 98 |
| | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | RYANAIR | S | 62 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 98 | 3 | 62 |
| TOTAL MALAGA | | | 195 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 1 | 11 | 86 | 7 | 160 |
| MURCIA SAN JAVIER | RYANAIR | S | 34 | 0 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 7 | 94 | 4 | 36 |
| TOTAL MURCIA SAN JAVIER | | | 34 | 0 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 7 | 94 | 4 | 36 |
| PALMA DE MALLORCA | EVELOP | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 88 | 6 | 8 |
| | MONARCH AIRLINES | S | 87 | 0 | 0 | 82 | 8 | 6 | 5 | 0 | 0 | 12 | 82 | 8 | 92 |
| | RYANAIR | S | 42 | 0 | 0 | 83 | 10 | 7 | 0 | 0 | 0 | 7 | 80 | 12 | 44 |
| | THOMAS COOK AIRLINES LTD | C | 36 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 75 | 26 | 36 |
| | THOMSON AIRWAYS LTD | C | 56 | 0 | 0 | 77 | 14 | 9 | 0 | 0 | 0 | 9 | 74 | 10 | 46 |
| TOTAL PALMA DE MALLORCA | | | 229 | 0 | 0 | 82 | 10 | 6 | 2 | 0 | 0 | 9 | 79 | 12 | 270 |
| REUS | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 83 | 11 | 18 |
| TOTAL REUS | | | 19 | 2 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 6 | 64 | 18 | 44 |
| TOTAL SPAIN | | | 1009 | 2 | 0 | 83 | 9 | 6 | 2 | 0 | 0 | 10 | 83 | 10 | 1098 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | MONARCH AIRLINES | S | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 81 | 6 | 36 |
| | RYANAIR | S | 28 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 0 | 5 | 100 | 3 | 26 |
| | THOMAS COOK AIRLINES LTD | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 65 | 19 | 17 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 88 | 5 | 26 |
| TOTAL ARRECIFE | | | 98 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 5 | 85 | 7 | 105 |
| FUERTEVENTURA | MONARCH AIRLINES | S | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 11 | 83 | 5 | 18 |
| | RYANAIR | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 88 | 8 | 16 |
| | THOMAS COOK AIRLINES LTD | S | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 9 | 100 | 3 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 10 |
| TOTAL FUERTEVENTURA | | | 64 | 0 | 0 | 89 | 3 | 6 | 2 | 0 | 0 | 8 | 91 | 5 | 54 |
| LAS PALMAS | MONARCH AIRLINES | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 85 | 18 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 7 | 94 | 3 | 18 |
| | THOMAS COOK AIRLINES LTD | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 82 | 6 | 0 | 12 | 0 | 14 | 100 | 2 | 8 | |
| TOTAL LAS PALMAS | | | 69 | 0 | 0 | 86 | 9 | 1 | 4 | 0 | 8 | 90 | 10 | 52 | |
| TENERIFE (SURREINA SOFIA) | MONARCH AIRLINES | S | 62 | 0 | 0 | 84 | 6 | 2 | 8 | 0 | 13 | 84 | 6 | 68 | |
| | RYANAIR | S | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 7 | 86 | 8 | 28 | |
| | SMARTWINGS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | THOMAS COOK AIRLINES LTD | S | 22 | 0 | 2 | 77 | 9 | 14 | 0 | 0 | 10 | 61 | 27 | 18 | |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 5 | 100 | 2 | 26 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 132 | 0 | 2 | 84 | 7 | 5 | 5 | 0 | 10 | 84 | 8 | 140 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 363 | 0 | 2 | 87 | 6 | 4 | 3 | 0 | 8 | 86 | 8 | 351 | |
| SWITZERLAND | | | | | | | | | | | | | | | |
| ZURICH | SWISS AIRLINES | S | 108 | 0 | 0 | 46 | 35 | 18 | 1 | 0 | 18 | 94 | 5 | 16 | |
| TOTAL ZURICH | | | 108 | 0 | 0 | 46 | 35 | 18 | 1 | 0 | 18 | 74 | 9 | 108 | |
| TOTAL SWITZERLAND | | | 108 | 0 | 0 | 46 | 35 | 18 | 1 | 0 | 18 | 74 | 9 | 109 | |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 35 | 68 | 26 | |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 78 | 23 | 18 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 52 | 50 | 44 | |
| JERBA | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL JERBA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL TUNISIA | | | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 52 | 50 | 44 | |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 33 | 0 | 0 | 73 | 6 | 12 | 9 | 0 | 16 | 76 | 11 | 21 | |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 5 | 94 | 5 | 18 | |
| TOTAL ANTALYA | | | 42 | 0 | 0 | 76 | 7 | 10 | 7 | 0 | 14 | 85 | 8 | 39 | |
| BODRUM (MILAS) | MONARCH AIRLINES | S | 28 | 0 | 0 | 75 | 4 | 18 | 4 | 0 | 14 | 58 | 16 | 26 | |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 5 | 63 | 78 | 8 | |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 5 | 74 | 18 | 19 | |
| TOTAL BODRUM (MILAS) | | | 64 | 0 | 0 | 81 | 9 | 8 | 2 | 0 | 9 | 64 | 26 | 53 | |
| DALAMAN | | | | | | | | | | | | | | | |
| DALAMAN | MONARCH AIRLINES | S | 62 | 0 | 0 | 84 | 6 | 0 | 10 | 0 | 14 | 74 | 13 | 62 | |
| | THOMAS COOK AIRLINES LTD | C | 67 | 0 | 0 | 85 | 7 | 6 | 1 | 0 | 7 | 86 | 10 | 44 | |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 85 | 12 | 3 | 0 | 0 | 8 | 73 | 13 | 44 | |
| TOTAL DALAMAN | | | 163 | 0 | 0 | 85 | 8 | 3 | 4 | 0 | 10 | 77 | 12 | 150 | |
| ISTANBUL | THY TURKISH AIRLINES | S | 106 | 0 | 0 | 72 | 23 | 6 | 0 | 0 | 12 | 92 | 4 | 88 | |
| TOTAL ISTANBUL | | | 106 | 0 | 0 | 72 | 23 | 6 | 0 | 0 | 12 | 92 | 4 | 88 | |
| IZMIR (ADNAN MENDERES) | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 8 | 50 | 32 | 8 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 16 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 8 | 63 | 21 | 16 | |
| TOTAL TURKEY | | | 391 | 0 | 0 | 80 | 12 | 6 | 3 | 0 | 11 | 79 | 12 | 346 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 30 | 0 | 0 | 53 | 7 | 10 | 27 | 3 | 0 | 52 | 83 | 13 | 30 |
| TOTAL ASHKHABAD | | | 30 | 0 | 0 | 53 | 7 | 10 | 27 | 3 | 0 | 52 | 83 | 13 | 30 |
| TOTAL TURKMENISTAN | | | 30 | 0 | 0 | 53 | 7 | 10 | 27 | 3 | 0 | 52 | 83 | 13 | 30 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 124 | 0 | 0 | 81 | 14 | 5 | 1 | 0 | 0 | 8 | 96 | 3 | 124 |
| TOTAL DUBAI | | | 124 | 0 | 0 | 81 | 14 | 5 | 1 | 0 | 0 | 8 | 96 | 3 | 124 |
| TOTAL UNITED ARAB EMIRATES | | | 124 | 0 | 0 | 81 | 14 | 5 | 1 | 0 | 0 | 8 | 96 | 3 | 124 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | FLYBE LTD | S | 184 | 0 | 0 | 87 | 3 | 4 | 5 | 0 | 0 | 11 | 83 | 10 | 204 |
| TOTAL ABERDEEN | | | 184 | 0 | 0 | 87 | 3 | 4 | 5 | 0 | 0 | 11 | 83 | 10 | 206 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 367 | 0 | 3 | 83 | 9 | 7 | 2 | 0 | 0 | 8 | 76 | 12 | 374 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 367 | 0 | 3 | 83 | 9 | 7 | 2 | 0 | 0 | 8 | 76 | 12 | 374 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 66 | 10 | 19 | 5 | 0 | 0 | 18 | 82 | 10 | 98 |
| TOTAL BELFAST INTERNATIONAL | | | 80 | 0 | 0 | 66 | 10 | 19 | 5 | 0 | 0 | 18 | 82 | 10 | 98 |
| EDINBURGH | FLYBE LTD | S | 371 | 0 | 14 | 70 | 16 | 8 | 6 | 1 | 0 | 16 | 72 | 15 | 402 |
| TOTAL EDINBURGH | | | 371 | 0 | 14 | 70 | 16 | 8 | 6 | 1 | 0 | 16 | 72 | 15 | 402 |
| GLASGOW | FLYBE LTD | S | 361 | 0 | 10 | 83 | 7 | 5 | 5 | 0 | 0 | 11 | 84 | 11 | 379 |
| TOTAL GLASGOW | | | 361 | 1 | 10 | 83 | 7 | 5 | 5 | 0 | 0 | 11 | 84 | 11 | 379 |
| GUERNSEY | FLYBE LTD | S | 54 | 0 | 0 | 69 | 11 | 7 | 11 | 2 | 0 | 26 | 71 | 27 | 35 |
| TOTAL GUERNSEY | | | 54 | 0 | 0 | 69 | 11 | 7 | 11 | 2 | 0 | 26 | 71 | 27 | 35 |
| INVERNESS | FLYBE LTD | S | 62 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 8 | 62 | 19 | 89 |
| TOTAL INVERNESS | | | 62 | 1 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 8 | 62 | 19 | 89 |
| ISLE OF MAN | FLYBE LTD | S | 68 | 1 | 1 | 75 | 10 | 6 | 9 | 0 | 0 | 15 | 77 | 15 | 70 |
| TOTAL ISLE OF MAN | | | 68 | 1 | 1 | 75 | 10 | 6 | 9 | 0 | 0 | 15 | 77 | 15 | 70 |
| JERSEY | FLYBE LTD | S | 124 | 0 | 0 | 75 | 11 | 6 | 8 | 0 | 0 | 18 | 87 | 10 | 113 |
| TOTAL JERSEY | | | 124 | 0 | 0 | 75 | 11 | 6 | 8 | 0 | 0 | 18 | 87 | 10 | 113 |
| NEWCASTLE | EASTERN AIRWAYS | S | 76 | 0 | 0 | 88 | 3 | 8 | 0 | 1 | 0 | 10 | 90 | 7 | 80 |
| TOTAL NEWCASTLE | | | 76 | 0 | 0 | 88 | 3 | 8 | 0 | 1 | 0 | 10 | 90 | 7 | 80 |
| NEWQUAY | FLYBE LTD | S | 62 | 0 | 1 | 73 | 11 | 8 | 3 | 5 | 0 | 23 | 73 | 17 | 62 |
| TOTAL NEWQUAY | | | 62 | 0 | 1 | 73 | 11 | 8 | 3 | 5 | 0 | 23 | 73 | 17 | 62 |
| TOTAL UNITED KINGDOM | | | 1810 | 5 | 29 | 79 | 9 | 7 | 5 | 0 | 0 | 13 | 78 | 13 | 1948 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (JF KENNEDY) | AMERICAN AIRLINES | S | 60 | 0 | 1 | 83 | 2 | 7 | 8 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 60 | 0 | 1 | 83 | 2 | 7 | 8 | 0 | 0 | 12 | 0 | 0 | 0 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 62 | 0 | 0 | 84 | 3 | 0 | 10 | 3 | 0 | 20 | 74 | 20 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 84 | 3 | 0 | 10 | 3 | 0 | 20 | 74 | 20 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SANFORD | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 38 | 48 | 8 |
| TOTAL SANFORD | | | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 38 | 48 | 8 |
| TOTAL USA | | | 125 | 0 | 1 | 83 | 2 | 4 | 9 | 2 | 0 | 16 | 70 | 24 | 70 |
| TOTAL BIRMINGHAM | | | 8596 | 9 | 38 | 79 | 11 | 7 | 3 | 0 | 0 | 12 | 78 | 13 | 8972 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BOURNEMOUTH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CYPRUS | | | | | | | | | | | | | | | |
| PAPHOS | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 16 | 60 | 25 | 10 |
| TOTAL PAPHOS | | | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 16 | 60 | 25 | 10 |
| TOTAL CYPRUS | | | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 16 | 60 | 25 | 10 |
| FRANCE | | | | | | | | | | | | | | | |
| BIARRITZ | FLYBE LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL BIARRITZ | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| DEAUVILLE | FLYBE LTD | S | 34 | 0 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL DEAUVILLE | | | 34 | 0 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |
| NANTES | VLM (BELGIUM) | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL NANTES | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 33 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | FLYBE LTD | S | 36 | 0 | 0 | 69 | 14 | 11 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 36 | 0 | 0 | 69 | 14 | 11 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOULON / HYERES | FLYBE LTD | S | 34 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL TOULON / HYERES | | | 34 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 114 | 0 | 0 | 78 | 10 | 9 | 4 | 0 | 0 | 12 | 94 | 3 | 16 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 8 |
| TOTAL CORFU | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 8 |
| RHODES | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 24 | 38 | 21 | 8 |
| TOTAL RHODES | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 24 | 67 | 11 | 18 |
| TOTAL GREECE | | | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 14 | 83 | 7 | 36 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | FLYBE LTD | S | 36 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL DUBLIN | | | 36 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 59 | 17 | 34 |
| TOTAL IRISH REPUBLIC | | | 36 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 59 | 17 | 34 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 2 | 94 | 4 | 18 |
| TOTAL MALTA | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 2 | 94 | 4 | 18 |
| TOTAL MALTA | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 2 | 94 | 4 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | FLYBE LTD | S | 34 | 0 | 0 | 74 | 15 | 12 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 34 | 0 | 0 | 74 | 15 | 12 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 34 | 0 | 0 | 74 | 15 | 12 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | RYANAIR | S | 28 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 100 | 4 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BOURNEMOUTH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL FARO | | | 28 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 100 | 4 | 26 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 28 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 100 | 4 | 26 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 36 | 0 | 0 | 89 | 3 | 3 | 3 | 3 | 0 | 11 | 76 | 9 | 34 |
| TOTAL ALICANTE | | | 36 | 0 | 0 | 89 | 3 | 3 | 3 | 3 | 0 | 11 | 76 | 9 | 34 |
| GIRONA | RYANAIR | S | 36 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 12 | 81 | 16 | 52 |
| TOTAL GIRONA | | | 36 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 12 | 81 | 16 | 52 |
| IBIZA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 4 | 80 | 13 | 10 |
| TOTAL IBIZA | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 4 | 89 | 6 | 28 |
| MAHON | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 38 | 23 | 8 |
| TOTAL MAHON | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 38 | 23 | 8 |
| MALAGA | RYANAIR | S | 44 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 86 | 10 | 36 |
| TOTAL MALAGA | | | 44 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 86 | 10 | 36 |
| MURCIA SAN JAVIER | RYANAIR | S | 46 | 0 | 0 | 89 | 7 | 0 | 0 | 4 | 0 | 13 | 88 | 8 | 43 |
| TOTAL MURCIA SAN JAVIER | | | 46 | 0 | 0 | 89 | 7 | 0 | 0 | 4 | 0 | 13 | 88 | 8 | 43 |
| PALMA DE MALLORCA | RYANAIR | S | 54 | 0 | 0 | 89 | 4 | 7 | 0 | 0 | 0 | 6 | 65 | 14 | 62 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 65 | 26 | 3 | 6 | 0 | 0 | 14 | 72 | 12 | 36 |
| TOTAL PALMA DE MALLORCA | | | 88 | 0 | 0 | 80 | 13 | 6 | 2 | 0 | 0 | 9 | 67 | 13 | 98 |
| TOTAL SPAIN | | | 268 | 0 | 0 | 84 | 10 | 3 | 2 | 1 | 0 | 10 | 77 | 12 | 299 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 100 | 1 | 8 |
| TOTAL ARRECIFE | | | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 100 | 1 | 18 |
| LAS PALMAS | RYANAIR | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | 12 | 8 |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | 12 | 8 |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 20 | 94 | 4 | 16 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 10 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 16 | 0 | 0 | 88 | 0 | 6 | 6 | 0 | 0 | 11 | 96 | 4 | 26 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 32 | 0 | 0 | 88 | 0 | 3 | 9 | 0 | 0 | 11 | 95 | 4 | 62 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 90 | 5 | 10 |
| TOTAL ANTALYA | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 90 | 5 | 10 |
| DALAMAN | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 13 | 75 | 6 | 16 |
| TOTAL DALAMAN | | | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 13 | 75 | 6 | 16 |
| TOTAL TURKEY | | | 28 | 0 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 12 | 81 | 6 | 26 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| GLASGOW | FLYBE LTD | S | 108 | 0 | 0 | 85 | 7 | 3 | 5 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | 108 | 0 | 0 | 85 | 7 | 3 | 5 | 0 | 0 | 9 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BOURNEMOUTH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|-----------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| JERSEY | FLYBE LTD | S | 70 | 0 | 0 | 87 | 6 | 4 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 70 | 0 | 0 | 87 | 6 | 4 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| MANCHESTER | FLYBE LTD | S | 108 | 0 | 0 | 84 | 8 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 108 | 0 | 0 | 84 | 8 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 286 | 0 | 0 | 85 | 7 | 3 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 873 | 2 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 9 | 79 | 12 | 548 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | TYROLEAN AIRWAYS | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 75 | 7 | 8 |
| TOTAL INNSBRUCK | | | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 75 | 7 | 8 |
| TOTAL AUSTRIA | | | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 75 | 7 | 8 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 134 | 0 | 0 | 80 | 13 | 6 | 1 | 0 | 0 | 11 | 92 | 4 | 136 |
| TOTAL BRUSSELS | | | 134 | 0 | 0 | 80 | 13 | 6 | 1 | 0 | 0 | 11 | 92 | 4 | 136 |
| TOTAL BELGIUM | | | 134 | 0 | 0 | 80 | 13 | 6 | 1 | 0 | 0 | 11 | 92 | 4 | 136 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 100 | 1 | 6 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 75 | 22 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 75 | 11 | 8 |
| TOTAL BURGAS | | | 26 | 0 | 0 | 81 | 12 | 8 | 0 | 0 | 0 | 8 | 82 | 12 | 22 |
| TOTAL BULGARIA | | | 26 | 0 | 0 | 81 | 12 | 8 | 0 | 0 | 0 | 8 | 82 | 12 | 22 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| PULA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL PULA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| SPLIT | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 81 | 8 | 12 | 0 | 0 | 0 | 11 | 64 | 15 | 28 |
| TOTAL SPLIT | | | 26 | 0 | 0 | 81 | 8 | 12 | 0 | 0 | 0 | 11 | 64 | 15 | 28 |
| TOTAL CROATIA | | | 44 | 0 | 0 | 86 | 5 | 9 | 0 | 0 | 0 | 9 | 64 | 15 | 28 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 9 |
| | THOMSON AIRWAYS LTD | C | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 13 | 75 | 14 | 8 |
| TOTAL LARNACA | | | 23 | 0 | 0 | 70 | 26 | 4 | 0 | 0 | 0 | 11 | 88 | 9 | 17 |
| PAPHOS | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 69 | 16 | 26 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 16 | 90 | 11 | 10 |
| TOTAL PAPHOS | | | 36 | 0 | 0 | 81 | 14 | 3 | 3 | 0 | 0 | 10 | 75 | 15 | 36 |
| TOTAL CYPRUS | | | 59 | 0 | 0 | 76 | 19 | 3 | 2 | 0 | 0 | 10 | 79 | 13 | 53 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET AIRLINE COMPANY LTD | S | 35 | 0 | 1 | 74 | 6 | 9 | 9 | 3 | 0 | 21 | 79 | 14 | 34 |
| TOTAL PRAGUE | | | 35 | 0 | 1 | 74 | 6 | 9 | 9 | 3 | 0 | 21 | 79 | 14 | 34 |
| TOTAL CZECH REPUBLIC | | | 35 | 0 | 1 | 74 | 6 | 9 | 9 | 3 | 0 | 21 | 79 | 14 | 34 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 79 | 7 | 4 | 4 | 7 | 0 | 21 | 85 | 7 | 34 |
| TOTAL COPENHAGEN | | | 28 | 0 | 0 | 79 | 7 | 4 | 4 | 7 | 0 | 21 | 85 | 7 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL DENMARK | | | 28 | 0 | 0 | 79 | 7 | 4 | 4 | 7 | 0 | 21 | 85 | 7 | 34 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 13 | 100 | 2 | 8 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 13 | 100 | 2 | 8 |
| TOTAL EGYPT | | | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 13 | 100 | 2 | 8 |
| FRANCE | | | | | | | | | | | | | | | |
| BASTIA | BMI REGIONAL | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 13 | 75 | 15 | 8 |
| TOTAL BASTIA | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 13 | 75 | 15 | 8 |
| BERGERAC | RYANAIR | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 5 | 96 | 5 | 28 |
| TOTAL BERGERAC | | | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 5 | 96 | 5 | 28 |
| BEZIERS | RYANAIR | S | 36 | 0 | 0 | 75 | 11 | 11 | 3 | 0 | 0 | 13 | 94 | 6 | 34 |
| TOTAL BEZIERS | | | 36 | 0 | 0 | 75 | 11 | 11 | 3 | 0 | 0 | 13 | 94 | 6 | 34 |
| BORDEAUX | EASYJET AIRLINE COMPANY LTD | S | 42 | 0 | 0 | 79 | 10 | 5 | 7 | 0 | 0 | 12 | 91 | 8 | 44 |
| TOTAL BORDEAUX | | | 42 | 0 | 0 | 79 | 10 | 5 | 7 | 0 | 0 | 12 | 91 | 8 | 44 |
| LA ROCHELLE | EASYJET AIRLINE COMPANY LTD | S | 24 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 79 | 10 | 28 |
| TOTAL LA ROCHELLE | | | 24 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 79 | 10 | 28 |
| LIMOGES | RYANAIR | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 56 | 15 | 18 |
| TOTAL LIMOGES | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 56 | 15 | 18 |
| MARSEILLE | EASYJET AIRLINE COMPANY LTD | S | 24 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 8 | 75 | 11 | 28 |
| TOTAL MARSEILLE | | | 24 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 8 | 75 | 11 | 28 |
| NANTES | BMI REGIONAL | S | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL NANTES | | | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 65 | 21 | 15 | 0 | 0 | 0 | 13 | 85 | 9 | 62 |
| TOTAL NICE | | | 62 | 0 | 0 | 65 | 21 | 15 | 0 | 0 | 0 | 13 | 85 | 9 | 62 |
| PARIS (CHARLES DE GAULLE) | BMI REGIONAL | S | 86 | 0 | 0 | 86 | 3 | 6 | 3 | 1 | 0 | 12 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 71 | 18 | 10 | 2 | 0 | 0 | 12 | 74 | 12 | 62 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 148 | 0 | 0 | 80 | 9 | 7 | 3 | 1 | 0 | 12 | 74 | 12 | 62 |
| TOULOUSE (BLAGNAC) | BMI REGIONAL | C | 61 | 0 | 0 | 93 | 2 | 3 | 2 | 0 | 0 | 6 | 94 | 4 | 82 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 8 | 84 | 7 | 62 |
| TOTAL TOULOUSE (BLAGNAC) | | | 123 | 0 | 0 | 89 | 7 | 4 | 1 | 0 | 0 | 7 | 90 | 5 | 144 |
| TOTAL FRANCE | | | 527 | 0 | 0 | 82 | 10 | 7 | 2 | 0 | 0 | 10 | 85 | 8 | 456 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 80 | 13 | 2 | 4 | 2 | 0 | 12 | 93 | 4 | 44 |
| TOTAL BERLIN (SCHONEFELD) | | | 54 | 0 | 0 | 80 | 13 | 2 | 4 | 2 | 0 | 12 | 93 | 4 | 44 |
| DUSSELDORF | BMI REGIONAL | S | 54 | 0 | 0 | 83 | 7 | 7 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | 54 | 0 | 0 | 83 | 7 | 7 | 2 | 0 | 0 | 10 | 0 | 17 | 2 |
| FRANKFURT MAIN | BMI REGIONAL | S | 154 | 0 | 0 | 84 | 12 | 3 | 1 | 0 | 0 | 10 | 74 | 14 | 100 |
| TOTAL FRANKFURT MAIN | | | 154 | 0 | 0 | 84 | 12 | 3 | 1 | 0 | 0 | 10 | 74 | 14 | 100 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| HAMBURG | BMI REGIONAL | S | 54 | 0 | 0 | 67 | 15 | 17 | 2 | 0 | 0 | 14 | 89 | 9 | 100 |
| TOTAL HAMBURG | | | 54 | 0 | 0 | 67 | 15 | 17 | 2 | 0 | 0 | 14 | 89 | 9 | 100 |
| MUNICH | AIR BERLIN | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BMI REGIONAL | S | 107 | 0 | 0 | 74 | 17 | 7 | 2 | 0 | 0 | 12 | 89 | 5 | 54 |
| TOTAL MUNICH | | | 109 | 0 | 0 | 74 | 17 | 7 | 2 | 0 | 0 | 11 | 89 | 5 | 54 |
| TOTAL GERMANY | | | 425 | 0 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 11 | 84 | 9 | 302 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 73 | 8 | 19 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL GIBRALTAR | | | 26 | 0 | 0 | 73 | 8 | 19 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL GIBRALTAR | | | 26 | 0 | 0 | 73 | 8 | 19 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| GREECE | | | | | | | | | | | | | | | |
| CHANIA | RYANAIR | S | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 27 | 83 | 6 | 18 |
| TOTAL CHANIA | | | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 27 | 83 | 6 | 18 |
| CORFU | EASYJET AIRLINE COMPANY LTD | S | 27 | 0 | 1 | 67 | 15 | 15 | 4 | 0 | 0 | 17 | 63 | 46 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 2 | 8 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 4 | 8 |
| TOTAL CORFU | | | 45 | 0 | 1 | 80 | 9 | 9 | 2 | 0 | 0 | 11 | 78 | 25 | 32 |
| HERAKLION | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 67 | 17 | 6 | 0 | 11 | 0 | 32 | 83 | 10 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 90 | 2 | 10 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 11 | 100 | 1 | 10 |
| TOTAL HERAKLION | | | 44 | 0 | 0 | 75 | 16 | 5 | 0 | 5 | 0 | 18 | 89 | 5 | 38 |
| KEFALLINIA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 30 | 10 | 50 | 10 | 0 | 0 | 31 | 70 | 80 | 10 |
| TOTAL KEFALLINIA | | | 10 | 0 | 0 | 30 | 10 | 50 | 10 | 0 | 0 | 31 | 70 | 80 | 10 |
| KOS | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 90 | 4 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 10 | 100 | 4 | 10 |
| TOTAL KOS | | | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 6 | 95 | 4 | 20 |
| RHODES | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 9 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 90 | 6 | 10 |
| TOTAL RHODES | | | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 95 | 3 | 19 |
| SALONIKA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL SALONIKA | | | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| SKIATHOS | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 2 |
| TOTAL SKIATHOS | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 2 |
| THIRA (SANTORINI) | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL THIRA (SANTORINI) | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| ZAKINTHOS | EASYJET AIRLINE COMPANY LTD | S | 10 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 56 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 6 | 89 | 3 | 28 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 17 | 11 | 17 | 0 | 0 | 24 | 100 | 3 | 18 |
| TOTAL ZAKINTHOS | | | 54 | 0 | 0 | 72 | 13 | 6 | 6 | 4 | 0 | 21 | 93 | 3 | 46 |
| TOTAL GREECE | | | 234 | 0 | 1 | 71 | 14 | 10 | 3 | 2 | 0 | 16 | 88 | 12 | 186 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 26 | 0 | 0 | 54 | 23 | 12 | 12 | 0 | 0 | 22 | 39 | 25 | 18 |
| TOTAL BUDAPEST | | | 26 | 0 | 0 | 54 | 23 | 12 | 12 | 0 | 0 | 22 | 39 | 25 | 18 |
| TOTAL HUNGARY | | | 26 | 0 | 0 | 54 | 23 | 12 | 12 | 0 | 0 | 22 | 39 | 25 | 18 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 18 |
| TOTAL KEFLAVIK | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 18 |
| TOTAL ICELAND | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 18 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 62 | 0 | 0 | 76 | 15 | 3 | 6 | 0 | 0 | 13 | 94 | 4 | 72 |
| TOTAL CORK | | | 62 | 0 | 0 | 76 | 15 | 3 | 6 | 0 | 0 | 13 | 94 | 4 | 72 |
| DUBLIN | RYANAIR | S | 150 | 0 | 0 | 77 | 12 | 9 | 3 | 0 | 0 | 11 | 92 | 7 | 124 |
| | STOBART AIR | S | 170 | 0 | 0 | 65 | 17 | 15 | 2 | 1 | 0 | 17 | 75 | 10 | 178 |
| TOTAL DUBLIN | | | 320 | 0 | 0 | 70 | 15 | 12 | 3 | 1 | 0 | 15 | 82 | 9 | 302 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 27 | 0 | 1 | 85 | 7 | 0 | 0 | 7 | 0 | 24 | 88 | 7 | 26 |
| TOTAL IRELAND WEST(KNOCK) | | | 27 | 0 | 1 | 85 | 7 | 0 | 0 | 7 | 0 | 24 | 88 | 7 | 26 |
| TOTAL IRISH REPUBLIC | | | 409 | 0 | 1 | 72 | 14 | 10 | 3 | 1 | 0 | 15 | 85 | 7 | 462 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 26 | 0 | 0 | 65 | 31 | 4 | 0 | 0 | 0 | 12 | 54 | 17 | 28 |
| TOTAL BERGAMO | | | 26 | 0 | 0 | 65 | 31 | 4 | 0 | 0 | 0 | 12 | 54 | 17 | 28 |
| BOLOGNA | RYANAIR | S | 18 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 22 | 67 | 23 | 18 |
| TOTAL BOLOGNA | | | 18 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 22 | 67 | 23 | 18 |
| CATANIA (FONTANAROSSA) | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL CATANIA (FONTANAROSSA) | | | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| MILAN (MALPENSA) | BMI REGIONAL | S | 34 | 0 | 0 | 56 | 26 | 18 | 0 | 0 | 0 | 17 | 77 | 14 | 43 |
| TOTAL MILAN (MALPENSA) | | | 34 | 0 | 0 | 56 | 26 | 18 | 0 | 0 | 0 | 17 | 75 | 15 | 51 |
| NAPLES | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 69 | 19 | 6 | 6 | 0 | 0 | 16 | 56 | 20 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 61 | 28 | 6 | 6 | 0 | 0 | 13 | 94 | 4 | 16 |
| TOTAL NAPLES | | | 34 | 0 | 0 | 65 | 24 | 6 | 6 | 0 | 0 | 15 | 74 | 13 | 34 |
| OLBIA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 15 | 94 | 6 | 18 |
| TOTAL OLBIA | | | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 15 | 94 | 6 | 18 |
| PISA | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 68 | 23 | 7 | 2 | 0 | 0 | 11 | 52 | 22 | 44 |
| TOTAL PISA | | | 44 | 0 | 0 | 68 | 23 | 7 | 2 | 0 | 0 | 11 | 52 | 22 | 44 |
| ROME (CIAMPINO) | EASYJET AIRLINE COMPANY LTD | S | 40 | 0 | 0 | 53 | 20 | 8 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 40 | 0 | 0 | 53 | 20 | 8 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |
| ROME (FIUMICINO) | EASYJET AIRLINE COMPANY LTD | S | 22 | 0 | 0 | 59 | 18 | 5 | 14 | 5 | 0 | 30 | 71 | 18 | 62 |
| TOTAL ROME (FIUMICINO) | | | 22 | 0 | 0 | 59 | 18 | 5 | 14 | 5 | 0 | 30 | 71 | 18 | 62 |
| TREVISO | RYANAIR | S | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 0 | 19 | 56 | 14 | 16 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL TREVISO | | | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 0 | 19 | 56 | 14 | 16 |
| VERONA VILAFRANCA | BMI REGIONAL | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MISTRAL AIR | C | 8 | 0 | 0 | 25 | 13 | 13 | 25 | 25 | 0 | 104 | 50 | 20 | 8 |
| TOTAL VERONA VILAFRANCA | | | 16 | 0 | 0 | 38 | 13 | 25 | 13 | 13 | 0 | 62 | 50 | 20 | 8 |
| TOTAL ITALY | | | 288 | 0 | 0 | 62 | 20 | 11 | 6 | 1 | 0 | 20 | 67 | 17 | 279 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 7 | 88 | 8 | 16 |
| TOTAL KAUNAS | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 7 | 88 | 8 | 16 |
| TOTAL LITHUANIA | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 7 | 88 | 8 | 16 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 35 | 10 |
| | RYANAIR | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 85 | 5 | 26 |
| TOTAL MALTA | | | 34 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 78 | 14 | 36 |
| TOTAL MALTA | | | 34 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 78 | 14 | 36 |
| MOROCCO | | | | | | | | | | | | | | | |
| MARRAKESH | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 33 | 83 | 9 | 18 |
| TOTAL MARRAKESH | | | 16 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 33 | 83 | 9 | 18 |
| TOTAL MOROCCO | | | 16 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 33 | 83 | 9 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 82 | 0 | 0 | 79 | 11 | 6 | 4 | 0 | 0 | 11 | 87 | 9 | 78 |
| | KLM CITYHOPPER | S | 238 | 0 | 0 | 75 | 18 | 5 | 1 | 1 | 0 | 14 | 78 | 15 | 236 |
| TOTAL AMSTERDAM | | | 320 | 0 | 0 | 76 | 16 | 5 | 2 | 1 | 0 | 13 | 80 | 14 | 314 |
| TOTAL NETHERLANDS | | | 320 | 0 | 0 | 76 | 16 | 5 | 2 | 1 | 0 | 13 | 80 | 14 | 314 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 18 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 83 | 6 | 18 |
| TOTAL GDANSK | | | 18 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 83 | 6 | 18 |
| KATOWICE | WIZZ AIR | S | 24 | 0 | 0 | 42 | 29 | 21 | 8 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL KATOWICE | | | 24 | 0 | 0 | 42 | 29 | 21 | 8 | 0 | 0 | 23 | 0 | 0 | 0 |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 88 | 8 | 24 |
| TOTAL KRAKOW | | | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 88 | 8 | 24 |
| POZNAN | RYANAIR | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 83 | 8 | 18 |
| TOTAL POZNAN | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 83 | 8 | 18 |
| RZESZOW | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 7 | 94 | 5 | 16 |
| TOTAL RZESZOW | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 7 | 94 | 5 | 16 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 9 | 79 | 16 | 28 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 9 | 79 | 16 | 28 |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 18 | 94 | 6 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 18 | 94 | 6 | 18 |
| TOTAL POLAND | | | 148 | 0 | 0 | 75 | 16 | 6 | 3 | 0 | 0 | 12 | 86 | 9 | 122 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 132 | 1 | 0 | 64 | 9 | 17 | 10 | 0 | 0 | 19 | 77 | 15 | 131 |
| | RYANAIR | S | 62 | 0 | 0 | 82 | 11 | 3 | 3 | 0 | 0 | 10 | 96 | 5 | 70 |
| TOTAL FARO | | | 195 | 1 | 0 | 70 | 10 | 13 | 8 | 0 | 0 | 16 | 84 | 12 | 201 |
| LISBON | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 73 | 5 | 16 | 7 | 0 | 0 | 16 | 82 | 8 | 38 |
| TOTAL LISBON | | | 44 | 0 | 0 | 73 | 5 | 16 | 7 | 0 | 0 | 16 | 82 | 8 | 38 |
| OPORTO (PORTUGAL) | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 54 | 14 | 18 | 7 | 7 | 0 | 43 | 0 | 0 | 0 |
| TOTAL OPORTO (PORTUGAL) | | | 28 | 0 | 0 | 54 | 14 | 18 | 7 | 7 | 0 | 43 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 267 | 1 | 0 | 69 | 9 | 14 | 7 | 1 | 0 | 19 | 83 | 11 | 239 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 19 | 18 |
| TOTAL FUNCHAL | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 19 | 18 |
| TOTAL PORTUGAL(MADEIRA) | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 19 | 18 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 84 | 8 | 4 | 3 | 0 | 0 | 10 | 91 | 5 | 116 |
| | RYANAIR | S | 52 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 4 | 89 | 5 | 62 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 21 | 70 | 11 | 10 |
| TOTAL ALICANTE | | | 176 | 0 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 9 | 89 | 5 | 188 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 77 | 9 | 7 | 7 | 0 | 0 | 12 | 79 | 15 | 85 |
| TOTAL BARCELONA | | | 88 | 0 | 0 | 77 | 9 | 7 | 7 | 0 | 0 | 12 | 79 | 15 | 85 |
| BILBAO | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BILBAO | | | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| GIRONA | RYANAIR | S | 46 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | 6 | 87 | 7 | 70 |
| TOTAL GIRONA | | | 46 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | 6 | 87 | 7 | 70 |
| IBIZA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 18 |
| | RYANAIR | S | 28 | 0 | 0 | 75 | 14 | 4 | 7 | 0 | 0 | 15 | 81 | 8 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 8 |
| | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 82 | 11 | 4 | 4 | 0 | 0 | 9 | 82 | 8 | 28 |
| TOTAL IBIZA | | | 82 | 0 | 0 | 82 | 12 | 2 | 4 | 0 | 0 | 10 | 88 | 6 | 80 |
| MADRID | EASYJET AIRLINE COMPANY LTD | S | 38 | 0 | 0 | 24 | 32 | 37 | 8 | 0 | 0 | 31 | 59 | 33 | 34 |
| TOTAL MADRID | | | 38 | 0 | 0 | 24 | 32 | 37 | 8 | 0 | 0 | 31 | 59 | 33 | 34 |
| MAHON | EASYJET AIRLINE COMPANY LTD | S | 24 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 11 | 68 | 11 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 16 |
| | THOMSON AIRWAYS LTD | C | 23 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 75 | 41 | 8 |
| TOTAL MAHON | | | 65 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 7 | 79 | 13 | 52 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 80 | 8 | 9 | 3 | 0 | 0 | 11 | 94 | 5 | 124 |
| | RYANAIR | S | 62 | 0 | 0 | 76 | 10 | 6 | 5 | 3 | 0 | 21 | 82 | 12 | 62 |
| | THOMSON AIRWAYS LTD | C | 11 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 13 | 88 | 30 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL MALAGA | | | 197 | 0 | 0 | 78 | 9 | 8 | 4 | 1 | 0 | 14 | 90 | 8 | 194 |
| MURCIA SAN JAVIER | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 7 | 92 | 4 | 62 |
| TOTAL MURCIA SAN JAVIER | | | 62 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 7 | 92 | 4 | 62 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 123 | 0 | 1 | 67 | 16 | 8 | 7 | 2 | 0 | 18 | 81 | 13 | 124 |
| | RYANAIR | S | 62 | 0 | 0 | 60 | 27 | 8 | 5 | 0 | 0 | 16 | 66 | 14 | 62 |
| | THOMAS COOK AIRLINES LTD | C | 24 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 5 | 85 | 5 | 26 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 76 | 6 | 12 | 6 | 0 | 0 | 13 | 78 | 16 | 41 |
| TOTAL PALMA DE MALLORCA | | | 243 | 0 | 1 | 69 | 16 | 8 | 5 | 1 | 0 | 15 | 77 | 13 | 253 |
| REUS | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 12 | 8 |
| TOTAL REUS | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 20 | 26 |
| VALENCIA | RYANAIR | S | 18 | 0 | 0 | 72 | 6 | 22 | 0 | 0 | 0 | 14 | 89 | 6 | 18 |
| TOTAL VALENCIA | | | 18 | 0 | 0 | 72 | 6 | 22 | 0 | 0 | 0 | 14 | 89 | 6 | 18 |
| TOTAL SPAIN | | | 1041 | 0 | 1 | 77 | 11 | 8 | 4 | 0 | 0 | 12 | 83 | 10 | 1062 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | RYANAIR | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 26 |
| | THOMAS COOK AIRLINES LTD | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 70 | 15 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 8 |
| TOTAL ARRECIFE | | | 60 | 0 | 0 | 97 | 2 | 2 | 0 | 0 | 0 | 3 | 93 | 6 | 44 |
| FUERTEVENTURA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 72 | 12 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 90 | 7 | 10 |
| TOTAL FUERTEVENTURA | | | 28 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 10 | 79 | 10 | 28 |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 10 | 89 | 4 | 28 |
| | THOMAS COOK AIRLINES LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 18 | 8 |
| TOTAL LAS PALMAS | | | 36 | 0 | 0 | 89 | 6 | 3 | 3 | 0 | 0 | 7 | 89 | 6 | 44 |
| TENERIFE (SURREINA SOFIA) | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | 11 | 85 | 7 | 26 |
| | RYANAIR | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 82 | 6 | 28 |
| | THOMAS COOK AIRLINES LTD | S | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 13 | 100 | 4 | 8 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 16 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 72 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 8 | 84 | 7 | 70 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 196 | 0 | 0 | 90 | 6 | 4 | 1 | 0 | 0 | 6 | 87 | 7 | 186 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | SAS | S | 18 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 13 | 100 | 1 | 16 |
| TOTAL STOCKHOLM (ARLANDA) | | | 18 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 13 | 100 | 1 | 16 |
| TOTAL SWEDEN | | | 18 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 13 | 100 | 1 | 16 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 8 | 81 | 9 | 78 |
| TOTAL GENEVA | | | 88 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 8 | 81 | 9 | 78 |
| TOTAL SWITZERLAND | | | 88 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 8 | 69 | 11 | 104 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 3 | 26 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 38 | 20 | 8 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 68 | 15 | 47 |
| TOTAL TUNISIA | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 68 | 15 | 47 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 24 | 0 | 0 | 75 | 17 | 0 | 8 | 0 | 0 | 15 | 83 | 9 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 88 | 6 | 8 |
| TOTAL ANTALYA | | | 34 | 0 | 0 | 76 | 18 | 0 | 6 | 0 | 0 | 12 | 85 | 8 | 26 |
| BODRUM (MILAS) | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 9 | 89 | 10 | 28 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BODRUM (MILAS) | | | 34 | 0 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 8 | 86 | 17 | 37 |
| DALAMAN | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 85 | 6 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 34 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 5 | 72 | 12 | 39 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 6 | 71 | 12 | 17 |
| TOTAL DALAMAN | | | 78 | 0 | 0 | 90 | 8 | 1 | 1 | 0 | 0 | 6 | 76 | 10 | 82 |
| TOTAL TURKEY | | | 146 | 0 | 0 | 86 | 11 | 1 | 2 | 0 | 0 | 8 | 80 | 11 | 145 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 100 | 0 | 0 | 77 | 14 | 6 | 1 | 2 | 0 | 13 | 70 | 15 | 100 |
| TOTAL ABERDEEN | | | 100 | 0 | 0 | 77 | 14 | 6 | 1 | 2 | 0 | 13 | 70 | 15 | 100 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 144 | 0 | 0 | 82 | 6 | 4 | 8 | 0 | 0 | 14 | 88 | 7 | 148 |
| TOTAL BELFAST INTERNATIONAL | | | 144 | 0 | 0 | 82 | 6 | 4 | 8 | 0 | 0 | 14 | 88 | 7 | 150 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 198 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 7 | 85 | 7 | 198 |
| TOTAL EDINBURGH | | | 198 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 7 | 85 | 7 | 198 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 146 | 0 | 0 | 82 | 10 | 5 | 4 | 0 | 0 | 9 | 88 | 6 | 144 |
| TOTAL GLASGOW | | | 146 | 0 | 0 | 82 | 10 | 5 | 4 | 0 | 0 | 9 | 88 | 6 | 144 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 70 | 0 | 0 | 74 | 14 | 3 | 6 | 3 | 0 | 17 | 56 | 17 | 62 |
| TOTAL GUERNSEY | | | 70 | 0 | 0 | 74 | 14 | 3 | 6 | 3 | 0 | 17 | 56 | 17 | 62 |
| HAWARDEN | BMI REGIONAL | C | 49 | 1 | 0 | 94 | 0 | 4 | 2 | 0 | 0 | 4 | 98 | 1 | 49 |
| TOTAL HAWARDEN | | | 49 | 1 | 0 | 94 | 0 | 4 | 2 | 0 | 0 | 4 | 98 | 1 | 49 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 74 | 11 | 8 | 5 | 2 | 0 | 17 | 82 | 12 | 62 |
| TOTAL INVERNESS | | | 62 | 0 | 0 | 74 | 11 | 8 | 5 | 2 | 0 | 17 | 82 | 12 | 62 |
| ISLE OF MAN | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 89 | 0 | 3 | 8 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ISLE OF MAN | | | 36 | 0 | 0 | 89 | 0 | 3 | 8 | 0 | 0 | 11 | 0 | 0 | 0 |
| JERSEY | BLUE ISLANDS LIMITED | S | 107 | 0 | 0 | 67 | 21 | 9 | 2 | 0 | 0 | 13 | 80 | 13 | 108 |
| TOTAL JERSEY | | | 107 | 0 | 0 | 67 | 21 | 9 | 2 | 0 | 0 | 13 | 80 | 13 | 108 |
| NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | 98 | 0 | 0 | 77 | 12 | 8 | 3 | 0 | 0 | 11 | 91 | 4 | 118 |
| TOTAL NEWCASTLE | | | 98 | 0 | 0 | 77 | 12 | 8 | 3 | 0 | 0 | 11 | 91 | 4 | 118 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: BRISTOL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|---------|-------------------|-----------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | CHARTER/ SCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | MATCHED | Actual (7) | | | | | | | | | | |
| TOTAL UNITED KINGDOM | | 1010 | 1 | 0 | 80 | 10 | 5 | 4 | 0 | 0 | 11 | 83 | 9 | 993 |
| TOTAL BRISTOL | | 5632 | 2 | 4 | 77 | 12 | 7 | 3 | 1 | 0 | 12 | 82 | 10 | 5362 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: CARDIFF WALES (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 100 | 2 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 89 | 4 | 9 |
| TOTAL BURGAS | | | 16 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 9 | 94 | 3 | 17 |
| TOTAL BULGARIA | | | 16 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 9 | 94 | 3 | 17 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 88 | 5 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 0 | 25 | 13 | 0 | 0 | 21 | 50 | 14 | 8 |
| TOTAL LARNACA | | | 16 | 0 | 0 | 75 | 6 | 13 | 6 | 0 | 0 | 14 | 69 | 10 | 16 |
| PAPHOS | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 50 | 18 | 10 |
| TOTAL PAPHOS | | | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 50 | 18 | 10 |
| TOTAL CYPRUS | | | 26 | 0 | 0 | 69 | 12 | 15 | 4 | 0 | 0 | 14 | 62 | 13 | 26 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 75 | 9 | 8 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 75 | 9 | 8 |
| TOTAL EGYPT | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 75 | 9 | 8 |
| FRANCE | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | FLYBE LTD | S | 35 | 1 | 1 | 34 | 34 | 14 | 17 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 35 | 1 | 1 | 34 | 34 | 14 | 17 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 55 | 0 | 54 | 1 |
| TOTAL FRANCE | | | 37 | 1 | 1 | 32 | 35 | 14 | 19 | 0 | 0 | 34 | 46 | 23 | 63 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | FLYBE LTD | S | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 22 | 50 | 14 | 8 |
| MUNICH | CELLO AVIATION LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 10 | 1 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 19 | 50 | 14 | 8 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 8 |
| TOTAL CORFU | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 8 |
| HERAKLION | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 80 | 7 | 10 |
| TOTAL HERAKLION | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 85 | 7 | 20 |
| KEFALLINIA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 70 | 18 | 10 |
| TOTAL KEFALLINIA | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 70 | 18 | 10 |
| KOS | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 8 |
| TOTAL KOS | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 8 |
| RHODES | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 70 | 10 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: CARDIFF WALES (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| RHODES | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 30 | 50 | 20 | 0 | 0 | 0 | 19 | 70 | 15 | 10 |
| TOTAL RHODES | | | 20 | 0 | 0 | 55 | 35 | 10 | 0 | 0 | 0 | 13 | 70 | 12 | 20 |
| ZAKINTHOS | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 13 | 94 | 5 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 40 | 0 | 10 | 0 | 0 | 19 | 100 | 2 | 8 |
| TOTAL ZAKINTHOS | | | 28 | 0 | 0 | 57 | 25 | 14 | 4 | 0 | 0 | 15 | 96 | 4 | 26 |
| TOTAL GREECE | | | 82 | 0 | 0 | 65 | 26 | 9 | 1 | 0 | 0 | 12 | 86 | 8 | 92 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | FLYBE LTD | S | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL CORK | | | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 39 | 0 | 0 | 0 |
| DUBLIN | AER LINGUS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 53 | 0 | 0 | 0 |
| | FLYBE LTD | S | 54 | 0 | 0 | 63 | 13 | 17 | 7 | 0 | 0 | 21 | 0 | 0 | 0 |
| | STOBART AIR | S | 115 | 1 | 0 | 63 | 19 | 14 | 3 | 0 | 0 | 16 | 84 | 10 | 116 |
| TOTAL DUBLIN | | | 171 | 1 | 0 | 63 | 17 | 15 | 5 | 0 | 0 | 18 | 84 | 10 | 116 |
| TOTAL IRISH REPUBLIC | | | 179 | 1 | 0 | 62 | 17 | 15 | 6 | 0 | 0 | 19 | 84 | 10 | 116 |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (MALPENSA) | FLYBE LTD | S | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL ITALY | | | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 100 | 2 | 10 |
| TOTAL MALTA | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 100 | 2 | 10 |
| TOTAL MALTA | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 100 | 2 | 10 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM CITYHOPPER | S | 174 | 0 | 0 | 87 | 7 | 5 | 1 | 0 | 0 | 8 | 90 | 7 | 176 |
| TOTAL AMSTERDAM | | | 174 | 0 | 0 | 87 | 7 | 5 | 1 | 0 | 0 | 8 | 90 | 7 | 176 |
| TOTAL NETHERLANDS | | | 174 | 0 | 0 | 87 | 7 | 5 | 1 | 0 | 0 | 8 | 90 | 7 | 176 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | FLYBE LTD | S | 25 | 1 | 1 | 56 | 16 | 16 | 12 | 0 | 0 | 23 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 1 | 10 |
| TOTAL FARO | | | 35 | 1 | 1 | 63 | 11 | 17 | 9 | 0 | 0 | 20 | 100 | 1 | 10 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 35 | 1 | 1 | 63 | 11 | 17 | 9 | 0 | 0 | 20 | 100 | 1 | 10 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 78 | 8 | 18 |
| | VUELING AIRLINES | S | 26 | 0 | 0 | 65 | 15 | 19 | 0 | 0 | 0 | 15 | 45 | 24 | 29 |
| TOTAL ALICANTE | | | 42 | 0 | 0 | 69 | 14 | 17 | 0 | 0 | 0 | 14 | 57 | 18 | 47 |
| BARCELONA | VUELING AIRLINES | S | 18 | 0 | 0 | 11 | 17 | 56 | 17 | 0 | 0 | 39 | 38 | 42 | 16 |
| TOTAL BARCELONA | | | 18 | 0 | 0 | 11 | 17 | 56 | 17 | 0 | 0 | 39 | 38 | 42 | 16 |
| IBIZA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 75 | 11 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: CARDIFF WALES (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IBIZA | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 96 | 5 | 26 |
| TOTAL IBIZA | | | 34 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 91 | 7 | 34 |
| MAHON | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 88 | 5 | 8 | |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 15 | 88 | 6 | 8 | |
| TOTAL MAHON | | | 20 | 0 | 0 | 90 | 0 | 5 | 5 | 0 | 9 | 88 | 5 | 16 | |
| MALAGA | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 13 | 94 | 3 | 18 | |
| | VUELING AIRLINES | S | 26 | 0 | 0 | 81 | 4 | 15 | 0 | 0 | 10 | 70 | 8 | 27 | |
| TOTAL MALAGA | | | 44 | 0 | 0 | 75 | 9 | 16 | 0 | 0 | 11 | 80 | 6 | 45 | |
| PALMA DE MALLORCA | AIR EUROPA | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 6 | 100 | 3 | 10 | |
| | THOMAS COOK AIRLINES LTD | C | 24 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 3 | 78 | 8 | 18 | |
| | THOMSON AIRWAYS LTD | C | 40 | 0 | 0 | 88 | 5 | 3 | 5 | 0 | 8 | 93 | 6 | 41 | |
| | VUELING AIRLINES | S | 26 | 0 | 0 | 65 | 8 | 27 | 0 | 0 | 17 | 71 | 12 | 28 | |
| TOTAL PALMA DE MALLORCA | | | 100 | 0 | 0 | 83 | 7 | 8 | 2 | 0 | 9 | 85 | 8 | 97 | |
| REUS | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 3 | 88 | 4 | 8 | |
| | THOMSON AIRWAYS LTD | C | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 7 | 90 | 7 | 10 | |
| TOTAL REUS | | | 19 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 5 | 89 | 6 | 18 | |
| TOTAL SPAIN | | | 277 | 0 | 0 | 76 | 10 | 12 | 2 | 0 | 11 | 78 | 11 | 273 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | THOMAS COOK AIRLINES LTD | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 90 | 7 | 10 | |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 12 | 100 | 5 | 8 | |
| TOTAL ARRECIFE | | | 28 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 9 | 94 | 6 | 18 | |
| LAS PALMAS | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 25 | 63 | 12 | 8 | |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 25 | 63 | 12 | 8 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | THOMAS COOK AIRLINES LTD | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 8 | |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 11 | 100 | 2 | 8 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 5 | 100 | 2 | 16 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 65 | 0 | 0 | 78 | 12 | 6 | 3 | 0 | 9 | 90 | 6 | 42 | |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 18 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 26 | |
| TOTAL TUNISIA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 26 | |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL ANTALYA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| DALAMAN | SUNEXPRESS | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 17 | 89 | 9 | 9 | |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 8 | 94 | 6 | 18 | |
| TOTAL DALAMAN | | | 36 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 10 | 89 | 11 | 35 | |
| TOTAL TURKEY | | | 44 | 1 | 0 | 84 | 11 | 5 | 0 | 0 | 9 | 89 | 10 | 45 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: CARDIFF WALES (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------|-------------------|-------------------|-----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 21 | 0 | 4 | 81 | 10 | 10 | 0 | 0 | 0 | 10 | 82 | 14 | 22 |
| TOTAL ABERDEEN | | | 21 | 0 | 4 | 81 | 10 | 10 | 0 | 0 | 0 | 10 | 82 | 14 | 22 |
| ANGLESEY (VALLEY) | LINKSAIR LTD | S | 92 | 0 | 0 | 97 | 0 | 2 | 1 | 0 | 0 | 3 | 92 | 8 | 92 |
| TOTAL ANGLESEY (VALLEY) | | | 92 | 0 | 0 | 97 | 0 | 2 | 1 | 0 | 0 | 3 | 92 | 8 | 92 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 62 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 12 | 85 | 14 | 62 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 62 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 12 | 85 | 14 | 62 |
| EDINBURGH | LOGANAIR | S | 62 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL EDINBURGH | | | 62 | 0 | 1 | 81 | 10 | 6 | 3 | 0 | 0 | 12 | 91 | 7 | 158 |
| GLASGOW | FLYBE LTD | S | 36 | 0 | 0 | 81 | 11 | 3 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | 36 | 0 | 0 | 81 | 11 | 3 | 6 | 0 | 0 | 12 | 90 | 8 | 127 |
| JERSEY | FLYBE LTD | S | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 75 | 9 | 8 |
| TOTAL JERSEY | | | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 82 | 18 | 49 |
| NEWCASTLE | EASTERN AIRWAYS | S | 55 | 6 | 0 | 67 | 16 | 11 | 5 | 0 | 0 | 16 | 74 | 13 | 70 |
| TOTAL NEWCASTLE | | | 55 | 6 | 0 | 67 | 16 | 11 | 5 | 0 | 0 | 16 | 74 | 13 | 70 |
| TOTAL UNITED KINGDOM | | | 355 | 6 | 5 | 83 | 9 | 6 | 3 | 0 | 0 | 10 | 87 | 10 | 580 |
| TOTAL CARDIFF WALES | | | 1328 | 11 | 7 | 75 | 13 | 9 | 3 | 0 | 0 | 12 | 84 | 10 | 1492 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|------------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|--|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 9 | 100 | 5 | 10 | |
| TOTAL BURGAS | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 9 | 100 | 5 | 10 | |
| TOTAL BULGARIA | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 9 | 100 | 5 | 10 | |
| CYPRUS | | | | | | | | | | | | | | | | |
| PAPHOS | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 15 | 100 | 2 | 17 | |
| TOTAL PAPHOS | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 15 | 100 | 2 | 17 | |
| TOTAL CYPRUS | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 15 | 100 | 2 | 17 | |
| EGYPT | | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 10 | 10 | 0 | 37 | 100 | 3 | 9 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 10 | 0 | 0 | 80 | 0 | 0 | 10 | 10 | 0 | 37 | 100 | 3 | 9 | |
| TOTAL EGYPT | | | 10 | 0 | 0 | 80 | 0 | 0 | 10 | 10 | 0 | 37 | 100 | 3 | 9 | |
| FRANCE | | | | | | | | | | | | | | | | |
| TARBES-LOURDES INTERNATIONAL | ALBA STAR | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 138 | 0 | 0 | 0 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 138 | 0 | 0 | 0 | |
| TOTAL FRANCE | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 138 | 0 | 0 | 0 | |
| GREECE | | | | | | | | | | | | | | | | |
| CORFU | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 69 | 9 | 16 | |
| TOTAL CORFU | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 69 | 9 | 16 | |
| RHODES | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 80 | 8 | 10 | |
| TOTAL RHODES | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 80 | 8 | 10 | |
| ZAKINTHOS | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 | |
| TOTAL ZAKINTHOS | | | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 | |
| TOTAL GREECE | | | 38 | 0 | 0 | 84 | 11 | 0 | 5 | 0 | 0 | 9 | 73 | 8 | 26 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | |
| DUBLIN | STOBART AIR | S | 44 | 0 | 0 | 80 | 14 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL DUBLIN | | | 44 | 0 | 0 | 80 | 14 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL IRISH REPUBLIC | | | 44 | 0 | 0 | 80 | 14 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| LATVIA | | | | | | | | | | | | | | | | |
| RIGA | WIZZ AIR | S | 16 | 0 | 2 | 56 | 25 | 6 | 0 | 13 | 0 | 45 | 100 | 3 | 16 | |
| TOTAL RIGA | | | 16 | 0 | 2 | 56 | 25 | 6 | 0 | 13 | 0 | 45 | 100 | 3 | 16 | |
| TOTAL LATVIA | | | 16 | 0 | 2 | 56 | 25 | 6 | 0 | 13 | 0 | 45 | 100 | 3 | 16 | |
| LITHUANIA | | | | | | | | | | | | | | | | |
| VILNIUS | WIZZ AIR | S | 26 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 18 | |
| TOTAL VILNIUS | | | 26 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 18 | |
| TOTAL LITHUANIA | | | 26 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 18 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 44 | 0 | 0 | 55 | 27 | 16 | 2 | 0 | 0 | 17 | 79 | 20 | 38 |
| TOTAL GDANSK | | | 44 | 0 | 0 | 55 | 27 | 16 | 2 | 0 | 0 | 17 | 79 | 20 | 38 |
| KATOWICE | WIZZ AIR | S | 46 | 0 | 0 | 54 | 33 | 7 | 7 | 0 | 0 | 17 | 71 | 20 | 34 |
| TOTAL KATOWICE | | | 46 | 0 | 0 | 54 | 33 | 7 | 7 | 0 | 0 | 17 | 71 | 20 | 34 |
| POZNAN | WIZZ AIR | S | 36 | 0 | 0 | 61 | 19 | 6 | 14 | 0 | 0 | 23 | 64 | 23 | 28 |
| TOTAL POZNAN | | | 36 | 0 | 0 | 61 | 19 | 6 | 14 | 0 | 0 | 23 | 64 | 23 | 28 |
| WARSAW (CHOPIN) | WIZZ AIR | S | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 9 | 69 | 21 | 26 |
| TOTAL WARSAW (CHOPIN) | | | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 9 | 69 | 21 | 26 |
| WROCLAW | WIZZ AIR | S | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 46 | 16 | 28 |
| TOTAL WROCLAW | | | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 46 | 16 | 28 |
| TOTAL POLAND | | | 178 | 0 | 0 | 66 | 22 | 7 | 5 | 0 | 0 | 15 | 67 | 20 | 154 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 7 | 100 | 1 | 18 |
| TOTAL FARO | | | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 7 | 100 | 1 | 18 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 7 | 100 | 1 | 18 |
| ROMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | WIZZ AIR | S | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 15 | 63 | 13 | 16 |
| TOTAL BUCHAREST (OTOPENI) | | | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 15 | 63 | 13 | 16 |
| TOTAL ROMANIA | | | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 15 | 63 | 13 | 16 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| KOSICE | WIZZ AIR | S | 17 | 0 | 1 | 24 | 12 | 35 | 24 | 6 | 0 | 48 | 0 | 0 | 0 |
| TOTAL KOSICE | | | 17 | 0 | 1 | 24 | 12 | 35 | 24 | 6 | 0 | 48 | 0 | 0 | 0 |
| TOTAL SLOVAK REPUBLIC | | | 17 | 0 | 1 | 24 | 12 | 35 | 24 | 6 | 0 | 48 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 69 | 13 | 0 | 19 | 0 | 0 | 23 | 78 | 9 | 18 |
| TOTAL ALICANTE | | | 16 | 0 | 0 | 69 | 13 | 0 | 19 | 0 | 0 | 23 | 78 | 9 | 18 |
| IBIZA | THOMSON AIRWAYS LTD | C | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 6 | 94 | 5 | 16 |
| TOTAL IBIZA | | | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 6 | 94 | 5 | 16 |
| MAHON | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 94 | 6 | 18 |
| TOTAL MAHON | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 94 | 6 | 18 |
| MALAGA | THOMSON AIRWAYS LTD | C | 21 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 13 | 94 | 5 | 18 |
| TOTAL MALAGA | | | 21 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 13 | 94 | 5 | 18 |
| PALMA DE MALLORCA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 80 | 6 | 10 |
| | THOMSON AIRWAYS LTD | C | 42 | 0 | 0 | 86 | 10 | 5 | 0 | 0 | 0 | 7 | 89 | 15 | 53 |
| TOTAL PALMA DE MALLORCA | | | 50 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 6 | 88 | 14 | 65 |
| REUS | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 4 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL REUS | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 4 | 8 |
| TOTAL SPAIN | | | 137 | 0 | 0 | 82 | 11 | 4 | 2 | 0 | 0 | 8 | 89 | 10 | 143 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 8 |
| TOTAL ARRECIFE | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 8 |
| LAS PALMAS | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 50 | 62 | 8 |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 50 | 62 | 8 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 89 | 4 | 18 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 19 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 89 | 4 | 18 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 35 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 82 | 17 | 34 |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 11 | 8 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 22 | 16 |
| TOTAL TUNISIA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 22 | 16 |
| TURKEY | | | | | | | | | | | | | | | |
| DALAMAN | SUNEXPRESS | C | 13 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 17 |
| TOTAL DALAMAN | | | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 7 | 93 | 4 | 30 |
| TOTAL TURKEY | | | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 7 | 93 | 4 | 30 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| JERSEY | FLYBE LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 75 | 21 | 8 |
| TOTAL JERSEY | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 75 | 21 | 8 |
| TOTAL UNITED KINGDOM | | | 8 | 0 | 18 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 92 | 6 | 113 |
| TOTAL DONCASTER SHEFFIELD | | | 608 | 1 | 21 | 74 | 16 | 6 | 3 | 1 | 0 | 13 | 83 | 11 | 620 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|--------------------------|-----------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|--|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NETHERLANDS | | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM CITYHOPPER | S | 168 | 1 | 0 | 85 | 13 | 3 | 0 | 0 | 0 | 6 | 91 | 6 | 170 | |
| TOTAL AMSTERDAM | | | 168 | 1 | 0 | 85 | 13 | 3 | 0 | 0 | 0 | 6 | 91 | 6 | 170 | |
| TOTAL NETHERLANDS | | | 168 | 1 | 0 | 85 | 13 | 3 | 0 | 0 | 0 | 6 | 91 | 6 | 170 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 152 | 1 | 12 | 84 | 9 | 6 | 1 | 0 | 0 | 9 | 90 | 6 | 168 | |
| TOTAL ABERDEEN | | | 152 | 1 | 12 | 84 | 9 | 6 | 1 | 0 | 0 | 9 | 90 | 6 | 168 | |
| JERSEY | FLYBE LTD | S | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 23 | 50 | 35 | 8 | |
| TOTAL JERSEY | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 23 | 50 | 35 | 8 | |
| TOTAL UNITED KINGDOM | | | 160 | 6 | 12 | 83 | 9 | 6 | 2 | 0 | 0 | 10 | 89 | 7 | 176 | |
| TOTAL DURHAM TEES VALLEY | | | 328 | 7 | 12 | 84 | 11 | 5 | 1 | 0 | 0 | 8 | 90 | 7 | 347 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

| | | Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis) | | | | | | | | | | | JULY 2014 | | | |
|---------------------------------------|--------------------------|----------------------------------------------------------------|------------|----------|-----------|----------------------------|----------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | MATCHED | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | | |
| BRUSSELS | BMI REGIONAL | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BMI REGIONAL | S | 129 | 0 | 1 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 98 | 2 | 98 | |
| TOTAL BRUSSELS | | | 131 | 0 | 1 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 98 | 2 | 98 | |
| TOTAL BELGIUM | | | 131 | 0 | 1 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 98 | 2 | 98 | |
| BULGARIA | | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 9 | 100 | 0 | 18 | |
| | THOMAS COOK AIRLINES LTD | C | 7 | 1 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 6 | 100 | 2 | 8 | |
| TOTAL BURGAS | | | 35 | 1 | 0 | 86 | 9 | 3 | 3 | 0 | 0 | 7 | 100 | 1 | 26 | |
| TOTAL BULGARIA | | | 35 | 1 | 0 | 86 | 9 | 3 | 3 | 0 | 0 | 7 | 100 | 1 | 26 | |
| CROATIA | | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 18 | |
| TOTAL DUBROVNIK | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 18 | |
| TOTAL CROATIA | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 18 | |
| CYPRUS | | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 16 | 90 | 7 | 10 | |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 63 | 21 | 8 | |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 63 | 24 | 8 | |
| TOTAL LARNACA | | | 26 | 0 | 0 | 65 | 23 | 12 | 0 | 0 | 0 | 12 | 73 | 16 | 26 | |
| PAPHOS | JET2.COM LTD | S | 18 | 0 | 0 | 61 | 17 | 11 | 11 | 0 | 0 | 19 | 89 | 6 | 18 | |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 9 | 83 | 8 | 18 | |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 94 | 2 | 18 | |
| TOTAL PAPHOS | | | 52 | 0 | 0 | 69 | 13 | 13 | 4 | 0 | 0 | 14 | 89 | 5 | 54 | |
| TOTAL CYPRUS | | | 78 | 0 | 0 | 68 | 17 | 13 | 3 | 0 | 0 | 13 | 84 | 9 | 80 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 18 | 0 | 0 | 61 | 11 | 17 | 11 | 0 | 0 | 22 | 69 | 12 | 16 | |
| TOTAL PRAGUE | | | 18 | 0 | 0 | 61 | 11 | 17 | 11 | 0 | 0 | 22 | 69 | 12 | 16 | |
| TOTAL CZECH REPUBLIC | | | 18 | 0 | 0 | 61 | 11 | 17 | 11 | 0 | 0 | 22 | 69 | 12 | 16 | |
| EGYPT | | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 15 | 82 | 9 | 17 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 15 | 82 | 9 | 17 | |
| TOTAL EGYPT | | | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 15 | 82 | 9 | 17 | |
| FRANCE | | | | | | | | | | | | | | | | |
| BERGERAC | RYANAIR | S | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 88 | 7 | 26 | |
| TOTAL BERGERAC | | | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 88 | 7 | 26 | |
| CARCASSONNE | RYANAIR | S | 28 | 0 | 0 | 75 | 21 | 0 | 4 | 0 | 0 | 10 | 71 | 20 | 34 | |
| TOTAL CARCASSONNE | | | 28 | 0 | 0 | 75 | 21 | 0 | 4 | 0 | 0 | 10 | 71 | 20 | 34 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

| | | Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis) | | | | | | | | | | | JULY 2014 | | |
|-------------------------------------------|--------------------------|----------------------------------------------------------------|------------|-----------|----------------------------|----------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DINARD | RYANAIR | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 65 | 17 | 26 |
| TOTAL DINARD | | | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 65 | 17 | 26 |
| LA ROCHELLE | RYANAIR | S | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 14 | 78 | 13 | 18 |
| TOTAL LA ROCHELLE | | | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 14 | 78 | 13 | 18 |
| LIMOGES | RYANAIR | S | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 78 | 8 | 37 |
| TOTAL LIMOGES | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 78 | 8 | 37 |
| TARBES-LOURDES INTERNATIONAL | ALBA STAR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 50 | 12 | 2 |
| TOTAL FRANCE | | | 118 | 0 | 0 | 81 | 15 | 3 | 1 | 0 | 0 | 8 | 71 | 14 | 177 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | RYANAIR | S | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 63 | 18 | 16 |
| TOTAL BERLIN (SCHONEFELD) | | | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 63 | 18 | 16 |
| TOTAL GERMANY | | | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 63 | 18 | 16 |
| GREECE | | | | | | | | | | | | | | | |
| CHANIA | RYANAIR | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 88 | 8 | 8 |
| TOTAL CHANIA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 88 | 8 | 8 |
| CORFU | JET2.COM LTD | S | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 10 | 100 | 2 | 8 |
| | RYANAIR | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 56 | 18 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 6 | 74 | 88 | 11 | 16 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 7 | 94 | 3 | 17 |
| TOTAL CORFU | | | 52 | 0 | 0 | 88 | 4 | 6 | 0 | 0 | 2 | 31 | 81 | 10 | 59 |
| HERAKLION | JET2.COM LTD | S | 17 | 0 | 1 | 71 | 18 | 12 | 0 | 0 | 0 | 11 | 67 | 30 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 16 | 89 | 5 | 18 |
| TOTAL HERAKLION | | | 35 | 0 | 1 | 63 | 23 | 14 | 0 | 0 | 0 | 13 | 83 | 14 | 46 |
| KOS | JET2.COM LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 80 | 15 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 10 | 10 | 30 | 0 | 0 | 34 | 60 | 17 | 10 |
| TOTAL KOS | | | 18 | 0 | 0 | 67 | 11 | 6 | 17 | 0 | 0 | 21 | 70 | 16 | 20 |
| RHODES | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 61 | 27 | 18 |
| | RYANAIR | S | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 13 | 56 | 17 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 10 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 50 | 31 | 19 | 0 | 0 | 0 | 16 | 83 | 22 | 18 |
| TOTAL RHODES | | | 52 | 0 | 0 | 67 | 21 | 12 | 0 | 0 | 0 | 11 | 72 | 19 | 64 |
| SALONIKA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 9 | 100 | 3 | 8 |
| TOTAL SALONIKA | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 9 | 100 | 3 | 8 |
| SKIATHOS | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 70 | 0 | 30 | 0 | 0 | 0 | 15 | 63 | 25 | 8 |
| TOTAL SKIATHOS | | | 10 | 0 | 0 | 70 | 0 | 30 | 0 | 0 | 0 | 15 | 63 | 25 | 8 |
| ZAKINTHOS | JET2.COM LTD | S | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 100 | 3 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 71 | 9 | 17 |
| | THOMSON AIRWAYS LTD | C | 18 | 1 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 9 | 94 | 3 | 18 |
| TOTAL ZAKINTHOS | | | 46 | 2 | 0 | 78 | 17 | 4 | 0 | 0 | 0 | 8 | 87 | 5 | 45 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

| | | Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis) | | | | | | | | | | | JULY 2014 | | |
|---------------------------|---------------------|----------------------------------------------------------------|-----------|------------|-------------|----------------------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|----------|
| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL GREECE | | | 229 | 2 | 1 | 74 | 15 | 9 | 1 | 0 | 0 | 16 | 79 | 13 | 258 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 56 | 19 | 16 |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 56 | 19 | 16 |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 56 | 19 | 16 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 62 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 0 | 9 | 89 | 9 | 63 |
| | STOBART AIR | S | 62 | 0 | 0 | 76 | 5 | 18 | 2 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL DUBLIN | | | 125 | 0 | 0 | 77 | 12 | 10 | 1 | 0 | 0 | 10 | 89 | 9 | 63 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 46 | 0 | 0 | 52 | 26 | 17 | 4 | 0 | 0 | 20 | 75 | 12 | 44 |
| TOTAL IRELAND WEST(KNOCK) | | | 46 | 0 | 0 | 52 | 26 | 17 | 4 | 0 | 0 | 20 | 75 | 12 | 44 |
| TOTAL IRISH REPUBLIC | | | 171 | 0 | 0 | 70 | 16 | 12 | 2 | 0 | 0 | 13 | 85 | 9 | 133 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 10 | 65 | 14 | 34 |
| TOTAL BERGAMO | | | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 10 | 65 | 14 | 34 |
| NAPLES | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 72 | 6 | 17 | 6 | 0 | 0 | 17 | 81 | 6 | 16 |
| TOTAL NAPLES | | | 18 | 0 | 0 | 72 | 6 | 17 | 6 | 0 | 0 | 17 | 81 | 6 | 16 |
| PISA | JET2.COM LTD | S | 8 | 0 | 0 | 63 | 13 | 13 | 0 | 13 | 0 | 33 | 100 | 6 | 8 |
| | RYANAIR | S | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 16 | 57 | 27 | 28 |
| TOTAL PISA | | | 26 | 0 | 0 | 65 | 19 | 12 | 0 | 4 | 0 | 21 | 67 | 22 | 36 |
| ROME (CIAMPINO) | RYANAIR | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 75 | 13 | 44 |
| TOTAL ROME (CIAMPINO) | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 75 | 13 | 44 |
| TREVISO | RYANAIR | S | 36 | 0 | 0 | 78 | 0 | 19 | 3 | 0 | 0 | 18 | 67 | 24 | 36 |
| TOTAL TREVISO | | | 36 | 0 | 0 | 78 | 0 | 19 | 3 | 0 | 0 | 18 | 67 | 24 | 36 |
| TOTAL ITALY | | | 133 | 0 | 0 | 77 | 8 | 12 | 2 | 1 | 0 | 14 | 70 | 17 | 166 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 28 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 10 | 82 | 8 | 28 |
| TOTAL RIGA | | | 28 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 10 | 82 | 8 | 28 |
| TOTAL LATVIA | | | 28 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 10 | 82 | 8 | 28 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL MALTA | | | 28 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 6 | 94 | 4 | 18 |
| TOTAL MALTA | | | 28 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 6 | 94 | 4 | 18 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 69 | 33 | 22 | 3 |
| TOTAL CANCUN | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 69 | 33 | 22 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL MEXICO | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 69 | 33 | 22 | 3 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | FLYBE LTD | S | 62 | 0 | 0 | 74 | 8 | 2 | 13 | 3 | 0 | 25 | 90 | 6 | 62 |
| TOTAL AMSTERDAM | | | 62 | 0 | 0 | 74 | 8 | 2 | 13 | 3 | 0 | 25 | 90 | 6 | 62 |
| TOTAL NETHERLANDS | | | 62 | 0 | 0 | 74 | 8 | 2 | 13 | 3 | 0 | 25 | 90 | 6 | 62 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | RYANAIR | S | 28 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 8 | 94 | 3 | 18 |
| TOTAL KRAKOW | | | 28 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 8 | 94 | 3 | 18 |
| LODZ LUBLINEK | RYANAIR | S | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 73 | 16 | 26 |
| TOTAL LODZ LUBLINEK | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 73 | 16 | 26 |
| RZESZOW | RYANAIR | S | 26 | 0 | 1 | 85 | 4 | 8 | 0 | 4 | 0 | 16 | 65 | 14 | 26 |
| TOTAL RZESZOW | | | 26 | 0 | 1 | 85 | 4 | 8 | 0 | 4 | 0 | 16 | 65 | 14 | 26 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 9 | 82 | 8 | 28 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 9 | 82 | 8 | 28 |
| WROCLAW | RYANAIR | S | 44 | 0 | 0 | 82 | 16 | 0 | 0 | 2 | 0 | 11 | 79 | 10 | 34 |
| TOTAL WROCLAW | | | 44 | 0 | 0 | 82 | 16 | 0 | 0 | 2 | 0 | 11 | 79 | 10 | 34 |
| TOTAL POLAND | | | 150 | 0 | 1 | 83 | 12 | 3 | 0 | 1 | 0 | 10 | 78 | 11 | 132 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 60 | 0 | 0 | 65 | 22 | 8 | 5 | 0 | 0 | 15 | 79 | 20 | 52 |
| | RYANAIR | S | 116 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 7 | 85 | 7 | 88 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 10 |
| TOTAL FARO | | | 186 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 10 | 86 | 10 | 202 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 186 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 10 | 86 | 10 | 202 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 8 | 0 | 0 | 13 | 38 | 38 | 0 | 13 | 0 | 51 | 70 | 24 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 17 | 88 | 4 | 8 |
| TOTAL FUNCHAL | | | 16 | 0 | 0 | 44 | 19 | 25 | 6 | 6 | 0 | 34 | 78 | 15 | 18 |
| TOTAL PORTUGAL(MADEIRA) | | | 16 | 0 | 0 | 44 | 19 | 25 | 6 | 6 | 0 | 34 | 78 | 15 | 18 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 70 | 0 | 0 | 84 | 9 | 3 | 4 | 0 | 0 | 11 | 90 | 5 | 62 |
| | RYANAIR | S | 162 | 1 | 0 | 79 | 14 | 6 | 1 | 0 | 0 | 9 | 84 | 10 | 124 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 63 | 19 | 19 | 0 | 0 | 0 | 14 | 83 | 7 | 18 |
| TOTAL ALICANTE | | | 248 | 1 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 10 | 87 | 7 | 254 |
| BARCELONA | RYANAIR | S | 62 | 0 | 0 | 50 | 37 | 11 | 2 | 0 | 0 | 16 | 77 | 17 | 62 |
| TOTAL BARCELONA | | | 62 | 0 | 0 | 50 | 37 | 11 | 2 | 0 | 0 | 16 | 77 | 17 | 62 |
| IBIZA | JET2.COM LTD | S | 54 | 0 | 0 | 76 | 17 | 7 | 0 | 0 | 0 | 10 | 62 | 19 | 26 |
| | RYANAIR | S | 34 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 54 | 19 | 35 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 90 | 3 | 10 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 69 | 12 | 12 | 8 | 0 | 0 | 15 | 81 | 7 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL IBIZA | | | 124 | 0 | 0 | 80 | 13 | 6 | 2 | 0 | 0 | 10 | 77 | 10 | 139 |
| MAHON | JET2.COM LTD | S | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 58 | 40 | 36 |
| | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 94 | 5 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 88 | 12 | 16 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 78 | 10 | 18 |
| TOTAL MAHON | | | 88 | 0 | 0 | 85 | 11 | 2 | 1 | 0 | 0 | 6 | 75 | 21 | 88 |
| MALAGA | JET2.COM LTD | S | 80 | 0 | 0 | 88 | 9 | 4 | 0 | 0 | 0 | 7 | 85 | 10 | 52 |
| | RYANAIR | S | 106 | 0 | 0 | 88 | 8 | 5 | 0 | 0 | 0 | 7 | 86 | 8 | 104 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 194 | 0 | 0 | 88 | 8 | 5 | 0 | 0 | 0 | 7 | 85 | 15 | 208 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 26 | 0 | 0 | 73 | 15 | 12 | 0 | 0 | 0 | 12 | 86 | 8 | 28 |
| | RYANAIR | S | 62 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 74 | 11 | 62 |
| TOTAL MURCIA SAN JAVIER | | | 88 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 78 | 10 | 90 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 88 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 16 | 61 | 22 | 88 |
| | RYANAIR | S | 132 | 0 | 0 | 77 | 14 | 8 | 2 | 0 | 0 | 11 | 75 | 14 | 114 |
| | THOMAS COOK AIRLINES LTD | C | 29 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 81 | 11 | 36 |
| | THOMSON AIRWAYS LTD | C | 67 | 0 | 0 | 82 | 10 | 4 | 3 | 0 | 0 | 9 | 81 | 10 | 59 |
| TOTAL PALMA DE MALLORCA | | | 316 | 0 | 0 | 76 | 14 | 8 | 3 | 0 | 0 | 12 | 75 | 14 | 343 |
| REUS | JET2.COM LTD | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 5 | 10 |
| TOTAL REUS | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 76 | 10 | 38 |
| VALENCIA | RYANAIR | S | 26 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 6 | 77 | 11 | 26 |
| TOTAL VALENCIA | | | 26 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 6 | 77 | 11 | 26 |
| TOTAL SPAIN | | | 1164 | 1 | 0 | 79 | 13 | 6 | 1 | 0 | 0 | 10 | 79 | 13 | 1284 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 18 | 0 | 0 | 50 | 39 | 11 | 0 | 0 | 0 | 15 | 89 | 10 | 18 |
| | RYANAIR | S | 34 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 68 | 43 | 28 |
| | THOMAS COOK AIRLINES LTD | S | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 8 | 61 | 11 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 70 | 8 | 10 |
| TOTAL ARRECIFE | | | 80 | 0 | 0 | 78 | 18 | 5 | 0 | 0 | 0 | 8 | 75 | 21 | 91 |
| FUERTEVENTURA | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 88 | 7 | 8 |
| | RYANAIR | S | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 78 | 10 | 18 |
| | THOMAS COOK AIRLINES LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 9 | 8 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 10 |
| TOTAL FUERTEVENTURA | | | 44 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 6 | 84 | 8 | 44 |
| LAS PALMAS | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 9 |
| | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 67 | 13 | 18 |
| | THOMAS COOK AIRLINES LTD | S | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 90 | 9 | 10 |
| TOTAL LAS PALMAS | | | 36 | 0 | 0 | 92 | 6 | 3 | 0 | 0 | 0 | 4 | 85 | 7 | 46 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 97 | 3 | 36 |
| | RYANAIR | S | 62 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 90 | 6 | 62 |
| | THOMAS COOK AIRLINES LTD | S | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 11 | 25 | 34 | 8 |
| | THOMSON AIRWAYS LTD | C | 19 | 0 | 0 | 58 | 5 | 21 | 16 | 0 | 0 | 22 | 100 | 2 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

| | | Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis) | | | | | | | | | | | JULY 2014 | | |
|----------------------------------|--------------------------|----------------------------------------------------------------|-----------|------------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|----------|
| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 119 | 0 | 0 | 86 | 8 | 4 | 3 | 0 | 0 | 7 | 91 | 6 | 142 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 279 | 0 | 0 | 85 | 10 | 4 | 1 | 0 | 0 | 7 | 85 | 11 | 323 |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 9 | 26 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 12 | 44 |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 12 | 44 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | JET2.COM LTD | S | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 88 | 3 | 17 |
| | THOMSON AIRWAYS LTD | C | 9 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 12 | 8 |
| TOTAL ANTALYA | | | 27 | 1 | 0 | 81 | 11 | 0 | 7 | 0 | 0 | 14 | 80 | 6 | 25 |
| BODRUM (MILAS) | JET2.COM LTD | S | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 12 | 70 | 12 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 88 | 4 | 8 |
| TOTAL BODRUM (MILAS) | | | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 78 | 9 | 18 |
| DALAMAN | JET2.COM LTD | S | 26 | 0 | 0 | 81 | 12 | 8 | 0 | 0 | 0 | 9 | 83 | 12 | 24 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 78 | 12 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 17 |
| TOTAL DALAMAN | | | 63 | 0 | 0 | 86 | 11 | 3 | 0 | 0 | 0 | 6 | 89 | 8 | 72 |
| TOTAL TURKEY | | | 108 | 1 | 0 | 84 | 11 | 2 | 3 | 0 | 0 | 8 | 85 | 8 | 115 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 113 | 5 | 11 | 83 | 9 | 5 | 3 | 0 | 0 | 9 | 81 | 10 | 117 |
| TOTAL ABERDEEN | | | 113 | 5 | 11 | 83 | 9 | 5 | 3 | 0 | 0 | 9 | 81 | 10 | 117 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 224 | 0 | 0 | 86 | 4 | 7 | 4 | 0 | 0 | 9 | 85 | 10 | 222 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 224 | 0 | 0 | 86 | 4 | 7 | 4 | 0 | 0 | 9 | 85 | 10 | 222 |
| EDINBURGH | FLYBE LTD | S | 144 | 0 | 10 | 79 | 6 | 6 | 9 | 1 | 0 | 16 | 84 | 10 | 158 |
| TOTAL EDINBURGH | | | 144 | 0 | 10 | 79 | 6 | 6 | 9 | 1 | 0 | 16 | 84 | 10 | 158 |
| GLASGOW | FLYBE LTD | S | 148 | 0 | 6 | 86 | 5 | 3 | 5 | 0 | 0 | 9 | 89 | 8 | 160 |
| TOTAL GLASGOW | | | 148 | 0 | 6 | 86 | 5 | 3 | 5 | 0 | 0 | 9 | 89 | 8 | 160 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 72 | 0 | 0 | 81 | 7 | 4 | 8 | 0 | 0 | 15 | 71 | 21 | 62 |
| TOTAL GUERNSEY | | | 72 | 0 | 0 | 81 | 7 | 4 | 8 | 0 | 0 | 15 | 71 | 21 | 62 |
| JERSEY | FLYBE LTD | S | 60 | 0 | 2 | 70 | 8 | 7 | 15 | 0 | 0 | 19 | 92 | 6 | 62 |
| TOTAL JERSEY | | | 60 | 0 | 2 | 70 | 8 | 7 | 15 | 0 | 0 | 19 | 86 | 10 | 70 |
| NEWCASTLE | BMI REGIONAL | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 765 | 9 | 29 | 82 | 6 | 5 | 6 | 0 | 0 | 12 | 84 | 10 | 791 |
| USA | | | | | | | | | | | | | | | |
| SANFORD | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 44 | 33 | 25 | 3 |
| TOTAL SANFORD | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 44 | 33 | 25 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

| | | Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis) | | | | | | | | | | | | | |
|-----------------------------------|---------|----------------------------------------------------------------|-----------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL USA | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 44 | 33 | 25 | 3 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 3795 | 16 | 32 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 81 | 11 | 4046 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | AUSTRIAN AIRLINES | C | 7 | 0 | 0 | 14 | 29 | 57 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 7 | 0 | 0 | 14 | 29 | 57 | 0 | 0 | 0 | 28 | 100 | 3 | 8 |
| SALZBURG | FLYBE LTD | C | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL AUSTRIA | | | 14 | 0 | 0 | 43 | 21 | 36 | 0 | 0 | 0 | 18 | 100 | 3 | 8 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 116 | 0 | 0 | 64 | 23 | 13 | 0 | 0 | 0 | 15 | 67 | 15 | 116 |
| TOTAL BRUSSELS | | | 116 | 0 | 0 | 64 | 23 | 13 | 0 | 0 | 0 | 15 | 67 | 15 | 116 |
| CHARLEROI | RYANAIR | S | 36 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 14 | 65 | 14 | 26 |
| TOTAL CHARLEROI | | | 36 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 14 | 65 | 14 | 26 |
| TOTAL BELGIUM | | | 152 | 0 | 0 | 63 | 24 | 13 | 0 | 0 | 0 | 14 | 67 | 14 | 142 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 18 | 0 | 0 | 50 | 28 | 17 | 6 | 0 | 0 | 19 | 56 | 17 | 16 |
| TOTAL BURGAS | | | 18 | 0 | 0 | 50 | 28 | 17 | 6 | 0 | 0 | 19 | 56 | 17 | 16 |
| TOTAL BULGARIA | | | 18 | 0 | 0 | 50 | 28 | 17 | 6 | 0 | 0 | 19 | 56 | 17 | 16 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR CANADA | S | 46 | 0 | 0 | 74 | 11 | 11 | 4 | 0 | 0 | 13 | 75 | 11 | 44 |
| TOTAL TORONTO | | | 47 | 0 | 0 | 72 | 11 | 13 | 4 | 0 | 0 | 13 | 75 | 11 | 44 |
| TOTAL CANADA | | | 47 | 0 | 0 | 72 | 11 | 13 | 4 | 0 | 0 | 13 | 75 | 11 | 44 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 6 | 94 | 4 | 18 |
| | JET2.COM LTD | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 9 | 94 | 4 | 18 |
| TOTAL DUBROVNIK | | | 24 | 0 | 0 | 79 | 17 | 4 | 0 | 0 | 0 | 7 | 94 | 4 | 36 |
| PULA | JET2.COM LTD | S | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 100 | 0 | 8 |
| TOTAL PULA | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 100 | 0 | 8 |
| SPLIT | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL CROATIA | | | 40 | 0 | 0 | 75 | 18 | 8 | 0 | 0 | 0 | 10 | 95 | 3 | 44 |
| CYPRUS | | | | | | | | | | | | | | | |
| PAPHOS | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 61 | 11 | 17 | 11 | 0 | 0 | 20 | 78 | 9 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 100 | 0 | 8 |
| TOTAL PAPHOS | | | 26 | 0 | 0 | 65 | 8 | 19 | 8 | 0 | 0 | 17 | 85 | 6 | 26 |
| TOTAL CYPRUS | | | 26 | 0 | 0 | 65 | 8 | 19 | 8 | 0 | 0 | 17 | 85 | 6 | 26 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA CZECH AIRLINES | S | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 42 | 0 | 0 | 83 | 7 | 2 | 7 | 0 | 0 | 14 | 88 | 6 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL PRAGUE | | | 52 | 0 | 0 | 79 | 13 | 2 | 6 | 0 | 0 | 14 | 86 | 6 | 50 |
| TOTAL CZECH REPUBLIC | | | 52 | 0 | 0 | 79 | 13 | 2 | 6 | 0 | 0 | 14 | 86 | 6 | 50 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 65 | 9 | 13 | 9 | 4 | 0 | 28 | 71 | 17 | 34 |
| | NORWEGIAN AIR SHUTTLE | S | 54 | 0 | 0 | 72 | 17 | 9 | 2 | 0 | 0 | 11 | 79 | 11 | 43 |
| | SAS | S | 52 | 0 | 0 | 48 | 23 | 13 | 15 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 160 | 0 | 0 | 62 | 16 | 12 | 9 | 1 | 0 | 22 | 75 | 14 | 77 |
| TOTAL DENMARK | | | 160 | 0 | 0 | 62 | 16 | 12 | 9 | 1 | 0 | 22 | 76 | 13 | 78 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 38 | 52 | 8 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 38 | 52 | 8 |
| TOTAL EGYPT | | | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 38 | 52 | 8 |
| FAROE ISLANDS | | | | | | | | | | | | | | | |
| VAGAR | ATLANTIC AIRWAYS | S | 18 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL VAGAR | | | 18 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL FAROE ISLANDS | | | 18 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 15 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | FLYBE LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 63 | 15 | 8 |
| TOTAL BERGERAC | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 63 | 15 | 8 |
| BEZIERS | RYANAIR | S | 28 | 0 | 0 | 82 | 11 | 7 | 0 | 0 | 0 | 11 | 76 | 10 | 34 |
| TOTAL BEZIERS | | | 28 | 0 | 0 | 82 | 11 | 7 | 0 | 0 | 0 | 11 | 76 | 10 | 34 |
| BORDEAUX | RYANAIR | S | 34 | 0 | 0 | 76 | 15 | 3 | 6 | 0 | 0 | 13 | 86 | 7 | 44 |
| TOTAL BORDEAUX | | | 34 | 0 | 0 | 76 | 15 | 3 | 6 | 0 | 0 | 13 | 86 | 7 | 44 |
| LYON | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 94 | 4 | 18 |
| TOTAL LYON | | | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 94 | 4 | 18 |
| MARSEILLE | RYANAIR | S | 28 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 12 | 79 | 13 | 28 |
| TOTAL MARSEILLE | | | 28 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 12 | 79 | 13 | 28 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 56 | 0 | 0 | 63 | 20 | 9 | 5 | 4 | 0 | 24 | 86 | 6 | 44 |
| TOTAL NICE | | | 56 | 0 | 0 | 63 | 20 | 9 | 5 | 4 | 0 | 24 | 87 | 6 | 45 |
| PARIS (CHARLES DE GAULLE) | CITY JET | S | 185 | 0 | 0 | 58 | 28 | 12 | 2 | 0 | 0 | 16 | 77 | 8 | 248 |
| | EASYJET AIRLINE COMPANY LTD | S | 86 | 0 | 0 | 56 | 22 | 16 | 6 | 0 | 0 | 20 | 90 | 10 | 62 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 271 | 0 | 0 | 58 | 26 | 14 | 3 | 0 | 0 | 17 | 80 | 9 | 311 |
| POITIERS | RYANAIR | S | 18 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 20 | 63 | 13 | 16 |
| TOTAL POITIERS | | | 18 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 20 | 63 | 13 | 16 |
| TARBES-LOURDES INTERNATIONAL | ALBA STAR | C | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 74 | 0 | 0 | 0 |
| | CITY JET | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 0 | 23 | 2 |
| | DENIM AIR | C | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 55 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 11 | 0 | 0 | 18 | 9 | 36 | 36 | 0 | 0 | 54 | 0 | 87 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL FRANCE | | | 472 | 0 | 0 | 62 | 21 | 13 | 4 | 0 | 0 | 18 | 80 | 10 | 542 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 42 | 0 | 0 | 74 | 14 | 10 | 2 | 0 | 0 | 10 | 89 | 5 | 28 |
| TOTAL BERLIN (SCHONEFELD) | | | 42 | 0 | 0 | 74 | 14 | 10 | 2 | 0 | 0 | 10 | 89 | 5 | 28 |
| BREMEN | RYANAIR | S | 28 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 8 | 79 | 9 | 34 |
| TOTAL BREMEN | | | 28 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 8 | 79 | 9 | 34 |
| COLOGNE BONN | GERMANWINGS | S | 54 | 0 | 0 | 50 | 31 | 15 | 4 | 0 | 0 | 20 | 85 | 8 | 52 |
| TOTAL COLOGNE BONN | | | 54 | 0 | 0 | 50 | 31 | 15 | 4 | 0 | 0 | 20 | 85 | 8 | 52 |
| FRANKFURT MAIN | LUFTHANSA | S | 124 | 0 | 0 | 49 | 36 | 14 | 1 | 0 | 0 | 18 | 52 | 19 | 124 |
| TOTAL FRANKFURT MAIN | | | 124 | 0 | 0 | 49 | 36 | 14 | 1 | 0 | 0 | 18 | 52 | 19 | 124 |
| HAHN | RYANAIR | S | 26 | 0 | 0 | 85 | 4 | 4 | 8 | 0 | 0 | 10 | 85 | 28 | 27 |
| TOTAL HAHN | | | 26 | 0 | 0 | 85 | 4 | 4 | 8 | 0 | 0 | 10 | 85 | 28 | 27 |
| HAMBURG | EASYJET AIRLINE COMPANY LTD | S | 42 | 0 | 0 | 81 | 5 | 7 | 7 | 0 | 0 | 11 | 82 | 8 | 34 |
| TOTAL HAMBURG | | | 42 | 0 | 0 | 81 | 5 | 7 | 7 | 0 | 0 | 11 | 82 | 8 | 34 |
| MUNICH | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 58 | 21 | 8 | 13 | 0 | 0 | 24 | 77 | 12 | 62 |
| TOTAL MUNICH | | | 62 | 0 | 0 | 58 | 21 | 8 | 13 | 0 | 0 | 24 | 77 | 12 | 62 |
| NIEDERRHEIN | RYANAIR | S | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 9 | 96 | 2 | 28 |
| TOTAL NIEDERRHEIN | | | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 9 | 96 | 2 | 28 |
| TOTAL GERMANY | | | 404 | 0 | 0 | 63 | 23 | 10 | 4 | 0 | 0 | 16 | 74 | 13 | 389 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 8 | 72 | 15 | 18 |
| TOTAL ATHENS | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 8 | 65 | 21 | 20 |
| CORFU | RYANAIR | S | 16 | 0 | 0 | 63 | 13 | 19 | 6 | 0 | 0 | 19 | 78 | 12 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 10 | 20 | 10 | 0 | 0 | 22 | 86 | 40 | 7 |
| TOTAL CORFU | | | 26 | 0 | 0 | 62 | 12 | 19 | 8 | 0 | 0 | 20 | 80 | 20 | 25 |
| HERAKLION | EASYJET AIRLINE COMPANY LTD | S | 17 | 0 | 0 | 71 | 24 | 6 | 0 | 0 | 0 | 10 | 61 | 12 | 18 |
| TOTAL HERAKLION | | | 17 | 0 | 0 | 71 | 24 | 6 | 0 | 0 | 0 | 10 | 61 | 12 | 18 |
| TOTAL GREECE | | | 61 | 0 | 0 | 70 | 16 | 10 | 3 | 0 | 0 | 14 | 70 | 18 | 63 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 36 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 93 | 4 | 28 |
| TOTAL BUDAPEST | | | 36 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 93 | 4 | 28 |
| TOTAL HUNGARY | | | 36 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 93 | 4 | 28 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 22 | 83 | 7 | 18 |
| TOTAL KEFLAVIK | | | 18 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 22 | 83 | 7 | 18 |
| TOTAL ICELAND | | | 18 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 22 | 83 | 7 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 62 | 0 | 0 | 74 | 15 | 6 | 0 | 5 | 0 | 19 | 60 | 33 | 62 |
| TOTAL CORK | | | 62 | 0 | 0 | 74 | 15 | 6 | 0 | 5 | 0 | 19 | 60 | 33 | 62 |
| DUBLIN | RYANAIR | S | 161 | 0 | 0 | 77 | 16 | 7 | 1 | 0 | 0 | 10 | 77 | 15 | 124 |
| | STOBART AIR | S | 297 | 0 | 0 | 64 | 20 | 12 | 4 | 0 | 0 | 16 | 80 | 15 | 302 |
| TOTAL DUBLIN | | | 459 | 0 | 0 | 69 | 18 | 10 | 3 | 0 | 0 | 14 | 79 | 15 | 426 |
| TOTAL IRISH REPUBLIC | | | 521 | 0 | 0 | 69 | 18 | 10 | 2 | 1 | 0 | 15 | 75 | 19 | 550 |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | RYANAIR | S | 18 | 0 | 0 | 67 | 6 | 22 | 6 | 0 | 0 | 19 | 83 | 6 | 18 |
| TOTAL BOLOGNA | | | 18 | 0 | 0 | 67 | 6 | 22 | 6 | 0 | 0 | 19 | 83 | 6 | 18 |
| MILAN (MALPENSA) | EASYJET AIRLINE COMPANY LTD | S | 90 | 0 | 0 | 63 | 23 | 12 | 1 | 0 | 0 | 14 | 66 | 16 | 88 |
| TOTAL MILAN (MALPENSA) | | | 90 | 0 | 0 | 63 | 23 | 12 | 1 | 0 | 0 | 14 | 63 | 34 | 95 |
| NAPLES | EASYJET AIRLINE COMPANY LTD | S | 24 | 0 | 0 | 67 | 21 | 13 | 0 | 0 | 0 | 13 | 78 | 7 | 18 |
| TOTAL NAPLES | | | 24 | 0 | 0 | 67 | 21 | 13 | 0 | 0 | 0 | 13 | 78 | 7 | 18 |
| PISA | RYANAIR | S | 34 | 0 | 0 | 62 | 21 | 12 | 6 | 0 | 0 | 15 | 46 | 30 | 46 |
| TOTAL PISA | | | 34 | 0 | 0 | 62 | 21 | 12 | 6 | 0 | 0 | 15 | 46 | 30 | 46 |
| ROME (CIAMPINO) | RYANAIR | S | 36 | 0 | 0 | 67 | 19 | 8 | 6 | 0 | 0 | 14 | 91 | 6 | 44 |
| TOTAL ROME (CIAMPINO) | | | 36 | 0 | 0 | 67 | 19 | 8 | 6 | 0 | 0 | 14 | 91 | 6 | 44 |
| ROME (FIUMICINO) | ALITALIA (CAI) | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | SMALL PLANET AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 78 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 6 | 0 | 0 | 17 | 17 | 33 | 33 | 0 | 0 | 43 | 20 | 32 | 5 |
| VENICE | JET2.COM LTD | S | 36 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 14 | 68 | 21 | 34 |
| TOTAL VENICE | | | 36 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 14 | 68 | 21 | 34 |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 10 | 0 | 0 | 40 | 20 | 30 | 0 | 10 | 0 | 40 | 30 | 41 | 10 |
| TOTAL VERONA VILLAFRANCA | | | 10 | 0 | 0 | 40 | 20 | 30 | 0 | 10 | 0 | 40 | 30 | 41 | 10 |
| TOTAL ITALY | | | 254 | 0 | 0 | 63 | 20 | 13 | 3 | 0 | 0 | 16 | 66 | 24 | 270 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 72 | 8 | 18 |
| TOTAL KAUNAS | | | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 72 | 8 | 18 |
| TOTAL LITHUANIA | | | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 72 | 8 | 18 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 77 | 8 | 44 |
| TOTAL MALTA | | | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 77 | 8 | 44 |
| TOTAL MALTA | | | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 77 | 8 | 44 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMSON AIRWAYS LTD | C | 6 | 0 | 0 | 33 | 17 | 0 | 50 | 0 | 0 | 67 | 43 | 32 | 7 |
| TOTAL CANCUN | | | 6 | 0 | 0 | 33 | 17 | 0 | 50 | 0 | 0 | 67 | 43 | 32 | 7 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL MEXICO | | | 6 | 0 | 0 | 33 | 17 | 0 | 50 | 0 | 0 | 67 | 43 | 32 | 7 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 92 | 0 | 0 | 47 | 30 | 18 | 4 | 0 | 0 | 20 | 71 | 20 | 78 |
| | KLM | S | 248 | 0 | 0 | 85 | 11 | 3 | 0 | 1 | 0 | 10 | 84 | 11 | 230 |
| | KLM CITYHOPPER | S | 122 | 0 | 0 | 70 | 19 | 6 | 5 | 0 | 0 | 16 | 78 | 11 | 134 |
| TOTAL AMSTERDAM | | | 462 | 0 | 0 | 74 | 17 | 7 | 2 | 0 | 0 | 13 | 80 | 13 | 442 |
| TOTAL NETHERLANDS | | | 462 | 0 | 0 | 74 | 17 | 7 | 2 | 0 | 0 | 13 | 80 | 13 | 442 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 54 | 0 | 0 | 63 | 11 | 20 | 6 | 0 | 0 | 18 | 76 | 18 | 54 |
| | SAS | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 69 | 14 | 16 |
| TOTAL OSLO (GARDERMOEN) | | | 72 | 0 | 0 | 68 | 13 | 15 | 4 | 0 | 0 | 15 | 74 | 18 | 70 |
| RYGGE | RYANAIR | S | 16 | 0 | 0 | 56 | 38 | 6 | 0 | 0 | 0 | 14 | 77 | 14 | 26 |
| TOTAL RYGGE | | | 16 | 0 | 0 | 56 | 38 | 6 | 0 | 0 | 0 | 14 | 77 | 14 | 26 |
| TOTAL NORWAY | | | 88 | 0 | 0 | 66 | 17 | 14 | 3 | 0 | 0 | 15 | 78 | 15 | 112 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 78 | 10 | 18 |
| TOTAL GDANSK | | | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 78 | 10 | 18 |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 42 | 0 | 0 | 86 | 5 | 2 | 7 | 0 | 0 | 11 | 91 | 5 | 34 |
| | RYANAIR | S | 26 | 0 | 0 | 65 | 15 | 8 | 12 | 0 | 0 | 20 | 86 | 6 | 28 |
| TOTAL KRAKOW | | | 68 | 0 | 0 | 78 | 9 | 4 | 9 | 0 | 0 | 14 | 89 | 5 | 62 |
| POZNAN | RYANAIR | S | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 10 | 83 | 6 | 18 |
| TOTAL POZNAN | | | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 10 | 83 | 6 | 18 |
| RZESZOW | CSA CZECH AIRLINES | S | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL RZESZOW | | | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL POLAND | | | 122 | 0 | 0 | 74 | 16 | 6 | 5 | 0 | 0 | 13 | 86 | 6 | 98 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 34 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 84 | 7 | 44 |
| | RYANAIR | S | 52 | 0 | 0 | 88 | 6 | 2 | 4 | 0 | 0 | 10 | 87 | 5 | 62 |
| TOTAL FARO | | | 86 | 0 | 0 | 86 | 8 | 3 | 2 | 0 | 0 | 9 | 87 | 6 | 114 |
| LISBON | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 85 | 0 | 12 | 4 | 0 | 0 | 9 | 96 | 3 | 28 |
| TOTAL LISBON | | | 26 | 0 | 0 | 85 | 0 | 12 | 4 | 0 | 0 | 9 | 96 | 3 | 28 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 112 | 0 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 9 | 89 | 5 | 142 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 18 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL PORTUGAL(MADEIRA) | | | 18 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 30 | 0 | 0 | 0 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 62 | 0 | 0 | 89 | 6 | 2 | 3 | 0 | 0 | 9 | 71 | 62 | 42 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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|-------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL DOHA HAMAD | | | 62 | 0 | 0 | 89 | 6 | 2 | 3 | 0 | 0 | 9 | 71 | 62 | 42 |
| TOTAL QATAR | | | 62 | 0 | 0 | 89 | 6 | 2 | 3 | 0 | 0 | 9 | 71 | 62 | 42 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 28 | 0 | 0 | 86 | 11 | 0 | 4 | 0 | 0 | 9 | 88 | 6 | 26 |
| TOTAL BRATISLAVA | | | 28 | 0 | 0 | 86 | 11 | 0 | 4 | 0 | 0 | 9 | 89 | 7 | 27 |
| TOTAL SLOVAK REPUBLIC | | | 28 | 0 | 0 | 86 | 11 | 0 | 4 | 0 | 0 | 9 | 89 | 7 | 27 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 61 | 22 | 11 | 6 | 0 | 0 | 15 | 100 | 1 | 18 |
| | JET2.COM LTD | S | 44 | 0 | 0 | 77 | 9 | 9 | 5 | 0 | 0 | 11 | 61 | 31 | 44 |
| | RYANAIR | S | 46 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 91 | 9 | 44 |
| TOTAL ALICANTE | | | 108 | 0 | 0 | 80 | 12 | 6 | 3 | 0 | 0 | 9 | 80 | 16 | 113 |
| BARCELONA | BA CITYFLYER LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | RYANAIR | S | 44 | 0 | 0 | 66 | 9 | 7 | 18 | 0 | 0 | 23 | 76 | 13 | 54 |
| | VUELING AIRLINES | S | 34 | 0 | 0 | 35 | 32 | 24 | 9 | 0 | 0 | 29 | 47 | 20 | 34 |
| TOTAL BARCELONA | | | 86 | 0 | 0 | 56 | 19 | 13 | 13 | 0 | 0 | 24 | 65 | 15 | 88 |
| IBIZA | BA CITYFLYER LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 8 |
| | JET2.COM LTD | S | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 68 | 11 | 28 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 10 |
| TOTAL IBIZA | | | 44 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 6 | 85 | 10 | 72 |
| MADRID | AIR EUROPA | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 18 | 88 | 6 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 68 | 14 | 9 | 10 | 0 | 0 | 20 | 76 | 12 | 62 |
| | IBERIA EXPRESS | S | 44 | 0 | 0 | 84 | 9 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL MADRID | | | 132 | 0 | 0 | 72 | 13 | 8 | 7 | 0 | 0 | 16 | 77 | 11 | 70 |
| MAHON | BA CITYFLYER LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 8 | 8 |
| | JET2.COM LTD | S | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 19 | 88 | 6 | 8 |
| TOTAL MAHON | | | 16 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 11 | 81 | 7 | 16 |
| MALAGA | JET2.COM LTD | S | 36 | 0 | 0 | 69 | 8 | 17 | 6 | 0 | 0 | 16 | 71 | 34 | 42 |
| | NORWEGIAN AIR SHUTTLE | S | 16 | 0 | 0 | 69 | 13 | 19 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | RYANAIR | S | 54 | 0 | 0 | 70 | 22 | 7 | 0 | 0 | 0 | 10 | 81 | 9 | 62 |
| TOTAL MALAGA | | | 106 | 0 | 0 | 70 | 16 | 12 | 2 | 0 | 0 | 12 | 77 | 19 | 104 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 12 | 100 | 2 | 28 |
| TOTAL MURCIA SAN JAVIER | | | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 12 | 100 | 2 | 28 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | C | 41 | 0 | 0 | 63 | 12 | 15 | 0 | 10 | 0 | 33 | 84 | 8 | 32 |
| | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 75 | 6 | 6 | 13 | 0 | 0 | 14 | 67 | 16 | 18 |
| | JET2.COM LTD | S | 44 | 0 | 0 | 70 | 18 | 7 | 5 | 0 | 0 | 14 | 85 | 8 | 52 |
| | RYANAIR | S | 52 | 0 | 0 | 56 | 29 | 10 | 6 | 0 | 0 | 18 | 85 | 9 | 54 |
| | THOMSON AIRWAYS LTD | C | 37 | 0 | 0 | 76 | 11 | 11 | 3 | 0 | 0 | 11 | 74 | 17 | 35 |
| TOTAL PALMA DE MALLORCA | | | 190 | 0 | 0 | 66 | 17 | 10 | 4 | 2 | 0 | 19 | 81 | 10 | 191 |
| REUS | JET2.COM LTD | S | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 13 | 75 | 10 | 8 |
| TOTAL REUS | | | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 13 | 75 | 10 | 8 |
| SANTANDER | RYANAIR | S | 28 | 0 | 0 | 68 | 25 | 4 | 4 | 0 | 0 | 14 | 96 | 3 | 28 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL SANTANDER | | | 28 | 0 | 0 | 68 | 25 | 4 | 4 | 0 | 0 | 14 | 96 | 3 | 28 |
| TOTAL SPAIN | | | 745 | 0 | 0 | 70 | 16 | 9 | 5 | 1 | 0 | 15 | 80 | 13 | 719 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | RYANAIR | S | 28 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 6 | 97 | 3 | 34 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 60 | 42 | 10 |
| TOTAL ARRECIFE | | | 38 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 5 | 89 | 12 | 44 |
| FUERTEVENTURA | RYANAIR | S | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 9 | 100 | 2 | 18 |
| TOTAL FUERTEVENTURA | | | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 9 | 100 | 2 | 18 |
| LAS PALMAS | RYANAIR | S | 16 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 14 | 78 | 8 | 18 |
| TOTAL LAS PALMAS | | | 16 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 14 | 78 | 8 | 18 |
| TENERIFE (SURREINA SOFIA) | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 13 | 85 | 14 | 26 |
| | RYANAIR | S | 36 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 15 | 83 | 10 | 46 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 10 | 75 | 54 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 73 | 0 | 0 | 73 | 12 | 12 | 3 | 0 | 0 | 13 | 83 | 15 | 80 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 145 | 0 | 0 | 79 | 10 | 8 | 3 | 0 | 0 | 11 | 86 | 12 | 160 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 18 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL GOTEBORG (LANDVETTER) | | | 18 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 58 | 19 | 19 | 4 | 0 | 0 | 19 | 57 | 13 | 28 |
| | SAS | S | 62 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 69 | 13 | 36 |
| TOTAL STOCKHOLM (ARLANDA) | | | 89 | 0 | 0 | 83 | 10 | 6 | 1 | 0 | 0 | 10 | 64 | 13 | 64 |
| TOTAL SWEDEN | | | 107 | 0 | 0 | 77 | 12 | 10 | 1 | 0 | 0 | 11 | 65 | 13 | 80 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 66 | 14 | 11 | 5 | 3 | 1 | 25 | 60 | 16 | 62 |
| TOTAL BALE MULHOUSE | | | 80 | 0 | 0 | 66 | 14 | 11 | 5 | 3 | 1 | 25 | 61 | 16 | 66 |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 98 | 0 | 0 | 64 | 16 | 12 | 7 | 0 | 0 | 17 | 75 | 22 | 85 |
| TOTAL GENEVA | | | 98 | 0 | 0 | 64 | 16 | 12 | 7 | 0 | 0 | 17 | 76 | 20 | 95 |
| ZURICH | BA CITYFLYER LTD | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 17 | 88 | 6 | 8 |
| | EDELWEISS AIR | S | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 11 | 69 | 15 | 16 |
| TOTAL ZURICH | | | 26 | 0 | 0 | 73 | 15 | 12 | 0 | 0 | 0 | 13 | 69 | 14 | 26 |
| TOTAL SWITZERLAND | | | 204 | 0 | 0 | 66 | 15 | 12 | 5 | 1 | 0 | 20 | 70 | 18 | 187 |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 18 | 9 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 18 | 9 |
| TOTAL TUNISIA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 18 | 9 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 83 | 10 | 6 |

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|------------------------------------------|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BODRUM (MILAS) | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 56 | 11 | 17 | 6 | 11 | 0 | 41 | 72 | 22 | 18 |
| TOTAL BODRUM (MILAS) | | | 18 | 0 | 0 | 56 | 11 | 17 | 6 | 11 | 0 | 41 | 72 | 22 | 18 |
| DALAMAN | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 56 | 19 | 25 | 0 | 0 | 0 | 17 | 28 | 18 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 94 | 12 | 16 |
| TOTAL DALAMAN | | | 34 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 12 | 58 | 17 | 40 |
| ISTANBUL | THY TURKISH AIRLINES | S | 80 | 0 | 0 | 73 | 19 | 6 | 3 | 0 | 0 | 11 | 91 | 6 | 78 |
| TOTAL ISTANBUL | | | 80 | 0 | 0 | 73 | 19 | 6 | 3 | 0 | 0 | 11 | 91 | 6 | 78 |
| TOTAL TURKEY | | | 141 | 0 | 0 | 72 | 16 | 9 | 2 | 1 | 0 | 15 | 79 | 11 | 142 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 62 | 0 | 0 | 42 | 31 | 19 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL ABU DHABI INTERNATIONAL | | | 62 | 0 | 0 | 42 | 31 | 19 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 0 | 0 | 42 | 31 | 19 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 220 | 0 | 4 | 71 | 14 | 9 | 6 | 1 | 0 | 16 | 80 | 11 | 224 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 220 | 0 | 4 | 71 | 14 | 9 | 6 | 1 | 0 | 16 | 80 | 11 | 224 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 162 | 0 | 0 | 81 | 9 | 5 | 5 | 0 | 0 | 10 | 83 | 13 | 158 |
| TOTAL BELFAST INTERNATIONAL | | | 162 | 0 | 0 | 81 | 9 | 5 | 5 | 0 | 0 | 10 | 83 | 13 | 158 |
| BIRMINGHAM | FLYBE LTD | S | 372 | 0 | 14 | 72 | 15 | 7 | 5 | 1 | 0 | 15 | 73 | 15 | 403 |
| TOTAL BIRMINGHAM | | | 372 | 0 | 14 | 72 | 15 | 7 | 5 | 1 | 0 | 15 | 73 | 15 | 403 |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | S | 198 | 0 | 0 | 87 | 9 | 3 | 2 | 0 | 0 | 7 | 85 | 7 | 198 |
| TOTAL BRISTOL | | | 198 | 0 | 0 | 87 | 9 | 3 | 2 | 0 | 0 | 7 | 85 | 7 | 198 |
| CARDIFF WALES | LOGANAIR | S | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 10 | 93 | 5 | 158 |
| EAST MIDLANDS INTERNATIONAL | FLYBE LTD | S | 144 | 0 | 10 | 76 | 10 | 4 | 9 | 1 | 0 | 16 | 81 | 11 | 158 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 144 | 0 | 10 | 76 | 10 | 4 | 9 | 1 | 0 | 16 | 81 | 11 | 158 |
| EXETER | FLYBE LTD | S | 62 | 0 | 0 | 68 | 15 | 6 | 11 | 0 | 0 | 21 | 74 | 11 | 62 |
| TOTAL EXETER | | | 62 | 0 | 0 | 68 | 15 | 6 | 11 | 0 | 0 | 21 | 74 | 11 | 62 |
| FARNBOROUGH | BMI REGIONAL | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL FARNBOROUGH | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| GATWICK | BRITISH AIRWAYS PLC | S | 228 | 0 | 0 | 67 | 15 | 12 | 5 | 0 | 0 | 16 | 69 | 20 | 228 |
| | EASYJET AIRLINE COMPANY LTD | S | 242 | 0 | 0 | 47 | 21 | 17 | 15 | 1 | 0 | 31 | 63 | 28 | 240 |
| TOTAL GATWICK | | | 470 | 0 | 0 | 57 | 18 | 14 | 10 | 1 | 0 | 24 | 66 | 24 | 468 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 668 | 0 | 2 | 47 | 22 | 19 | 11 | 1 | 0 | 26 | 70 | 18 | 685 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 370 | 0 | 2 | 84 | 7 | 5 | 4 | 0 | 0 | 10 | 90 | 6 | 372 |
| TOTAL HEATHROW | | | 1038 | 0 | 4 | 61 | 16 | 14 | 8 | 0 | 0 | 20 | 77 | 14 | 1057 |
| JERSEY | FLYBE LTD | S | 28 | 0 | 0 | 64 | 14 | 14 | 7 | 0 | 0 | 21 | 38 | 18 | 8 |
| TOTAL JERSEY | | | 28 | 0 | 0 | 64 | 14 | 14 | 7 | 0 | 0 | 21 | 38 | 18 | 8 |
| KIRKWALL | LOGANAIR | S | 179 | 0 | 1 | 73 | 11 | 9 | 7 | 0 | 0 | 15 | 76 | 13 | 178 |

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|-----------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL KIRKWALL | | | 179 | 0 | 1 | 73 | 11 | 9 | 7 | 0 | 0 | 15 | 76 | 13 | 178 |
| LONDON CITY | BA CITYFLYER LTD | S | 378 | 0 | 0 | 78 | 10 | 7 | 5 | 0 | 0 | 11 | 88 | 5 | 388 |
| | FLYBE LTD | S | 324 | 0 | 0 | 93 | 3 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL LONDON CITY | | | 702 | 0 | 0 | 85 | 7 | 5 | 3 | 0 | 0 | 9 | 88 | 5 | 388 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 192 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 16 | 63 | 19 | 178 |
| TOTAL LUTON | | | 192 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 16 | 63 | 19 | 178 |
| MANCHESTER | FLYBE LTD | S | 206 | 0 | 2 | 75 | 10 | 6 | 8 | 0 | 0 | 17 | 86 | 8 | 208 |
| TOTAL MANCHESTER | | | 206 | 0 | 2 | 75 | 10 | 6 | 8 | 0 | 0 | 17 | 86 | 8 | 209 |
| NEWQUAY | FLYBE LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 88 | 5 | 8 |
| TOTAL NEWQUAY | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 88 | 5 | 8 |
| NORWICH | LOGANAIR | S | 135 | 0 | 0 | 87 | 4 | 1 | 4 | 3 | 0 | 14 | 86 | 16 | 128 |
| TOTAL NORWICH | | | 135 | 0 | 0 | 87 | 4 | 1 | 4 | 3 | 0 | 14 | 86 | 16 | 128 |
| SOUTHAMPTON | FLYBE LTD | S | 286 | 0 | 0 | 69 | 15 | 12 | 4 | 1 | 0 | 16 | 83 | 9 | 293 |
| TOTAL SOUTHAMPTON | | | 286 | 0 | 0 | 69 | 15 | 12 | 4 | 1 | 0 | 16 | 83 | 9 | 293 |
| STANSTED | EASYJET AIRLINE COMPANY LTD | S | 170 | 0 | 0 | 73 | 19 | 7 | 1 | 1 | 0 | 12 | 71 | 15 | 196 |
| | RYANAIR | S | 151 | 0 | 0 | 60 | 22 | 14 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL STANSTED | | | 321 | 0 | 0 | 67 | 20 | 10 | 2 | 0 | 0 | 14 | 71 | 15 | 196 |
| STORNOWAY | LOGANAIR | S | 94 | 0 | 0 | 83 | 3 | 3 | 11 | 0 | 0 | 14 | 82 | 16 | 100 |
| TOTAL STORNOWAY | | | 94 | 0 | 0 | 83 | 3 | 3 | 11 | 0 | 0 | 14 | 82 | 16 | 100 |
| SUMBURGH | LOGANAIR | S | 178 | 0 | 0 | 72 | 12 | 7 | 7 | 2 | 0 | 19 | 78 | 21 | 160 |
| TOTAL SUMBURGH | | | 178 | 0 | 0 | 72 | 12 | 7 | 7 | 2 | 0 | 19 | 78 | 21 | 160 |
| WICK JOHN O GROATS | LOGANAIR | S | 48 | 0 | 0 | 65 | 6 | 13 | 13 | 4 | 0 | 34 | 86 | 20 | 57 |
| TOTAL WICK JOHN O GROATS | | | 48 | 0 | 0 | 65 | 6 | 13 | 13 | 4 | 0 | 34 | 86 | 20 | 57 |
| TOTAL UNITED KINGDOM | | | 5107 | 0 | 35 | 71 | 13 | 9 | 6 | 1 | 0 | 16 | 78 | 13 | 4790 |
| USA | | | | | | | | | | | | | | | |
| CHICAGO (O'HARE) | UNITED AIRLINES | S | 60 | 0 | 0 | 75 | 12 | 3 | 8 | 2 | 0 | 19 | 79 | 19 | 58 |
| TOTAL CHICAGO (O'HARE) | | | 60 | 0 | 0 | 75 | 12 | 3 | 8 | 2 | 0 | 19 | 79 | 19 | 58 |
| NEW YORK (JF KENNEDY) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 71 | 6 | 11 | 10 | 2 | 0 | 22 | 0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 62 | 0 | 0 | 71 | 6 | 11 | 10 | 2 | 0 | 22 | 0 | 0 | 0 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 121 | 0 | 0 | 73 | 14 | 7 | 6 | 1 | 0 | 16 | 76 | 20 | 123 |
| TOTAL NEW YORK (NEWARK) | | | 121 | 0 | 0 | 73 | 14 | 7 | 6 | 1 | 0 | 16 | 76 | 20 | 123 |
| SANFORD | THOMSON AIRWAYS LTD | C | 6 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 37 | 67 | 15 | 6 |
| TOTAL SANFORD | | | 6 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 37 | 67 | 15 | 6 |
| TOTAL USA | | | 250 | 0 | 0 | 72 | 12 | 8 | 8 | 1 | 0 | 19 | 74 | 22 | 249 |
| TOTAL EDINBURGH | | | 10015 | 0 | 35 | 70 | 15 | 9 | 5 | 0 | 0 | 16 | 77 | 14 | 9546 |

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|---------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| GRAZ | NIKI | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL GRAZ | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| VIENNA | NIKI | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL VIENNA | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL AUSTRIA | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| PAPHOS | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL CYPRUS | | | 16 | 0 | 0 | 63 | 19 | 6 | 13 | 0 | 0 | 30 | 0 | 0 | 0 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL EGYPT | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | FLYBE LTD | S | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL BERGERAC | | | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| DEAUVILLE | FLYBE LTD | S | 18 | 0 | 0 | 67 | 22 | 0 | 6 | 0 | 6 | 38 | 0 | 0 | 0 |
| TOTAL DEAUVILLE | | | 18 | 0 | 0 | 67 | 22 | 0 | 6 | 0 | 6 | 38 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | FLYBE LTD | S | 62 | 0 | 0 | 76 | 10 | 8 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 62 | 0 | 0 | 76 | 10 | 8 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| RENNES | FLYBE LTD | S | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 134 | 0 | 0 | 0 |
| TOTAL RENNES | | | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 134 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 92 | 0 | 0 | 68 | 13 | 8 | 8 | 2 | 1 | 27 | 0 | 0 | 0 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL CORFU | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| HERAKLION | AEGEAN AIRLINES | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 48 | 0 | 0 | 0 |
| TOTAL HERAKLION | | | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 48 | 0 | 0 | 0 |
| SALONIKA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL SALONIKA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL GREECE | | | 26 | 0 | 0 | 73 | 12 | 8 | 8 | 0 | 0 | 17 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | FLYBE LTD | S | 42 | 0 | 0 | 93 | 2 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 |

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| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL DUBLIN | | | 42 | 2 | 0 | 93 | 2 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL IRISH REPUBLIC | | | 42 | 2 | 0 | 93 | 2 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL MALTA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL MALTA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | FLYBE LTD | S | 62 | 0 | 0 | 79 | 5 | 10 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 62 | 0 | 0 | 79 | 5 | 10 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 62 | 0 | 0 | 79 | 5 | 10 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | FLYBE LTD | S | 26 | 0 | 0 | 73 | 12 | 12 | 4 | 0 | 0 | 12 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL FARO | | | 36 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 36 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | FLYBE LTD | S | 36 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 36 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| IBIZA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| MAHON | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL MAHON | | | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| MALAGA | FLYBE LTD | S | 36 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 36 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| PALMA DE MALLORCA | FLYBE LTD | S | 26 | 0 | 0 | 65 | 15 | 12 | 8 | 0 | 0 | 19 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 25 | 0 | 0 | 80 | 12 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 59 | 0 | 0 | 73 | 14 | 10 | 3 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 159 | 0 | 0 | 74 | 14 | 11 | 1 | 0 | 0 | 11 | 0 | 0 | 0 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 13 | 0 | 42 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 13 | 0 | 42 | 0 | 0 | 0 |
| LAS PALMAS | AIR EUROPA | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TENERIFE (SURREINA SOFIA) | NORWEGIAN AIR SHUTTLE | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 24 | 0 | 0 | 88 | 4 | 4 | 0 | 4 | 0 | 17 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: EXETER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TURKEY | | | | | | | | | | | | | | | |
| DALAMAN | THOMSON AIRWAYS LTD | C | 18 | 1 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | 18 | 1 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 18 | 1 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 52 | 0 | 2 | 87 | 2 | 8 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 52 | 0 | 2 | 87 | 2 | 8 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| EDINBURGH | FLYBE LTD | S | 62 | 0 | 0 | 69 | 8 | 10 | 13 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL EDINBURGH | | | 62 | 0 | 0 | 69 | 8 | 10 | 13 | 0 | 0 | 22 | 0 | 0 | 0 |
| GUERNSEY | FLYBE LTD | S | 37 | 20 | 4 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL GUERNSEY | | | 37 | 20 | 4 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| JERSEY | FLYBE LTD | S | 53 | 4 | 1 | 89 | 4 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 53 | 4 | 1 | 89 | 4 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| LONDON CITY | FLYBE LTD | S | 108 | 0 | 0 | 94 | 5 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL LONDON CITY | | | 108 | 0 | 0 | 94 | 5 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| MANCHESTER | FLYBE LTD | S | 208 | 0 | 0 | 75 | 15 | 6 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 208 | 0 | 0 | 75 | 15 | 6 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| NEWCASTLE | FLYBE LTD | S | 54 | 0 | 0 | 80 | 9 | 0 | 11 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 54 | 0 | 0 | 80 | 9 | 0 | 11 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 575 | 223 | 7 | 82 | 9 | 4 | 5 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL EXETER | | | 1074 | 227 | 7 | 80 | 10 | 6 | 4 | 0 | 0 | 13 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | |
| TIRANA | BRITISH AIRWAYS PLC | S | 45 | 0 | 0 | 42 | 18 | 27 | 13 | 0 | 0 | 30 | 56 | 23 | 36 |
| | SMALL PLANET AIRLINES | C | 26 | 0 | 0 | 4 | 19 | 42 | 35 | 0 | 0 | 58 | 0 | 42 | 13 |
| TOTAL TIRANA | | | 71 | 0 | 0 | 28 | 18 | 32 | 21 | 0 | 0 | 40 | 40 | 32 | 58 |
| TOTAL ALBANIA | | | 71 | 0 | 0 | 28 | 18 | 32 | 21 | 0 | 0 | 40 | 40 | 32 | 58 |
| ALGERIA | | | | | | | | | | | | | | | |
| ALGIERS | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 36 | 31 | 21 | 12 | 0 | 0 | 28 | 67 | 30 | 60 |
| TOTAL ALGIERS | | | 58 | 0 | 0 | 36 | 31 | 21 | 12 | 0 | 0 | 28 | 67 | 30 | 60 |
| TOTAL ALGERIA | | | 58 | 0 | 0 | 36 | 31 | 21 | 12 | 0 | 0 | 28 | 64 | 27 | 78 |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 26 | 0 | 0 | 81 | 8 | 8 | 4 | 0 | 0 | 8 | 92 | 6 | 26 |
| TOTAL ANTIGUA | | | 28 | 0 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 8 | 92 | 6 | 26 |
| TOTAL ANTIGUA AND BARBUDA | | | 28 | 0 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 8 | 92 | 6 | 26 |
| AUSTRIA | | | | | | | | | | | | | | | |
| GRAZ | DENIM AIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL GRAZ | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| INNSBRUCK | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 56 | 19 | 17 | 6 | 3 | 0 | 25 | 55 | 30 | 22 |
| | GERMANIA FLUGGESELLSCHAFT | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 11 | 89 | 6 | 18 |
| TOTAL INNSBRUCK | | | 54 | 0 | 0 | 65 | 17 | 13 | 4 | 2 | 0 | 19 | 70 | 19 | 40 |
| SALZBURG | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 62 | 12 | 13 | 12 | 2 | 0 | 29 | 58 | 21 | 50 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 9 | 8 |
| TOTAL SALZBURG | | | 60 | 0 | 0 | 67 | 10 | 12 | 10 | 2 | 0 | 26 | 61 | 19 | 59 |
| VIENNA | EASYJET AIRLINE COMPANY LTD | S | 118 | 0 | 0 | 38 | 31 | 19 | 12 | 0 | 0 | 26 | 74 | 21 | 100 |
| TOTAL VIENNA | | | 118 | 0 | 0 | 38 | 31 | 19 | 12 | 0 | 0 | 26 | 74 | 21 | 100 |
| TOTAL AUSTRIA | | | 234 | 0 | 0 | 52 | 22 | 16 | 9 | 1 | 0 | 24 | 69 | 20 | 199 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 62 | 0 | 1 | 84 | 8 | 5 | 3 | 0 | 0 | 8 | 76 | 41 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 77 | 10 | 3 | 6 | 3 | 0 | 19 | 87 | 5 | 62 |
| TOTAL BRIDGETOWN | | | 124 | 0 | 1 | 81 | 9 | 4 | 5 | 2 | 0 | 14 | 81 | 23 | 124 |
| TOTAL BARBADOS | | | 124 | 0 | 1 | 81 | 9 | 4 | 5 | 2 | 0 | 14 | 81 | 23 | 124 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK INT'L | BELAVIA (BELARUSSIAN AIRLINES) | S | 36 | 0 | 0 | 19 | 22 | 44 | 14 | 0 | 0 | 39 | 24 | 29 | 34 |
| TOTAL MINSK INT'L | | | 36 | 0 | 0 | 19 | 22 | 44 | 14 | 0 | 0 | 39 | 24 | 29 | 34 |
| TOTAL BELARUS | | | 36 | 0 | 0 | 19 | 22 | 44 | 14 | 0 | 0 | 39 | 24 | 29 | 34 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 59 | 22 | 6 | 11 | 2 | 0 | 23 | 69 | 16 | 108 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL BRUSSELS | | | 54 | 0 | 0 | 59 | 22 | 6 | 11 | 2 | 0 | 23 | 69 | 16 | 108 |
| TOTAL BELGIUM | | | 54 | 0 | 0 | 59 | 22 | 6 | 11 | 2 | 0 | 23 | 69 | 16 | 108 |
| BERMUDA | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 58 | 0 | 1 | 67 | 21 | 7 | 5 | 0 | 0 | 15 | 63 | 35 | 60 |
| TOTAL BERMUDA | | | 58 | 0 | 1 | 67 | 21 | 7 | 5 | 0 | 0 | 15 | 63 | 35 | 60 |
| TOTAL BERMUDA | | | 58 | 0 | 1 | 67 | 21 | 7 | 5 | 0 | 0 | 15 | 63 | 35 | 60 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 12 | 2 | 0 | 8 | 50 | 33 | 8 | 0 | 0 | 29 | 50 | 17 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 0 | 45 | 9 | 18 | 27 | 0 | 0 | 42 | 60 | 22 | 10 |
| | THOMSON AIRWAYS LTD | C | 22 | 0 | 0 | 41 | 36 | 18 | 5 | 0 | 0 | 20 | 41 | 29 | 17 |
| TOTAL BURGAS | | | 45 | 2 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 28 | 49 | 23 | 45 |
| SOFIA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 69 | 13 | 15 | 2 | 2 | 0 | 17 | 89 | 12 | 62 |
| TOTAL SOFIA | | | 62 | 0 | 0 | 69 | 13 | 15 | 2 | 2 | 0 | 17 | 89 | 12 | 62 |
| VARNA | BH AIR | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 100 | 0 | 2 |
| TOTAL VARNA | | | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 100 | 0 | 2 |
| TOTAL BULGARIA | | | 110 | 2 | 0 | 54 | 23 | 17 | 5 | 1 | 0 | 21 | 72 | 16 | 109 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR TRANSAT | S | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 93 | 5 | 27 |
| TOTAL CALGARY | | | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 93 | 5 | 27 |
| HALIFAX INT | AIR TRANSAT | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 6 | 10 |
| TOTAL HALIFAX INT | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 6 | 10 |
| MONTREAL (DORVAL) | AIR TRANSAT | S | 18 | 0 | 0 | 56 | 6 | 28 | 0 | 11 | 0 | 40 | 60 | 15 | 10 |
| TOTAL MONTREAL (DORVAL) | | | 19 | 0 | 0 | 53 | 11 | 26 | 0 | 11 | 0 | 39 | 60 | 15 | 10 |
| TORONTO | AIR TRANSAT | S | 90 | 0 | 0 | 72 | 18 | 7 | 3 | 0 | 0 | 14 | 77 | 13 | 79 |
| TOTAL TORONTO | | | 90 | 0 | 0 | 72 | 18 | 7 | 3 | 0 | 0 | 14 | 77 | 13 | 79 |
| VANCOUVER | AIR TRANSAT | S | 55 | 0 | 0 | 60 | 27 | 11 | 2 | 0 | 0 | 14 | 81 | 12 | 43 |
| TOTAL VANCOUVER | | | 55 | 0 | 0 | 60 | 27 | 11 | 2 | 0 | 0 | 14 | 81 | 12 | 43 |
| TOTAL CANADA | | | 209 | 0 | 0 | 72 | 17 | 9 | 2 | 1 | 0 | 14 | 79 | 12 | 188 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 28 | 22 | 28 | 22 | 0 | 0 | 44 | 44 | 27 | 18 |
| TOTAL BOA VISTA (RABIL) | | | 18 | 0 | 0 | 28 | 22 | 28 | 22 | 0 | 0 | 44 | 44 | 27 | 18 |
| ILHA DO SAL C.VERDE | GERMANIA FLUGGESELLSCHAFT | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HI FLY | C | 4 | 0 | 0 | 25 | 0 | 50 | 0 | 25 | 0 | 79 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | S | 27 | 0 | 1 | 67 | 30 | 4 | 0 | 0 | 0 | 12 | 65 | 35 | 17 |
| TOTAL ILHA DO SAL C.VERDE | | | 39 | 0 | 1 | 62 | 23 | 13 | 0 | 3 | 0 | 19 | 65 | 35 | 17 |
| TOTAL CAPE VERDE ISLANDS | | | 57 | 0 | 1 | 51 | 23 | 18 | 7 | 2 | 0 | 27 | 54 | 31 | 35 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | BRITISH AIRWAYS PLC | S | 72 | 0 | 0 | 39 | 32 | 18 | 11 | 0 | 0 | 26 | 68 | 18 | 72 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| DUBROVNIK | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 41 | 33 | 18 | 8 | 1 | 0 | 27 | 63 | 19 | 72 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 9 | 68 | 27 | 44 | |
| | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 39 | 22 | 39 | 0 | 0 | 22 | 72 | 10 | 18 | |
| | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 14 | 0 | 0 | 0 | |
| TOTAL DUBROVNIK | | | 214 | 0 | 0 | 47 | 28 | 18 | 7 | 0 | 0 | 23 | 68 | 19 | 214 |
| PULA | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 50 | 13 | 19 | 19 | 0 | 0 | 27 | 0 | 0 | 0 |
| | NORWEGIAN AIR SHUTTLE | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 89 | 4 | 18 |
| TOTAL PULA | | | 40 | 0 | 0 | 60 | 15 | 13 | 13 | 0 | 0 | 20 | 89 | 4 | 18 |
| SPLIT | CROATIA AIRLINES | S | 18 | 0 | 0 | 22 | 22 | 39 | 17 | 0 | 0 | 37 | 63 | 20 | 16 |
| | EASYJET AIRLINE COMPANY LTD | S | 126 | 0 | 3 | 48 | 22 | 18 | 11 | 0 | 0 | 26 | 60 | 25 | 96 |
| | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 22 | 28 | 17 | 22 | 11 | 0 | 61 | 72 | 40 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 172 | 0 | 3 | 44 | 23 | 20 | 12 | 1 | 0 | 30 | 62 | 27 | 130 |
| TOTAL CROATIA | | | 426 | 0 | 3 | 47 | 25 | 19 | 9 | 1 | 0 | 26 | 66 | 21 | 406 |
| CUBA | | | | | | | | | | | | | | | |
| HAVANA | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 35 | 61 | 17 | 18 |
| TOTAL HAVANA | | | 18 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 35 | 61 | 17 | 18 |
| HOLGUIN (FRANK PAIS) | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 70 | 12 | 10 |
| TOTAL HOLGUIN (FRANK PAIS) | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 70 | 12 | 10 |
| TOTAL CUBA | | | 27 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 24 | 64 | 15 | 28 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 23 | 12 | 35 | 31 | 0 | 0 | 48 | 12 | 49 | 41 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 1 | 39 | 23 | 27 | 11 | 0 | 0 | 28 | 80 | 9 | 59 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 18 | 35 | 50 | 26 |
| | NORWEGIAN AIR SHUTTLE | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 63 | 22 | 8 |
| | NORWEGIAN AIR SHUTTLE | C | 10 | 0 | 0 | 40 | 50 | 0 | 10 | 0 | 0 | 21 | 0 | 0 | 0 |
| | SMALL PLANET AIRLINES | C | 16 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 9 | 50 | 18 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 26 | 83 | 7 | 18 |
| | THOMSON AIRWAYS LTD | C | 22 | 0 | 0 | 55 | 23 | 18 | 5 | 0 | 0 | 19 | 34 | 31 | 35 |
| TOTAL LARNACA | | | 188 | 0 | 1 | 48 | 22 | 19 | 11 | 0 | 0 | 25 | 49 | 27 | 205 |
| PAPHOS | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 30 | 25 | 30 | 16 | 0 | 0 | 33 | 36 | 27 | 42 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 57 | 21 | 15 | 7 | 0 | 0 | 19 | 73 | 16 | 123 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 20 | 54 | 13 | 24 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 69 | 0 | 13 | 19 | 0 | 0 | 22 | 67 | 19 | 18 |
| | THOMSON AIRWAYS LTD | C | 49 | 0 | 0 | 55 | 27 | 12 | 6 | 0 | 0 | 20 | 64 | 14 | 44 |
| TOTAL PAPHOS | | | 251 | 0 | 0 | 53 | 21 | 17 | 9 | 0 | 0 | 22 | 63 | 18 | 251 |
| TOTAL CYPRUS | | | 439 | 0 | 1 | 51 | 22 | 18 | 10 | 0 | 0 | 23 | 57 | 22 | 456 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 39 | 31 | 15 | 13 | 3 | 0 | 33 | 59 | 28 | 104 |
| | SMARTWINGS | S | 36 | 0 | 0 | 28 | 19 | 31 | 22 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 152 | 0 | 0 | 36 | 28 | 18 | 15 | 2 | 0 | 35 | 59 | 28 | 104 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL CZECH REPUBLIC | | | 152 | 0 | 0 | 36 | 28 | 18 | 15 | 2 | 0 | 35 | 59 | 28 | 104 |
| DENMARK | | | | | | | | | | | | | | | |
| AALBORG | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 33 | 28 | 39 | 0 | 0 | 0 | 24 | 56 | 18 | 18 |
| TOTAL AALBORG | | | 18 | 0 | 0 | 33 | 28 | 39 | 0 | 0 | 0 | 24 | 56 | 18 | 18 |
| COPENHAGEN | EASYJET AIRLINE COMPANY LTD | S | 216 | 0 | 4 | 50 | 20 | 21 | 8 | 0 | 0 | 25 | 68 | 22 | 224 |
| | NORWEGIAN AIR SHUTTLE | S | 278 | 0 | 0 | 49 | 19 | 22 | 9 | 1 | 1 | 30 | 72 | 20 | 223 |
| TOTAL COPENHAGEN | | | 494 | 0 | 4 | 49 | 19 | 22 | 9 | 0 | 0 | 28 | 70 | 21 | 447 |
| TOTAL DENMARK | | | 512 | 0 | 4 | 49 | 20 | 22 | 8 | 0 | 0 | 28 | 70 | 21 | 465 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 63 | 18 | 8 |
| TOTAL PUERTO PLATA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 63 | 18 | 8 |
| PUNTA CANA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 56 | 28 | 6 | 11 | 0 | 0 | 20 | 69 | 29 | 26 |
| | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 75 | 18 | 4 | 4 | 0 | 0 | 12 | 24 | 77 | 21 |
| TOTAL PUNTA CANA | | | 46 | 0 | 0 | 67 | 22 | 4 | 7 | 0 | 0 | 15 | 49 | 51 | 47 |
| TOTAL DOMINICAN REPUBLIC | | | 54 | 0 | 0 | 70 | 20 | 4 | 6 | 0 | 0 | 13 | 51 | 46 | 55 |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | EASYJET AIRLINE COMPANY LTD | S | 17 | 0 | 0 | 47 | 24 | 24 | 6 | 0 | 0 | 21 | 81 | 16 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 11 | 61 | 20 | 18 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 76 | 6 | 6 | 12 | 0 | 0 | 24 | 50 | 28 | 16 |
| TOTAL HURGHADA | | | 52 | 0 | 0 | 65 | 13 | 15 | 6 | 0 | 0 | 18 | 65 | 26 | 68 |
| MARSA ALAM | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 50 | 21 | 10 |
| TOTAL MARSA ALAM | | | 10 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 50 | 21 | 10 |
| SHARM EL SHEIKH (OPHIRA) | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 65 | 12 | 12 | 12 | 0 | 0 | 22 | 79 | 6 | 28 |
| | MONARCH AIRLINES | S | 68 | 0 | 0 | 59 | 25 | 10 | 6 | 0 | 0 | 18 | 67 | 21 | 51 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 44 | 48 | 18 |
| | THOMSON AIRWAYS LTD | C | 62 | 0 | 0 | 47 | 19 | 21 | 13 | 0 | 0 | 26 | 70 | 19 | 66 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 174 | 0 | 0 | 59 | 19 | 14 | 9 | 0 | 0 | 20 | 69 | 20 | 172 |
| TOTAL EGYPT | | | 236 | 0 | 0 | 60 | 19 | 14 | 8 | 0 | 0 | 19 | 68 | 21 | 260 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 69 | 3 | 6 | 17 | 6 | 0 | 32 | 82 | 13 | 34 |
| TOTAL TALLIN | | | 36 | 0 | 0 | 69 | 3 | 6 | 17 | 6 | 0 | 32 | 82 | 13 | 34 |
| TOTAL ESTONIA | | | 36 | 0 | 0 | 69 | 3 | 6 | 17 | 6 | 0 | 32 | 82 | 13 | 34 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | NORWEGIAN AIR SHUTTLE | S | 116 | 0 | 0 | 66 | 16 | 16 | 3 | 0 | 0 | 16 | 84 | 17 | 116 |
| TOTAL HELSINKI | | | 116 | 0 | 0 | 66 | 16 | 16 | 3 | 0 | 0 | 16 | 84 | 17 | 116 |
| TOTAL FINLAND | | | 116 | 0 | 0 | 66 | 16 | 16 | 3 | 0 | 0 | 16 | 84 | 17 | 116 |
| FRANCE | | | | | | | | | | | | | | | |
| AJACCIO | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 10 | 12 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL AJACCIO | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 10 | 12 |
| BASTIA | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 50 | 13 | 6 | 31 | 0 | 0 | 35 | 58 | 22 | 12 |
| TOTAL BASTIA | | | 16 | 0 | 0 | 50 | 13 | 6 | 31 | 0 | 0 | 35 | 58 | 22 | 12 |
| BIARRITZ | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 1 | 48 | 23 | 23 | 6 | 0 | 0 | 26 | 72 | 19 | 32 |
| TOTAL BIARRITZ | | | 52 | 0 | 1 | 48 | 23 | 23 | 6 | 0 | 0 | 26 | 72 | 19 | 32 |
| BORDEAUX | BRITISH AIRWAYS PLC | S | 106 | 0 | 0 | 58 | 16 | 21 | 6 | 0 | 0 | 20 | 51 | 24 | 104 |
| | EASYJET AIRLINE COMPANY LTD | S | 148 | 0 | 4 | 41 | 15 | 21 | 24 | 0 | 0 | 37 | 57 | 32 | 126 |
| TOTAL BORDEAUX | | | 254 | 0 | 4 | 48 | 15 | 21 | 16 | 0 | 0 | 30 | 54 | 28 | 230 |
| BREST | EASYJET AIRLINE COMPANY LTD | S | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 81 | 11 | 16 |
| TOTAL BREST | | | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 81 | 11 | 16 |
| FIGARI | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 0 | 13 | 25 | 63 | 0 | 0 | 82 | 0 | 0 | 0 |
| TOTAL FIGARI | | | 16 | 0 | 0 | 25 | 13 | 31 | 31 | 0 | 0 | 51 | 0 | 0 | 0 |
| LA ROCHELLE | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 2 | 42 | 29 | 19 | 10 | 0 | 0 | 26 | 72 | 16 | 36 |
| TOTAL LA ROCHELLE | | | 52 | 0 | 2 | 42 | 29 | 19 | 10 | 0 | 0 | 26 | 72 | 16 | 36 |
| LYON | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 38 | 16 | 27 | 14 | 4 | 1 | 46 | 63 | 21 | 116 |
| TOTAL LYON | | | 116 | 0 | 0 | 38 | 16 | 27 | 14 | 4 | 1 | 46 | 63 | 21 | 116 |
| MARSEILLE | EASYJET AIRLINE COMPANY LTD | S | 126 | 0 | 0 | 29 | 29 | 22 | 18 | 2 | 0 | 39 | 62 | 31 | 104 |
| TOTAL MARSEILLE | | | 126 | 0 | 0 | 29 | 29 | 22 | 18 | 2 | 0 | 39 | 62 | 31 | 104 |
| MONTPELLIER | EASYJET AIRLINE COMPANY LTD | S | 112 | 0 | 1 | 48 | 24 | 19 | 7 | 2 | 0 | 26 | 65 | 23 | 94 |
| TOTAL MONTPELLIER | | | 112 | 0 | 1 | 48 | 24 | 19 | 7 | 2 | 0 | 26 | 65 | 23 | 94 |
| NANTES | EASYJET AIRLINE COMPANY LTD | S | 104 | 0 | 6 | 50 | 21 | 21 | 6 | 2 | 0 | 27 | 74 | 14 | 62 |
| TOTAL NANTES | | | 104 | 0 | 6 | 50 | 21 | 21 | 6 | 2 | 0 | 27 | 74 | 14 | 62 |
| NICE | BRITISH AIRWAYS PLC | S | 165 | 0 | 0 | 56 | 16 | 18 | 10 | 0 | 0 | 23 | 54 | 27 | 186 |
| | EASYJET AIRLINE COMPANY LTD | S | 324 | 0 | 10 | 30 | 23 | 26 | 20 | 1 | 0 | 39 | 49 | 33 | 316 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 64 | 22 | 11 | 3 | 0 | 0 | 18 | 74 | 25 | 42 |
| | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 74 | 15 | 34 |
| TOTAL NICE | | | 543 | 0 | 10 | 42 | 21 | 22 | 15 | 1 | 0 | 32 | 54 | 29 | 578 |
| PARIS (CHARLES DE GAULLE) | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 49 | 21 | 13 | 15 | 2 | 0 | 31 | 60 | 21 | 124 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 124 | 0 | 0 | 49 | 21 | 13 | 15 | 2 | 0 | 31 | 60 | 21 | 124 |
| STRASBOURG | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 17 | 25 | 42 | 17 | 0 | 0 | 38 | 65 | 14 | 34 |
| TOTAL STRASBOURG | | | 36 | 0 | 0 | 17 | 25 | 42 | 17 | 0 | 0 | 38 | 65 | 14 | 34 |
| TOULOUSE (BLAGNAC) | EASYJET AIRLINE COMPANY LTD | S | 222 | 0 | 3 | 41 | 20 | 22 | 16 | 0 | 0 | 31 | 55 | 28 | 198 |
| TOTAL TOULOUSE (BLAGNAC) | | | 222 | 0 | 3 | 41 | 20 | 22 | 16 | 0 | 0 | 31 | 55 | 28 | 198 |
| TOTAL FRANCE | | | 1796 | 0 | 27 | 43 | 20 | 21 | 14 | 1 | 0 | 32 | 58 | 26 | 1648 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | SMALL PLANET AIRLINES | C | 7 | 2 | 0 | 14 | 57 | 0 | 29 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL BANJUL | | | 7 | 2 | 0 | 14 | 57 | 0 | 29 | 0 | 0 | 36 | 0 | 56 | 8 |
| TOTAL GAMBIA | | | 7 | 2 | 0 | 14 | 57 | 0 | 29 | 0 | 0 | 36 | 0 | 56 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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|----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | DENIM AIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 242 | 0 | 1 | 57 | 17 | 17 | 8 | 0 | 0 | 21 | 58 | 30 | 205 |
| | NORWEGIAN AIR SHUTTLE | S | 62 | 0 | 0 | 31 | 34 | 23 | 13 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL BERLIN (SCHONEFELD) | | | 306 | 0 | 1 | 52 | 20 | 18 | 9 | 0 | 0 | 23 | 58 | 30 | 205 |
| COLOGNE BONN | EASYJET AIRLINE COMPANY LTD | S | 63 | 0 | 0 | 35 | 32 | 21 | 13 | 0 | 0 | 30 | 67 | 21 | 104 |
| TOTAL COLOGNE BONN | | | 63 | 0 | 0 | 35 | 32 | 21 | 13 | 0 | 0 | 30 | 67 | 21 | 104 |
| DUSSELDORF | EASYJET AIRLINE COMPANY LTD | S | 53 | 0 | 19 | 53 | 11 | 21 | 15 | 0 | 0 | 25 | 83 | 7 | 98 |
| TOTAL DUSSELDORF | | | 53 | 0 | 19 | 53 | 11 | 21 | 15 | 0 | 0 | 25 | 83 | 7 | 98 |
| ERFURT | GERMANIA FLUGGESELLSCHAFT | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 78 | 34 | 18 |
| TOTAL ERFURT | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 78 | 34 | 18 |
| HAMBURG | EASYJET AIRLINE COMPANY LTD | S | 90 | 0 | 2 | 56 | 22 | 14 | 6 | 2 | 0 | 24 | 82 | 8 | 88 |
| TOTAL HAMBURG | | | 90 | 0 | 2 | 56 | 22 | 14 | 6 | 2 | 0 | 24 | 82 | 8 | 88 |
| MUNICH | EASYJET AIRLINE COMPANY LTD | S | 134 | 0 | 4 | 49 | 14 | 18 | 19 | 0 | 0 | 31 | 67 | 16 | 144 |
| TOTAL MUNICH | | | 134 | 0 | 4 | 49 | 14 | 18 | 19 | 0 | 0 | 31 | 67 | 16 | 144 |
| STUTTART | EASYJET AIRLINE COMPANY LTD | S | 108 | 0 | 0 | 59 | 19 | 17 | 3 | 2 | 0 | 22 | 0 | 0 | 0 |
| TOTAL STUTTART | | | 108 | 0 | 0 | 59 | 19 | 17 | 3 | 2 | 0 | 22 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 772 | 0 | 26 | 52 | 19 | 18 | 10 | 1 | 0 | 25 | 69 | 19 | 657 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | EASYJET AIRLINE COMPANY LTD | S | 98 | 0 | 0 | 52 | 16 | 19 | 11 | 1 | 0 | 25 | 64 | 23 | 95 |
| TOTAL GIBRALTAR | | | 98 | 0 | 0 | 52 | 16 | 19 | 11 | 1 | 0 | 25 | 64 | 23 | 95 |
| TOTAL GIBRALTAR | | | 98 | 0 | 0 | 52 | 16 | 19 | 11 | 1 | 0 | 25 | 64 | 23 | 95 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 45 | 22 | 16 | 16 | 2 | 0 | 30 | 60 | 23 | 62 |
| TOTAL ATHENS | | | 116 | 0 | 0 | 45 | 22 | 16 | 16 | 2 | 0 | 30 | 60 | 23 | 62 |
| CHANIA | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 0 | 29 | 23 | 31 | 17 | 0 | 0 | 33 | 62 | 13 | 42 |
| | GERMANIA FLUGGESELLSCHAFT | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 16 | 10 |
| | NORWEGIAN AIR SHUTTLE | C | 10 | 0 | 0 | 20 | 20 | 30 | 30 | 0 | 0 | 41 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 40 | 72 | 12 | 18 |
| TOTAL CHANIA | | | 78 | 0 | 0 | 35 | 23 | 24 | 18 | 0 | 0 | 31 | 65 | 15 | 80 |
| CORFU | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 56 | 21 | 19 | 3 | 0 | 0 | 18 | 74 | 18 | 112 |
| | GERMANIA FLUGGESELLSCHAFT | C | 23 | 0 | 0 | 74 | 26 | 0 | 0 | 0 | 0 | 9 | 75 | 55 | 8 |
| | NORWEGIAN AIR SHUTTLE | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 6 | 12 |
| | SMALL PLANET AIRLINES | C | 32 | 0 | 0 | 53 | 19 | 25 | 3 | 0 | 0 | 20 | 79 | 19 | 19 |
| | THOMAS COOK AIRLINES LTD | C | 28 | 0 | 0 | 82 | 7 | 11 | 0 | 0 | 0 | 7 | 75 | 21 | 16 |
| | THOMSON AIRWAYS LTD | C | 52 | 0 | 0 | 62 | 10 | 10 | 17 | 2 | 0 | 31 | 56 | 26 | 48 |
| TOTAL CORFU | | | 267 | 0 | 0 | 63 | 17 | 15 | 5 | 0 | 0 | 18 | 68 | 26 | 255 |
| HERAKLION | AEGEAN AIRLINES | S | 46 | 0 | 0 | 80 | 9 | 7 | 4 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 39 | 36 | 17 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 41 | 27 | 19 | 13 | 0 | 0 | 29 | 65 | 20 | 118 |
| | GERMANIA FLUGGESELLSCHAFT | C | 24 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| HERAKLION | SMALL PLANET AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 32 | 0 | 0 | 66 | 25 | 9 | 0 | 0 | 11 | 58 | 38 | 33 | |
| | THOMSON AIRWAYS LTD | C | 37 | 1 | 0 | 59 | 14 | 22 | 5 | 0 | 19 | 67 | 26 | 39 | |
| TOTAL HERAKLION | | | 307 | 1 | 0 | 55 | 23 | 14 | 7 | 0 | 20 | 65 | 22 | 244 | |
| KALAMATA | EASYJET AIRLINE COMPANY LTD | S | 34 | 0 | 0 | 56 | 24 | 9 | 12 | 0 | 23 | 92 | 5 | 24 | |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 13 | 63 | 13 | 13 | 0 | 37 | 50 | 82 | 8 | |
| TOTAL KALAMATA | | | 42 | 0 | 0 | 48 | 31 | 10 | 12 | 0 | 25 | 79 | 22 | 39 | |
| KAVALA | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 22 | 17 | 6 | 0 | 18 | 72 | 10 | 18 | |
| TOTAL KAVALA | | | 18 | 0 | 0 | 56 | 22 | 17 | 6 | 0 | 18 | 78 | 8 | 23 | |
| KEFALLINIA | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 28 | 11 | 43 | 19 | 0 | 38 | 64 | 19 | 42 | |
| | GERMANIA FLUGGESELLSCHAFT | C | 16 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 69 | 75 | 13 | 8 | |
| | NORWEGIAN AIR SHUTTLE | S | 8 | 0 | 0 | 25 | 13 | 25 | 38 | 0 | 43 | 0 | 0 | 0 | |
| | NORWEGIAN AIR SHUTTLE | C | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 17 | 90 | 3 | 10 | |
| | SMALL PLANET AIRLINES | C | 10 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 49 | 50 | 15 | 8 | |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 7 | 89 | 6 | 18 | |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 31 | 31 | 23 | 15 | 0 | 37 | 68 | 12 | 28 | |
| TOTAL KEFALLINIA | | | 137 | 0 | 0 | 36 | 13 | 29 | 21 | 0 | 38 | 73 | 12 | 130 | |
| KOS | EASYJET AIRLINE COMPANY LTD | S | 34 | 0 | 2 | 53 | 26 | 15 | 6 | 0 | 19 | 60 | 19 | 42 | |
| | GERMANIA FLUGGESELLSCHAFT | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 14 | 90 | 5 | 10 | |
| | SMALL PLANET AIRLINES | C | 10 | 0 | 0 | 40 | 0 | 10 | 50 | 0 | 47 | 33 | 29 | 12 | |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 50 | 28 | 6 | 17 | 0 | 32 | 50 | 79 | 18 | |
| | THOMSON AIRWAYS LTD | C | 47 | 0 | 0 | 64 | 13 | 13 | 11 | 0 | 21 | 74 | 14 | 46 | |
| TOTAL KOS | | | 117 | 0 | 2 | 56 | 20 | 12 | 13 | 0 | 24 | 63 | 26 | 148 | |
| MIKONOS | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 39 | 28 | 15 | 18 | 0 | 33 | 60 | 35 | 58 | |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 0 | 20 | 60 | 20 | 0 | 50 | 63 | 16 | 8 | |
| TOTAL MIKONOS | | | 98 | 0 | 0 | 35 | 28 | 19 | 18 | 0 | 35 | 61 | 32 | 66 | |
| MYTILINI | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | |
| TOTAL MYTILINI | | | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 23 | 88 | 7 | 8 | |
| PREVEZA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 61 | 17 | 11 | 11 | 0 | 17 | 0 | 0 | 0 | |
| | GERMANIA FLUGGESELLSCHAFT | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 6 | 88 | 8 | 8 | |
| | MONARCH AIRLINES | S | 16 | 0 | 0 | 56 | 13 | 25 | 6 | 0 | 19 | 0 | 0 | 0 | |
| | SMALL PLANET AIRLINES | C | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 8 | 86 | 9 | 14 | |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 12 | 60 | 47 | 10 | |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 38 | 19 | 25 | 19 | 0 | 31 | 69 | 11 | 16 | |
| TOTAL PREVEZA | | | 84 | 0 | 0 | 63 | 15 | 14 | 7 | 0 | 17 | 75 | 15 | 72 | |
| RHODES | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 28 | 22 | 22 | 28 | 0 | 42 | 0 | 0 | 0 | |
| | EASYJET AIRLINE COMPANY LTD | S | 66 | 0 | 1 | 42 | 15 | 26 | 17 | 0 | 32 | 56 | 21 | 50 | |
| | GERMANIA FLUGGESELLSCHAFT | C | 28 | 0 | 0 | 75 | 11 | 4 | 11 | 0 | 16 | 0 | 0 | 0 | |
| | MONARCH AIRLINES | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 0 | 64 | 0 | 9 | 18 | 9 | 51 | 53 | 20 | 19 | |
| | THOMSON AIRWAYS LTD | C | 41 | 0 | 0 | 71 | 10 | 10 | 10 | 0 | 17 | 63 | 15 | 46 | |
| TOTAL RHODES | | | 174 | 0 | 1 | 57 | 12 | 16 | 14 | 1 | 27 | 56 | 18 | 158 | |
| SALONIKA | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 53 | 26 | 15 | 6 | 0 | 23 | 47 | 33 | 32 | |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 76 | 13 | 10 | 2 | 0 | 11 | 90 | 6 | 58 | |
| | GERMANIA FLUGGESELLSCHAFT | C | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 27 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SALONIKA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 100 | 2 | 8 |
| TOTAL SALONIKA | | | 109 | 0 | 0 | 67 | 17 | 14 | 3 | 0 | 0 | 15 | 75 | 16 | 102 |
| SAMOS | GERMANIA FLUGGESELLSCHAFT | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 6 | 90 | 10 | 10 | |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 18 | 60 | 35 | 10 | |
| TOTAL SAMOS | | | 20 | 0 | 0 | 65 | 15 | 20 | 0 | 0 | 12 | 75 | 22 | 20 | |
| SKIATHOS | GERMANIA FLUGGESELLSCHAFT | C | 15 | 0 | 0 | 53 | 13 | 20 | 13 | 0 | 22 | 75 | 14 | 4 | |
| | SMALL PLANET AIRLINES | C | 19 | 0 | 0 | 37 | 32 | 21 | 11 | 0 | 24 | 50 | 46 | 4 | |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 50 | 20 | 0 | 30 | 0 | 34 | 80 | 7 | 10 | |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 45 | 67 | 14 | 18 | |
| TOTAL SKIATHOS | | | 62 | 0 | 0 | 48 | 19 | 11 | 21 | 0 | 31 | 66 | 17 | 53 | |
| THIRA (SANTORINI) | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 16 | 30 | 30 | 21 | 3 | 48 | 60 | 17 | 60 | |
| | NORWEGIAN AIR SHUTTLE | S | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 24 | 100 | 3 | 8 | |
| | SMALL PLANET AIRLINES | C | 8 | 0 | 0 | 38 | 38 | 13 | 13 | 0 | 23 | 0 | 60 | 10 | |
| | THOMAS COOK AIRLINES LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 11 | 40 | 19 | 5 | |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 42 | 40 | 35 | 10 | |
| TOTAL THIRA (SANTORINI) | | | 97 | 0 | 0 | 25 | 28 | 27 | 19 | 2 | 42 | 54 | 23 | 93 | |
| VOLOS | SMALL PLANET AIRLINES | C | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 26 | 0 | 0 | 0 | |
| TOTAL VOLOS | | | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 26 | 50 | 44 | 8 | |
| ZAKINTHOS | EASYJET AIRLINE COMPANY LTD | S | 68 | 0 | 1 | 46 | 22 | 16 | 16 | 0 | 29 | 78 | 18 | 46 | |
| | GERMANIA FLUGGESELLSCHAFT | C | 18 | 0 | 0 | 22 | 33 | 17 | 28 | 0 | 38 | 0 | 0 | 0 | |
| | SMALL PLANET AIRLINES | C | 28 | 0 | 0 | 36 | 25 | 29 | 11 | 0 | 32 | 40 | 23 | 10 | |
| | THOMAS COOK AIRLINES LTD | C | 34 | 0 | 0 | 56 | 29 | 15 | 0 | 0 | 15 | 59 | 35 | 34 | |
| | THOMSON AIRWAYS LTD | C | 42 | 0 | 0 | 50 | 26 | 17 | 7 | 0 | 23 | 70 | 18 | 47 | |
| TOTAL ZAKINTHOS | | | 190 | 0 | 1 | 45 | 26 | 18 | 12 | 0 | 26 | 66 | 24 | 172 | |
| TOTAL GREECE | | | 1933 | 1 | 4 | 51 | 20 | 17 | 12 | 0 | 26 | 66 | 21 | 1751 | |
| GRENADA | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 8 | 89 | 6 | 18 | |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 12 | 61 | 18 | 18 | |
| TOTAL GRENADA | | | 35 | 0 | 0 | 80 | 14 | 3 | 3 | 0 | 10 | 75 | 12 | 36 | |
| TOTAL GRENADA | | | 35 | 0 | 0 | 80 | 14 | 3 | 3 | 0 | 10 | 75 | 12 | 36 | |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | EASYJET AIRLINE COMPANY LTD | S | 72 | 0 | 0 | 29 | 14 | 31 | 26 | 0 | 42 | 61 | 21 | 76 | |
| | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 62 | 19 | 19 | 0 | 0 | 15 | 64 | 15 | 28 | |
| TOTAL BUDAPEST | | | 98 | 0 | 0 | 38 | 15 | 28 | 19 | 0 | 35 | 62 | 19 | 104 | |
| TOTAL HUNGARY | | | 98 | 0 | 0 | 38 | 15 | 28 | 19 | 0 | 35 | 62 | 19 | 104 | |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 39 | 33 | 17 | 11 | 0 | 26 | 0 | 0 | 0 | |
| | ICELANDAIR | S | 52 | 0 | 0 | 40 | 35 | 21 | 4 | 0 | 22 | 53 | 19 | 36 | |
| | WOW AIR | S | 72 | 0 | 0 | 63 | 32 | 4 | 1 | 0 | 13 | 91 | 6 | 88 | |
| TOTAL KEFLAVIK | | | 142 | 0 | 0 | 51 | 33 | 12 | 4 | 0 | 18 | 80 | 10 | 124 | |
| TOTAL ICELAND | | | 142 | 0 | 0 | 51 | 33 | 12 | 4 | 0 | 18 | 80 | 10 | 124 | |

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|--------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| INDONESIA | | | | | | | | | | | | | | | |
| JAKARTA (SOEKARNO-HATTA INTNL) | GARUDA INDONESIA | S | 38 | 0 | 0 | 71 | 11 | 13 | 5 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | 38 | 0 | 0 | 71 | 11 | 13 | 5 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL INDONESIA | | | 38 | 0 | 0 | 71 | 11 | 13 | 5 | 0 | 0 | 16 | 0 | 0 | 0 |
| IRAQ | | | | | | | | | | | | | | | |
| BAGHDAD (GECA) | IRAQI AIRWAYS | S | 17 | 0 | 0 | 71 | 12 | 6 | 12 | 0 | 0 | 20 | 74 | 10 | 19 |
| TOTAL BAGHDAD (GECA) | | | 17 | 0 | 0 | 71 | 12 | 6 | 12 | 0 | 0 | 20 | 74 | 10 | 19 |
| ERBIL INTERNATIONAL | IRAQI AIRWAYS | S | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 38 | 100 | 0 | 3 |
| TOTAL ERBIL INTERNATIONAL | | | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 38 | 100 | 0 | 3 |
| SULAYMANIYAH INT | IRAQI AIRWAYS | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 76 | 16 | 17 |
| TOTAL SULAYMANIYAH INT | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 76 | 16 | 17 |
| TOTAL IRAQ | | | 44 | 0 | 0 | 75 | 9 | 7 | 9 | 0 | 0 | 19 | 77 | 12 | 39 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 62 | 0 | 0 | 58 | 29 | 11 | 2 | 0 | 0 | 16 | 69 | 14 | 62 |
| TOTAL CORK | | | 62 | 0 | 0 | 58 | 29 | 11 | 2 | 0 | 0 | 16 | 69 | 14 | 62 |
| DUBLIN | AER LINGUS | S | 340 | 0 | 0 | 52 | 20 | 14 | 14 | 0 | 0 | 26 | 65 | 18 | 328 |
| | RYANAIR | S | 248 | 0 | 0 | 74 | 15 | 9 | 2 | 0 | 0 | 11 | 61 | 20 | 248 |
| TOTAL DUBLIN | | | 588 | 0 | 0 | 61 | 18 | 12 | 9 | 0 | 0 | 19 | 64 | 19 | 577 |
| IRELAND WEST(KNOCK) | AER LINGUS | S | 62 | 0 | 0 | 48 | 13 | 29 | 10 | 0 | 0 | 25 | 73 | 22 | 62 |
| TOTAL IRELAND WEST(KNOCK) | | | 62 | 0 | 0 | 48 | 13 | 29 | 10 | 0 | 0 | 25 | 73 | 22 | 62 |
| SHANNON | RYANAIR | S | 62 | 0 | 0 | 74 | 18 | 6 | 2 | 0 | 0 | 9 | 76 | 15 | 62 |
| TOTAL SHANNON | | | 62 | 0 | 0 | 74 | 18 | 6 | 2 | 0 | 0 | 9 | 76 | 15 | 62 |
| TOTAL IRISH REPUBLIC | | | 774 | 0 | 0 | 61 | 19 | 13 | 8 | 0 | 0 | 19 | 66 | 18 | 763 |
| ISLE OF CURACAO NETH.ANTILLES | | | | | | | | | | | | | | | |
| ARUBA | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 20 | 37 | 10 |
| TOTAL ARUBA | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 20 | 37 | 10 |
| TOTAL ISLE OF CURACAO NETH.ANTILLES | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 20 | 37 | 10 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 42 | 31 | 23 | 4 | 0 | 0 | 21 | 46 | 36 | 28 |
| TOTAL TEL AVIV | | | 26 | 0 | 0 | 42 | 31 | 23 | 4 | 0 | 0 | 21 | 46 | 36 | 28 |
| TOTAL ISRAEL | | | 26 | 0 | 0 | 42 | 31 | 23 | 4 | 0 | 0 | 21 | 46 | 36 | 28 |
| ITALY | | | | | | | | | | | | | | | |
| ALGHERO (FERTILIA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 13 | 50 | 25 | 13 | 0 | 0 | 32 | 63 | 14 | 8 |
| TOTAL ALGHERO (FERTILIA) | | | 8 | 0 | 0 | 13 | 50 | 25 | 13 | 0 | 0 | 32 | 63 | 14 | 8 |
| BARI (PALESE) | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 32 | 29 | 32 | 6 | 0 | 0 | 27 | 31 | 41 | 26 |
| | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 4 | 69 | 8 | 12 | 8 | 4 | 0 | 23 | 67 | 16 | 36 |
| TOTAL BARI (PALESE) | | | 86 | 0 | 4 | 55 | 16 | 20 | 7 | 2 | 0 | 25 | 52 | 26 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BOLOGNA | EASYJET AIRLINE COMPANY LTD | S | 60 | 0 | 0 | 33 | 28 | 32 | 7 | 0 | 0 | 31 | 53 | 31 | 62 |
| TOTAL BOLOGNA | | | 60 | 0 | 0 | 33 | 28 | 32 | 7 | 0 | 0 | 31 | 53 | 31 | 62 |
| BRINDISI | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 50 | 6 | 22 | 11 | 11 | 0 | 53 | 0 | 0 | 0 |
| TOTAL BRINDISI | | | 18 | 0 | 0 | 50 | 6 | 22 | 11 | 11 | 0 | 53 | 0 | 0 | 0 |
| CAGLIARI (ELMAS) | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL CAGLIARI (ELMAS) | | | 26 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 12 | 58 | 35 | 12 |
| CATANIA (FONTANAROSSA) | BRITISH AIRWAYS PLC | S | 70 | 0 | 0 | 56 | 21 | 14 | 9 | 0 | 0 | 20 | 54 | 26 | 70 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 56 | 21 | 16 | 6 | 0 | 0 | 20 | 66 | 14 | 56 |
| | NORWEGIAN AIR SHUTTLE | S | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 75 | 15 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 7 | 8 |
| TOTAL CATANIA (FONTANAROSSA) | | | 156 | 0 | 0 | 62 | 19 | 13 | 6 | 0 | 0 | 18 | 61 | 26 | 168 |
| FLORENCE | VUELING AIRLINES | S | 62 | 0 | 1 | 37 | 19 | 18 | 16 | 10 | 0 | 54 | 54 | 41 | 61 |
| TOTAL FLORENCE | | | 62 | 0 | 1 | 37 | 19 | 18 | 16 | 10 | 0 | 54 | 54 | 41 | 61 |
| GENOA | BRITISH AIRWAYS PLC | S | 70 | 0 | 0 | 53 | 34 | 11 | 1 | 0 | 0 | 16 | 77 | 18 | 62 |
| | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 100 | 1 | 4 |
| TOTAL GENOA | | | 74 | 0 | 0 | 53 | 34 | 12 | 1 | 0 | 0 | 16 | 77 | 17 | 70 |
| MILAN (LINATE) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 19 | 40 | 21 | 19 | 0 | 0 | 35 | 45 | 29 | 62 |
| TOTAL MILAN (LINATE) | | | 62 | 0 | 0 | 19 | 40 | 21 | 19 | 0 | 0 | 35 | 45 | 29 | 62 |
| MILAN (MALPENSA) | EASYJET AIRLINE COMPANY LTD | S | 324 | 0 | 1 | 35 | 23 | 27 | 13 | 1 | 0 | 35 | 47 | 30 | 309 |
| TOTAL MILAN (MALPENSA) | | | 324 | 0 | 1 | 35 | 23 | 27 | 13 | 1 | 0 | 35 | 47 | 30 | 309 |
| NAPLES | BRITISH AIRWAYS PLC | S | 163 | 0 | 0 | 50 | 22 | 17 | 10 | 0 | 0 | 24 | 53 | 26 | 150 |
| | EASYJET AIRLINE COMPANY LTD | S | 98 | 0 | 0 | 62 | 12 | 17 | 7 | 1 | 0 | 22 | 57 | 25 | 90 |
| | MERIDIANA AIR | S | 61 | 1 | 1 | 64 | 20 | 16 | 0 | 0 | 0 | 14 | 52 | 20 | 42 |
| | NORWEGIAN AIR SHUTTLE | C | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 75 | 7 | 8 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 50 | 6 | 6 | 22 | 17 | 0 | 68 | 63 | 18 | 24 |
| TOTAL NAPLES | | | 361 | 1 | 1 | 57 | 18 | 16 | 8 | 1 | 0 | 23 | 56 | 24 | 315 |
| OLBIA | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 4 | 39 | 35 | 17 | 6 | 3 | 0 | 28 | 55 | 30 | 78 |
| | MERIDIANA AIR | S | 26 | 0 | 0 | 58 | 19 | 15 | 8 | 0 | 0 | 24 | 54 | 28 | 26 |
| TOTAL OLBIA | | | 114 | 0 | 4 | 43 | 32 | 17 | 6 | 3 | 0 | 28 | 55 | 29 | 104 |
| PALERMO | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 0 | 67 | 19 | 4 | 10 | 0 | 0 | 16 | 64 | 25 | 56 |
| TOTAL PALERMO | | | 52 | 0 | 0 | 67 | 19 | 4 | 10 | 0 | 0 | 16 | 64 | 24 | 84 |
| PISA | BRITISH AIRWAYS PLC | S | 66 | 0 | 0 | 58 | 24 | 9 | 9 | 0 | 0 | 23 | 40 | 32 | 124 |
| | EASYJET AIRLINE COMPANY LTD | S | 120 | 0 | 1 | 35 | 27 | 22 | 15 | 2 | 0 | 36 | 37 | 36 | 104 |
| TOTAL PISA | | | 186 | 0 | 1 | 43 | 26 | 17 | 13 | 1 | 0 | 31 | 39 | 34 | 228 |
| ROME (CIAMPINO) | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 43 | 15 | 17 | 26 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 54 | 0 | 0 | 43 | 15 | 17 | 26 | 0 | 0 | 39 | 0 | 0 | 0 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 105 | 1 | 0 | 40 | 21 | 20 | 17 | 2 | 0 | 37 | 52 | 31 | 124 |
| | EASYJET AIRLINE COMPANY LTD | S | 164 | 0 | 2 | 26 | 27 | 26 | 17 | 3 | 0 | 40 | 53 | 30 | 266 |
| | NORWEGIAN AIR SHUTTLE | S | 54 | 0 | 0 | 22 | 24 | 28 | 22 | 4 | 0 | 44 | 45 | 27 | 44 |
| | VUELING AIRLINES | S | 90 | 0 | 2 | 14 | 14 | 39 | 28 | 4 | 0 | 61 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL ROME (FIUMICINO) | | | 414 | 1 | 4 | 27 | 22 | 28 | 20 | 3 | 0 | 45 | 51 | 30 | 445 |
| TURIN | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 43 | 35 | 20 | 2 | 0 | 0 | 22 | 54 | 27 | 52 |
| TOTAL TURIN | | | 54 | 0 | 0 | 43 | 35 | 20 | 2 | 0 | 0 | 22 | 52 | 27 | 54 |
| VENICE | BRITISH AIRWAYS PLC | S | 200 | 0 | 1 | 52 | 25 | 14 | 9 | 1 | 0 | 25 | 47 | 29 | 182 |
| | EASYJET AIRLINE COMPANY LTD | S | 245 | 0 | 1 | 31 | 24 | 31 | 15 | 0 | 0 | 34 | 52 | 33 | 176 |
| | MONARCH AIRLINES | S | 44 | 0 | 0 | 70 | 11 | 9 | 9 | 0 | 0 | 18 | 64 | 20 | 42 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 13 | 86 | 8 | 14 |
| TOTAL VENICE | | | 505 | 0 | 2 | 44 | 23 | 21 | 11 | 1 | 0 | 28 | 53 | 29 | 420 |
| VERONA VILAFRANCA | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 57 | 21 | 10 | 11 | 0 | 0 | 22 | 63 | 22 | 122 |
| | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 70 | 13 | 13 | 5 | 0 | 0 | 15 | 75 | 15 | 64 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 10 | 78 | 17 | 46 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 50 | 22 | 28 | 0 | 0 | 0 | 18 | 67 | 48 | 18 |
| TOTAL VERONA VILAFRANCA | | | 259 | 0 | 0 | 63 | 18 | 12 | 7 | 0 | 0 | 18 | 67 | 22 | 260 |
| TOTAL ITALY | | | 2875 | 2 | 18 | 45 | 23 | 20 | 11 | 1 | 0 | 30 | 54 | 28 | 2724 |
| JAMAICA | | | | | | | | | | | | | | | |
| KINGSTON | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 56 | 18 | 18 | 9 | 0 | 0 | 21 | 34 | 34 | 35 |
| TOTAL KINGSTON | | | 34 | 0 | 0 | 56 | 18 | 18 | 9 | 0 | 0 | 21 | 34 | 34 | 35 |
| MONTEGO BAY | THOMSON AIRWAYS LTD | C | 27 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 11 | 124 | 18 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 27 | 0 | 0 | 33 | 11 | 33 | 22 | 0 | 0 | 36 | 35 | 31 | 26 |
| TOTAL MONTEGO BAY | | | 54 | 0 | 0 | 61 | 11 | 17 | 11 | 0 | 0 | 21 | 25 | 69 | 44 |
| TOTAL JAMAICA | | | 88 | 0 | 0 | 59 | 14 | 17 | 10 | 0 | 0 | 21 | 29 | 53 | 79 |
| KOSOVO | | | | | | | | | | | | | | | |
| PRISTINA | GERMANIA FLUGGESELLSCHAFT | S | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 35 | 31 | 17 |
| TOTAL PRISTINA | | | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 35 | 31 | 17 |
| TOTAL KOSOVO | | | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 35 | 31 | 17 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | AIR BALTIC | S | 90 | 0 | 0 | 49 | 33 | 16 | 2 | 0 | 0 | 18 | 75 | 19 | 76 |
| TOTAL RIGA | | | 90 | 0 | 0 | 49 | 33 | 16 | 2 | 0 | 0 | 18 | 75 | 19 | 76 |
| TOTAL LATVIA | | | 90 | 0 | 0 | 49 | 33 | 16 | 2 | 0 | 0 | 18 | 75 | 19 | 76 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 28 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 10 | 77 | 11 | 44 |
| TOTAL KAUNAS | | | 28 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 10 | 77 | 11 | 44 |
| TOTAL LITHUANIA | | | 28 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 10 | 77 | 11 | 44 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 53 | 19 | 19 | 8 | 0 | 0 | 25 | 76 | 13 | 54 |
| TOTAL LUXEMBOURG | | | 36 | 0 | 0 | 53 | 19 | 19 | 8 | 0 | 0 | 25 | 76 | 13 | 54 |
| TOTAL LUXEMBOURG | | | 36 | 0 | 0 | 53 | 19 | 19 | 8 | 0 | 0 | 25 | 76 | 13 | 54 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 62 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 8 | 87 | 7 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 56 | 11 | 24 | 8 | 0 | 0 | 22 | 69 | 17 | 62 |
| | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 72 | 15 | 11 | 2 | 0 | 0 | 13 | 69 | 20 | 90 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 6 | 10 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 27 | 80 | 11 | 10 |
| TOTAL MALTA | | | 229 | 0 | 0 | 70 | 13 | 13 | 4 | 0 | 0 | 14 | 75 | 15 | 246 |
| TOTAL MALTA | | | 229 | 0 | 0 | 70 | 13 | 13 | 4 | 0 | 0 | 14 | 75 | 15 | 246 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | BRITISH AIRWAYS PLC | S | 26 | 1 | 0 | 88 | 4 | 4 | 0 | 0 | 4 | 25 | 48 | 21 | 27 |
| | THOMSON AIRWAYS LTD | S | 8 | 0 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 65 | 50 | 27 | 8 |
| TOTAL MAURITIUS | | | 34 | 1 | 0 | 68 | 12 | 6 | 12 | 0 | 3 | 34 | 49 | 22 | 35 |
| TOTAL MAURITIUS | | | 34 | 1 | 0 | 68 | 12 | 6 | 12 | 0 | 3 | 34 | 49 | 22 | 35 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 18 | 59 | 39 | 27 |
| | THOMAS COOK AIRLINES LTD | S | 15 | 0 | 1 | 80 | 13 | 0 | 7 | 0 | 0 | 15 | 73 | 12 | 15 |
| | THOMSON AIRWAYS LTD | C | 54 | 0 | 0 | 61 | 28 | 9 | 2 | 0 | 0 | 14 | 52 | 40 | 48 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 27 | 0 | 0 | 63 | 7 | 11 | 19 | 0 | 0 | 34 | 56 | 32 | 27 |
| TOTAL CANCUN | | | 122 | 0 | 1 | 64 | 20 | 8 | 7 | 0 | 0 | 19 | 57 | 35 | 117 |
| PUERTO VALLARTA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 0 | 25 | 0 | 68 | 13 | 53 | 8 |
| TOTAL PUERTO VALLARTA | | | 8 | 0 | 0 | 63 | 13 | 0 | 0 | 25 | 0 | 68 | 13 | 53 | 8 |
| TOTAL MEXICO | | | 130 | 0 | 1 | 64 | 20 | 8 | 7 | 2 | 0 | 22 | 54 | 36 | 125 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 56 | 25 | 6 | 13 | 0 | 0 | 23 | 77 | 35 | 22 |
| | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 65 | 15 | 17 |
| TOTAL AGADIR (AL MASSIRA) | | | 34 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 13 | 72 | 26 | 39 |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 56 | 0 | 0 | 54 | 23 | 18 | 5 | 0 | 0 | 20 | 44 | 44 | 9 |
| TOTAL CASABLANCA MOHAMED V | | | 56 | 0 | 0 | 54 | 23 | 18 | 5 | 0 | 0 | 20 | 44 | 44 | 9 |
| MARRAKESH | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 45 | 20 | 20 | 14 | 0 | 0 | 26 | 77 | 14 | 44 |
| | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 73 | 13 | 13 | 1 | 0 | 0 | 13 | 89 | 6 | 70 |
| | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 44 | 11 | 17 | 28 | 0 | 0 | 34 | 71 | 14 | 17 |
| TOTAL MARRAKESH | | | 132 | 0 | 0 | 60 | 15 | 16 | 9 | 0 | 0 | 20 | 80 | 11 | 170 |
| TANGIERS (IBN BATUTA) | AIR ARABIA MAROC | S | 18 | 0 | 0 | 72 | 6 | 17 | 6 | 0 | 0 | 12 | 67 | 11 | 18 |
| TOTAL TANGIERS (IBN BATUTA) | | | 18 | 0 | 0 | 72 | 6 | 17 | 6 | 0 | 0 | 12 | 67 | 11 | 18 |
| TOTAL MOROCCO | | | 240 | 0 | 0 | 62 | 16 | 15 | 8 | 0 | 0 | 19 | 76 | 15 | 236 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 184 | 0 | 0 | 57 | 20 | 17 | 7 | 0 | 0 | 22 | 66 | 18 | 192 |
| | EASYJET AIRLINE COMPANY LTD | S | 396 | 0 | 8 | 37 | 24 | 23 | 14 | 1 | 0 | 32 | 63 | 23 | 370 |
| TOTAL AMSTERDAM | | | 580 | 0 | 8 | 44 | 23 | 21 | 12 | 1 | 0 | 29 | 64 | 21 | 562 |
| TOTAL NETHERLANDS | | | 580 | 0 | 8 | 44 | 23 | 21 | 12 | 1 | 0 | 29 | 64 | 21 | 562 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NORWAY | | | | | | | | | | | | | | | |
| ALESUND | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 27 | 81 | 18 | 16 |
| TOTAL ALESUND | | | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 27 | 81 | 18 | 16 |
| BERGEN | NORWEGIAN AIR SHUTTLE | S | 116 | 0 | 0 | 76 | 16 | 7 | 1 | 0 | 0 | 10 | 78 | 10 | 96 |
| TOTAL BERGEN | | | 116 | 0 | 0 | 76 | 16 | 7 | 1 | 0 | 0 | 10 | 77 | 11 | 97 |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 216 | 0 | 0 | 49 | 20 | 21 | 8 | 1 | 1 | 31 | 70 | 19 | 214 |
| TOTAL OSLO (GARDERMOEN) | | | 216 | 0 | 0 | 49 | 20 | 21 | 8 | 1 | 1 | 31 | 70 | 19 | 214 |
| SANDEFJORD(TORP) | NORWEGIAN AIR SHUTTLE | S | 28 | 0 | 0 | 54 | 25 | 18 | 4 | 0 | 0 | 20 | 74 | 16 | 34 |
| TOTAL SANDEFJORD(TORP) | | | 28 | 0 | 0 | 54 | 25 | 18 | 4 | 0 | 0 | 20 | 74 | 16 | 34 |
| STAVANGER | NORWEGIAN AIR SHUTTLE | S | 46 | 0 | 0 | 57 | 22 | 22 | 0 | 0 | 0 | 15 | 75 | 11 | 44 |
| TOTAL STAVANGER | | | 46 | 0 | 0 | 57 | 22 | 22 | 0 | 0 | 0 | 15 | 75 | 11 | 44 |
| TRONDHEIM (VAERNES) | NORWEGIAN AIR SHUTTLE | S | 46 | 0 | 0 | 43 | 30 | 20 | 7 | 0 | 0 | 24 | 68 | 14 | 44 |
| TOTAL TRONDHEIM (VAERNES) | | | 46 | 0 | 0 | 43 | 30 | 20 | 7 | 0 | 0 | 24 | 68 | 14 | 44 |
| TOTAL NORWAY | | | 470 | 0 | 0 | 56 | 21 | 17 | 5 | 1 | 0 | 23 | 72 | 16 | 465 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 32 | 0 | 22 | 1 |
| TOTAL ISLAMABAD | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 32 | 0 | 22 | 1 |
| TOTAL PAKISTAN | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 32 | 0 | 22 | 1 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 61 | 24 | 13 | 2 | 0 | 0 | 15 | 68 | 14 | 62 |
| TOTAL KRAKOW | | | 62 | 0 | 0 | 61 | 24 | 13 | 2 | 0 | 0 | 15 | 68 | 14 | 62 |
| WARSAW (CHOPIN) | NORWEGIAN AIR SHUTTLE | S | 54 | 0 | 0 | 57 | 26 | 13 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL WARSAW (CHOPIN) | | | 54 | 0 | 0 | 57 | 26 | 13 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL POLAND | | | 116 | 0 | 0 | 59 | 25 | 13 | 3 | 0 | 0 | 16 | 68 | 14 | 62 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| AZORES PONTA DELGADA | SATA | S | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 19 | 75 | 18 | 8 |
| TOTAL AZORES PONTA DELGADA | | | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 19 | 75 | 18 | 8 |
| FARO | BRITISH AIRWAYS PLC | S | 132 | 0 | 0 | 58 | 20 | 16 | 5 | 0 | 0 | 17 | 64 | 24 | 122 |
| | EASYJET AIRLINE COMPANY LTD | S | 318 | 1 | 0 | 57 | 18 | 16 | 10 | 0 | 0 | 21 | 69 | 22 | 277 |
| | MONARCH AIRLINES | S | 134 | 0 | 0 | 77 | 13 | 7 | 1 | 0 | 1 | 18 | 64 | 29 | 113 |
| | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 10 | 89 | 4 | 28 |
| | NORWEGIAN AIR SHUTTLE | C | 18 | 0 | 0 | 44 | 17 | 22 | 11 | 6 | 0 | 38 | 78 | 21 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 88 | 7 | 8 |
| TOTAL FARO | | | 636 | 1 | 0 | 62 | 17 | 13 | 7 | 0 | 0 | 20 | 68 | 22 | 566 |
| LISBON | AIR PORTUGAL | S | 90 | 0 | 0 | 43 | 32 | 19 | 6 | 0 | 0 | 22 | 49 | 23 | 78 |
| | EASYJET AIRLINE COMPANY LTD | S | 106 | 0 | 0 | 56 | 14 | 19 | 10 | 1 | 0 | 25 | 56 | 27 | 102 |
| TOTAL LISBON | | | 196 | 0 | 0 | 50 | 22 | 19 | 8 | 1 | 0 | 24 | 53 | 26 | 180 |
| OPORTO (PORTUGAL) | AIR PORTUGAL | S | 124 | 0 | 0 | 51 | 27 | 17 | 5 | 0 | 0 | 19 | 49 | 28 | 122 |
| | EASYJET AIRLINE COMPANY LTD | S | 66 | 0 | 0 | 45 | 26 | 20 | 9 | 0 | 0 | 25 | 55 | 27 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL OPORTO (PORTUGAL) | | | 190 | 0 | 0 | 49 | 27 | 18 | 6 | 0 | 0 | 21 | 51 | 28 | 184 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 1030 | 1 | 0 | 57 | 20 | 15 | 7 | 0 | 0 | 21 | 62 | 24 | 938 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | BRITISH AIRWAYS PLC | S | 43 | 0 | 1 | 65 | 16 | 9 | 7 | 0 | 2 | 44 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 56 | 0 | 0 | 50 | 36 | 9 | 4 | 2 | 0 | 21 | 82 | 13 | 44 |
| | MONARCH AIRLINES | S | 28 | 0 | 0 | 82 | 11 | 4 | 4 | 0 | 0 | 12 | 58 | 48 | 26 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 12 | 100 | 2 | 8 |
| TOTAL FUNCHAL | | | 135 | 0 | 1 | 61 | 24 | 8 | 4 | 1 | 1 | 26 | 76 | 19 | 140 |
| PORTO SANTO | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 33 | 75 | 8 | 8 |
| TOTAL PORTO SANTO | | | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 33 | 75 | 8 | 8 |
| TOTAL PORTUGAL(MADEIRA) | | | 143 | 0 | 1 | 60 | 24 | 8 | 6 | 1 | 1 | 26 | 76 | 18 | 148 |
| REPUBLIC OF MONTENEGRO | | | | | | | | | | | | | | | |
| TIVAT | MONTENEGRO AIRLINES | S | 36 | 0 | 0 | 47 | 25 | 25 | 3 | 0 | 0 | 22 | 73 | 9 | 26 |
| TOTAL TIVAT | | | 36 | 0 | 0 | 47 | 25 | 25 | 3 | 0 | 0 | 22 | 73 | 9 | 26 |
| TOTAL REPUBLIC OF MONTENEGRO | | | 36 | 0 | 0 | 47 | 25 | 25 | 3 | 0 | 0 | 22 | 73 | 9 | 26 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (DOMODEDOVO) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 8 | 72 | 18 | 124 |
| TOTAL MOSCOW (DOMODEDOVO) | | | 62 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 8 | 72 | 18 | 124 |
| TOTAL RUSSIA | | | 62 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 8 | 72 | 18 | 124 |
| SAINT KITTS AND NEVIS | | | | | | | | | | | | | | | |
| ST KITTS | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 72 | 18 | 18 |
| TOTAL ST KITTS | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 72 | 18 | 18 |
| TOTAL SAINT KITTS AND NEVIS | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 72 | 18 | 18 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | ADRIA AIRWAYS | S | 19 | 0 | 4 | 37 | 47 | 16 | 0 | 0 | 0 | 19 | 89 | 10 | 18 |
| TOTAL LJUBLJANA | | | 19 | 0 | 4 | 37 | 47 | 16 | 0 | 0 | 0 | 19 | 89 | 10 | 18 |
| TOTAL SLOVENIA | | | 19 | 0 | 4 | 37 | 47 | 16 | 0 | 0 | 0 | 19 | 89 | 10 | 18 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITISH AIRWAYS PLC | S | 128 | 0 | 0 | 62 | 20 | 13 | 5 | 1 | 0 | 19 | 49 | 30 | 157 |
| | EASYJET AIRLINE COMPANY LTD | S | 264 | 0 | 1 | 48 | 20 | 24 | 8 | 0 | 0 | 25 | 67 | 16 | 262 |
| | MONARCH AIRLINES | S | 120 | 0 | 0 | 68 | 19 | 8 | 5 | 0 | 0 | 16 | 62 | 34 | 102 |
| | NORWEGIAN AIR SHUTTLE | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 90 | 8 | 10 |
| | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 50 | 46 | 4 | 0 | 0 | 0 | 12 | 82 | 19 | 28 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 13 | 50 | 22 | 8 |
| TOTAL ALICANTE | | | 554 | 0 | 1 | 56 | 21 | 16 | 6 | 0 | 0 | 21 | 62 | 23 | 567 |
| ALMERIA | EASYJET AIRLINE COMPANY LTD | S | 61 | 0 | 1 | 82 | 5 | 10 | 0 | 3 | 0 | 19 | 94 | 5 | 62 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 16 | 10 |
| TOTAL ALMERIA | | | 71 | 0 | 1 | 85 | 4 | 8 | 0 | 3 | 0 | 17 | 92 | 7 | 72 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 166 | 1 | 0 | 58 | 14 | 22 | 3 | 2 | 0 | 24 | 49 | 38 | 184 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 371 | 0 | 1 | 36 | 21 | 24 | 18 | 1 | 0 | 37 | 53 | 32 | 369 |
| | MONARCH AIRLINES | S | 66 | 0 | 0 | 68 | 18 | 11 | 0 | 2 | 2 | 25 | 73 | 26 | 86 |
| | NORWEGIAN AIR SHUTTLE | S | 62 | 0 | 1 | 45 | 26 | 19 | 5 | 5 | 0 | 35 | 55 | 22 | 62 |
| | VUELING AIRLINES | S | 248 | 0 | 1 | 48 | 27 | 15 | 6 | 3 | 0 | 29 | 22 | 40 | 184 |
| TOTAL BARCELONA | | | 913 | 1 | 3 | 46 | 22 | 20 | 10 | 2 | 0 | 31 | 48 | 34 | 885 |
| BILBAO | VUELING AIRLINES | S | 36 | 0 | 0 | 67 | 25 | 3 | 6 | 0 | 0 | 17 | 88 | 17 | 8 |
| TOTAL BILBAO | | | 36 | 0 | 0 | 67 | 25 | 3 | 6 | 0 | 0 | 17 | 88 | 17 | 8 |
| GIRONA | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 41 | 18 | 29 | 6 | 6 | 0 | 34 | 72 | 14 | 18 |
| TOTAL GIRONA | | | 17 | 0 | 0 | 41 | 18 | 29 | 6 | 6 | 0 | 34 | 72 | 14 | 18 |
| IBIZA | BRITISH AIRWAYS PLC | S | 99 | 0 | 0 | 60 | 16 | 19 | 5 | 0 | 0 | 20 | 70 | 16 | 97 |
| | EASYJET AIRLINE COMPANY LTD | S | 159 | 0 | 2 | 57 | 16 | 19 | 8 | 0 | 0 | 21 | 66 | 23 | 134 |
| | MONARCH AIRLINES | S | 53 | 0 | 0 | 91 | 6 | 4 | 0 | 0 | 0 | 6 | 65 | 17 | 46 |
| | NORWEGIAN AIR SHUTTLE | C | 16 | 0 | 0 | 50 | 6 | 25 | 19 | 0 | 0 | 27 | 50 | 33 | 16 |
| | NORWEGIAN AIR SHUTTLE | S | 16 | 0 | 0 | 56 | 31 | 13 | 0 | 0 | 0 | 17 | 83 | 5 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 83 | 10 | 18 |
| | THOMSON AIRWAYS LTD | C | 50 | 0 | 0 | 66 | 14 | 14 | 6 | 0 | 0 | 16 | 57 | 24 | 49 |
| TOTAL IBIZA | | | 411 | 0 | 2 | 63 | 15 | 16 | 6 | 0 | 0 | 18 | 67 | 20 | 378 |
| JEREZ | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 16 | 75 | 24 | 8 |
| TOTAL JEREZ | | | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 16 | 75 | 24 | 8 |
| MADRID | AIR EUROPA | S | 124 | 0 | 0 | 61 | 22 | 12 | 5 | 0 | 0 | 18 | 69 | 17 | 124 |
| | EASYJET AIRLINE COMPANY LTD | S | 244 | 0 | 3 | 26 | 23 | 29 | 19 | 3 | 0 | 45 | 55 | 25 | 253 |
| | IBERIA EXPRESS | S | 124 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | NORWEGIAN AIR SHUTTLE | S | 90 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 11 | 77 | 9 | 62 |
| TOTAL MADRID | | | 582 | 0 | 3 | 53 | 19 | 17 | 9 | 1 | 0 | 26 | 62 | 20 | 439 |
| MAHON | EASYJET AIRLINE COMPANY LTD | S | 126 | 0 | 0 | 44 | 19 | 27 | 9 | 2 | 0 | 29 | 67 | 20 | 94 |
| | MONARCH AIRLINES | S | 54 | 0 | 0 | 74 | 7 | 7 | 11 | 0 | 0 | 17 | 86 | 16 | 36 |
| | NORWEGIAN AIR SHUTTLE | C | 10 | 0 | 0 | 30 | 20 | 40 | 10 | 0 | 0 | 28 | 80 | 9 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 29 | 0 | 0 | 72 | 14 | 0 | 14 | 0 | 0 | 22 | 46 | 37 | 26 |
| | THOMSON AIRWAYS LTD | C | 50 | 0 | 0 | 60 | 16 | 10 | 14 | 0 | 0 | 24 | 73 | 17 | 59 |
| TOTAL MAHON | | | 269 | 0 | 0 | 55 | 16 | 17 | 11 | 1 | 0 | 25 | 70 | 20 | 225 |
| MALAGA | BRITISH AIRWAYS PLC | S | 242 | 0 | 0 | 63 | 11 | 17 | 9 | 0 | 0 | 21 | 65 | 22 | 251 |
| | EASYJET AIRLINE COMPANY LTD | S | 338 | 0 | 5 | 40 | 21 | 24 | 15 | 1 | 0 | 31 | 69 | 20 | 346 |
| | MONARCH AIRLINES | S | 106 | 0 | 1 | 67 | 22 | 10 | 1 | 0 | 0 | 13 | 66 | 26 | 98 |
| | NORWEGIAN AIR SHUTTLE | S | 62 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 84 | 8 | 62 |
| | NORWEGIAN AIR SHUTTLE | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 75 | 6 | 16 |
| | THOMSON AIRWAYS LTD | C | 20 | 0 | 0 | 45 | 45 | 5 | 5 | 0 | 0 | 17 | 100 | 5 | 10 |
| TOTAL MALAGA | | | 776 | 0 | 6 | 53 | 19 | 18 | 9 | 0 | 0 | 23 | 69 | 20 | 783 |
| MURCIA SAN JAVIER | EASYJET AIRLINE COMPANY LTD | S | 102 | 0 | 0 | 57 | 17 | 15 | 12 | 0 | 0 | 25 | 83 | 11 | 100 |
| TOTAL MURCIA SAN JAVIER | | | 102 | 0 | 0 | 57 | 17 | 15 | 12 | 0 | 0 | 25 | 83 | 11 | 100 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 291 | 0 | 5 | 45 | 18 | 21 | 14 | 1 | 0 | 30 | 68 | 18 | 294 |
| | MONARCH AIRLINES | S | 132 | 0 | 0 | 67 | 14 | 11 | 6 | 2 | 0 | 23 | 61 | 39 | 122 |
| | NORWEGIAN AIR SHUTTLE | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 23 | 23 | 38 | 12 | 4 | 0 | 42 | 50 | 19 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 53 | 0 | 0 | 87 | 4 | 6 | 2 | 0 | 2 | 29 | 66 | 20 | 47 |
| | THOMSON AIRWAYS LTD | C | 92 | 0 | 0 | 58 | 13 | 11 | 18 | 0 | 0 | 28 | 62 | 21 | 125 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL PALMA DE MALLORCA | | | 604 | 0 | 5 | 55 | 15 | 17 | 12 | 1 | 0 | 28 | 64 | 23 | 616 |
| REUS | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 8 | 8 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 62 | 27 | 8 | 4 | 0 | 0 | 15 | 77 | 9 | 26 |
| TOTAL REUS | | | 36 | 0 | 0 | 72 | 19 | 6 | 3 | 0 | 0 | 12 | 76 | 9 | 34 |
| SANTIAGO DE COMPOSTELA (SPAIN) | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 66 | 20 | 9 | 5 | 0 | 0 | 15 | 63 | 19 | 32 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 44 | 0 | 0 | 66 | 20 | 9 | 5 | 0 | 0 | 15 | 63 | 19 | 32 |
| SEVILLE | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 41 | 18 | 14 | 20 | 5 | 2 | 50 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 6 | 94 | 4 | 50 |
| | RYANAIR | S | 25 | 1 | 0 | 80 | 12 | 0 | 8 | 0 | 0 | 12 | 75 | 14 | 28 |
| TOTAL SEVILLE | | | 113 | 1 | 0 | 69 | 12 | 6 | 10 | 2 | 1 | 24 | 87 | 8 | 78 |
| VALENCIA | EASYJET AIRLINE COMPANY LTD | S | 148 | 0 | 0 | 36 | 24 | 24 | 17 | 0 | 0 | 32 | 57 | 33 | 136 |
| TOTAL VALENCIA | | | 149 | 0 | 0 | 36 | 23 | 23 | 17 | 0 | 0 | 32 | 57 | 33 | 136 |
| TOTAL SPAIN | | | 4687 | 3 | 21 | 54 | 18 | 17 | 9 | 1 | 0 | 25 | 63 | 23 | 4379 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 56 | 17 | 22 | 6 | 0 | 0 | 19 | 61 | 20 | 18 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 60 | 15 | 10 | 16 | 0 | 0 | 25 | 77 | 10 | 53 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 13 | 70 | 21 | 63 |
| | NORWEGIAN AIR SHUTTLE | S | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 16 |
| | THOMAS COOK AIRLINES LTD | S | 19 | 0 | 0 | 68 | 11 | 11 | 11 | 0 | 0 | 23 | 58 | 34 | 19 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 65 | 18 | 9 | 9 | 0 | 0 | 19 | 64 | 16 | 36 |
| TOTAL ARRECIFE | | | 212 | 0 | 0 | 68 | 15 | 8 | 8 | 0 | 0 | 18 | 71 | 17 | 208 |
| FUERTEVENTURA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 33 | 28 | 11 | 28 | 0 | 0 | 35 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 45 | 0 | 0 | 60 | 13 | 24 | 2 | 0 | 0 | 16 | 55 | 16 | 29 |
| | NORWEGIAN AIR SHUTTLE | S | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 38 | 100 | 1 | 18 |
| | NORWEGIAN AIR SHUTTLE | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 75 | 13 | 8 |
| | THOMAS COOK AIRLINES LTD | S | 19 | 0 | 0 | 63 | 11 | 11 | 16 | 0 | 0 | 23 | 58 | 29 | 19 |
| | THOMSON AIRWAYS LTD | C | 15 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 80 | 7 | 10 |
| TOTAL FUERTEVENTURA | | | 113 | 0 | 0 | 60 | 15 | 14 | 11 | 0 | 0 | 20 | 70 | 14 | 91 |
| LAS PALMAS | EASYJET AIRLINE COMPANY LTD | S | 55 | 0 | 0 | 58 | 16 | 15 | 11 | 0 | 0 | 21 | 53 | 21 | 36 |
| | NORWEGIAN AIR SHUTTLE | S | 36 | 0 | 0 | 75 | 14 | 8 | 3 | 0 | 0 | 11 | 80 | 21 | 35 |
| | THOMAS COOK AIRLINES LTD | S | 20 | 0 | 0 | 85 | 5 | 0 | 10 | 0 | 0 | 18 | 82 | 17 | 17 |
| | THOMSON AIRWAYS LTD | C | 44 | 0 | 0 | 66 | 23 | 11 | 0 | 0 | 0 | 13 | 63 | 19 | 43 |
| TOTAL LAS PALMAS | | | 155 | 0 | 0 | 68 | 16 | 10 | 6 | 0 | 0 | 16 | 66 | 20 | 139 |
| SANTA CRUZ DE LA PALMA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 18 | 50 | 28 | 8 |
| TENERIFE (SURREINA SOFIA) | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 57 | 18 | 14 | 11 | 0 | 0 | 22 | 41 | 67 | 44 |
| | EASYJET AIRLINE COMPANY LTD | S | 87 | 0 | 0 | 63 | 24 | 13 | 0 | 0 | 0 | 13 | 79 | 9 | 82 |
| | MONARCH AIRLINES | S | 80 | 0 | 0 | 80 | 11 | 8 | 1 | 0 | 0 | 9 | 71 | 29 | 83 |
| | NORWEGIAN AIR SHUTTLE | C | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 12 | 89 | 27 | 18 |
| | NORWEGIAN AIR SHUTTLE | S | 54 | 0 | 0 | 54 | 24 | 15 | 4 | 4 | 0 | 25 | 76 | 20 | 62 |
| | SMARTWINGS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 100 | 6 | 3 |
| | THOMAS COOK AIRLINES LTD | S | 31 | 0 | 0 | 55 | 16 | 23 | 6 | 0 | 0 | 21 | 65 | 32 | 20 |
| | THOMSON AIRWAYS LTD | C | 42 | 0 | 0 | 71 | 10 | 12 | 7 | 0 | 0 | 17 | 65 | 15 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 360 | 0 | 0 | 66 | 17 | 13 | 4 | 1 | 0 | 16 | 70 | 26 | 350 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 850 | 0 | 0 | 66 | 16 | 11 | 6 | 0 | 0 | 17 | 69 | 21 | 796 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | NORWEGIAN AIR SHUTTLE | S | 53 | 0 | 0 | 43 | 34 | 19 | 4 | 0 | 0 | 20 | 93 | 5 | 54 |
| TOTAL GOTEBORG (LANDVETTER) | | | 53 | 0 | 0 | 43 | 34 | 19 | 4 | 0 | 0 | 20 | 93 | 5 | 54 |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR SHUTTLE | S | 278 | 0 | 0 | 65 | 22 | 8 | 4 | 0 | 1 | 18 | 72 | 26 | 268 |
| TOTAL STOCKHOLM (ARLANDA) | | | 278 | 0 | 0 | 65 | 22 | 8 | 4 | 0 | 1 | 18 | 72 | 26 | 268 |
| TOTAL SWEDEN | | | 331 | 0 | 0 | 61 | 24 | 10 | 4 | 0 | 1 | 19 | 75 | 22 | 322 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 21 | 21 | 33 | 24 | 0 | 2 | 47 | 59 | 26 | 78 |
| | EASYJET SWITZERLAND | S | 62 | 0 | 0 | 61 | 21 | 10 | 6 | 0 | 2 | 26 | 85 | 8 | 62 |
| TOTAL BALE MULHOUSE | | | 178 | 0 | 0 | 35 | 21 | 25 | 18 | 0 | 2 | 40 | 71 | 18 | 140 |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 168 | 0 | 0 | 33 | 23 | 31 | 13 | 0 | 0 | 32 | 61 | 27 | 178 |
| | EASYJET SWITZERLAND | S | 204 | 0 | 0 | 41 | 25 | 28 | 5 | 1 | 0 | 27 | 54 | 26 | 202 |
| TOTAL GENEVA | | | 372 | 0 | 0 | 38 | 24 | 29 | 9 | 1 | 0 | 29 | 58 | 26 | 380 |
| ZURICH | EASYJET AIRLINE COMPANY LTD | S | 115 | 0 | 0 | 34 | 27 | 17 | 22 | 0 | 0 | 34 | 64 | 22 | 113 |
| TOTAL ZURICH | | | 115 | 0 | 0 | 34 | 27 | 17 | 22 | 0 | 0 | 34 | 64 | 22 | 113 |
| TOTAL SWITZERLAND | | | 665 | 0 | 0 | 36 | 24 | 26 | 13 | 0 | 0 | 33 | 62 | 24 | 633 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 76 | 13 | 6 | 6 | 0 | 0 | 14 | 77 | 16 | 44 |
| | CARIBBEAN AIRLINES | S | 36 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 65 | 112 | 26 |
| TOTAL PORT OF SPAIN | | | 90 | 0 | 0 | 72 | 17 | 8 | 3 | 0 | 0 | 13 | 73 | 51 | 70 |
| TOBAGO | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 76 | 18 | 0 | 6 | 0 | 0 | 15 | 33 | 25 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL TOBAGO | | | 25 | 0 | 0 | 80 | 16 | 0 | 4 | 0 | 0 | 11 | 53 | 19 | 19 |
| TOTAL TRINIDAD AND TOBAGO | | | 115 | 0 | 0 | 74 | 17 | 6 | 3 | 0 | 0 | 13 | 69 | 44 | 89 |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | MONARCH AIRLINES | S | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 10 | 39 | 33 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 61 | 24 | 28 |
| | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 86 | 8 | 36 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 60 | 25 | 116 |
| JERBA | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 170 | 8 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 80 | 9 | 10 |
| TOTAL JERBA | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 56 | 81 | 18 |
| TUNIS | TUNISAIR | S | 26 | 0 | 0 | 27 | 19 | 31 | 23 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL TUNIS | | | 26 | 0 | 0 | 27 | 19 | 31 | 23 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL TUNISIA | | | 56 | 0 | 0 | 55 | 16 | 18 | 11 | 0 | 0 | 25 | 61 | 31 | 142 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | CORENDON AIRLINES | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 39 | 24 | 26 | 11 | 0 | 0 | 28 | 64 | 24 | 53 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 67 | 19 | 11 | 3 | 0 | 0 | 13 | 61 | 25 | 31 |
| | THOMAS COOK AIRLINES LTD | C | 83 | 0 | 0 | 71 | 18 | 11 | 0 | 0 | 0 | 12 | 61 | 30 | 83 |
| | THOMSON AIRWAYS LTD | C | 30 | 0 | 0 | 50 | 23 | 13 | 13 | 0 | 0 | 25 | 59 | 15 | 49 |
| TOTAL ANTALYA | | | 207 | 0 | 0 | 58 | 21 | 15 | 5 | 0 | 0 | 19 | 61 | 25 | 221 |
| BODRUM (MILAS) | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 28 | 17 | 22 | 33 | 0 | 0 | 44 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 44 | 37 | 11 | 8 | 0 | 0 | 24 | 57 | 24 | 47 |
| | PEGASUS AIRLINES | S | 8 | 0 | 0 | 63 | 0 | 0 | 13 | 25 | 0 | 74 | 63 | 56 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 34 | 0 | 0 | 79 | 9 | 6 | 6 | 0 | 0 | 14 | 67 | 27 | 24 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 74 | 15 | 12 | 0 | 0 | 0 | 12 | 76 | 11 | 38 |
| TOTAL BODRUM (MILAS) | | | 156 | 0 | 0 | 57 | 22 | 11 | 9 | 1 | 0 | 24 | 64 | 27 | 151 |
| DALAMAN | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 28 | 17 | 31 | 25 | 0 | 0 | 44 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 61 | 0 | 0 | 33 | 28 | 30 | 10 | 0 | 0 | 28 | 65 | 16 | 49 |
| | MONARCH AIRLINES | S | 113 | 0 | 0 | 68 | 17 | 10 | 5 | 0 | 0 | 15 | 67 | 19 | 100 |
| | PEGASUS AIRLINES | S | 11 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 16 | 63 | 12 | 8 |
| | SUNEXPRESS | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 114 | 0 | 0 | 64 | 18 | 8 | 9 | 1 | 0 | 20 | 73 | 17 | 115 |
| | THOMSON AIRWAYS LTD | C | 58 | 0 | 0 | 67 | 22 | 7 | 3 | 0 | 0 | 14 | 59 | 20 | 76 |
| TOTAL DALAMAN | | | 397 | 0 | 0 | 58 | 19 | 14 | 9 | 0 | 0 | 21 | 67 | 19 | 392 |
| ISTANBUL | THY TURKISH AIRLINES | S | 186 | 0 | 0 | 55 | 24 | 19 | 1 | 1 | 0 | 18 | 89 | 6 | 186 |
| TOTAL ISTANBUL | | | 186 | 0 | 0 | 55 | 24 | 19 | 1 | 1 | 0 | 18 | 89 | 6 | 186 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 54 | 0 | 0 | 35 | 19 | 24 | 22 | 0 | 0 | 33 | 0 | 0 | 0 |
| | THY TURKISH AIRLINES | S | 62 | 0 | 0 | 63 | 24 | 13 | 0 | 0 | 0 | 14 | 76 | 11 | 62 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 116 | 0 | 0 | 50 | 22 | 18 | 10 | 0 | 0 | 23 | 76 | 11 | 62 |
| IZMIR (ADNAN MENDERES) | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 50 | 36 | 5 | 9 | 0 | 0 | 23 | 69 | 13 | 36 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 50 | 39 | 0 | 11 | 0 | 0 | 24 | 61 | 122 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 27 | 38 | 56 | 8 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 70 | 0 | 0 | 47 | 37 | 7 | 9 | 0 | 0 | 23 | 63 | 50 | 62 |
| TOTAL TURKEY | | | 1132 | 0 | 0 | 56 | 22 | 15 | 7 | 0 | 0 | 21 | 69 | 21 | 1074 |
| TURKS AND CAICOS ISLANDS | | | | | | | | | | | | | | | |
| PROVIDENCIALES | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL PROVIDENCIALES | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL TURKS AND CAICOS ISLANDS | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | UKRAINE INTERNATIONAL AIRLIN | S | 122 | 0 | 0 | 38 | 28 | 25 | 9 | 1 | 0 | 28 | 49 | 23 | 107 |
| TOTAL KIEV (BORISPOL) | | | 122 | 0 | 0 | 38 | 28 | 25 | 9 | 1 | 0 | 28 | 49 | 23 | 107 |
| TOTAL UKRAINE | | | 122 | 0 | 0 | 38 | 28 | 25 | 9 | 1 | 0 | 28 | 49 | 23 | 107 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 186 | 0 | 0 | 60 | 23 | 15 | 2 | 0 | 0 | 16 | 90 | 5 | 186 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL DUBAI | | | 186 | 0 | 0 | 60 | 23 | 15 | 2 | 0 | 0 | 16 | 90 | 5 | 186 |
| TOTAL UNITED ARAB EMIRATES | | | 186 | 0 | 0 | 60 | 23 | 15 | 2 | 0 | 0 | 16 | 90 | 5 | 186 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | 104 | 0 | 0 | 64 | 18 | 10 | 8 | 0 | 0 | 19 | 70 | 16 | 106 |
| TOTAL ABERDEEN | | | 104 | 0 | 0 | 64 | 18 | 10 | 8 | 0 | 0 | 19 | 70 | 16 | 106 |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 178 | 0 | 0 | 89 | 6 | 4 | 1 | 0 | 0 | 6 | 84 | 8 | 178 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 178 | 0 | 0 | 89 | 6 | 4 | 1 | 0 | 0 | 6 | 84 | 8 | 178 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 303 | 0 | 1 | 37 | 19 | 21 | 23 | 0 | 0 | 38 | 68 | 18 | 281 |
| TOTAL BELFAST INTERNATIONAL | | | 303 | 0 | 1 | 37 | 19 | 21 | 23 | 0 | 0 | 38 | 68 | 18 | 282 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 228 | 0 | 0 | 65 | 18 | 11 | 6 | 0 | 0 | 16 | 67 | 20 | 228 |
| | EASYJET AIRLINE COMPANY LTD | S | 242 | 0 | 0 | 43 | 24 | 17 | 14 | 1 | 0 | 32 | 60 | 27 | 240 |
| TOTAL EDINBURGH | | | 470 | 0 | 0 | 54 | 21 | 14 | 10 | 1 | 0 | 24 | 63 | 24 | 469 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 220 | 0 | 0 | 69 | 16 | 9 | 6 | 0 | 0 | 16 | 59 | 20 | 230 |
| | EASYJET AIRLINE COMPANY LTD | S | 208 | 0 | 0 | 44 | 23 | 24 | 8 | 1 | 0 | 27 | 63 | 21 | 200 |
| | THOMAS COOK AIRLINES LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 100 | 0 | 1 |
| TOTAL GLASGOW | | | 432 | 1 | 1 | 57 | 19 | 16 | 7 | 0 | 0 | 21 | 61 | 21 | 431 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 354 | 0 | 3 | 55 | 25 | 9 | 10 | 0 | 0 | 28 | 71 | 17 | 356 |
| TOTAL GUERNSEY | | | 354 | 0 | 3 | 55 | 25 | 9 | 10 | 0 | 0 | 28 | 71 | 17 | 356 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 134 | 0 | 0 | 49 | 15 | 22 | 13 | 1 | 0 | 27 | 56 | 33 | 124 |
| TOTAL INVERNESS | | | 134 | 0 | 0 | 49 | 15 | 22 | 13 | 1 | 0 | 27 | 56 | 33 | 124 |
| ISLE OF MAN | EASYJET AIRLINE COMPANY LTD | S | 102 | 0 | 0 | 42 | 30 | 19 | 7 | 2 | 0 | 26 | 72 | 27 | 90 |
| TOTAL ISLE OF MAN | | | 102 | 0 | 0 | 42 | 30 | 19 | 7 | 2 | 0 | 26 | 72 | 27 | 90 |
| JERSEY | BRITISH AIRWAYS PLC | S | 334 | 0 | 0 | 62 | 20 | 14 | 3 | 1 | 0 | 19 | 69 | 17 | 338 |
| | EASYJET AIRLINE COMPANY LTD | S | 186 | 0 | 0 | 48 | 19 | 24 | 8 | 1 | 0 | 25 | 75 | 13 | 186 |
| TOTAL JERSEY | | | 520 | 0 | 0 | 57 | 20 | 17 | 5 | 1 | 0 | 21 | 71 | 16 | 524 |
| NEWQUAY | FLYBE LTD | S | 164 | 0 | 2 | 72 | 16 | 9 | 4 | 0 | 0 | 13 | 87 | 19 | 121 |
| TOTAL NEWQUAY | | | 164 | 0 | 2 | 72 | 16 | 9 | 4 | 0 | 0 | 13 | 87 | 19 | 121 |
| TOTAL UNITED KINGDOM | | | 2761 | 2 | 7 | 56 | 19 | 15 | 9 | 1 | 0 | 23 | 69 | 19 | 2773 |
| USA | | | | | | | | | | | | | | | |
| FORT LAUDERDALE | NORWEGIAN AIR SHUTTLE | S | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 26 | 73 | 25 | 15 |
| TOTAL FORT LAUDERDALE | | | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 26 | 73 | 25 | 15 |
| LAS VEGAS | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 63 | 17 | 0 | 8 | 13 | 0 | 52 | 64 | 23 | 25 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 65 | 13 | 10 | 11 | 2 | 0 | 24 | 58 | 19 | 62 |
| TOTAL LAS VEGAS | | | 86 | 0 | 0 | 64 | 14 | 7 | 10 | 5 | 0 | 32 | 60 | 20 | 87 |
| LOS ANGELES INTERNATIONAL | NORWEGIAN AIR SHUTTLE | S | 36 | 0 | 1 | 61 | 25 | 8 | 3 | 3 | 0 | 19 | 61 | 129 | 18 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 36 | 0 | 1 | 61 | 25 | 8 | 3 | 3 | 0 | 19 | 61 | 129 | 18 |
| NEW YORK (JF KENNEDY) | NORWEGIAN AIR SHUTTLE | S | 54 | 0 | 0 | 69 | 17 | 2 | 9 | 2 | 2 | 51 | 32 | 35 | 25 |
| TOTAL NEW YORK (JF KENNEDY) | | | 54 | 0 | 0 | 69 | 17 | 2 | 9 | 2 | 2 | 51 | 32 | 35 | 25 |
| ORLANDO | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 68 | 10 | 8 | 9 | 3 | 2 | 38 | 59 | 31 | 115 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|-----------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ORLANDO | NORWEGIAN AIR SHUTTLE | S | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 116 | 0 | 0 | 52 | 16 | 16 | 14 | 3 | 0 | 32 | 49 | 36 | 118 |
| TOTAL ORLANDO | | | 248 | 0 | 0 | 60 | 13 | 12 | 11 | 3 | 1 | 34 | 54 | 34 | 233 |
| SANFORD | THOMSON AIRWAYS LTD | C | 27 | 0 | 0 | 59 | 15 | 19 | 7 | 0 | 0 | 21 | 33 | 28 | 18 |
| TOTAL SANFORD | | | 27 | 0 | 0 | 59 | 15 | 19 | 7 | 0 | 0 | 21 | 30 | 30 | 30 |
| TAMPA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 58 | 10 | 15 | 17 | 0 | 0 | 30 | 62 | 35 | 60 |
| TOTAL TAMPA | | | 60 | 0 | 0 | 58 | 10 | 15 | 17 | 0 | 0 | 30 | 62 | 35 | 60 |
| TOTAL USA | | | 521 | 0 | 1 | 61 | 15 | 11 | 11 | 2 | 1 | 33 | 54 | 34 | 468 |
| TOTAL GATWICK | | | 26487 | 14 | 129 | 53 | 20 | 17 | 9 | 1 | 0 | 25 | 64 | 23 | 25369 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| GRAZ | NIKI | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 100 | 0 | 1 |
| TOTAL GRAZ | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 100 | 0 | 1 |
| SALZBURG | BA CITYFLYER LTD | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | NIKI | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 10 | 0 | 0 | 70 | 0 | 30 | 0 | 0 | 0 | 18 | 75 | 9 | 8 |
| VIENNA | NIKI | C | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 83 | 11 | 6 |
| TOTAL VIENNA | | | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 83 | 11 | 6 |
| TOTAL AUSTRIA | | | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 17 | 79 | 10 | 19 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 22 | 0 | 0 | 32 | 36 | 27 | 5 | 0 | 0 | 24 | 75 | 11 | 24 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 71 | 11 | 7 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 9 |
| TOTAL BURGAS | | | 38 | 0 | 0 | 58 | 21 | 18 | 3 | 0 | 0 | 17 | 80 | 9 | 40 |
| TOTAL BULGARIA | | | 38 | 0 | 0 | 58 | 21 | 18 | 3 | 0 | 0 | 17 | 80 | 9 | 40 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR TRANSAT | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 10 |
| TOTAL CALGARY | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 10 |
| TORONTO | AIR TRANSAT | S | 46 | 0 | 0 | 83 | 7 | 9 | 2 | 0 | 0 | 10 | 93 | 6 | 44 |
| | WEST JET AIRLINES | S | 60 | 0 | 2 | 75 | 12 | 10 | 0 | 3 | 0 | 18 | 0 | 0 | 0 |
| TOTAL TORONTO | | | 106 | 0 | 2 | 78 | 9 | 9 | 1 | 2 | 0 | 15 | 93 | 6 | 44 |
| VANCOUVER | AIR TRANSAT | S | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 70 | 10 | 10 |
| TOTAL VANCOUVER | | | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 70 | 10 | 10 |
| TOTAL CANADA | | | 126 | 0 | 2 | 77 | 11 | 10 | 1 | 2 | 0 | 14 | 86 | 7 | 73 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | CROATIA AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 42 | 0 | 32 | 2 |
| | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 12 | 0 | 0 | 75 | 8 | 17 | 0 | 0 | 0 | 15 | 0 | 32 | 2 |
| SPLIT | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 78 | 17 | 18 |
| TOTAL SPLIT | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 78 | 17 | 18 |
| TOTAL CROATIA | | | 30 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 7 | 70 | 18 | 20 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 17 | 1 | 0 | 41 | 35 | 12 | 12 | 0 | 0 | 24 | 72 | 14 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 88 | 4 | 8 |
| TOTAL LARNACA | | | 35 | 1 | 0 | 66 | 23 | 6 | 6 | 0 | 0 | 14 | 77 | 11 | 26 |
| PAPHOS | JET2.COM LTD | S | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 15 | 72 | 9 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 9 | 63 | 42 | 8 |
| TOTAL PAPHOS | | | 36 | 0 | 0 | 69 | 17 | 14 | 0 | 0 | 0 | 12 | 69 | 19 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL CYPRUS | | | 71 | 1 | 0 | 68 | 20 | 10 | 3 | 0 | 0 | 13 | 73 | 15 | 52 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA CZECH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 61 | 6 | 22 | 11 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 20 | 0 | 0 | 65 | 5 | 20 | 10 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL CZECH REPUBLIC | | | 20 | 0 | 0 | 65 | 5 | 20 | 10 | 0 | 0 | 21 | 0 | 0 | 0 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 17 | 65 | 6 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 17 | 65 | 6 |
| TOTAL EGYPT | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 17 | 65 | 6 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | ESTONIAN AIR | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 125 | 0 | 0 | 0 |
| TOTAL TALLIN | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 125 | 0 | 0 | 0 |
| TOTAL ESTONIA | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 125 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| BORDEAUX | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL BORDEAUX | | | 18 | 2 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| CARCASSONNE | RYANAIR | S | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL CARCASSONNE | | | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 34 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 40 | 34 | 26 | 0 | 0 | 0 | 20 | 65 | 17 | 62 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 62 | 0 | 0 | 40 | 34 | 26 | 0 | 0 | 0 | 20 | 68 | 16 | 71 |
| TARBES-LOURDES INTERNATIONAL | ALBA STAR | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 57 | 0 | 0 | 0 |
| | CITY JET | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 6 | 0 | 0 | 17 | 0 | 50 | 33 | 0 | 0 | 52 | 0 | 53 | 4 |
| TOTAL FRANCE | | | 105 | 3 | 0 | 47 | 27 | 23 | 4 | 0 | 0 | 22 | 64 | 17 | 76 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 6 | 61 | 19 | 44 |
| TOTAL BERLIN (SCHONEFELD) | | | 46 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 6 | 61 | 19 | 44 |
| DUSSELDORF | GERMANWINGS | S | 54 | 0 | 0 | 44 | 24 | 26 | 6 | 0 | 0 | 26 | 60 | 15 | 62 |
| TOTAL DUSSELDORF | | | 54 | 0 | 0 | 44 | 24 | 26 | 6 | 0 | 0 | 26 | 60 | 15 | 62 |
| MUNICH | LUFTHANSA | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 109 | 0 | 0 | 66 | 16 | 15 | 4 | 0 | 0 | 16 | 62 | 16 | 110 |
| GREECE | | | | | | | | | | | | | | | |
| CHANIA | RYANAIR | S | 10 | 0 | 0 | 10 | 30 | 40 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| TOTAL CHANIA | | | 10 | 0 | 0 | 10 | 30 | 40 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| CORFU | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| CORFU | THOMAS COOK AIRLINES LTD | C | 17 | 0 | 0 | 65 | 18 | 12 | 6 | 0 | 0 | 16 | 94 | 2 | 16 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 89 | 24 | 9 |
| TOTAL CORFU | | | 35 | 0 | 0 | 74 | 14 | 9 | 3 | 0 | 0 | 12 | 94 | 8 | 35 |
| HERAKLION | JET2.COM LTD | S | 25 | 0 | 0 | 44 | 40 | 16 | 0 | 0 | 0 | 19 | 52 | 24 | 25 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 11 | 78 | 20 | 18 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 80 | 7 | 10 |
| TOTAL HERAKLION | | | 52 | 0 | 0 | 58 | 33 | 10 | 0 | 0 | 0 | 14 | 66 | 19 | 53 |
| KOS | EASYJET AIRLINE COMPANY LTD | S | 17 | 0 | 0 | 59 | 18 | 18 | 6 | 0 | 0 | 18 | 50 | 28 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 13 | 89 | 5 | 9 |
| TOTAL KOS | | | 27 | 0 | 0 | 67 | 11 | 15 | 7 | 0 | 0 | 16 | 68 | 17 | 37 |
| RHODES | JET2.COM LTD | S | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 1 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 10 | 89 | 3 | 9 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 70 | 20 | 0 | 10 | 0 | 0 | 16 | 80 | 27 | 10 |
| TOTAL RHODES | | | 29 | 1 | 0 | 76 | 17 | 0 | 7 | 0 | 0 | 11 | 90 | 12 | 29 |
| ZAKINTHOS | JET2.COM LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 0 | 28 | 89 | 7 | 18 |
| TOTAL ZAKINTHOS | | | 28 | 0 | 0 | 43 | 36 | 14 | 7 | 0 | 0 | 20 | 81 | 9 | 36 |
| TOTAL GREECE | | | 181 | 1 | 0 | 60 | 24 | 11 | 5 | 0 | 0 | 16 | 78 | 14 | 190 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 16 | 0 | 0 | 44 | 38 | 6 | 0 | 0 | 13 | 82 | 0 | 0 | 0 |
| TOTAL BUDAPEST | | | 16 | 0 | 0 | 44 | 38 | 6 | 0 | 0 | 13 | 82 | 0 | 0 | 0 |
| TOTAL HUNGARY | | | 16 | 0 | 0 | 44 | 38 | 6 | 0 | 0 | 13 | 82 | 0 | 0 | 0 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | DENIM AIR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | ICELANDAIR | S | 45 | 0 | 0 | 56 | 13 | 11 | 20 | 0 | 0 | 38 | 52 | 33 | 44 |
| TOTAL KEFLAVIK | | | 47 | 1 | 0 | 57 | 13 | 11 | 19 | 0 | 0 | 37 | 56 | 31 | 48 |
| TOTAL ICELAND | | | 47 | 1 | 0 | 57 | 13 | 11 | 19 | 0 | 0 | 37 | 56 | 31 | 48 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 36 | 0 | 0 | 64 | 25 | 11 | 0 | 0 | 0 | 13 | 95 | 2 | 44 |
| TOTAL CORK | | | 37 | 1 | 0 | 65 | 24 | 11 | 0 | 0 | 0 | 13 | 95 | 2 | 44 |
| DONEGAL | STOBART AIR | S | 33 | 0 | 0 | 55 | 27 | 9 | 9 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL DONEGAL | | | 33 | 0 | 0 | 55 | 27 | 9 | 9 | 0 | 0 | 23 | 79 | 17 | 52 |
| DUBLIN | RYANAIR | S | 150 | 0 | 0 | 83 | 9 | 6 | 1 | 1 | 0 | 10 | 0 | 0 | 0 |
| | STOBART AIR | S | 242 | 0 | 0 | 67 | 19 | 11 | 2 | 0 | 0 | 15 | 75 | 14 | 302 |
| TOTAL DUBLIN | | | 393 | 2 | 0 | 73 | 16 | 9 | 2 | 1 | 0 | 13 | 75 | 14 | 302 |
| TOTAL IRISH REPUBLIC | | | 463 | 4 | 0 | 71 | 17 | 9 | 2 | 0 | 0 | 14 | 78 | 13 | 398 |
| ITALY | | | | | | | | | | | | | | | |
| GENOA | TITAN AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 3 |
| TOTAL GENOA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MILAN (MALPENSA) | BA CITYFLYER LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| NAPLES | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 18 | 75 | 20 | 8 |
| TOTAL NAPLES | | | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 18 | 75 | 20 | 8 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 50 | 17 | 28 | 6 | 0 | 0 | 23 | 56 | 16 | 18 |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 50 | 17 | 28 | 6 | 0 | 0 | 23 | 56 | 16 | 18 |
| VENICE | BA CITYFLYER LTD | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 73 | 13 | 11 |
| TOTAL VENICE | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 73 | 13 | 11 |
| VERONA VILLAFRANCA | BA CITYFLYER LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | FLYBE LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 6 | 89 | 26 | 18 |
| TOTAL VERONA VILLAFRANCA | | | 26 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 5 | 89 | 26 | 18 |
| TOTAL ITALY | | | 71 | 0 | 0 | 76 | 11 | 11 | 1 | 0 | 0 | 12 | 73 | 19 | 59 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 18 | 0 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL RIGA | | | 18 | 0 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL LATVIA | | | 18 | 0 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 10 |
| | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL MALTA | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 5 | 100 | 3 | 10 |
| TOTAL MALTA | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 5 | 100 | 3 | 10 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMAS COOK AIRLINES LTD | S | 9 | 0 | 0 | 11 | 22 | 44 | 22 | 0 | 0 | 56 | 90 | 7 | 10 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 63 | 25 | 6 | 6 | 0 | 0 | 16 | 38 | 19 | 8 |
| TOTAL CANCUN | | | 25 | 0 | 0 | 44 | 24 | 20 | 12 | 0 | 0 | 30 | 67 | 12 | 18 |
| TOTAL MEXICO | | | 25 | 0 | 0 | 44 | 24 | 20 | 12 | 0 | 0 | 30 | 67 | 12 | 18 |
| MOROCCO | | | | | | | | | | | | | | | |
| MARRAKESH | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL MARRAKESH | | | 16 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL MOROCCO | | | 16 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 8 | 82 | 13 | 34 |
| | KLM | S | 184 | 0 | 0 | 76 | 18 | 4 | 2 | 0 | 0 | 12 | 84 | 9 | 186 |
| | KLM CITYHOPPER | S | 60 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 93 | 8 | 122 |
| TOTAL AMSTERDAM | | | 280 | 1 | 0 | 79 | 16 | 3 | 1 | 0 | 0 | 10 | 87 | 9 | 342 |
| TOTAL NETHERLANDS | | | 280 | 1 | 0 | 79 | 16 | 3 | 1 | 0 | 0 | 10 | 87 | 9 | 342 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| POLAND | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL BYDGOSZCZ | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| GDANSK | WIZZ AIR | S | 26 | 0 | 0 | 69 | 19 | 12 | 0 | 0 | 0 | 10 | 69 | 10 | 16 |
| TOTAL GDANSK | | | 26 | 0 | 0 | 69 | 19 | 12 | 0 | 0 | 0 | 10 | 69 | 10 | 16 |
| KATOWICE | WIZZ AIR | S | 18 | 0 | 0 | 50 | 17 | 22 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL KATOWICE | | | 18 | 0 | 0 | 50 | 17 | 22 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| POZNAN | WIZZ AIR | S | 16 | 0 | 0 | 38 | 38 | 19 | 6 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL POZNAN | | | 16 | 0 | 0 | 38 | 38 | 19 | 6 | 0 | 0 | 26 | 0 | 0 | 0 |
| WARSAW (CHOPIN) | WIZZ AIR | S | 26 | 0 | 0 | 58 | 19 | 8 | 8 | 8 | 0 | 37 | 56 | 16 | 16 |
| TOTAL WARSAW (CHOPIN) | | | 26 | 0 | 0 | 58 | 19 | 8 | 8 | 8 | 0 | 37 | 56 | 16 | 18 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 26 | 0 | 0 | 85 | 8 | 0 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 26 | 0 | 0 | 85 | 8 | 0 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |
| WROCLAW | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL WROCLAW | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL POLAND | | | 148 | 0 | 0 | 70 | 16 | 8 | 4 | 2 | 0 | 17 | 62 | 14 | 34 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BA CITYFLYER LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 34 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 10 | 83 | 6 | 36 |
| | EUROPE AIRPOST | C | 10 | 0 | 0 | 70 | 20 | 0 | 10 | 0 | 0 | 17 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 44 | 0 | 0 | 93 | 2 | 2 | 2 | 0 | 0 | 4 | 86 | 6 | 44 |
| TOTAL FARO | | | 96 | 0 | 0 | 84 | 8 | 5 | 2 | 0 | 0 | 7 | 88 | 5 | 98 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 97 | 0 | 0 | 84 | 8 | 6 | 2 | 0 | 0 | 8 | 88 | 5 | 98 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 6 | 8 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 81 | 6 | 16 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 81 | 6 | 16 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BA CITYFLYER LTD | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 63 | 19 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 97 | 2 | 62 |
| | JET2.COM LTD | S | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 11 | 94 | 15 | 62 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 80 | 9 | 10 |
| TOTAL ALICANTE | | | 140 | 0 | 0 | 82 | 12 | 4 | 1 | 0 | 0 | 9 | 92 | 9 | 142 |
| BARCELONA | BA CITYFLYER LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 16 | 8 |
| | JET2.COM LTD | S | 26 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 16 | 75 | 13 | 28 |
| TOTAL BARCELONA | | | 34 | 0 | 0 | 65 | 24 | 6 | 6 | 0 | 0 | 14 | 66 | 33 | 38 |
| BILBAO | EASTERN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BILBAO | | | 2 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 50 | 15 | 4 |
| IBIZA | EUROPE AIRPOST | C | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IBIZA | JET2.COM LTD | S | 44 | 0 | 0 | 57 | 14 | 18 | 11 | 0 | 0 | 24 | 62 | 19 | 34 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 10 | 89 | 5 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 19 | 61 | 21 | 18 |
| TOTAL IBIZA | | | 90 | 0 | 0 | 66 | 11 | 16 | 8 | 0 | 0 | 19 | 68 | 17 | 78 |
| MADRID | AIR NOSTRUM | C | 5 | 0 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 37 | 33 | 18 | 6 |
| TOTAL MADRID | | | 5 | 2 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 37 | 33 | 18 | 6 |
| MAHON | BA CITYFLYER LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 28 | 16 |
| | JET2.COM LTD | S | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 89 | 4 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 80 | 7 | 10 |
| TOTAL MAHON | | | 48 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 82 | 13 | 44 |
| MALAGA | BA CITYFLYER LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 12 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 82 | 8 | 8 | 0 | 2 | 0 | 11 | 92 | 9 | 62 |
| | JET2.COM LTD | S | 44 | 0 | 0 | 66 | 23 | 7 | 5 | 0 | 0 | 16 | 76 | 11 | 42 |
| | THOMSON AIRWAYS LTD | C | 15 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 8 |
| TOTAL MALAGA | | | 129 | 0 | 0 | 78 | 13 | 6 | 2 | 1 | 0 | 12 | 86 | 10 | 120 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 15 | 75 | 19 | 16 |
| TOTAL MURCIA SAN JAVIER | | | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 15 | 75 | 19 | 16 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | C | 41 | 0 | 0 | 54 | 29 | 12 | 5 | 0 | 0 | 17 | 77 | 10 | 31 |
| | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 14 | 94 | 3 | 18 |
| | EUROPE AIRPOST | C | 16 | 0 | 0 | 25 | 31 | 25 | 19 | 0 | 0 | 35 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 80 | 0 | 0 | 76 | 16 | 8 | 0 | 0 | 0 | 10 | 89 | 7 | 88 |
| | THOMAS COOK AIRLINES LTD | C | 54 | 0 | 0 | 69 | 17 | 11 | 4 | 0 | 0 | 15 | 61 | 23 | 41 |
| | THOMSON AIRWAYS LTD | C | 27 | 0 | 0 | 78 | 19 | 4 | 0 | 0 | 0 | 8 | 62 | 38 | 52 |
| TOTAL PALMA DE MALLORCA | | | 236 | 0 | 0 | 68 | 19 | 9 | 4 | 0 | 0 | 14 | 77 | 16 | 236 |
| REUS | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 89 | 8 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 78 | 24 | 18 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 22 | 94 | 2 | 16 |
| TOTAL REUS | | | 52 | 0 | 0 | 79 | 12 | 6 | 4 | 0 | 0 | 11 | 87 | 12 | 52 |
| VALENCIA | AIR NOSTRUM | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 16 | 6 |
| TOTAL VALENCIA | | | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 16 | 6 |
| TOTAL SPAIN | | | 759 | 3 | 0 | 74 | 15 | 8 | 4 | 0 | 0 | 13 | 80 | 14 | 742 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 26 | 0 | 0 | 46 | 27 | 8 | 19 | 0 | 0 | 32 | 81 | 20 | 27 |
| | THOMAS COOK AIRLINES LTD | S | 16 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 88 | 38 | 16 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 90 | 12 | 10 |
| TOTAL ARRECIFE | | | 52 | 0 | 0 | 67 | 15 | 8 | 10 | 0 | 0 | 19 | 85 | 20 | 66 |
| FUERTEVENTURA | JET2.COM LTD | S | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 88 | 6 | 8 |
| | THOMAS COOK AIRLINES LTD | S | 14 | 0 | 0 | 71 | 0 | 21 | 7 | 0 | 0 | 19 | 86 | 10 | 7 |
| TOTAL FUERTEVENTURA | | | 23 | 0 | 0 | 74 | 9 | 13 | 4 | 0 | 0 | 13 | 77 | 28 | 22 |
| LAS PALMAS | JET2.COM LTD | S | 16 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 72 | 65 | 18 |
| | THOMAS COOK AIRLINES LTD | S | 7 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 5 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 24 | 75 | 13 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL LAS PALMAS | | | 31 | 0 | 1 | 84 | 6 | 6 | 3 | 0 | 0 | 10 | 81 | 37 | 36 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 43 | 0 | 0 | 81 | 14 | 2 | 2 | 0 | 0 | 9 | 94 | 3 | 52 |
| | THOMAS COOK AIRLINES LTD | S | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 5 | 81 | 28 | 32 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 10 | 50 | 47 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 90 | 0 | 0 | 84 | 10 | 3 | 2 | 0 | 0 | 8 | 88 | 13 | 112 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 196 | 0 | 1 | 79 | 11 | 6 | 5 | 0 | 0 | 12 | 85 | 20 | 236 |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 17 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 15 | 84 | 9 | 38 |
| TOTAL TUNISIA | | | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 15 | 84 | 9 | 38 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | JET2.COM LTD | S | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 31 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 16 | 90 | 7 | 31 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 41 | 80 | 10 | 10 |
| TOTAL ANTALYA | | | 56 | 0 | 0 | 66 | 13 | 13 | 9 | 0 | 0 | 19 | 88 | 8 | 51 |
| BODRUM (MILAS) | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 12 | 84 | 10 | 19 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 28 | 78 | 13 | 9 |
| | THOMSON AIRWAYS LTD | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 9 |
| TOTAL BODRUM (MILAS) | | | 32 | 0 | 0 | 72 | 16 | 6 | 6 | 0 | 0 | 15 | 86 | 9 | 37 |
| DALAMAN | JET2.COM LTD | S | 44 | 0 | 0 | 75 | 16 | 7 | 2 | 0 | 0 | 12 | 82 | 10 | 44 |
| | PEGASUS AIRLINES | S | 16 | 0 | 2 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | SUNEXPRESS | C | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 54 | 0 | 0 | 69 | 13 | 11 | 7 | 0 | 0 | 18 | 77 | 20 | 44 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 71 | 9 | 17 |
| TOTAL DALAMAN | | | 139 | 0 | 2 | 75 | 12 | 9 | 4 | 0 | 0 | 13 | 79 | 13 | 141 |
| TOTAL TURKEY | | | 227 | 1 | 2 | 72 | 13 | 10 | 5 | 0 | 0 | 15 | 83 | 11 | 229 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 124 | 0 | 0 | 78 | 10 | 8 | 3 | 0 | 0 | 11 | 95 | 3 | 124 |
| TOTAL DUBAI | | | 124 | 0 | 0 | 78 | 10 | 8 | 3 | 0 | 0 | 11 | 95 | 3 | 124 |
| TOTAL UNITED ARAB EMIRATES | | | 124 | 0 | 0 | 78 | 10 | 8 | 3 | 0 | 0 | 11 | 95 | 3 | 124 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BARRA | LOGANAIR | S | 116 | 0 | 0 | 80 | 7 | 3 | 9 | 0 | 0 | 15 | 91 | 10 | 116 |
| TOTAL BARRA | | | 116 | 0 | 0 | 80 | 7 | 3 | 9 | 0 | 0 | 15 | 91 | 10 | 116 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 236 | 0 | 4 | 88 | 5 | 5 | 2 | 0 | 0 | 7 | 90 | 5 | 231 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 236 | 0 | 4 | 88 | 5 | 5 | 2 | 0 | 0 | 7 | 90 | 5 | 231 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 170 | 0 | 0 | 89 | 3 | 5 | 4 | 0 | 0 | 8 | 93 | 3 | 176 |
| TOTAL BELFAST INTERNATIONAL | | | 170 | 0 | 0 | 89 | 3 | 5 | 4 | 0 | 0 | 8 | 93 | 3 | 176 |
| BENBECULA | LOGANAIR | S | 106 | 0 | 0 | 63 | 12 | 6 | 15 | 4 | 0 | 29 | 78 | 11 | 108 |
| TOTAL BENBECULA | | | 106 | 0 | 0 | 63 | 12 | 6 | 15 | 4 | 0 | 29 | 78 | 11 | 108 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BIRMINGHAM | FLYBE LTD | S | 360 | 0 | 10 | 82 | 8 | 5 | 5 | 0 | 0 | 12 | 86 | 11 | 380 |
| TOTAL BIRMINGHAM | | | 360 | 0 | 10 | 82 | 8 | 5 | 5 | 0 | 0 | 12 | 86 | 11 | 380 |
| BOURNEMOUTH | FLYBE LTD | S | 108 | 0 | 0 | 84 | 7 | 4 | 5 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 108 | 0 | 0 | 84 | 7 | 4 | 5 | 0 | 0 | 10 | 0 | 0 | 0 |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | S | 146 | 0 | 0 | 85 | 5 | 6 | 3 | 0 | 0 | 7 | 93 | 5 | 144 |
| TOTAL BRISTOL | | | 146 | 0 | 0 | 85 | 5 | 6 | 3 | 0 | 0 | 7 | 93 | 5 | 144 |
| CAMPBELTOWN | LOGANAIR | S | 95 | 0 | 0 | 85 | 5 | 5 | 2 | 2 | 0 | 11 | 97 | 5 | 100 |
| TOTAL CAMPBELTOWN | | | 95 | 0 | 0 | 85 | 5 | 5 | 2 | 2 | 0 | 11 | 97 | 5 | 100 |
| CARDIFF WALES | FLYBE LTD | S | 36 | 0 | 0 | 83 | 11 | 3 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | 36 | 0 | 0 | 83 | 11 | 3 | 3 | 0 | 0 | 10 | 93 | 6 | 126 |
| CITY OF DERRY (EGLINTON) | RYANAIR | S | 44 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STOBART AIR | S | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 56 | 0 | 0 | 0 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 47 | 0 | 0 | 94 | 4 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| EAST MIDLANDS INTERNATIONAL | FLYBE LTD | S | 148 | 0 | 6 | 85 | 7 | 3 | 5 | 0 | 0 | 9 | 91 | 9 | 160 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 148 | 0 | 6 | 85 | 7 | 3 | 5 | 0 | 0 | 9 | 91 | 9 | 160 |
| GATWICK | BRITISH AIRWAYS PLC | S | 220 | 0 | 0 | 70 | 16 | 7 | 6 | 0 | 0 | 15 | 62 | 19 | 230 |
| | EASYJET AIRLINE COMPANY LTD | S | 208 | 0 | 0 | 51 | 20 | 19 | 9 | 1 | 0 | 25 | 65 | 19 | 200 |
| TOTAL GATWICK | | | 428 | 0 | 0 | 61 | 18 | 13 | 7 | 0 | 0 | 20 | 63 | 19 | 430 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 560 | 0 | 2 | 52 | 21 | 19 | 8 | 0 | 0 | 23 | 64 | 22 | 504 |
| TOTAL HEATHROW | | | 560 | 0 | 2 | 52 | 21 | 19 | 8 | 0 | 0 | 23 | 64 | 22 | 504 |
| ISLAY | LOGANAIR | S | 112 | 0 | 0 | 71 | 10 | 7 | 13 | 0 | 0 | 19 | 87 | 8 | 108 |
| TOTAL ISLAY | | | 112 | 0 | 0 | 71 | 10 | 7 | 13 | 0 | 0 | 19 | 87 | 8 | 108 |
| ISLE OF MAN | VANAIR EUROPE AS | S | 98 | 0 | 0 | 97 | 0 | 0 | 2 | 1 | 0 | 5 | 94 | 4 | 32 |
| TOTAL ISLE OF MAN | | | 98 | 0 | 0 | 97 | 0 | 0 | 2 | 1 | 0 | 5 | 90 | 5 | 84 |
| JERSEY | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 3 | 28 |
| | FLYBE LTD | S | 8 | 0 | 0 | 25 | 13 | 63 | 0 | 0 | 0 | 34 | 38 | 21 | 8 |
| TOTAL JERSEY | | | 34 | 0 | 0 | 82 | 3 | 15 | 0 | 0 | 0 | 9 | 81 | 7 | 36 |
| KIRKWALL | LOGANAIR | S | 62 | 0 | 0 | 56 | 23 | 8 | 10 | 3 | 0 | 24 | 77 | 11 | 62 |
| TOTAL KIRKWALL | | | 62 | 0 | 0 | 56 | 23 | 8 | 10 | 3 | 0 | 24 | 77 | 11 | 62 |
| LEEDS BRADFORD | LOGANAIR | S | 82 | 0 | 0 | 67 | 11 | 5 | 10 | 7 | 0 | 33 | 82 | 13 | 84 |
| TOTAL LEEDS BRADFORD | | | 82 | 0 | 0 | 67 | 11 | 5 | 10 | 7 | 0 | 33 | 82 | 13 | 84 |
| LONDON CITY | BA CITYFLYER LTD | S | 268 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 13 | 92 | 5 | 234 |
| TOTAL LONDON CITY | | | 268 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 13 | 92 | 5 | 234 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 128 | 0 | 0 | 77 | 17 | 3 | 3 | 0 | 0 | 11 | 76 | 17 | 178 |
| TOTAL LUTON | | | 128 | 1 | 0 | 77 | 17 | 3 | 3 | 0 | 0 | 11 | 76 | 17 | 178 |
| MANCHESTER | LOGANAIR | S | 146 | 0 | 0 | 68 | 13 | 10 | 8 | 1 | 0 | 19 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 147 | 0 | 0 | 69 | 13 | 10 | 7 | 1 | 0 | 19 | 87 | 8 | 156 |
| SOUTHAMPTON | FLYBE LTD | S | 232 | 0 | 0 | 75 | 12 | 9 | 4 | 0 | 0 | 14 | 79 | 12 | 232 |
| TOTAL SOUTHAMPTON | | | 232 | 0 | 0 | 75 | 12 | 9 | 4 | 0 | 0 | 14 | 79 | 12 | 232 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| STANSTED | EASYJET AIRLINE COMPANY LTD | S | 144 | 0 | 0 | 70 | 17 | 8 | 5 | 0 | 0 | 13 | 74 | 14 | 152 |
| | RYANAIR | S | 152 | 0 | 0 | 78 | 11 | 5 | 5 | 2 | 0 | 17 | 0 | 0 | 0 |
| TOTAL STANSTED | | | 297 | 0 | 0 | 74 | 14 | 7 | 5 | 1 | 0 | 15 | 74 | 14 | 152 |
| STORNOWAY | LOGANAIR | S | 234 | 0 | 0 | 66 | 12 | 9 | 12 | 2 | 0 | 25 | 82 | 10 | 233 |
| TOTAL STORNOWAY | | | 234 | 0 | 0 | 66 | 12 | 9 | 12 | 2 | 0 | 25 | 82 | 10 | 233 |
| SUMBURGH | LOGANAIR | S | 107 | 1 | 0 | 52 | 16 | 12 | 16 | 4 | 0 | 35 | 75 | 16 | 76 |
| TOTAL SUMBURGH | | | 107 | 1 | 0 | 52 | 16 | 12 | 16 | 4 | 0 | 35 | 75 | 16 | 76 |
| TIREE | LOGANAIR | S | 102 | 0 | 0 | 82 | 6 | 8 | 2 | 2 | 0 | 14 | 82 | 22 | 65 |
| TOTAL TIREE | | | 102 | 0 | 0 | 82 | 6 | 8 | 2 | 2 | 0 | 14 | 82 | 22 | 65 |
| TOTAL UNITED KINGDOM | | | 4459 | 8 | 22 | 73 | 12 | 8 | 6 | 1 | 0 | 16 | 81 | 12 | 4231 |
| USA | | | | | | | | | | | | | | | |
| LAS VEGAS | THOMAS COOK AIRLINES LTD | S | 7 | 0 | 0 | 29 | 0 | 43 | 29 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL LAS VEGAS | | | 7 | 0 | 0 | 29 | 0 | 43 | 29 | 0 | 0 | 60 | 0 | 0 | 0 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 61 | 0 | 1 | 77 | 5 | 13 | 3 | 2 | 0 | 18 | 69 | 29 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 61 | 1 | 1 | 77 | 5 | 13 | 3 | 2 | 0 | 18 | 69 | 29 | 62 |
| ORLANDO | THOMAS COOK AIRLINES LTD | S | 19 | 0 | 0 | 42 | 26 | 21 | 11 | 0 | 0 | 29 | 80 | 10 | 15 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 23 | 0 | 0 | 74 | 0 | 13 | 13 | 0 | 0 | 21 | 31 | 40 | 16 |
| TOTAL ORLANDO | | | 42 | 0 | 0 | 60 | 12 | 17 | 12 | 0 | 0 | 25 | 55 | 25 | 31 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 62 | 0 | 0 | 81 | 3 | 10 | 6 | 0 | 0 | 12 | 82 | 18 | 62 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 62 | 0 | 0 | 81 | 3 | 10 | 6 | 0 | 0 | 12 | 82 | 18 | 62 |
| SANFORD | THOMSON AIRWAYS LTD | C | 15 | 0 | 0 | 67 | 13 | 20 | 0 | 0 | 0 | 17 | 63 | 369 | 8 |
| TOTAL SANFORD | | | 15 | 0 | 0 | 67 | 13 | 20 | 0 | 0 | 0 | 17 | 54 | 238 | 13 |
| TOTAL USA | | | 187 | 2 | 1 | 72 | 6 | 14 | 7 | 1 | 0 | 19 | 70 | 40 | 168 |
| TOTAL GLASGOW | | | 7872 | 27 | 28 | 72 | 13 | 9 | 5 | 1 | 0 | 15 | 80 | 13 | 7394 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALGERIA | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 42 | 0 | 0 | 36 | 17 | 33 | 14 | 0 | 0 | 31 | 48 | 30 | 50 |
| TOTAL ALGIERS | | | 42 | 0 | 0 | 36 | 17 | 33 | 14 | 0 | 0 | 31 | 48 | 30 | 50 |
| TOTAL ALGERIA | | | 42 | 0 | 0 | 36 | 17 | 33 | 14 | 0 | 0 | 31 | 48 | 30 | 50 |
| ANGOLA | | | | | | | | | | | | | | | |
| LUANDA | BRITISH AIRWAYS PLC | S | 17 | 0 | 1 | 71 | 18 | 12 | 0 | 0 | 0 | 9 | 78 | 16 | 18 |
| TOTAL LUANDA | | | 17 | 0 | 1 | 71 | 18 | 12 | 0 | 0 | 0 | 9 | 78 | 16 | 18 |
| TOTAL ANGOLA | | | 17 | 0 | 1 | 71 | 18 | 12 | 0 | 0 | 0 | 9 | 78 | 16 | 18 |
| ARGENTINA | | | | | | | | | | | | | | | |
| BUENOS AIRES | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 12 | 81 | 9 | 62 |
| TOTAL BUENOS AIRES | | | 44 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 12 | 81 | 9 | 62 |
| TOTAL ARGENTINA | | | 44 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 12 | 81 | 9 | 62 |
| AUSTRALIA | | | | | | | | | | | | | | | |
| MELBOURNE | QANTAS | S | 62 | 0 | 0 | 79 | 11 | 3 | 3 | 0 | 3 | 34 | 74 | 26 | 62 |
| TOTAL MELBOURNE | | | 62 | 0 | 0 | 79 | 11 | 3 | 3 | 0 | 3 | 34 | 74 | 26 | 62 |
| SYDNEY | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 77 | 16 | 5 | 2 | 0 | 0 | 9 | 81 | 25 | 62 |
| | QANTAS | S | 62 | 0 | 0 | 66 | 11 | 13 | 8 | 0 | 2 | 28 | 81 | 9 | 62 |
| TOTAL SYDNEY | | | 124 | 0 | 0 | 72 | 14 | 9 | 5 | 0 | 1 | 19 | 81 | 17 | 124 |
| TOTAL AUSTRALIA | | | 186 | 0 | 0 | 74 | 13 | 7 | 4 | 0 | 2 | 24 | 78 | 20 | 186 |
| AUSTRIA | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 246 | 0 | 0 | 65 | 20 | 11 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 302 | 0 | 0 | 68 | 16 | 10 | 6 | 0 | 0 | 17 | 84 | 10 | 301 |
| TOTAL VIENNA | | | 548 | 0 | 0 | 67 | 18 | 11 | 5 | 0 | 0 | 16 | 82 | 9 | 549 |
| TOTAL AUSTRIA | | | 548 | 0 | 0 | 67 | 18 | 11 | 5 | 0 | 0 | 16 | 82 | 9 | 549 |
| AZERBAIJAN | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | S | 44 | 0 | 0 | 73 | 11 | 11 | 5 | 0 | 0 | 13 | 91 | 3 | 44 |
| | BRITISH AIRWAYS PLC | S | 53 | 0 | 1 | 79 | 15 | 6 | 0 | 0 | 0 | 10 | 80 | 12 | 54 |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 97 | 0 | 1 | 76 | 13 | 8 | 2 | 0 | 0 | 11 | 85 | 8 | 98 |
| TOTAL AZERBAIJAN | | | 97 | 0 | 1 | 76 | 13 | 8 | 2 | 0 | 0 | 11 | 85 | 8 | 98 |
| BAHAMAS | | | | | | | | | | | | | | | |
| NASSAU | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL NASSAU | | | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BAHAMAS | | | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 0 | 0 | 0 |
| BAHRAIN | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 124 | 0 | 0 | 71 | 20 | 8 | 1 | 0 | 0 | 12 | 85 | 11 | 124 |
| TOTAL BAHRAIN | | | 124 | 0 | 0 | 71 | 20 | 8 | 1 | 0 | 0 | 12 | 85 | 11 | 124 |
| TOTAL BAHRAIN | | | 124 | 0 | 0 | 71 | 20 | 8 | 1 | 0 | 0 | 12 | 85 | 11 | 124 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------|---------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BANGLADESH | | | | | | | | | | | | | | | |
| DHAKHA | BIMAN BANGLADESH AIRLINES | S | 36 | 0 | 0 | 81 | 6 | 11 | 3 | 0 | 0 | 12 | 69 | 18 | 26 |
| TOTAL DHAKHA | | | 36 | 0 | 0 | 81 | 6 | 11 | 3 | 0 | 0 | 12 | 69 | 18 | 26 |
| TOTAL BANGLADESH | | | 36 | 0 | 0 | 81 | 6 | 11 | 3 | 0 | 0 | 12 | 69 | 18 | 26 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 348 | 0 | 0 | 68 | 17 | 8 | 7 | 0 | 0 | 15 | 79 | 12 | 365 |
| | BRUSSELS AIRLINES | S | 178 | 0 | 0 | 58 | 23 | 12 | 6 | 0 | 0 | 18 | 66 | 16 | 178 |
| TOTAL BRUSSELS | | | 526 | 0 | 0 | 65 | 19 | 10 | 6 | 0 | 0 | 16 | 74 | 14 | 543 |
| TOTAL BELGIUM | | | 526 | 0 | 0 | 65 | 19 | 10 | 6 | 0 | 0 | 16 | 74 | 14 | 543 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 79 | 18 | 0 | 3 | 0 | 0 | 10 | 74 | 11 | 62 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 62 | 0 | 0 | 79 | 18 | 0 | 3 | 0 | 0 | 10 | 72 | 12 | 78 |
| SAO PAULO (GUARULHOS) | BRITISH AIRWAYS PLC | S | 88 | 0 | 0 | 73 | 10 | 11 | 6 | 0 | 0 | 14 | 76 | 20 | 62 |
| | TAM LINHAS AEREAS | S | 62 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 5 | 90 | 4 | 62 |
| TOTAL SAO PAULO (GUARULHOS) | | | 150 | 0 | 0 | 82 | 7 | 7 | 5 | 0 | 0 | 10 | 83 | 12 | 124 |
| TOTAL BRAZIL | | | 212 | 0 | 0 | 81 | 10 | 5 | 4 | 0 | 0 | 10 | 79 | 12 | 202 |
| BRUNEI | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 62 | 0 | 0 | 85 | 8 | 6 | 0 | 0 | 0 | 7 | 85 | 33 | 60 |
| TOTAL BANDAR SERI BEGAWAN | | | 62 | 0 | 0 | 85 | 8 | 6 | 0 | 0 | 0 | 7 | 85 | 33 | 60 |
| TOTAL BRUNEI | | | 62 | 0 | 0 | 85 | 8 | 6 | 0 | 0 | 0 | 7 | 85 | 33 | 60 |
| BULGARIA | | | | | | | | | | | | | | | |
| SOFIA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 81 | 5 | 15 | 0 | 0 | 0 | 10 | 84 | 6 | 62 |
| | BULGARIA AIR | S | 62 | 0 | 0 | 35 | 23 | 26 | 10 | 6 | 0 | 49 | 67 | 16 | 60 |
| TOTAL SOFIA | | | 124 | 0 | 0 | 58 | 14 | 20 | 5 | 3 | 0 | 30 | 75 | 11 | 122 |
| TOTAL BULGARIA | | | 124 | 0 | 0 | 58 | 14 | 20 | 5 | 3 | 0 | 30 | 75 | 11 | 122 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 96 | 0 | 1 | 40 | 27 | 19 | 13 | 2 | 0 | 32 | 73 | 15 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 71 | 16 | 6 | 6 | 0 | 0 | 15 | 74 | 11 | 62 |
| TOTAL CALGARY | | | 158 | 0 | 1 | 52 | 23 | 14 | 10 | 1 | 0 | 25 | 73 | 13 | 124 |
| EDMONTON | AIR CANADA | S | 27 | 0 | 0 | 74 | 19 | 4 | 4 | 0 | 0 | 13 | 63 | 17 | 62 |
| TOTAL EDMONTON | | | 27 | 0 | 0 | 74 | 19 | 4 | 4 | 0 | 0 | 13 | 63 | 17 | 62 |
| HALIFAX INT | AIR CANADA | S | 61 | 0 | 0 | 84 | 5 | 7 | 5 | 0 | 0 | 10 | 87 | 9 | 61 |
| TOTAL HALIFAX INT | | | 61 | 0 | 0 | 84 | 5 | 7 | 5 | 0 | 0 | 10 | 87 | 9 | 61 |
| MONTREAL (DORVAL) | AIR CANADA | S | 62 | 0 | 0 | 79 | 13 | 6 | 0 | 0 | 2 | 15 | 77 | 9 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 52 | 19 | 10 | 18 | 2 | 0 | 33 | 63 | 16 | 62 |
| TOTAL MONTREAL (DORVAL) | | | 124 | 0 | 0 | 65 | 16 | 8 | 9 | 1 | 1 | 24 | 70 | 12 | 124 |
| OTTAWA INTERNATIONAL | AIR CANADA | S | 61 | 1 | 1 | 75 | 13 | 3 | 8 | 0 | 0 | 14 | 82 | 6 | 62 |
| TOTAL OTTAWA INTERNATIONAL | | | 61 | 1 | 1 | 75 | 13 | 3 | 8 | 0 | 0 | 14 | 82 | 6 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ST JOHNS | AIR CANADA | S | 58 | 0 | 3 | 76 | 14 | 3 | 3 | 2 | 2 | 22 | 88 | 8 | 58 |
| TOTAL ST JOHNS | | | 58 | 0 | 3 | 76 | 14 | 3 | 3 | 2 | 2 | 22 | 88 | 8 | 58 |
| TORONTO | AIR CANADA | S | 247 | 0 | 1 | 63 | 20 | 11 | 4 | 2 | 0 | 27 | 77 | 13 | 248 |
| | BRITISH AIRWAYS PLC | S | 137 | 0 | 0 | 66 | 19 | 10 | 2 | 2 | 0 | 19 | 68 | 18 | 165 |
| TOTAL TORONTO | | | 384 | 0 | 1 | 64 | 20 | 10 | 3 | 2 | 0 | 24 | 73 | 15 | 413 |
| VANCOUVER | AIR CANADA | S | 62 | 0 | 0 | 77 | 13 | 8 | 0 | 0 | 2 | 16 | 81 | 10 | 62 |
| | BRITISH AIRWAYS PLC | S | 104 | 0 | 0 | 61 | 25 | 10 | 4 | 0 | 1 | 29 | 57 | 41 | 106 |
| TOTAL VANCOUVER | | | 166 | 0 | 0 | 67 | 20 | 9 | 2 | 0 | 1 | 24 | 71 | 25 | 213 |
| TOTAL CANADA | | | 1039 | 1 | 6 | 66 | 18 | 9 | 5 | 1 | 0 | 22 | 74 | 15 | 1117 |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 36 | 0 | 1 | 78 | 6 | 8 | 8 | 0 | 0 | 12 | 69 | 51 | 36 |
| TOTAL GRAND CAYMAN | | | 36 | 0 | 1 | 78 | 6 | 8 | 8 | 0 | 0 | 12 | 69 | 51 | 36 |
| TOTAL CAYMAN ISLANDS | | | 36 | 0 | 1 | 78 | 6 | 8 | 8 | 0 | 0 | 12 | 69 | 51 | 36 |
| CHINA | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 124 | 0 | 0 | 65 | 9 | 12 | 12 | 2 | 1 | 26 | 85 | 6 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 44 | 27 | 24 | 2 | 3 | 0 | 27 | 55 | 28 | 62 |
| TOTAL BEIJING | | | 186 | 0 | 0 | 58 | 15 | 16 | 9 | 2 | 1 | 26 | 70 | 17 | 124 |
| CHENGDU | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 41 | 30 | 9 | 14 | 7 | 0 | 38 | 53 | 33 | 43 |
| TOTAL CHENGDU | | | 44 | 0 | 0 | 41 | 30 | 9 | 14 | 7 | 0 | 38 | 53 | 33 | 43 |
| GUANGZHOU BAIYUN INTERNATIONAL | CHINA SOUTHERN | S | 62 | 0 | 0 | 79 | 13 | 3 | 5 | 0 | 0 | 10 | 85 | 9 | 62 |
| TOTAL GUANGZHOU BAIYUN INTERNATIONAL | | | 62 | 0 | 0 | 79 | 13 | 3 | 5 | 0 | 0 | 10 | 85 | 9 | 62 |
| SHANGHAI (PU DONG) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 72 | 3 | 7 | 15 | 3 | 0 | 29 | 69 | 22 | 62 |
| | CHINA EASTERN AIRLINES | S | 62 | 0 | 5 | 69 | 11 | 6 | 8 | 2 | 3 | 60 | 82 | 12 | 44 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 3 | 85 | 5 | 3 | 5 | 2 | 0 | 13 | 85 | 11 | 61 |
| TOTAL SHANGHAI (PU DONG) | | | 182 | 0 | 8 | 75 | 7 | 5 | 9 | 2 | 1 | 34 | 78 | 15 | 167 |
| TOTAL CHINA | | | 474 | 0 | 8 | 66 | 13 | 10 | 9 | 2 | 1 | 28 | 74 | 17 | 396 |
| COLOMBIA | | | | | | | | | | | | | | | |
| BOGOTA | AVIANCA COLOMBIA | S | 60 | 0 | 0 | 90 | 2 | 2 | 3 | 0 | 3 | 18 | 91 | 7 | 32 |
| TOTAL BOGOTA | | | 60 | 0 | 0 | 90 | 2 | 2 | 3 | 0 | 3 | 18 | 91 | 7 | 32 |
| TOTAL COLOMBIA | | | 60 | 0 | 0 | 90 | 2 | 2 | 3 | 0 | 3 | 18 | 91 | 7 | 32 |
| CROATIA | | | | | | | | | | | | | | | |
| SPLIT | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | CROATIA AIRLINES | S | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 63 | 20 | 8 |
| TOTAL SPLIT | | | 26 | 0 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 14 | 63 | 20 | 8 |
| ZAGREB | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 10 | 84 | 6 | 62 |
| | CROATIA AIRLINES | S | 72 | 0 | 0 | 44 | 22 | 22 | 8 | 3 | 0 | 32 | 61 | 18 | 72 |
| TOTAL ZAGREB | | | 134 | 0 | 0 | 58 | 18 | 18 | 4 | 1 | 0 | 22 | 72 | 12 | 134 |
| TOTAL CROATIA | | | 160 | 0 | 0 | 58 | 19 | 18 | 4 | 1 | 0 | 21 | 71 | 13 | 142 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AEGEAN AIRLINES | S | 62 | 0 | 0 | 52 | 26 | 18 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 115 | 0 | 1 | 49 | 24 | 17 | 9 | 1 | 1 | 32 | 66 | 27 | 62 |
| TOTAL LARNACA | | | 177 | 0 | 1 | 50 | 25 | 17 | 7 | 1 | 1 | 28 | 66 | 24 | 124 |
| TOTAL CYPRUS | | | 177 | 0 | 1 | 50 | 25 | 17 | 7 | 1 | 1 | 28 | 66 | 24 | 124 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BRITISH AIRWAYS PLC | S | 295 | 0 | 0 | 68 | 18 | 9 | 4 | 0 | 0 | 16 | 86 | 7 | 292 |
| TOTAL PRAGUE | | | 295 | 0 | 0 | 68 | 18 | 9 | 4 | 0 | 0 | 16 | 86 | 7 | 292 |
| TOTAL CZECH REPUBLIC | | | 295 | 0 | 0 | 68 | 18 | 9 | 4 | 0 | 0 | 16 | 86 | 7 | 292 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BRITISH AIRWAYS PLC | S | 355 | 0 | 1 | 66 | 15 | 12 | 6 | 0 | 0 | 16 | 80 | 12 | 356 |
| | SAS | S | 308 | 0 | 0 | 71 | 12 | 10 | 6 | 1 | 0 | 15 | 82 | 11 | 317 |
| TOTAL COPENHAGEN | | | 663 | 0 | 1 | 68 | 14 | 11 | 6 | 0 | 0 | 16 | 81 | 12 | 673 |
| TOTAL DENMARK | | | 663 | 0 | 1 | 68 | 14 | 11 | 6 | 0 | 0 | 16 | 81 | 12 | 673 |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 61 | 23 | 10 | 2 | 3 | 2 | 31 | 67 | 13 | 61 |
| | EGYPT AIR | S | 124 | 0 | 0 | 65 | 15 | 12 | 7 | 0 | 0 | 17 | 40 | 30 | 124 |
| TOTAL CAIRO | | | 186 | 0 | 0 | 64 | 18 | 11 | 5 | 1 | 1 | 22 | 49 | 25 | 185 |
| LUXOR | EGYPT AIR | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 63 | 16 | 8 |
| TOTAL LUXOR | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 63 | 16 | 8 |
| TOTAL EGYPT | | | 194 | 0 | 0 | 64 | 18 | 11 | 5 | 1 | 1 | 21 | 49 | 24 | 193 |
| ETHIOPIA | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 62 | 0 | 0 | 66 | 19 | 6 | 5 | 3 | 0 | 23 | 70 | 17 | 60 |
| TOTAL ADDIS ABABA | | | 62 | 0 | 0 | 66 | 19 | 6 | 5 | 3 | 0 | 23 | 70 | 17 | 60 |
| TOTAL ETHIOPIA | | | 62 | 0 | 0 | 66 | 19 | 6 | 5 | 3 | 0 | 23 | 70 | 17 | 60 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 66 | 19 | 8 | 7 | 0 | 0 | 16 | 82 | 10 | 122 |
| | FINNAIR | S | 310 | 0 | 0 | 79 | 15 | 6 | 1 | 0 | 0 | 8 | 81 | 8 | 310 |
| TOTAL HELSINKI | | | 434 | 0 | 0 | 75 | 16 | 6 | 3 | 0 | 0 | 10 | 81 | 9 | 432 |
| TOTAL FINLAND | | | 434 | 0 | 0 | 75 | 16 | 6 | 3 | 0 | 0 | 10 | 81 | 9 | 432 |
| FRANCE | | | | | | | | | | | | | | | |
| BASTIA | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 10 | 8 |
| TOTAL BASTIA | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 10 | 8 |
| FIGARI | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 24 | 100 | 1 | 8 |
| TOTAL FIGARI | | | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 24 | 100 | 1 | 8 |
| LYON | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 63 | 20 | 11 | 5 | 1 | 0 | 17 | 78 | 14 | 184 |
| TOTAL LYON | | | 186 | 0 | 0 | 63 | 20 | 11 | 5 | 1 | 0 | 17 | 78 | 14 | 184 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MARSEILLE | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 63 | 20 | 11 | 4 | 1 | 0 | 18 | 72 | 16 | 184 |
| TOTAL MARSEILLE | | | 186 | 0 | 0 | 63 | 20 | 11 | 4 | 1 | 0 | 18 | 72 | 16 | 184 |
| NICE | BRITISH AIRWAYS PLC | S | 418 | 0 | 0 | 55 | 22 | 15 | 9 | 0 | 0 | 23 | 72 | 18 | 425 |
| TOTAL NICE | | | 418 | 0 | 0 | 55 | 22 | 15 | 9 | 0 | 0 | 23 | 72 | 18 | 425 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 496 | 0 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 11 | 78 | 11 | 496 |
| | BRITISH AIRWAYS PLC | S | 408 | 0 | 2 | 59 | 17 | 15 | 9 | 0 | 0 | 22 | 73 | 16 | 410 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 904 | 1 | 2 | 67 | 17 | 11 | 5 | 0 | 0 | 16 | 76 | 13 | 906 |
| PARIS (ORLY) | BRITISH AIRWAYS PLC | S | 250 | 0 | 0 | 65 | 16 | 14 | 5 | 0 | 0 | 15 | 74 | 13 | 245 |
| TOTAL PARIS (ORLY) | | | 250 | 0 | 0 | 65 | 16 | 14 | 5 | 0 | 0 | 15 | 74 | 13 | 245 |
| TOULOUSE (BLAGNAC) | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 66 | 11 | 13 | 10 | 0 | 0 | 21 | 83 | 12 | 186 |
| TOTAL TOULOUSE (BLAGNAC) | | | 186 | 0 | 0 | 66 | 11 | 13 | 10 | 0 | 0 | 21 | 83 | 12 | 186 |
| TOTAL FRANCE | | | 2146 | 1 | 2 | 64 | 18 | 12 | 6 | 0 | 0 | 18 | 75 | 14 | 2146 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH AIRWAYS PLC | S | 395 | 0 | 1 | 66 | 18 | 8 | 8 | 0 | 0 | 19 | 83 | 11 | 404 |
| | GERMANWINGS | S | 178 | 0 | 0 | 62 | 21 | 12 | 4 | 1 | 0 | 20 | 59 | 21 | 177 |
| TOTAL BERLIN (TEGEL) | | | 573 | 0 | 1 | 65 | 19 | 9 | 7 | 0 | 0 | 19 | 76 | 14 | 581 |
| COLOGNE BONN | GERMANWINGS | S | 162 | 0 | 0 | 76 | 13 | 10 | 1 | 0 | 0 | 10 | 80 | 12 | 162 |
| TOTAL COLOGNE BONN | | | 162 | 0 | 0 | 76 | 13 | 10 | 1 | 0 | 0 | 10 | 80 | 12 | 162 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 340 | 0 | 3 | 68 | 12 | 12 | 7 | 0 | 0 | 20 | 80 | 11 | 294 |
| | GERMANWINGS | S | 241 | 0 | 4 | 58 | 18 | 18 | 6 | 0 | 1 | 27 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | 581 | 1 | 7 | 64 | 14 | 15 | 6 | 0 | 1 | 23 | 79 | 11 | 552 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 410 | 0 | 0 | 56 | 16 | 19 | 9 | 0 | 0 | 21 | 68 | 21 | 374 |
| | LUFTHANSA | S | 742 | 0 | 0 | 65 | 20 | 12 | 3 | 0 | 0 | 15 | 71 | 14 | 733 |
| TOTAL FRANKFURT MAIN | | | 1152 | 0 | 0 | 62 | 18 | 14 | 5 | 0 | 0 | 17 | 70 | 17 | 1107 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 310 | 0 | 0 | 65 | 14 | 17 | 4 | 0 | 0 | 16 | 84 | 9 | 308 |
| | GERMANWINGS | S | 170 | 0 | 0 | 70 | 19 | 8 | 4 | 0 | 0 | 12 | 78 | 14 | 170 |
| TOTAL HAMBURG | | | 480 | 0 | 0 | 66 | 16 | 14 | 4 | 0 | 0 | 15 | 82 | 11 | 478 |
| HANOVER | BRITISH AIRWAYS PLC | S | 182 | 0 | 0 | 73 | 11 | 13 | 3 | 0 | 0 | 12 | 83 | 8 | 186 |
| TOTAL HANOVER | | | 182 | 0 | 0 | 73 | 11 | 13 | 3 | 0 | 0 | 12 | 83 | 8 | 186 |
| MUNICH | BRITISH AIRWAYS PLC | S | 348 | 0 | 0 | 65 | 14 | 14 | 7 | 0 | 0 | 18 | 80 | 11 | 350 |
| | LUFTHANSA | S | 488 | 0 | 0 | 69 | 20 | 9 | 1 | 0 | 0 | 12 | 77 | 11 | 486 |
| TOTAL MUNICH | | | 836 | 0 | 0 | 67 | 18 | 11 | 4 | 0 | 0 | 15 | 78 | 11 | 836 |
| STUTTGART | BRITISH AIRWAYS PLC | S | 112 | 0 | 0 | 61 | 13 | 19 | 7 | 0 | 0 | 19 | 73 | 16 | 116 |
| | GERMANWINGS | S | 162 | 0 | 0 | 64 | 15 | 10 | 9 | 1 | 0 | 20 | 73 | 17 | 162 |
| TOTAL STUTTGART | | | 274 | 0 | 0 | 63 | 14 | 14 | 8 | 1 | 0 | 20 | 73 | 17 | 278 |
| TOTAL GERMANY | | | 4240 | 1 | 8 | 65 | 17 | 13 | 5 | 0 | 0 | 17 | 76 | 13 | 4180 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 61 | 0 | 2 | 31 | 23 | 26 | 15 | 3 | 2 | 60 | 44 | 44 | 89 |
| TOTAL ACCRA | | | 61 | 0 | 2 | 31 | 23 | 26 | 15 | 3 | 2 | 60 | 44 | 44 | 89 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL GHANA | | | 61 | 0 | 2 | 31 | 23 | 26 | 15 | 3 | 2 | 60 | 44 | 44 | 89 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | BRITISH AIRWAYS PLC | S | 78 | 0 | 0 | 50 | 27 | 15 | 8 | 0 | 0 | 22 | 90 | 5 | 77 |
| TOTAL GIBRALTAR | | | 78 | 0 | 0 | 50 | 27 | 15 | 8 | 0 | 0 | 22 | 90 | 5 | 77 |
| TOTAL GIBRALTAR | | | 78 | 0 | 0 | 50 | 27 | 15 | 8 | 0 | 0 | 22 | 90 | 5 | 77 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 186 | 0 | 0 | 69 | 16 | 12 | 3 | 0 | 0 | 14 | 63 | 15 | 186 |
| | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 71 | 13 | 13 | 4 | 0 | 0 | 14 | 75 | 17 | 244 |
| TOTAL ATHENS | | | 434 | 0 | 0 | 70 | 14 | 12 | 4 | 0 | 0 | 14 | 70 | 16 | 430 |
| CORFU | BRITISH AIRWAYS PLC | S | 38 | 0 | 0 | 79 | 11 | 11 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL CORFU | | | 44 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| KALAMATA | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 22 | 63 | 8 | 8 |
| TOTAL KALAMATA | | | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 22 | 63 | 8 | 8 |
| KOS | BRITISH AIRWAYS PLC | S | 20 | 0 | 1 | 75 | 20 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | C | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 2 | 93 | 2 | 15 |
| TOTAL KOS | | | 31 | 0 | 1 | 81 | 16 | 3 | 0 | 0 | 0 | 6 | 93 | 2 | 15 |
| LEMNOS | BRITISH AIRWAYS PLC | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 8 |
| TOTAL LEMNOS | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 8 |
| MIKONOS | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 50 | 19 | 19 | 13 | 0 | 0 | 25 | 61 | 10 | 18 |
| TOTAL MIKONOS | | | 16 | 0 | 0 | 50 | 19 | 19 | 13 | 0 | 0 | 25 | 61 | 10 | 18 |
| PREVEZA | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 75 | 18 | 8 |
| TOTAL PREVEZA | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 75 | 18 | 8 |
| RHODES | BRITISH AIRWAYS PLC | C | 15 | 0 | 0 | 73 | 13 | 13 | 0 | 0 | 0 | 9 | 80 | 6 | 15 |
| TOTAL RHODES | | | 15 | 0 | 0 | 73 | 13 | 13 | 0 | 0 | 0 | 9 | 80 | 6 | 15 |
| THIRA (SANTORINI) | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 61 | 29 | 7 | 4 | 0 | 0 | 15 | 83 | 5 | 18 |
| TOTAL THIRA (SANTORINI) | | | 28 | 0 | 0 | 61 | 29 | 7 | 4 | 0 | 0 | 15 | 83 | 5 | 18 |
| TOTAL GREECE | | | 602 | 0 | 1 | 71 | 14 | 11 | 3 | 0 | 0 | 13 | 72 | 14 | 520 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 69 | 14 | 13 | 3 | 1 | 0 | 16 | 71 | 30 | 124 |
| | CATHAY PACIFIC AIRWAYS | S | 310 | 0 | 0 | 67 | 15 | 10 | 6 | 0 | 0 | 16 | 78 | 11 | 310 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 87 | 6 | 2 | 3 | 0 | 2 | 20 | 95 | 2 | 62 |
| TOTAL HONG KONG (CHEK LAP KOK) | | | 496 | 0 | 0 | 70 | 14 | 10 | 5 | 0 | 0 | 16 | 78 | 15 | 496 |
| TOTAL HONG KONG | | | 496 | 0 | 0 | 70 | 14 | 10 | 5 | 0 | 0 | 16 | 78 | 15 | 496 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 63 | 18 | 10 | 9 | 0 | 0 | 18 | 77 | 11 | 186 |
| TOTAL BUDAPEST | | | 186 | 0 | 0 | 63 | 18 | 10 | 9 | 0 | 0 | 18 | 77 | 11 | 186 |
| TOTAL HUNGARY | | | 186 | 0 | 0 | 63 | 18 | 10 | 9 | 0 | 0 | 18 | 77 | 11 | 186 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 124 | 0 | 0 | 42 | 28 | 27 | 3 | 0 | 0 | 21 | 57 | 22 | 123 |
| TOTAL KEFLAVIK | | | 124 | 0 | 0 | 42 | 28 | 27 | 3 | 0 | 0 | 21 | 57 | 22 | 123 |
| TOTAL ICELAND | | | 124 | 0 | 0 | 42 | 28 | 27 | 3 | 0 | 0 | 21 | 57 | 22 | 123 |
| INDIA | | | | | | | | | | | | | | | |
| BANGALORE (BENGALURU) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 10 | 77 | 19 | 62 |
| TOTAL BANGALORE (BENGALURU) | | | 62 | 0 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 10 | 77 | 19 | 62 |
| CHENNAI | BRITISH AIRWAYS PLC | S | 60 | 0 | 1 | 62 | 10 | 10 | 15 | 3 | 0 | 31 | 54 | 22 | 52 |
| TOTAL CHENNAI | | | 60 | 0 | 1 | 62 | 10 | 10 | 15 | 3 | 0 | 31 | 54 | 22 | 52 |
| DELHI | AIR INDIA | S | 124 | 0 | 0 | 85 | 7 | 2 | 3 | 2 | 1 | 14 | 89 | 5 | 124 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 11 | 67 | 16 | 124 |
| | JET AIRWAYS | S | 62 | 0 | 0 | 69 | 18 | 6 | 6 | 0 | 0 | 15 | 90 | 5 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 14 | 85 | 7 | 62 |
| TOTAL DELHI | | | 372 | 0 | 0 | 75 | 15 | 6 | 3 | 1 | 0 | 13 | 81 | 9 | 372 |
| HYDERABAD (RAJIV GHANDI) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 55 | 17 | 13 | 15 | 0 | 0 | 27 | 60 | 25 | 62 |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | 60 | 0 | 0 | 55 | 17 | 13 | 15 | 0 | 0 | 27 | 60 | 25 | 62 |
| MUMBAI | AIR INDIA | S | 62 | 0 | 0 | 74 | 13 | 2 | 5 | 2 | 5 | 37 | 77 | 22 | 62 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 77 | 16 | 6 | 1 | 0 | 0 | 10 | 63 | 19 | 123 |
| | JET AIRWAYS | S | 124 | 0 | 0 | 93 | 4 | 1 | 2 | 0 | 0 | 5 | 90 | 5 | 125 |
| TOTAL MUMBAI | | | 310 | 0 | 0 | 83 | 11 | 3 | 2 | 0 | 1 | 14 | 79 | 12 | 372 |
| TOTAL INDIA | | | 864 | 0 | 1 | 75 | 13 | 6 | 4 | 1 | 0 | 15 | 77 | 13 | 920 |
| IRAN | | | | | | | | | | | | | | | |
| TEHRAN IMAM KHOMEINI | IRAN AIR | S | 26 | 0 | 0 | 42 | 27 | 19 | 8 | 4 | 0 | 37 | 54 | 31 | 28 |
| TOTAL TEHRAN IMAM KHOMEINI | | | 26 | 0 | 0 | 42 | 27 | 19 | 8 | 4 | 0 | 37 | 54 | 31 | 28 |
| TOTAL IRAN | | | 26 | 0 | 0 | 42 | 27 | 19 | 8 | 4 | 0 | 37 | 54 | 31 | 28 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 248 | 0 | 0 | 88 | 5 | 6 | 1 | 0 | 0 | 5 | 78 | 10 | 260 |
| TOTAL CORK | | | 248 | 0 | 0 | 88 | 5 | 6 | 1 | 0 | 0 | 5 | 78 | 10 | 260 |
| DUBLIN | AER LINGUS | S | 766 | 0 | 0 | 64 | 16 | 16 | 5 | 0 | 0 | 16 | 75 | 12 | 826 |
| | BRITISH AIRWAYS PLC | S | 480 | 0 | 0 | 53 | 20 | 18 | 9 | 0 | 0 | 22 | 74 | 13 | 474 |
| TOTAL DUBLIN | | | 1246 | 0 | 0 | 60 | 18 | 17 | 6 | 0 | 0 | 19 | 75 | 13 | 1300 |
| SHANNON | AER LINGUS | S | 186 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 6 | 83 | 10 | 186 |
| TOTAL SHANNON | | | 186 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 6 | 83 | 10 | 186 |
| TOTAL IRISH REPUBLIC | | | 1680 | 0 | 0 | 67 | 15 | 14 | 5 | 0 | 0 | 15 | 76 | 12 | 1746 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 177 | 0 | 0 | 62 | 18 | 12 | 7 | 1 | 0 | 20 | 64 | 26 | 124 |
| | EL AL | S | 97 | 0 | 0 | 72 | 18 | 8 | 2 | 0 | 0 | 12 | 61 | 28 | 100 |
| TOTAL TEL AVIV | | | 274 | 0 | 0 | 65 | 18 | 11 | 5 | 1 | 0 | 17 | 63 | 27 | 224 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL ISRAEL | | | 274 | 0 | 0 | 65 | 18 | 11 | 5 | 1 | 0 | 17 | 63 | 27 | 224 |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | BRITISH AIRWAYS PLC | S | 184 | 0 | 0 | 48 | 19 | 21 | 11 | 1 | 0 | 27 | 75 | 15 | 186 |
| TOTAL BOLOGNA | | | 184 | 0 | 0 | 48 | 19 | 21 | 11 | 1 | 0 | 27 | 75 | 15 | 186 |
| CAGLIARI (ELMAS) | BRITISH AIRWAYS PLC | C | 23 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 63 | 14 | 24 |
| TOTAL CAGLIARI (ELMAS) | | | 23 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 63 | 14 | 24 |
| MILAN (LINATE) | ALITALIA (CAI) | S | 124 | 0 | 0 | 58 | 15 | 21 | 6 | 0 | 0 | 20 | 70 | 12 | 116 |
| | BRITISH AIRWAYS PLC | S | 388 | 0 | 0 | 57 | 21 | 13 | 9 | 0 | 0 | 20 | 77 | 16 | 384 |
| TOTAL MILAN (LINATE) | | | 512 | 0 | 0 | 57 | 20 | 15 | 8 | 0 | 0 | 20 | 75 | 15 | 500 |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 221 | 0 | 0 | 50 | 19 | 23 | 8 | 0 | 0 | 23 | 72 | 21 | 174 |
| TOTAL MILAN (MALPENSA) | | | 221 | 0 | 0 | 50 | 19 | 23 | 8 | 0 | 0 | 23 | 72 | 21 | 174 |
| OLBIA | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 60 | 35 | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 38 | 24 | 8 |
| TOTAL OLBIA | | | 26 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 9 | 38 | 24 | 8 |
| PISA | BRITISH AIRWAYS PLC | S | 70 | 0 | 0 | 74 | 9 | 9 | 7 | 0 | 1 | 27 | 67 | 21 | 70 |
| TOTAL PISA | | | 70 | 0 | 0 | 74 | 9 | 9 | 7 | 0 | 1 | 27 | 67 | 21 | 70 |
| ROME (FIUMICINO) | ALITALIA (CAI) | S | 188 | 0 | 0 | 48 | 27 | 18 | 7 | 0 | 0 | 21 | 72 | 14 | 186 |
| | BRITISH AIRWAYS PLC | S | 440 | 0 | 1 | 49 | 16 | 21 | 13 | 1 | 0 | 29 | 71 | 17 | 487 |
| | BRITISH AIRWAYS PLC | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 632 | 1 | 1 | 48 | 19 | 20 | 11 | 1 | 0 | 27 | 71 | 16 | 673 |
| VENICE | BRITISH AIRWAYS PLC | S | 93 | 0 | 0 | 66 | 18 | 15 | 1 | 0 | 0 | 13 | 85 | 9 | 94 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL VENICE | | | 95 | 0 | 0 | 65 | 18 | 16 | 1 | 0 | 0 | 13 | 85 | 9 | 94 |
| TOTAL ITALY | | | 1763 | 1 | 1 | 54 | 19 | 18 | 9 | 0 | 0 | 23 | 73 | 16 | 1729 |
| JAPAN | | | | | | | | | | | | | | | |
| TOKYO (HANEDA) | ALL NIPPON AIRWAYS | S | 62 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 4 | 87 | 5 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 68 | 23 | 10 | 0 | 0 | 0 | 11 | 90 | 6 | 62 |
| | JAPAN AIRLINES | S | 62 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 5 | 95 | 2 | 61 |
| TOTAL TOKYO (HANEDA) | | | 186 | 0 | 0 | 83 | 12 | 4 | 1 | 0 | 0 | 6 | 91 | 5 | 185 |
| TOKYO (NARITA) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 12 | 76 | 11 | 62 |
| TOTAL TOKYO (NARITA) | | | 62 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 12 | 85 | 8 | 124 |
| TOTAL JAPAN | | | 248 | 0 | 0 | 81 | 13 | 5 | 1 | 0 | 0 | 8 | 88 | 6 | 309 |
| JORDAN | | | | | | | | | | | | | | | |
| AMMAN | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 34 | 15 | 27 | 24 | 0 | 0 | 40 | 62 | 19 | 90 |
| | ROYAL JORDANIAN | S | 62 | 0 | 0 | 45 | 19 | 26 | 8 | 2 | 0 | 29 | 68 | 13 | 62 |
| TOTAL AMMAN | | | 124 | 0 | 0 | 40 | 17 | 27 | 16 | 1 | 0 | 34 | 64 | 16 | 152 |
| TOTAL JORDAN | | | 124 | 0 | 0 | 40 | 17 | 27 | 16 | 1 | 0 | 34 | 64 | 16 | 152 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| ALMATY | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 14 | 73 | 12 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|---------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL ALMATY | | | 27 | 0 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 14 | 73 | 12 | 26 |
| ASTANA | AIR ASTANA | S | 26 | 0 | 0 | 62 | 27 | 4 | 8 | 0 | 0 | 16 | 81 | 6 | 26 |
| TOTAL ASTANA | | | 26 | 0 | 0 | 62 | 27 | 4 | 8 | 0 | 0 | 16 | 81 | 6 | 26 |
| TOTAL KAZAKHSTAN | | | 53 | 0 | 0 | 70 | 19 | 4 | 8 | 0 | 0 | 15 | 77 | 9 | 52 |
| KENYA | | | | | | | | | | | | | | | |
| NAIROBI | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 69 | 15 | 11 | 5 | 0 | 0 | 15 | 61 | 19 | 62 |
| | KENYA AIRWAYS | S | 62 | 1 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 87 | 6 | 62 |
| TOTAL NAIROBI | | | 124 | 1 | 0 | 78 | 10 | 7 | 4 | 0 | 0 | 12 | 74 | 12 | 124 |
| TOTAL KENYA | | | 124 | 1 | 0 | 78 | 10 | 7 | 4 | 0 | 0 | 12 | 74 | 12 | 124 |
| KUWAIT | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 60 | 26 | 2 | 13 | 0 | 0 | 24 | 75 | 13 | 60 |
| | KUWAIT AIRWAYS | S | 62 | 0 | 0 | 52 | 32 | 15 | 2 | 0 | 0 | 17 | 57 | 26 | 61 |
| TOTAL KUWAIT | | | 124 | 0 | 0 | 56 | 29 | 8 | 7 | 0 | 0 | 20 | 66 | 19 | 121 |
| TOTAL KUWAIT | | | 124 | 0 | 0 | 56 | 29 | 8 | 7 | 0 | 0 | 20 | 66 | 19 | 121 |
| LEBANON | | | | | | | | | | | | | | | |
| BEIRUT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 56 | 19 | 16 | 8 | 0 | 0 | 22 | 65 | 42 | 81 |
| | MIDDLE EAST AIRLINES (AIR LIBA) | S | 124 | 0 | 0 | 60 | 24 | 11 | 5 | 0 | 0 | 19 | 83 | 8 | 124 |
| TOTAL BEIRUT | | | 186 | 0 | 0 | 59 | 23 | 13 | 6 | 0 | 0 | 20 | 76 | 22 | 205 |
| TOTAL LEBANON | | | 186 | 0 | 0 | 59 | 23 | 13 | 6 | 0 | 0 | 20 | 76 | 22 | 205 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 72 | 10 | 10 | 8 | 0 | 0 | 14 | 85 | 7 | 124 |
| TOTAL LUXEMBOURG | | | 124 | 0 | 0 | 72 | 10 | 10 | 8 | 0 | 0 | 14 | 85 | 7 | 124 |
| TOTAL LUXEMBOURG | | | 124 | 0 | 0 | 72 | 10 | 10 | 8 | 0 | 0 | 14 | 85 | 7 | 124 |
| MALAYSIA | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 87 | 5 | 3 | 2 | 0 | 3 | 34 | 0 | 0 | 0 |
| | MALYSIAN AIRLINES SYSTEM-M | S | 124 | 0 | 1 | 68 | 19 | 10 | 3 | 0 | 0 | 13 | 74 | 11 | 124 |
| TOTAL KUALA LUMPUR (SEPANG) | | | 186 | 0 | 1 | 74 | 14 | 8 | 3 | 0 | 1 | 20 | 74 | 11 | 124 |
| TOTAL MALAYSIA | | | 186 | 0 | 1 | 74 | 14 | 8 | 3 | 0 | 1 | 20 | 74 | 11 | 124 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 134 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 8 | 92 | 5 | 132 |
| TOTAL MALTA | | | 134 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 8 | 92 | 5 | 132 |
| TOTAL MALTA | | | 134 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 8 | 92 | 5 | 132 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 34 | 0 | 2 | 74 | 18 | 6 | 3 | 0 | 0 | 11 | 85 | 5 | 34 |
| TOTAL MAURITIUS | | | 34 | 0 | 2 | 74 | 18 | 6 | 3 | 0 | 0 | 11 | 85 | 5 | 34 |
| TOTAL MAURITIUS | | | 34 | 0 | 2 | 74 | 18 | 6 | 3 | 0 | 0 | 11 | 85 | 5 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MEXICO | | | | | | | | | | | | | | | |
| MEXICO CITY | AEROMEXICO | S | 44 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 12 | 73 | 13 | 26 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 68 | 19 | 10 | 2 | 2 | 0 | 16 | 58 | 35 | 53 |
| TOTAL MEXICO CITY | | | 106 | 0 | 0 | 68 | 19 | 9 | 3 | 1 | 0 | 14 | 63 | 28 | 79 |
| TOTAL MEXICO | | | 106 | 0 | 0 | 68 | 19 | 9 | 3 | 1 | 0 | 14 | 63 | 28 | 79 |
| MOROCCO | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 78 | 0 | 0 | 76 | 12 | 8 | 5 | 0 | 0 | 14 | 74 | 11 | 62 |
| TOTAL CASABLANCA MOHAMED V | | | 78 | 0 | 0 | 76 | 12 | 8 | 5 | 0 | 0 | 14 | 74 | 11 | 62 |
| TOTAL MOROCCO | | | 78 | 0 | 0 | 76 | 12 | 8 | 5 | 0 | 0 | 14 | 71 | 16 | 80 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 484 | 0 | 0 | 57 | 19 | 14 | 8 | 1 | 0 | 23 | 74 | 15 | 486 |
| | KLM | S | 392 | 0 | 0 | 84 | 8 | 6 | 2 | 0 | 0 | 7 | 83 | 9 | 402 |
| | KLM CITYHOPPER | S | 280 | 0 | 0 | 82 | 10 | 6 | 3 | 0 | 0 | 9 | 83 | 10 | 266 |
| TOTAL AMSTERDAM | | | 1156 | 0 | 0 | 72 | 13 | 9 | 5 | 1 | 0 | 14 | 79 | 12 | 1154 |
| TOTAL NETHERLANDS | | | 1156 | 0 | 0 | 72 | 13 | 9 | 5 | 1 | 0 | 14 | 80 | 12 | 1274 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | AIR NEW ZEALAND LTD | S | 62 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 10 | 79 | 10 | 62 |
| TOTAL AUCKLAND INTERNATIONAL | | | 62 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 10 | 79 | 10 | 62 |
| TOTAL NEW ZEALAND | | | 62 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 10 | 79 | 10 | 62 |
| NIGERIA | | | | | | | | | | | | | | | |
| ABUJA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 69 | 21 | 3 | 2 | 2 | 3 | 51 | 76 | 12 | 58 |
| TOTAL ABUJA | | | 62 | 0 | 0 | 69 | 21 | 3 | 2 | 2 | 3 | 51 | 76 | 12 | 58 |
| LAGOS | ARIK AIR | S | 62 | 0 | 0 | 84 | 8 | 3 | 5 | 0 | 0 | 8 | 77 | 16 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 63 | 19 | 15 | 3 | 0 | 0 | 15 | 47 | 24 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | 6 | 81 | 9 | 62 |
| TOTAL LAGOS | | | 186 | 0 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 9 | 68 | 16 | 186 |
| TOTAL NIGERIA | | | 248 | 0 | 0 | 75 | 15 | 6 | 2 | 0 | 1 | 20 | 70 | 15 | 244 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 74 | 16 | 9 | 1 | 0 | 0 | 11 | 79 | 10 | 124 |
| TOTAL BERGEN | | | 124 | 0 | 0 | 74 | 16 | 9 | 1 | 0 | 0 | 11 | 79 | 10 | 124 |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS PLC | S | 284 | 0 | 0 | 65 | 14 | 17 | 4 | 0 | 1 | 23 | 73 | 13 | 301 |
| | SAS | S | 239 | 0 | 1 | 78 | 15 | 6 | 0 | 0 | 0 | 10 | 85 | 7 | 240 |
| TOTAL OSLO (GARDERMOEN) | | | 523 | 0 | 1 | 71 | 14 | 12 | 2 | 0 | 0 | 17 | 78 | 10 | 541 |
| STAVANGER | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 56 | 15 | 20 | 8 | 1 | 0 | 23 | 74 | 13 | 121 |
| | SAS | S | 108 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 9 | 78 | 13 | 108 |
| TOTAL STAVANGER | | | 232 | 0 | 0 | 68 | 14 | 13 | 5 | 0 | 0 | 16 | 76 | 13 | 229 |
| TOTAL NORWAY | | | 879 | 0 | 1 | 71 | 15 | 12 | 3 | 0 | 0 | 16 | 78 | 11 | 894 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| OMAN | | | | | | | | | | | | | | | |
| MUSCAT | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 73 | 15 | 8 | 3 | 0 | 0 | 13 | 87 | 8 | 62 |
| | OMAN AIR | S | 62 | 0 | 0 | 63 | 23 | 15 | 0 | 0 | 0 | 13 | 92 | 4 | 62 |
| TOTAL MUSCAT | | | 122 | 0 | 0 | 68 | 19 | 11 | 2 | 0 | 0 | 13 | 90 | 6 | 124 |
| TOTAL OMAN | | | 122 | 0 | 0 | 68 | 19 | 11 | 2 | 0 | 0 | 13 | 90 | 6 | 124 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 34 | 0 | 0 | 59 | 26 | 9 | 6 | 0 | 0 | 17 | 50 | 36 | 34 |
| TOTAL ISLAMABAD | | | 34 | 0 | 0 | 59 | 26 | 9 | 6 | 0 | 0 | 17 | 50 | 36 | 34 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 21 | 0 | 0 | 38 | 19 | 10 | 33 | 0 | 0 | 39 | 44 | 42 | 16 |
| TOTAL KARACHI | | | 21 | 0 | 0 | 38 | 19 | 10 | 33 | 0 | 0 | 39 | 44 | 42 | 16 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 31 | 0 | 0 | 39 | 19 | 29 | 6 | 6 | 0 | 47 | 71 | 16 | 34 |
| TOTAL LAHORE | | | 31 | 0 | 0 | 39 | 19 | 29 | 6 | 6 | 0 | 47 | 71 | 16 | 34 |
| TOTAL PAKISTAN | | | 86 | 0 | 0 | 47 | 22 | 16 | 13 | 2 | 0 | 34 | 57 | 29 | 84 |
| PHILIPPINES | | | | | | | | | | | | | | | |
| MANILA | PHILIPPINE AIRLINES | S | 36 | 0 | 2 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 71 | 82 | 31 |
| TOTAL MANILA | | | 36 | 0 | 2 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 71 | 82 | 31 |
| TOTAL PHILIPPINES | | | 36 | 0 | 2 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 71 | 82 | 31 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 53 | 22 | 14 | 8 | 3 | 0 | 29 | 0 | 0 | 0 |
| TOTAL KRAKOW | | | 36 | 0 | 0 | 53 | 22 | 14 | 8 | 3 | 0 | 29 | 0 | 0 | 0 |
| WARSAW (CHOPIN) | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 70 | 14 | 12 | 2 | 2 | 0 | 18 | 82 | 8 | 124 |
| | LOT-POLISH AIRLINES | S | 178 | 0 | 0 | 45 | 33 | 14 | 4 | 3 | 0 | 26 | 58 | 29 | 184 |
| TOTAL WARSAW (CHOPIN) | | | 300 | 0 | 0 | 55 | 25 | 13 | 4 | 3 | 0 | 23 | 68 | 20 | 308 |
| TOTAL POLAND | | | 336 | 0 | 0 | 55 | 25 | 13 | 4 | 3 | 0 | 24 | 68 | 20 | 308 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 50 | 6 | 25 | 19 | 0 | 0 | 30 | 69 | 16 | 16 |
| TOTAL FARO | | | 16 | 0 | 0 | 50 | 6 | 25 | 19 | 0 | 0 | 30 | 69 | 16 | 16 |
| LISBON | AIR PORTUGAL | S | 390 | 0 | 0 | 78 | 14 | 6 | 2 | 1 | 0 | 11 | 49 | 27 | 382 |
| | BRITISH AIRWAYS PLC | S | 182 | 0 | 2 | 55 | 23 | 14 | 7 | 1 | 0 | 23 | 74 | 11 | 186 |
| TOTAL LISBON | | | 572 | 0 | 2 | 70 | 17 | 9 | 3 | 1 | 0 | 15 | 57 | 22 | 568 |
| OPORTO (PORTUGAL) | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 94 | 10 | 18 |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 94 | 10 | 18 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 606 | 0 | 2 | 69 | 17 | 9 | 4 | 1 | 0 | 15 | 59 | 21 | 602 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA HAMAD | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 63 | 32 | 3 | 0 | 2 | 0 | 15 | 90 | 5 | 62 |
| | QATAR AIRWAYS | S | 371 | 0 | 0 | 87 | 9 | 4 | 1 | 0 | 0 | 6 | 84 | 8 | 371 |
| TOTAL DOHA HAMAD | | | 433 | 0 | 0 | 83 | 12 | 3 | 0 | 0 | 0 | 7 | 85 | 7 | 433 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL QATAR | | | 433 | 0 | 0 | 83 | 12 | 3 | 0 | 0 | 0 | 7 | 85 | 7 | 433 |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | |
| SEOUL (INCHEON) | ASIANA AIRLINES | S | 62 | 0 | 1 | 76 | 11 | 8 | 5 | 0 | 0 | 10 | 77 | 12 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 77 | 6 | 2 | 10 | 3 | 2 | 38 | 89 | 8 | 62 |
| | KOREAN AIR | S | 62 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 4 | 95 | 3 | 62 |
| TOTAL SEOUL (INCHEON) | | | 186 | 0 | 1 | 81 | 9 | 4 | 5 | 1 | 1 | 17 | 87 | 8 | 186 |
| TOTAL REPUBLIC OF KOREA | | | 186 | 0 | 1 | 81 | 9 | 4 | 5 | 1 | 1 | 17 | 87 | 8 | 186 |
| REPUBLIC OF SERBIA | | | | | | | | | | | | | | | |
| BELGRADE | AIR SERBIA | S | 78 | 0 | 0 | 73 | 17 | 5 | 5 | 0 | 0 | 15 | 65 | 20 | 78 |
| TOTAL BELGRADE | | | 78 | 0 | 0 | 73 | 17 | 5 | 5 | 0 | 0 | 15 | 65 | 20 | 78 |
| TOTAL REPUBLIC OF SERBIA | | | 78 | 0 | 0 | 73 | 17 | 5 | 5 | 0 | 0 | 15 | 65 | 20 | 78 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 79 | 0 | 0 | 73 | 15 | 10 | 1 | 0 | 0 | 12 | 83 | 8 | 88 |
| TOTAL CAPE TOWN | | | 79 | 0 | 0 | 73 | 15 | 10 | 1 | 0 | 0 | 12 | 83 | 8 | 88 |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 74 | 13 | 7 | 6 | 0 | 0 | 13 | 69 | 27 | 124 |
| | SOUTH AFRICAN AIRWAYS | S | 124 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 89 | 5 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 76 | 15 | 3 | 0 | 2 | 5 | 55 | 97 | 3 | 62 |
| TOTAL JOHANNESBURG | | | 310 | 0 | 0 | 82 | 11 | 4 | 2 | 0 | 1 | 18 | 83 | 14 | 310 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 389 | 0 | 0 | 80 | 12 | 5 | 2 | 0 | 1 | 17 | 83 | 12 | 398 |
| ROMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 60 | 23 | 12 | 4 | 0 | 0 | 17 | 77 | 11 | 124 |
| | TAROM | S | 62 | 0 | 0 | 48 | 21 | 19 | 10 | 2 | 0 | 28 | 79 | 10 | 62 |
| TOTAL BUCHAREST (OTOPENI) | | | 186 | 0 | 0 | 56 | 23 | 15 | 6 | 1 | 0 | 20 | 78 | 11 | 186 |
| TOTAL ROMANIA | | | 186 | 0 | 0 | 56 | 23 | 15 | 6 | 1 | 0 | 20 | 78 | 11 | 186 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (DOMODEDOVO) | BRITISH AIRWAYS PLC | S | 175 | 0 | 3 | 78 | 15 | 6 | 1 | 1 | 0 | 10 | 79 | 9 | 174 |
| TOTAL MOSCOW (DOMODEDOVO) | | | 175 | 0 | 3 | 78 | 15 | 6 | 1 | 1 | 0 | 10 | 79 | 9 | 174 |
| MOSCOW (SHEREMETYEVO) | AEROFLOT | S | 182 | 0 | 0 | 69 | 21 | 6 | 4 | 0 | 0 | 13 | 85 | 6 | 180 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 182 | 0 | 0 | 69 | 21 | 6 | 4 | 0 | 0 | 13 | 85 | 6 | 180 |
| MOSCOW (VNUKOVO) | TRANSAERO AIRLINES | S | 119 | 0 | 1 | 56 | 20 | 10 | 10 | 3 | 0 | 29 | 85 | 7 | 118 |
| TOTAL MOSCOW (VNUKOVO) | | | 119 | 0 | 1 | 56 | 20 | 10 | 10 | 3 | 0 | 29 | 85 | 7 | 118 |
| ST PETERSBURG | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 7 | 82 | 12 | 62 |
| TOTAL ST PETERSBURG | | | 62 | 0 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 7 | 82 | 12 | 62 |
| TOTAL RUSSIA | | | 538 | 0 | 4 | 71 | 17 | 7 | 4 | 1 | 0 | 15 | 82 | 9 | 536 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| JEDDAH | BRITISH AIRWAYS PLC | S | 51 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 86 | 6 | 56 |
| | SAUDI ARABIAN AIRLINES | S | 62 | 0 | 0 | 68 | 23 | 8 | 2 | 0 | 0 | 12 | 85 | 9 | 62 |
| TOTAL JEDDAH | | | 113 | 0 | 0 | 76 | 19 | 4 | 1 | 0 | 0 | 9 | 86 | 7 | 118 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| RIYADH | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 65 | 20 | 13 | 0 | 2 | 0 | 18 | 72 | 26 | 60 |
| | SAUDI ARABIAN AIRLINES | S | 62 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 10 | 84 | 10 | 62 |
| TOTAL RIYADH | | | 122 | 0 | 0 | 68 | 20 | 11 | 0 | 1 | 0 | 14 | 78 | 18 | 122 |
| TOTAL SAUDI ARABIA | | | 235 | 0 | 0 | 72 | 19 | 8 | 0 | 0 | 0 | 12 | 82 | 13 | 240 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 63 | 21 | 13 | 2 | 2 | 0 | 17 | 66 | 24 | 62 |
| | SINGAPORE AIRLINES | S | 248 | 0 | 0 | 77 | 13 | 5 | 3 | 0 | 0 | 12 | 75 | 14 | 248 |
| TOTAL SINGAPORE | | | 310 | 0 | 0 | 75 | 15 | 7 | 3 | 1 | 0 | 13 | 73 | 16 | 310 |
| TOTAL SINGAPORE | | | 310 | 0 | 0 | 75 | 15 | 7 | 3 | 1 | 0 | 13 | 73 | 16 | 310 |
| SPAIN | | | | | | | | | | | | | | | |
| BARCELONA | BRITISH AIRWAYS PLC | S | 464 | 0 | 2 | 65 | 16 | 12 | 7 | 0 | 0 | 17 | 76 | 16 | 463 |
| TOTAL BARCELONA | | | 464 | 0 | 2 | 65 | 16 | 12 | 7 | 0 | 0 | 17 | 76 | 16 | 463 |
| BILBAO | BRITISH AIRWAYS PLC | S | 123 | 0 | 0 | 80 | 11 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL BILBAO | | | 123 | 0 | 0 | 80 | 11 | 7 | 1 | 0 | 0 | 8 | 94 | 4 | 62 |
| IBIZA | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 62 | 15 | 21 | 3 | 0 | 0 | 18 | 78 | 8 | 36 |
| TOTAL IBIZA | | | 34 | 0 | 0 | 62 | 15 | 21 | 3 | 0 | 0 | 18 | 78 | 8 | 36 |
| LA CORUNA | VUELING AIRLINES | S | 62 | 0 | 0 | 74 | 11 | 10 | 5 | 0 | 0 | 14 | 71 | 22 | 62 |
| TOTAL LA CORUNA | | | 62 | 0 | 0 | 74 | 11 | 10 | 5 | 0 | 0 | 14 | 71 | 22 | 62 |
| MADRID | BRITISH AIRWAYS PLC | S | 294 | 1 | 4 | 54 | 21 | 15 | 10 | 1 | 0 | 25 | 75 | 13 | 304 |
| | IBERIA | S | 484 | 0 | 0 | 79 | 12 | 8 | 1 | 0 | 0 | 10 | 79 | 11 | 496 |
| TOTAL MADRID | | | 778 | 1 | 4 | 69 | 15 | 10 | 4 | 0 | 0 | 15 | 77 | 12 | 800 |
| MALAGA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 50 | 17 | 11 | 17 | 6 | 0 | 40 | 53 | 20 | 17 |
| TOTAL MALAGA | | | 18 | 0 | 0 | 50 | 17 | 11 | 17 | 6 | 0 | 40 | 53 | 20 | 17 |
| PALMA DE MALLORCA | BRITISH AIRWAYS PLC | S | 93 | 0 | 0 | 76 | 18 | 4 | 1 | 0 | 0 | 9 | 57 | 26 | 42 |
| | IBERIA | S | 31 | 0 | 0 | 68 | 29 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 124 | 0 | 0 | 74 | 21 | 4 | 1 | 0 | 0 | 9 | 57 | 26 | 42 |
| TOTAL SPAIN | | | 1603 | 1 | 6 | 69 | 16 | 10 | 5 | 0 | 0 | 15 | 76 | 14 | 1482 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| LAS PALMAS | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | IBERIA | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL LAS PALMAS | | | 36 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TENERIFE (NORTE LOS RODEOS) | BRITISH AIRWAYS PLC | S | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | IBERIA | S | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL TENERIFE (NORTE LOS RODEOS) | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 62 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | SRILANKAN AIRLINES | S | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 8 | 85 | 8 | 72 |
| TOTAL COLOMBO | | | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 8 | 85 | 8 | 72 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL SRI LANKA | | | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 8 | 85 | 8 | 72 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 58 | 19 | 15 | 7 | 0 | 0 | 18 | 72 | 16 | 124 |
| | SAS | S | 52 | 0 | 0 | 81 | 8 | 8 | 4 | 0 | 0 | 11 | 85 | 8 | 54 |
| TOTAL GOTEBORG (LANDVETTER) | | | 176 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 16 | 76 | 14 | 178 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS PLC | S | 348 | 0 | 0 | 67 | 18 | 11 | 4 | 0 | 0 | 15 | 79 | 12 | 320 |
| | SAS | S | 258 | 0 | 0 | 77 | 16 | 4 | 4 | 0 | 0 | 11 | 87 | 7 | 263 |
| TOTAL STOCKHOLM (ARLANDA) | | | 606 | 0 | 0 | 71 | 17 | 8 | 4 | 0 | 0 | 13 | 83 | 10 | 583 |
| TOTAL SWEDEN | | | 782 | 0 | 0 | 70 | 17 | 9 | 5 | 0 | 0 | 14 | 81 | 11 | 761 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BALE MULHOUSE | BRITISH AIRWAYS PLC | S | 231 | 0 | 1 | 71 | 11 | 12 | 5 | 0 | 0 | 16 | 80 | 11 | 230 |
| TOTAL BALE MULHOUSE | | | 231 | 0 | 1 | 71 | 11 | 12 | 5 | 0 | 0 | 16 | 80 | 11 | 230 |
| GENEVA | BRITISH AIRWAYS PLC | S | 497 | 0 | 0 | 62 | 17 | 14 | 6 | 1 | 0 | 20 | 80 | 14 | 488 |
| | SWISS AIRLINES | S | 288 | 0 | 0 | 68 | 15 | 13 | 3 | 1 | 0 | 16 | 77 | 14 | 300 |
| TOTAL GENEVA | | | 785 | 1 | 0 | 64 | 16 | 14 | 5 | 1 | 0 | 18 | 79 | 14 | 788 |
| ZURICH | BRITISH AIRWAYS PLC | S | 351 | 0 | 2 | 55 | 19 | 18 | 7 | 1 | 0 | 21 | 73 | 14 | 370 |
| | SWISS AIRLINES | S | 430 | 0 | 0 | 47 | 27 | 19 | 7 | 0 | 0 | 23 | 70 | 13 | 428 |
| TOTAL ZURICH | | | 781 | 1 | 2 | 51 | 23 | 19 | 7 | 0 | 0 | 22 | 71 | 13 | 804 |
| TOTAL SWITZERLAND | | | 1797 | 2 | 3 | 59 | 19 | 16 | 6 | 1 | 0 | 20 | 76 | 13 | 1822 |
| TAIWAN | | | | | | | | | | | | | | | |
| TAIPEI | EVA AIR | S | 62 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 62 |
| TOTAL TAIPEI | | | 62 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 62 |
| TOTAL TAIWAN | | | 62 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 62 |
| THAILAND | | | | | | | | | | | | | | | |
| BANGKOK SUVARNABHUMI | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 71 | 15 | 11 | 3 | 0 | 0 | 13 | 42 | 41 | 62 |
| | THAI AIRWAYS INTERNATIONAL | S | 62 | 0 | 0 | 76 | 19 | 2 | 2 | 2 | 0 | 14 | 73 | 11 | 124 |
| TOTAL BANGKOK SUVARNABHUMI | | | 124 | 0 | 0 | 73 | 17 | 6 | 2 | 1 | 0 | 14 | 63 | 21 | 186 |
| TOTAL THAILAND | | | 124 | 0 | 0 | 73 | 17 | 6 | 2 | 1 | 0 | 14 | 63 | 21 | 186 |
| TUNISIA | | | | | | | | | | | | | | | |
| TUNIS | TUNISAIR | S | 34 | 0 | 0 | 29 | 32 | 15 | 21 | 3 | 0 | 39 | 44 | 38 | 50 |
| TOTAL TUNIS | | | 34 | 0 | 0 | 29 | 32 | 15 | 21 | 3 | 0 | 39 | 44 | 38 | 50 |
| TOTAL TUNISIA | | | 34 | 0 | 0 | 29 | 32 | 15 | 21 | 3 | 0 | 39 | 44 | 38 | 50 |
| TURKEY | | | | | | | | | | | | | | | |
| BODRUM (MILAS) | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 88 | 4 | 8 |
| TOTAL BODRUM (MILAS) | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 88 | 4 | 8 |
| DALAMAN | BRITISH AIRWAYS PLC | C | 24 | 0 | 0 | 63 | 13 | 21 | 4 | 0 | 0 | 15 | 88 | 7 | 16 |
| TOTAL DALAMAN | | | 24 | 0 | 0 | 63 | 13 | 21 | 4 | 0 | 0 | 15 | 88 | 7 | 16 |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 56 | 20 | 13 | 11 | 0 | 0 | 24 | 78 | 10 | 183 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ISTANBUL | THY TURKISH AIRLINES | S | 272 | 0 | 0 | 57 | 19 | 17 | 7 | 0 | 0 | 20 | 70 | 13 | 272 |
| TOTAL ISTANBUL | | | 458 | 0 | 0 | 57 | 19 | 16 | 9 | 0 | 0 | 22 | 73 | 12 | 455 |
| ISTANBUL (SABIHA GOKCEN) | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 492 | 0 | 0 | 57 | 19 | 15 | 8 | 0 | 0 | 21 | 74 | 11 | 479 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 18 | 0 | 0 | 6 | 11 | 50 | 33 | 0 | 0 | 67 | 67 | 16 | 18 |
| TOTAL ASHKHABAD | | | 18 | 0 | 0 | 6 | 11 | 50 | 33 | 0 | 0 | 67 | 67 | 16 | 18 |
| TOTAL TURKMENISTAN | | | 18 | 0 | 0 | 6 | 11 | 50 | 33 | 0 | 0 | 67 | 67 | 16 | 18 |
| UGANDA | | | | | | | | | | | | | | | |
| ENTEbbe | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 57 | 29 | 6 | 9 | 0 | 0 | 21 | 71 | 9 | 35 |
| TOTAL ENTEBBE | | | 35 | 0 | 0 | 57 | 29 | 6 | 9 | 0 | 0 | 21 | 71 | 9 | 35 |
| TOTAL UGANDA | | | 35 | 0 | 0 | 57 | 29 | 6 | 9 | 0 | 0 | 21 | 71 | 9 | 35 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | BRITISH AIRWAYS PLC | S | 61 | 0 | 0 | 69 | 25 | 7 | 0 | 0 | 0 | 11 | 84 | 9 | 50 |
| TOTAL KIEV (BORISPOL) | | | 61 | 0 | 0 | 69 | 25 | 7 | 0 | 0 | 0 | 11 | 84 | 9 | 50 |
| TOTAL UKRAINE | | | 61 | 0 | 0 | 69 | 25 | 7 | 0 | 0 | 0 | 11 | 84 | 9 | 50 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 186 | 0 | 0 | 34 | 24 | 30 | 12 | 0 | 0 | 30 | 69 | 13 | 186 |
| TOTAL ABU DHABI INTERNATIONAL | | | 186 | 0 | 0 | 34 | 24 | 30 | 12 | 0 | 0 | 30 | 69 | 13 | 186 |
| DUBAI | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 65 | 24 | 6 | 3 | 1 | 1 | 20 | 85 | 7 | 124 |
| | EMIRATES | S | 309 | 0 | 1 | 61 | 21 | 11 | 6 | 1 | 0 | 19 | 83 | 14 | 310 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 71 | 18 | 10 | 2 | 0 | 0 | 13 | 84 | 7 | 62 |
| TOTAL DUBAI | | | 495 | 0 | 1 | 63 | 21 | 10 | 5 | 1 | 0 | 18 | 84 | 12 | 496 |
| TOTAL UNITED ARAB EMIRATES | | | 681 | 0 | 1 | 55 | 22 | 15 | 7 | 0 | 0 | 22 | 80 | 12 | 682 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 484 | 0 | 3 | 62 | 16 | 14 | 7 | 0 | 0 | 20 | 76 | 14 | 497 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 186 | 0 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | 5 | 90 | 4 | 186 |
| TOTAL ABERDEEN | | | 670 | 0 | 3 | 70 | 14 | 11 | 5 | 0 | 0 | 16 | 80 | 11 | 683 |
| BELFAST CITY (GEORGE BEST) | AER LINGUS | S | 186 | 0 | 0 | 90 | 8 | 1 | 0 | 1 | 0 | 5 | 88 | 5 | 186 |
| | BRITISH AIRWAYS PLC | S | 361 | 0 | 4 | 71 | 12 | 13 | 4 | 0 | 0 | 14 | 79 | 11 | 355 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 547 | 0 | 4 | 78 | 11 | 9 | 3 | 0 | 0 | 11 | 82 | 9 | 541 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 668 | 0 | 3 | 56 | 18 | 16 | 9 | 1 | 0 | 23 | 74 | 15 | 685 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 370 | 0 | 2 | 86 | 5 | 5 | 4 | 0 | 0 | 8 | 91 | 5 | 372 |
| TOTAL EDINBURGH | | | 1038 | 0 | 5 | 67 | 13 | 12 | 8 | 0 | 0 | 18 | 80 | 12 | 1057 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 560 | 0 | 3 | 59 | 18 | 17 | 7 | 0 | 0 | 20 | 71 | 19 | 504 |
| TOTAL GLASGOW | | | 560 | 0 | 3 | 59 | 18 | 17 | 7 | 0 | 0 | 20 | 71 | 19 | 504 |
| LEEDS BRADFORD | BRITISH AIRWAYS PLC | S | 162 | 0 | 0 | 70 | 14 | 12 | 4 | 0 | 0 | 14 | 82 | 9 | 174 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL LEEDS BRADFORD | | | 162 | 0 | 0 | 70 | 14 | 12 | 4 | 0 | 0 | 14 | 82 | 9 | 174 |
| MANCHESTER | BRITISH AIRWAYS PLC | S | 470 | 0 | 2 | 59 | 18 | 17 | 6 | 0 | 0 | 19 | 77 | 12 | 526 |
| TOTAL MANCHESTER | | | 470 | 0 | 2 | 59 | 18 | 17 | 6 | 0 | 0 | 19 | 80 | 10 | 712 |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 344 | 0 | 0 | 63 | 17 | 11 | 8 | 0 | 0 | 19 | 81 | 13 | 344 |
| TOTAL NEWCASTLE | | | 344 | 0 | 0 | 63 | 17 | 11 | 8 | 0 | 0 | 19 | 81 | 13 | 344 |
| TOTAL UNITED KINGDOM | | | 3791 | 0 | 17 | 66 | 15 | 13 | 6 | 0 | 0 | 17 | 79 | 12 | 4015 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 63 | 27 | 5 | 5 | 0 | 0 | 15 | 63 | 18 | 62 |
| | DELTA AIRLINES | S | 124 | 0 | 0 | 82 | 10 | 3 | 3 | 1 | 0 | 10 | 83 | 9 | 184 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 124 | 0 | 0 | 85 | 10 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL ATLANTA | | | 310 | 0 | 0 | 80 | 14 | 4 | 3 | 0 | 0 | 10 | 78 | 11 | 246 |
| AUSTIN (BERGSTROM) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 73 | 12 | 7 | 8 | 0 | 0 | 15 | 78 | 16 | 60 |
| TOTAL AUSTIN (BERGSTROM) | | | 60 | 0 | 0 | 73 | 12 | 7 | 8 | 0 | 0 | 15 | 78 | 16 | 60 |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 61 | 0 | 0 | 70 | 18 | 0 | 11 | 0 | 0 | 19 | 65 | 55 | 62 |
| TOTAL BALTIMORE | | | 61 | 0 | 0 | 70 | 18 | 0 | 11 | 0 | 0 | 19 | 65 | 55 | 62 |
| BOSTON | BRITISH AIRWAYS PLC | S | 245 | 0 | 0 | 76 | 15 | 5 | 4 | 0 | 0 | 12 | 72 | 17 | 248 |
| | DELTA AIRLINES | S | 62 | 0 | 0 | 92 | 2 | 2 | 5 | 0 | 0 | 7 | 86 | 6 | 56 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 71 | 18 | 10 | 0 | 2 | 0 | 14 | 69 | 16 | 62 |
| TOTAL BOSTON | | | 369 | 0 | 0 | 78 | 13 | 5 | 4 | 0 | 0 | 11 | 73 | 16 | 366 |
| CHARLOTTE | US AIRWAYS | S | 120 | 0 | 2 | 53 | 13 | 12 | 19 | 3 | 0 | 38 | 73 | 16 | 63 |
| TOTAL CHARLOTTE | | | 120 | 0 | 2 | 53 | 13 | 12 | 19 | 3 | 0 | 38 | 73 | 16 | 63 |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 186 | 1 | 0 | 67 | 11 | 11 | 6 | 3 | 1 | 27 | 76 | 20 | 245 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 67 | 21 | 8 | 3 | 0 | 1 | 23 | 70 | 15 | 124 |
| | UNITED AIRLINES | S | 183 | 0 | 0 | 77 | 12 | 3 | 7 | 1 | 0 | 14 | 81 | 12 | 184 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 73 | 15 | 8 | 0 | 3 | 0 | 16 | 94 | 3 | 62 |
| TOTAL CHICAGO (O'HARE) | | | 553 | 1 | 0 | 71 | 14 | 8 | 5 | 2 | 1 | 21 | 78 | 15 | 615 |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 186 | 0 | 0 | 83 | 12 | 2 | 3 | 0 | 0 | 8 | 75 | 12 | 186 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 84 | 10 | 3 | 2 | 2 | 0 | 10 | 77 | 12 | 62 |
| TOTAL DALLAS/FORT WORTH | | | 248 | 0 | 0 | 83 | 11 | 2 | 2 | 0 | 0 | 8 | 76 | 12 | 248 |
| DENVER INTERNATIONAL | BRITISH AIRWAYS PLC | S | 61 | 0 | 1 | 67 | 16 | 11 | 3 | 0 | 2 | 35 | 52 | 26 | 62 |
| TOTAL DENVER INTERNATIONAL | | | 61 | 0 | 1 | 67 | 16 | 11 | 3 | 0 | 2 | 35 | 52 | 26 | 62 |
| DETROIT | DELTA AIRLINES | S | 62 | 0 | 0 | 97 | 2 | 0 | 2 | 0 | 0 | 3 | 89 | 6 | 122 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 89 | 3 | 5 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL DETROIT | | | 124 | 0 | 0 | 93 | 2 | 2 | 2 | 0 | 0 | 5 | 89 | 6 | 122 |
| HOUSTON | BRITISH AIRWAYS PLC | S | 118 | 0 | 0 | 72 | 14 | 9 | 3 | 0 | 1 | 25 | 73 | 12 | 124 |
| | UNITED AIRLINES | S | 182 | 0 | 5 | 69 | 9 | 10 | 10 | 1 | 0 | 20 | 77 | 17 | 185 |
| TOTAL HOUSTON | | | 300 | 0 | 5 | 70 | 11 | 10 | 7 | 1 | 0 | 22 | 75 | 15 | 309 |
| LAS VEGAS | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 48 | 19 | 23 | 10 | 0 | 0 | 25 | 44 | 24 | 62 |
| TOTAL LAS VEGAS | | | 62 | 0 | 0 | 48 | 19 | 23 | 10 | 0 | 0 | 25 | 44 | 24 | 62 |
| LOS ANGELES INTERNATIONAL | AMERICAN AIRLINES | S | 124 | 0 | 0 | 69 | 19 | 7 | 4 | 2 | 0 | 17 | 77 | 15 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LOS ANGELES INTERNATIONAL | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 50 | 26 | 16 | 6 | 2 | 0 | 23 | 51 | 23 | 124 |
| | DELTA AIRLINES | S | 62 | 0 | 0 | 66 | 19 | 8 | 5 | 2 | 0 | 17 | 0 | 0 | 0 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 6 | 83 | 9 | 60 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 123 | 0 | 1 | 73 | 9 | 9 | 7 | 2 | 0 | 19 | 73 | 15 | 124 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 495 | 0 | 1 | 67 | 17 | 10 | 5 | 2 | 0 | 18 | 68 | 17 | 370 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 124 | 0 | 0 | 62 | 17 | 13 | 6 | 2 | 0 | 22 | 69 | 19 | 122 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 1 | 59 | 20 | 13 | 6 | 0 | 2 | 52 | 67 | 17 | 125 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 76 | 8 | 11 | 5 | 0 | 0 | 13 | 63 | 20 | 62 |
| TOTAL MIAMI INTERNATIONAL | | | 310 | 0 | 1 | 64 | 16 | 13 | 6 | 1 | 1 | 32 | 67 | 18 | 309 |
| MINNEAPOLIS-ST PAUL | DELTA AIRLINES | S | 62 | 0 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | 4 | 90 | 5 | 60 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 62 | 0 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | 4 | 90 | 5 | 60 |
| NEW YORK (JF KENNEDY) | AMERICAN AIRLINES | S | 184 | 0 | 2 | 78 | 12 | 7 | 2 | 1 | 0 | 12 | 72 | 23 | 184 |
| | BRITISH AIRWAYS PLC | S | 538 | 0 | 0 | 75 | 14 | 7 | 2 | 0 | 0 | 12 | 64 | 20 | 508 |
| | DELTA AIRLINES | S | 184 | 0 | 1 | 81 | 9 | 6 | 3 | 0 | 1 | 13 | 78 | 14 | 185 |
| | KUWAIT AIRWAYS | S | 27 | 0 | 0 | 70 | 15 | 11 | 4 | 0 | 0 | 13 | 33 | 35 | 27 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 306 | 0 | 2 | 72 | 11 | 11 | 5 | 0 | 0 | 16 | 79 | 15 | 247 |
| TOTAL NEW YORK (JF KENNEDY) | | | 1239 | 0 | 5 | 76 | 13 | 8 | 3 | 0 | 0 | 13 | 70 | 19 | 1151 |
| NEW YORK (NEWARK) | BRITISH AIRWAYS PLC | S | 112 | 0 | 0 | 71 | 12 | 12 | 4 | 1 | 0 | 19 | 58 | 30 | 175 |
| | DELTA AIRLINES | S | 62 | 0 | 0 | 94 | 2 | 3 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| | UNITED AIRLINES | S | 308 | 1 | 3 | 76 | 7 | 5 | 8 | 3 | 0 | 23 | 74 | 19 | 303 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 59 | 0 | 0 | 78 | 12 | 8 | 2 | 0 | 0 | 10 | 90 | 6 | 124 |
| TOTAL NEW YORK (NEWARK) | | | 541 | 1 | 3 | 77 | 8 | 6 | 6 | 2 | 0 | 19 | 73 | 20 | 602 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 118 | 0 | 0 | 64 | 18 | 13 | 4 | 1 | 1 | 28 | 66 | 23 | 121 |
| | DELTA AIRLINES | S | 62 | 0 | 0 | 89 | 3 | 2 | 6 | 0 | 0 | 7 | 0 | 0 | 0 |
| | US AIRWAYS | S | 123 | 0 | 1 | 71 | 7 | 7 | 12 | 2 | 2 | 31 | 61 | 29 | 61 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 303 | 0 | 1 | 72 | 10 | 8 | 8 | 1 | 1 | 25 | 64 | 25 | 182 |
| PHOENIX | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 50 | 18 | 21 | 8 | 3 | 0 | 32 | 61 | 77 | 62 |
| TOTAL PHOENIX | | | 62 | 0 | 0 | 50 | 18 | 21 | 8 | 3 | 0 | 32 | 61 | 77 | 62 |
| RALEIGH | AMERICAN AIRLINES | S | 62 | 0 | 0 | 81 | 8 | 6 | 3 | 2 | 0 | 13 | 83 | 10 | 60 |
| TOTAL RALEIGH | | | 62 | 0 | 0 | 81 | 8 | 6 | 3 | 2 | 0 | 13 | 83 | 10 | 60 |
| SAN DIEGO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 81 | 6 | 5 | 6 | 2 | 0 | 16 | 60 | 19 | 62 |
| TOTAL SAN DIEGO | | | 62 | 0 | 0 | 81 | 6 | 5 | 6 | 2 | 0 | 16 | 60 | 19 | 62 |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 62 | 17 | 11 | 6 | 2 | 2 | 44 | 71 | 20 | 124 |
| | UNITED AIRLINES | S | 122 | 0 | 0 | 80 | 11 | 6 | 2 | 1 | 0 | 12 | 87 | 8 | 122 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 106 | 1 | 0 | 73 | 9 | 8 | 7 | 3 | 0 | 23 | 74 | 17 | 62 |
| TOTAL SAN FRANCISCO | | | 352 | 1 | 0 | 71 | 13 | 9 | 5 | 2 | 1 | 27 | 78 | 14 | 308 |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 95 | 0 | 0 | 74 | 16 | 9 | 1 | 0 | 0 | 11 | 67 | 18 | 95 |
| | DELTA AIRLINES | S | 62 | 0 | 0 | 74 | 13 | 6 | 6 | 0 | 0 | 13 | 63 | 22 | 62 |
| TOTAL SEATTLE (TACOMA) | | | 157 | 0 | 0 | 74 | 15 | 8 | 3 | 0 | 0 | 12 | 66 | 20 | 157 |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 74 | 19 | 6 | 2 | 0 | 0 | 10 | 68 | 18 | 160 |
| | UNITED AIRLINES | S | 182 | 1 | 2 | 77 | 12 | 6 | 3 | 1 | 1 | 16 | 72 | 19 | 184 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 81 | 6 | 3 | 10 | 0 | 0 | 14 | 80 | 10 | 61 |
| TOTAL WASHINGTON (DULLES) | | | 368 | 1 | 2 | 77 | 13 | 5 | 4 | 1 | 0 | 13 | 72 | 17 | 405 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL USA | | | 6281 | 4 | 21 | 74 | 13 | 8 | 5 | 1 | 0 | 18 | 72 | 18 | 5943 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 18 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 22 | 89 | 5 | 18 |
| TOTAL TASHKENT | | | 18 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 22 | 89 | 5 | 18 |
| TOTAL UZBEKISTAN | | | 18 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 22 | 89 | 5 | 18 |
| VIETNAM | | | | | | | | | | | | | | | |
| HANOI | VIETNAM AIRLINES | S | 26 | 0 | 0 | 31 | 23 | 23 | 8 | 8 | 8 | 80 | 0 | 0 | 0 |
| TOTAL HANOI | | | 26 | 0 | 0 | 31 | 23 | 23 | 8 | 8 | 8 | 80 | 0 | 0 | 0 |
| HO CHI MINH CITY | VIETNAM AIRLINES | S | 18 | 0 | 0 | 67 | 11 | 0 | 11 | 6 | 6 | 50 | 0 | 0 | 0 |
| TOTAL HO CHI MINH CITY | | | 18 | 0 | 0 | 67 | 11 | 0 | 11 | 6 | 6 | 50 | 0 | 0 | 0 |
| TOTAL VIETNAM | | | 44 | 0 | 0 | 45 | 18 | 14 | 9 | 7 | 7 | 68 | 0 | 0 | 0 |
| TOTAL HEATHROW | | | 41514 | 12 | 96 | 67 | 16 | 11 | 5 | 0 | 0 | 17 | 76 | 14 | 41264 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: JERSEY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------|-------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL VIENNA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 31 | 3 |
| TOTAL AUSTRIA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 31 | 3 |
| FAROE ISLANDS | | | | | | | | | | | | | | | |
| VAGAR | ATLANTIC AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| TOTAL VAGAR | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| TOTAL FAROE ISLANDS | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | AIR BERLIN | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 15 | 25 | 47 | 8 |
| | GERMANWINGS | S | 8 | 0 | 0 | 0 | 25 | 63 | 13 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | 16 | 0 | 0 | 31 | 31 | 31 | 6 | 0 | 0 | 28 | 25 | 39 | 16 |
| HANOVER | AIR BERLIN | S | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 63 | 12 | 8 |
| TOTAL HANOVER | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 63 | 12 | 8 |
| MUNICH | LUFTHANSA | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 11 | 38 | 19 | 8 |
| TOTAL MUNICH | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 11 | 38 | 19 | 8 |
| STUTTGART | AIR BERLIN | S | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 67 | 12 | 6 |
| TOTAL STUTTGART | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 67 | 12 | 6 |
| TOTAL GERMANY | | | 41 | 0 | 0 | 51 | 29 | 17 | 2 | 0 | 0 | 19 | 40 | 25 | 48 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 16 | 0 | 0 | 81 | 6 | 0 | 13 | 0 | 0 | 12 | 72 | 9 | 18 |
| TOTAL CORK | | | 16 | 0 | 0 | 81 | 6 | 0 | 13 | 0 | 0 | 12 | 72 | 9 | 18 |
| DUBLIN | STOBART AIR | S | 52 | 0 | 0 | 75 | 15 | 6 | 4 | 0 | 0 | 11 | 86 | 7 | 42 |
| TOTAL DUBLIN | | | 52 | 0 | 0 | 75 | 15 | 6 | 4 | 0 | 0 | 11 | 86 | 7 | 42 |
| TOTAL IRISH REPUBLIC | | | 68 | 0 | 0 | 76 | 13 | 4 | 6 | 0 | 0 | 11 | 82 | 8 | 60 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| ROTTERDAM | CITY JET | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ROTTERDAM | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 9 | 70 | 13 | 20 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | EUROPE AIRPOST | C | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 21 | 57 | 11 | 7 |
| TOTAL PORTUGAL(MADEIRA) | | | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 21 | 57 | 11 | 7 |
| SPAIN | | | | | | | | | | | | | | | |
| PALMA DE MALLORCA | VOLOTEA | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 60 | 89 | 10 |
| TOTAL PALMA DE MALLORCA | | | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 60 | 89 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: JERSEY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL SPAIN | | | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 60 | 89 | 10 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| ZURICH | INTERSKY LUFTFAHRT GMBH | S | 8 | 0 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 51 | 0 | 0 | 0 |
| TOTAL ZURICH | | | 8 | 0 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 51 | 76 | 25 | 34 |
| TOTAL SWITZERLAND | | | 8 | 0 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 51 | 76 | 19 | 54 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | FLYBE LTD | S | 9 | 0 | 0 | 44 | 33 | 0 | 22 | 0 | 0 | 34 | 88 | 8 | 8 |
| TOTAL ABERDEEN | | | 9 | 0 | 0 | 44 | 33 | 0 | 22 | 0 | 0 | 34 | 88 | 8 | 8 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 72 | 11 | 18 |
| TOTAL BELFAST INTERNATIONAL | | | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 72 | 11 | 18 |
| BIRMINGHAM | FLYBE LTD | S | 178 | 1 | 0 | 61 | 21 | 7 | 11 | 1 | 0 | 25 | 72 | 17 | 140 |
| TOTAL BIRMINGHAM | | | 178 | 1 | 0 | 61 | 21 | 7 | 11 | 1 | 0 | 25 | 72 | 17 | 140 |
| BOURNEMOUTH | FLYBE LTD | S | 70 | 0 | 0 | 83 | 9 | 6 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 70 | 0 | 0 | 83 | 9 | 6 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| BRISTOL | BLUE ISLANDS LIMITED | S | 107 | 0 | 0 | 66 | 21 | 10 | 3 | 0 | 0 | 14 | 79 | 14 | 108 |
| TOTAL BRISTOL | | | 107 | 0 | 0 | 66 | 21 | 10 | 3 | 0 | 0 | 14 | 79 | 14 | 108 |
| CAMBRIDGE | BLUE ISLANDS LIMITED | S | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL CAMBRIDGE | | | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| CARDIFF WALES | FLYBE LTD | S | 26 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 14 | 75 | 10 | 8 |
| TOTAL CARDIFF WALES | | | 26 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 14 | 82 | 17 | 50 |
| DONCASTER SHEFFIELD | FLYBE LTD | S | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 14 | 75 | 24 | 8 |
| TOTAL DONCASTER SHEFFIELD | | | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 14 | 75 | 24 | 8 |
| DUNDEE | BLUE ISLANDS LIMITED | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 50 | 23 | 8 |
| TOTAL DUNDEE | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 50 | 23 | 8 |
| DURHAM TEES VALLEY | FLYBE LTD | S | 8 | 0 | 0 | 38 | 38 | 13 | 13 | 0 | 0 | 24 | 63 | 38 | 8 |
| TOTAL DURHAM TEES VALLEY | | | 8 | 0 | 0 | 38 | 38 | 13 | 13 | 0 | 0 | 24 | 63 | 38 | 8 |
| EAST MIDLANDS INTERNATIONAL | FLYBE LTD | S | 60 | 0 | 2 | 65 | 12 | 5 | 18 | 0 | 0 | 22 | 89 | 7 | 62 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 60 | 0 | 2 | 65 | 12 | 5 | 18 | 0 | 0 | 22 | 83 | 10 | 70 |
| EDINBURGH | FLYBE LTD | S | 28 | 0 | 0 | 39 | 32 | 18 | 11 | 0 | 0 | 26 | 13 | 25 | 8 |
| TOTAL EDINBURGH | | | 28 | 0 | 0 | 39 | 32 | 18 | 11 | 0 | 0 | 26 | 13 | 25 | 8 |
| EXETER | FLYBE LTD | S | 85 | 21 | 1 | 85 | 5 | 7 | 4 | 0 | 0 | 11 | 80 | 10 | 106 |
| TOTAL EXETER | | | 85 | 21 | 1 | 85 | 5 | 7 | 4 | 0 | 0 | 11 | 80 | 10 | 106 |
| GATWICK | BRITISH AIRWAYS PLC | S | 334 | 0 | 0 | 59 | 23 | 14 | 3 | 1 | 0 | 20 | 69 | 18 | 338 |
| | EASYJET AIRLINE COMPANY LTD | S | 186 | 0 | 1 | 44 | 21 | 25 | 9 | 1 | 0 | 29 | 73 | 14 | 186 |
| TOTAL GATWICK | | | 520 | 0 | 1 | 53 | 23 | 18 | 5 | 1 | 0 | 23 | 70 | 17 | 524 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 89 | 5 | 28 |
| | FLYBE LTD | S | 8 | 0 | 0 | 25 | 13 | 50 | 13 | 0 | 0 | 38 | 25 | 27 | 8 |
| TOTAL GLASGOW | | | 34 | 0 | 0 | 76 | 9 | 12 | 3 | 0 | 0 | 12 | 75 | 10 | 36 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: JERSEY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------------|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GLOUCESTERSHIRE | VANAIR EUROPE AS | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 90 | 5 | 10 |
| TOTAL GLOUCESTERSHIRE | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 90 | 5 | 10 |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 288 | 56 | 0 | 77 | 13 | 6 | 4 | 0 | 14 | 79 | 12 | 352 | |
| TOTAL GUERNSEY | | | 288 | 58 | 0 | 77 | 13 | 6 | 4 | 0 | 14 | 79 | 12 | 352 | |
| HUMBERSIDE | FLYBE LTD | S | 7 | 0 | 1 | 14 | 14 | 57 | 14 | 0 | 50 | 63 | 16 | 8 | |
| TOTAL HUMBERSIDE | | | 7 | 0 | 1 | 14 | 14 | 57 | 14 | 0 | 50 | 63 | 16 | 8 | |
| INVERNESS | FLYBE LTD | S | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 23 | 13 | 31 | 8 | |
| TOTAL INVERNESS | | | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 23 | 13 | 31 | 8 | |
| ISLE OF MAN | ESTONIAN AIR | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL ISLE OF MAN | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| LEEDS BRADFORD | FLYBE LTD | S | 47 | 0 | 0 | 81 | 6 | 6 | 6 | 0 | 13 | 0 | 0 | 0 | |
| | JET2.COM LTD | S | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 6 | 57 | 15 | 28 | |
| TOTAL LEEDS BRADFORD | | | 73 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 11 | 57 | 15 | 28 | |
| LIVERPOOL (JOHN LENNON) | EASYJET AIRLINE COMPANY LTD | S | 96 | 0 | 0 | 81 | 13 | 2 | 3 | 1 | 11 | 68 | 17 | 78 | |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 96 | 0 | 0 | 81 | 13 | 2 | 3 | 1 | 11 | 68 | 17 | 78 | |
| LONDON CITY | BLUE ISLANDS LIMITED | S | 145 | 0 | 0 | 82 | 10 | 7 | 1 | 0 | 9 | 80 | 10 | 100 | |
| TOTAL LONDON CITY | | | 145 | 0 | 0 | 82 | 10 | 7 | 1 | 0 | 9 | 80 | 10 | 100 | |
| MANCHESTER | FLYBE LTD | S | 98 | 0 | 0 | 72 | 14 | 5 | 6 | 2 | 20 | 63 | 25 | 78 | |
| TOTAL MANCHESTER | | | 98 | 1 | 0 | 72 | 14 | 5 | 6 | 2 | 20 | 67 | 22 | 103 | |
| NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 7 | 67 | 30 | 18 | |
| TOTAL NEWCASTLE | | | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 7 | 67 | 30 | 18 | |
| NORWICH | FLYBE LTD | S | 8 | 0 | 0 | 25 | 63 | 13 | 0 | 0 | 19 | 38 | 22 | 8 | |
| TOTAL NORWICH | | | 8 | 0 | 0 | 25 | 63 | 13 | 0 | 0 | 19 | 38 | 22 | 8 | |
| SOUTHAMPTON | FLYBE LTD | S | 244 | 0 | 92 | 77 | 7 | 4 | 11 | 0 | 17 | 70 | 16 | 275 | |
| TOTAL SOUTHAMPTON | | | 244 | 1 | 92 | 77 | 7 | 4 | 11 | 0 | 17 | 78 | 12 | 423 | |
| SOUTHEND | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 8 | 78 | 9 | 18 | |
| TOTAL SOUTHEND | | | 28 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 8 | 78 | 9 | 18 | |
| TOTAL UNITED KINGDOM | | | 2209 | 89 | 97 | 69 | 16 | 9 | 6 | 0 | 17 | 74 | 14 | 2254 | |
| TOTAL JERSEY | | | 2361 | 91 | 97 | 69 | 16 | 9 | 6 | 0 | 17 | 74 | 15 | 2490 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 100 | 2 | 8 |
| TOTAL BURGAS | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 100 | 2 | 8 |
| TOTAL BULGARIA | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 100 | 2 | 8 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 18 | 0 | 0 | 67 | 17 | 6 | 11 | 0 | 0 | 14 | 83 | 25 | 18 |
| TOTAL DUBROVNIK | | | 18 | 0 | 0 | 67 | 17 | 6 | 11 | 0 | 0 | 14 | 83 | 25 | 18 |
| PULA | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 8 |
| TOTAL PULA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 8 |
| SPLIT | JET2.COM LTD | S | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 36 | 25 | 59 | 8 |
| TOTAL SPLIT | | | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 36 | 25 | 59 | 8 |
| TOTAL CROATIA | | | 34 | 0 | 0 | 71 | 15 | 3 | 12 | 0 | 0 | 16 | 74 | 28 | 34 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 39 | 38 | 18 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 50 | 17 | 22 | 11 | 0 | 0 | 23 | 83 | 6 | 18 |
| TOTAL LARNACA | | | 36 | 0 | 0 | 64 | 14 | 17 | 6 | 0 | 0 | 16 | 61 | 22 | 36 |
| PAPHOS | JET2.COM LTD | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 89 | 69 | 18 |
| TOTAL PAPHOS | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 89 | 69 | 18 |
| TOTAL CYPRUS | | | 54 | 0 | 0 | 74 | 9 | 13 | 4 | 0 | 0 | 12 | 70 | 37 | 54 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 26 | 0 | 0 | 81 | 8 | 4 | 8 | 0 | 0 | 16 | 82 | 18 | 34 |
| TOTAL PRAGUE | | | 26 | 0 | 0 | 81 | 8 | 4 | 8 | 0 | 0 | 16 | 82 | 18 | 34 |
| TOTAL CZECH REPUBLIC | | | 26 | 0 | 0 | 81 | 8 | 4 | 8 | 0 | 0 | 16 | 82 | 18 | 34 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | JET2.COM LTD | S | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 25 | 34 | 8 |
| TOTAL BERGERAC | | | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 25 | 34 | 8 |
| DINARD | RYANAIR | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 61 | 18 | 18 |
| TOTAL DINARD | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 61 | 18 | 18 |
| LIMOGES | RYANAIR | S | 26 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 89 | 7 | 18 |
| TOTAL LIMOGES | | | 26 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 89 | 7 | 18 |
| MONTPELLIER | RYANAIR | S | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 8 | 11 | 27 | 18 |
| TOTAL MONTPELLIER | | | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 8 | 11 | 27 | 18 |
| NICE | JET2.COM LTD | S | 26 | 0 | 0 | 81 | 12 | 4 | 4 | 0 | 0 | 9 | 88 | 7 | 34 |
| TOTAL NICE | | | 26 | 0 | 0 | 81 | 12 | 4 | 4 | 0 | 0 | 9 | 88 | 7 | 34 |
| PARIS (CHARLES DE GAULLE) | JET2.COM LTD | S | 36 | 0 | 0 | 64 | 14 | 11 | 11 | 0 | 0 | 20 | 77 | 9 | 52 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 36 | 0 | 0 | 64 | 14 | 11 | 11 | 0 | 0 | 20 | 74 | 11 | 57 |
| TARBES-LOURDES INTERNATIONAL | ALBA STAR | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 100 | 3 | 2 |
| TOTAL FRANCE | | | 135 | 1 | 0 | 76 | 12 | 8 | 4 | 0 | 0 | 12 | 68 | 13 | 171 |
| GERMANY | | | | | | | | | | | | | | | |
| COLOGNE BONN | JET2.COM LTD | S | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 187 | 0 | 0 | 0 |
| TOTAL COLOGNE BONN | | | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 187 | 0 | 0 | 0 |
| DUSSELDORF | JET2.COM LTD | S | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 12 | 63 | 14 | 38 |
| TOTAL DUSSELDORF | | | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 12 | 63 | 14 | 38 |
| FRIEDRICHSHAFEN | INTERSKY LUFTFAHRT GMBH | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL FRIEDRICHSHAFEN | | | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 39 | 0 | 0 | 74 | 13 | 8 | 3 | 3 | 0 | 21 | 63 | 14 | 38 |
| GREECE | | | | | | | | | | | | | | | |
| CHANIA | RYANAIR | S | 16 | 0 | 0 | 50 | 19 | 19 | 13 | 0 | 0 | 26 | 61 | 14 | 18 |
| TOTAL CHANIA | | | 16 | 0 | 0 | 50 | 19 | 19 | 13 | 0 | 0 | 26 | 61 | 14 | 18 |
| CORFU | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 57 | 8 |
| | RYANAIR | S | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 8 | 100 | 2 | 10 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 94 | 4 | 16 |
| TOTAL CORFU | | | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 85 | 16 | 34 |
| HERAKLION | JET2.COM LTD | S | 26 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 21 | 85 | 37 | 26 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL HERAKLION | | | 34 | 0 | 0 | 71 | 12 | 12 | 6 | 0 | 0 | 18 | 82 | 26 | 44 |
| KEFALLINIA | JET2.COM LTD | S | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL KEFALLINIA | | | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| KOS | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 10 |
| TOTAL KOS | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 20 |
| RHODES | JET2.COM LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 19 | 75 | 8 | 8 |
| TOTAL RHODES | | | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 11 | 89 | 4 | 18 |
| ZAKINTHOS | JET2.COM LTD | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 4 | 89 | 4 | 18 |
| TOTAL ZAKINTHOS | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 4 | 89 | 4 | 18 |
| TOTAL GREECE | | | 132 | 0 | 0 | 76 | 12 | 8 | 4 | 0 | 0 | 12 | 84 | 14 | 152 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 94 | 5 | 18 |
| TOTAL BUDAPEST | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 94 | 5 | 18 |
| TOTAL HUNGARY | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 94 | 5 | 18 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 124 | 0 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | 6 | 82 | 10 | 112 |
| | STOBART AIR | S | 126 | 2 | 0 | 87 | 6 | 3 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL DUBLIN | | | 250 | 2 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 7 | 82 | 10 | 112 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------|------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL IRISH REPUBLIC | | | 250 | 2 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 7 | 82 | 10 | 112 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | MONARCH AIRLINES | S | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL NAPLES | | | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| PISA | JET2.COM LTD | S | 8 | 0 | 0 | 25 | 38 | 25 | 0 | 0 | 13 | 67 | 39 | 54 | 18 |
| | RYANAIR | S | 18 | 0 | 0 | 61 | 22 | 11 | 6 | 0 | 0 | 16 | 50 | 30 | 18 |
| TOTAL PISA | | | 26 | 0 | 0 | 50 | 27 | 15 | 4 | 0 | 4 | 32 | 44 | 42 | 36 |
| ROME (CIAMPINO) | JET2.COM LTD | S | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 23 | 0 | 0 | 61 | 13 | 17 | 9 | 0 | 0 | 23 | 59 | 14 | 34 |
| | MISTRAL AIR | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 0 | 41 | 3 |
| TOTAL ROME (FIUMICINO) | | | 25 | 0 | 0 | 60 | 12 | 16 | 12 | 0 | 0 | 25 | 54 | 17 | 37 |
| TREVISO | RYANAIR | S | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 7 | 67 | 21 | 18 |
| TOTAL TREVISO | | | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 7 | 67 | 21 | 18 |
| VENICE | JET2.COM LTD | S | 18 | 0 | 0 | 61 | 28 | 6 | 6 | 0 | 0 | 14 | 88 | 16 | 16 |
| TOTAL VENICE | | | 18 | 0 | 0 | 61 | 28 | 6 | 6 | 0 | 0 | 14 | 88 | 16 | 16 |
| VERONA VILLAFRANCA | JET2.COM LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 40 | 36 | 10 |
| TOTAL VERONA VILLAFRANCA | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 40 | 36 | 10 |
| TOTAL ITALY | | | 126 | 0 | 0 | 66 | 18 | 10 | 5 | 0 | 1 | 18 | 55 | 25 | 141 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL RIGA | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL LATVIA | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | JET2.COM LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | RYANAIR | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 67 | 16 | 18 |
| TOTAL MALTA | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 67 | 16 | 18 |
| TOTAL MALTA | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 67 | 16 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | JET2.COM LTD | S | 54 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 85 | 10 | 54 |
| | KLM CITYHOPPER | S | 186 | 0 | 0 | 88 | 8 | 2 | 0 | 3 | 0 | 13 | 88 | 11 | 232 |
| TOTAL AMSTERDAM | | | 240 | 0 | 0 | 90 | 6 | 1 | 0 | 3 | 0 | 11 | 88 | 11 | 286 |
| TOTAL NETHERLANDS | | | 240 | 0 | 0 | 90 | 6 | 1 | 0 | 3 | 0 | 11 | 88 | 11 | 286 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 10 | 94 | 5 | 16 |
| TOTAL GDANSK | | | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 10 | 94 | 5 | 16 |
| KRAKOW | RYANAIR | S | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 93 | 6 | 28 |
| TOTAL KRAKOW | | | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 93 | 6 | 28 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL POLAND | | | 44 | 0 | 0 | 84 | 11 | 2 | 2 | 0 | 0 | 8 | 93 | 5 | 44 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 80 | 0 | 0 | 84 | 8 | 8 | 1 | 0 | 0 | 8 | 81 | 18 | 85 |
| | MONARCH AIRLINES | S | 44 | 0 | 0 | 75 | 23 | 2 | 0 | 0 | 0 | 10 | 89 | 4 | 28 |
| | RYANAIR | S | 36 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 91 | 5 | 44 |
| TOTAL FARO | | | 160 | 0 | 0 | 84 | 11 | 4 | 1 | 0 | 0 | 7 | 85 | 12 | 157 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 160 | 0 | 0 | 84 | 11 | 4 | 1 | 0 | 0 | 7 | 85 | 12 | 157 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 25 | 75 | 6 | 16 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 25 | 75 | 6 | 16 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 25 | 75 | 6 | 16 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | JET2.COM LTD | S | 106 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 79 | 14 | 104 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 77 | 4 | 15 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| | RYANAIR | S | 44 | 0 | 0 | 77 | 11 | 5 | 7 | 0 | 0 | 13 | 94 | 4 | 34 |
| TOTAL ALICANTE | | | 176 | 0 | 0 | 82 | 8 | 8 | 2 | 0 | 0 | 10 | 83 | 12 | 138 |
| BARCELONA | JET2.COM LTD | S | 36 | 0 | 0 | 75 | 8 | 17 | 0 | 0 | 0 | 12 | 52 | 32 | 42 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 73 | 15 | 12 | 0 | 0 | 0 | 10 | 79 | 29 | 34 |
| TOTAL BARCELONA | | | 62 | 0 | 0 | 74 | 11 | 15 | 0 | 0 | 0 | 11 | 64 | 30 | 76 |
| IBIZA | JET2.COM LTD | S | 62 | 0 | 0 | 85 | 10 | 3 | 2 | 0 | 0 | 7 | 89 | 6 | 62 |
| | RYANAIR | S | 18 | 0 | 0 | 72 | 0 | 22 | 6 | 0 | 0 | 14 | 72 | 16 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 15 | 100 | 1 | 10 |
| TOTAL IBIZA | | | 90 | 2 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 9 | 87 | 8 | 90 |
| MAHON | JET2.COM LTD | S | 34 | 0 | 0 | 68 | 15 | 12 | 6 | 0 | 0 | 18 | 82 | 12 | 34 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 88 | 7 | 16 |
| TOTAL MAHON | | | 52 | 0 | 0 | 73 | 13 | 10 | 4 | 0 | 0 | 15 | 84 | 10 | 50 |
| MALAGA | JET2.COM LTD | S | 106 | 0 | 0 | 87 | 7 | 5 | 2 | 0 | 0 | 7 | 79 | 17 | 113 |
| | RYANAIR | S | 62 | 0 | 0 | 92 | 2 | 5 | 0 | 2 | 0 | 8 | 94 | 4 | 62 |
| TOTAL MALAGA | | | 168 | 0 | 0 | 89 | 5 | 5 | 1 | 1 | 0 | 7 | 84 | 12 | 175 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 44 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 3 | 89 | 5 | 44 |
| | RYANAIR | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 16 |
| TOTAL MURCIA SAN JAVIER | | | 62 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 3 | 92 | 5 | 60 |
| PALMA DE MALLORCA | JET2.COM LTD | S | 115 | 0 | 1 | 82 | 9 | 7 | 3 | 0 | 0 | 9 | 72 | 14 | 116 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 72 | 14 | 11 | 3 | 0 | 0 | 12 | 76 | 10 | 46 |
| | RYANAIR | S | 44 | 0 | 0 | 75 | 16 | 5 | 5 | 0 | 0 | 12 | 80 | 10 | 46 |
| | THOMSON AIRWAYS LTD | C | 29 | 0 | 0 | 62 | 21 | 14 | 3 | 0 | 0 | 14 | 69 | 11 | 26 |
| TOTAL PALMA DE MALLORCA | | | 224 | 0 | 1 | 76 | 13 | 8 | 3 | 0 | 0 | 11 | 74 | 12 | 234 |
| REUS | JET2.COM LTD | S | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 5 | 75 | 10 | 28 |
| TOTAL REUS | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 5 | 75 | 10 | 28 |
| TOTAL SPAIN | | | 850 | 3 | 1 | 82 | 9 | 7 | 2 | 0 | 0 | 9 | 80 | 12 | 879 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 34 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 3 | 92 | 3 | 25 |
| | RYANAIR | S | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 3 | 18 |
| TOTAL ARRECIFE | | | 50 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 2 | 90 | 8 | 61 |
| FUERTEVENTURA | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 0 | 11 | 6 | 6 | 0 | 24 | 100 | 1 | 18 |
| | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 16 |
| TOTAL FUERTEVENTURA | | | 36 | 0 | 0 | 86 | 3 | 6 | 3 | 3 | 0 | 13 | 100 | 3 | 34 |
| LAS PALMAS | JET2.COM LTD | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 94 | 3 | 17 |
| TOTAL LAS PALMAS | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 94 | 3 | 17 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 35 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 83 | 8 | 42 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 18 | 94 | 19 | 18 |
| | RYANAIR | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 94 | 5 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 19 | 100 | 1 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 79 | 0 | 0 | 85 | 10 | 1 | 4 | 0 | 0 | 9 | 90 | 9 | 86 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 181 | 0 | 0 | 89 | 6 | 2 | 3 | 1 | 0 | 7 | 92 | 7 | 198 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | JET2.COM LTD | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 16 | 100 | 0 | 17 |
| TOTAL ANTALYA | | | 36 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 11 | 100 | 0 | 17 |
| BODRUM (MILAS) | JET2.COM LTD | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 83 | 6 | 18 |
| TOTAL BODRUM (MILAS) | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 79 | 12 | 34 |
| DALAMAN | JET2.COM LTD | S | 35 | 0 | 1 | 80 | 11 | 9 | 0 | 0 | 0 | 9 | 74 | 17 | 31 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 8 | 72 | 26 | 18 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 16 |
| TOTAL DALAMAN | | | 78 | 0 | 1 | 83 | 12 | 5 | 0 | 0 | 0 | 7 | 80 | 15 | 65 |
| TOTAL TURKEY | | | 132 | 0 | 1 | 83 | 11 | 5 | 1 | 0 | 0 | 8 | 83 | 12 | 116 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 105 | 2 | 0 | 88 | 5 | 5 | 3 | 0 | 0 | 8 | 77 | 12 | 128 |
| TOTAL ABERDEEN | | | 105 | 2 | 0 | 88 | 5 | 5 | 3 | 0 | 0 | 8 | 77 | 12 | 128 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 224 | 0 | 1 | 92 | 3 | 3 | 3 | 0 | 0 | 5 | 89 | 6 | 224 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 224 | 0 | 1 | 92 | 3 | 3 | 3 | 0 | 0 | 5 | 89 | 6 | 224 |
| GLASGOW | LOGANAIR | S | 82 | 0 | 0 | 71 | 7 | 5 | 10 | 7 | 0 | 32 | 81 | 14 | 84 |
| TOTAL GLASGOW | | | 82 | 0 | 0 | 71 | 7 | 5 | 10 | 7 | 0 | 32 | 81 | 14 | 84 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 161 | 0 | 17 | 68 | 16 | 12 | 5 | 0 | 0 | 16 | 82 | 10 | 174 |
| TOTAL HEATHROW | | | 161 | 0 | 17 | 68 | 16 | 12 | 5 | 0 | 0 | 16 | 82 | 10 | 174 |
| JERSEY | FLYBE LTD | S | 48 | 0 | 0 | 90 | 6 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 26 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 4 | 64 | 13 | 28 |
| TOTAL JERSEY | | | 74 | 0 | 0 | 91 | 5 | 1 | 3 | 0 | 0 | 7 | 64 | 13 | 28 |
| SOUTHAMPTON | EASTERN AIRWAYS | S | 147 | 0 | 4 | 85 | 5 | 7 | 2 | 0 | 0 | 8 | 82 | 11 | 130 |
| | FLYBE LTD | S | 102 | 0 | 1 | 82 | 7 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LEEDS BRADFORD (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------------|-------------------|-----------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | CHARTER/ SCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| SOUTHAMPTON | INTERSKY LUFTFAHRT GMBH | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 251 | 0 | 5 | 84 | 6 | 5 | 5 | 0 | 0 | 9 | 82 | 11 | 130 |
| TOTAL UNITED KINGDOM | | | 897 | 6 | 23 | 83 | 7 | 5 | 4 | 1 | 0 | 11 | 82 | 10 | 768 |
| TOTAL LEEDS BRADFORD | | | 3381 | 13 | 25 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 81 | 12 | 3262 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 9 | 18 |
| TOTAL LARNACA | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 9 | 18 |
| TOTAL CYPRUS | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 9 | 18 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA CZECH AIRLINES | S | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL CZECH REPUBLIC | | | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | RYANAIR | S | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 5 | 18 |
| TOTAL BERGERAC | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 5 | 18 |
| BORDEAUX | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 86 | 11 | 3 | 0 | 0 | 0 | 6 | 64 | 22 | 36 |
| TOTAL BORDEAUX | | | 36 | 0 | 0 | 86 | 11 | 3 | 0 | 0 | 0 | 6 | 64 | 22 | 36 |
| CARCASSONNE | RYANAIR | S | 16 | 0 | 0 | 63 | 19 | 6 | 13 | 0 | 0 | 21 | 86 | 6 | 28 |
| TOTAL CARCASSONNE | | | 16 | 0 | 0 | 63 | 19 | 6 | 13 | 0 | 0 | 21 | 86 | 6 | 28 |
| LIMOGES | RYANAIR | S | 28 | 0 | 0 | 64 | 18 | 14 | 4 | 0 | 0 | 15 | 91 | 12 | 34 |
| TOTAL LIMOGES | | | 28 | 0 | 0 | 64 | 18 | 14 | 4 | 0 | 0 | 15 | 91 | 12 | 34 |
| NANTES | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 56 | 31 | 13 | 0 | 0 | 0 | 12 | 89 | 2 | 18 |
| TOTAL NANTES | | | 16 | 0 | 0 | 56 | 31 | 13 | 0 | 0 | 0 | 12 | 89 | 2 | 18 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 57 | 19 | 10 | 14 | 0 | 0 | 23 | 72 | 14 | 78 |
| TOTAL NICE | | | 70 | 0 | 0 | 57 | 19 | 10 | 14 | 0 | 0 | 23 | 72 | 14 | 78 |
| NIMES | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 94 | 5 | 16 |
| TOTAL NIMES | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 94 | 5 | 16 |
| PARIS (CHARLES DE GAULLE) | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 70 | 24 | 7 | 0 | 0 | 0 | 10 | 82 | 18 | 44 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 46 | 0 | 0 | 70 | 24 | 7 | 0 | 0 | 0 | 10 | 82 | 18 | 44 |
| TARBES-LOURDES INTERNATIONAL | ALBA STAR | C | 5 | 0 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 104 | 0 | 0 | 0 |
| | CITY JET | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | DENIM AIR | C | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 11 | 0 | 0 | 18 | 36 | 9 | 27 | 9 | 0 | 57 | 0 | 107 | 2 |
| TOTAL FRANCE | | | 257 | 0 | 0 | 68 | 18 | 7 | 6 | 0 | 0 | 16 | 80 | 14 | 274 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 78 | 6 | 14 | 3 | 0 | 0 | 13 | 89 | 9 | 37 |
| TOTAL BERLIN (SCHONEFELD) | | | 36 | 0 | 0 | 78 | 6 | 14 | 3 | 0 | 0 | 13 | 89 | 9 | 37 |
| TOTAL GERMANY | | | 36 | 0 | 0 | 78 | 6 | 14 | 3 | 0 | 0 | 13 | 89 | 9 | 37 |
| GREECE | | | | | | | | | | | | | | | |
| KOS | RYANAIR | S | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 75 | 13 | 8 |
| TOTAL KOS | | | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 75 | 13 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analy
eiel)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| RHODES | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 39 | 28 | 28 | 6 | 0 | 0 | 26 | 78 | 16 | 18 |
| | RYANAIR | S | 10 | 0 | 0 | 50 | 20 | 10 | 20 | 0 | 0 | 27 | 94 | 4 | 18 |
| TOTAL RHODES | | | 28 | 0 | 0 | 43 | 25 | 21 | 11 | 0 | 0 | 26 | 86 | 10 | 36 |
| ZAKINTHOS | EASYJET AIRLINE COMPANY LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ZAKINTHOS | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL GREECE | | | 48 | 0 | 0 | 50 | 27 | 17 | 6 | 0 | 0 | 22 | 84 | 11 | 44 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 42 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 88 | 6 | 52 |
| TOTAL CORK | | | 42 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 88 | 6 | 52 |
| DUBLIN | RYANAIR | S | 125 | 1 | 1 | 80 | 14 | 3 | 2 | 0 | 0 | 11 | 86 | 10 | 116 |
| TOTAL DUBLIN | | | 125 | 1 | 1 | 80 | 14 | 3 | 2 | 0 | 0 | 11 | 86 | 10 | 116 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 42 | 0 | 0 | 67 | 26 | 5 | 2 | 0 | 0 | 14 | 81 | 8 | 62 |
| TOTAL IRELAND WEST(KNOCK) | | | 42 | 0 | 0 | 67 | 26 | 5 | 2 | 0 | 0 | 14 | 81 | 8 | 62 |
| TOTAL IRISH REPUBLIC | | | 209 | 1 | 1 | 80 | 15 | 3 | 2 | 0 | 0 | 10 | 85 | 8 | 256 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | EASYJET AIRLINE COMPANY LTD | S | 34 | 0 | 0 | 76 | 6 | 9 | 9 | 0 | 0 | 13 | 81 | 9 | 36 |
| TOTAL NAPLES | | | 34 | 0 | 0 | 76 | 6 | 9 | 9 | 0 | 0 | 13 | 81 | 9 | 36 |
| PISA | RYANAIR | S | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 18 | 44 | 56 | 18 |
| TOTAL PISA | | | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 18 | 44 | 56 | 18 |
| TOTAL ITALY | | | 52 | 0 | 0 | 73 | 12 | 8 | 8 | 0 | 0 | 15 | 69 | 24 | 54 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | WIZZ AIR | S | 18 | 0 | 0 | 56 | 33 | 0 | 0 | 11 | 0 | 31 | 0 | 0 | 0 |
| TOTAL RIGA | | | 18 | 0 | 0 | 56 | 33 | 0 | 0 | 11 | 0 | 31 | 0 | 0 | 0 |
| TOTAL LATVIA | | | 18 | 0 | 0 | 56 | 33 | 0 | 0 | 11 | 0 | 31 | 0 | 0 | 0 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 76 | 10 | 25 |
| TOTAL VILNIUS | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 76 | 10 | 25 |
| TOTAL LITHUANIA | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 76 | 10 | 25 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 9 | 18 |
| TOTAL MALTA | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 9 | 18 |
| TOTAL MALTA | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 9 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 80 | 9 | 7 | 3 | 2 | 0 | 14 | 72 | 17 | 116 |
| TOTAL AMSTERDAM | | | 116 | 0 | 0 | 80 | 9 | 7 | 3 | 2 | 0 | 14 | 72 | 17 | 116 |
| TOTAL NETHERLANDS | | | 116 | 0 | 0 | 80 | 9 | 7 | 3 | 2 | 0 | 14 | 72 | 17 | 116 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analy
sies)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NORWAY | | | | | | | | | | | | | | | |
| SANDEFJORD(TORP) | RYANAIR | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL SANDEFJORD(TORP) | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 17 | 2 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 36 | 0 | 0 | 44 | 31 | 22 | 3 | 0 | 0 | 21 | 75 | 13 | 28 |
| TOTAL GDANSK | | | 36 | 0 | 0 | 44 | 31 | 22 | 3 | 0 | 0 | 21 | 75 | 13 | 28 |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 96 | 2 | 26 |
| | RYANAIR | S | 28 | 0 | 0 | 82 | 14 | 0 | 4 | 0 | 0 | 10 | 67 | 21 | 18 |
| TOTAL KRAKOW | | | 64 | 0 | 0 | 88 | 11 | 0 | 2 | 0 | 0 | 6 | 84 | 10 | 44 |
| POZNAN | RYANAIR | S | 16 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 89 | 6 | 18 |
| TOTAL POZNAN | | | 16 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 89 | 6 | 18 |
| SZCZECIN (GOLENOW) | RYANAIR | S | 18 | 0 | 0 | 33 | 61 | 6 | 0 | 0 | 0 | 20 | 44 | 22 | 16 |
| TOTAL SZCZECIN (GOLENOW) | | | 18 | 0 | 0 | 33 | 61 | 6 | 0 | 0 | 0 | 20 | 44 | 22 | 16 |
| WARSAW (CHOPIN) | WIZZ AIR | S | 26 | 0 | 0 | 54 | 31 | 8 | 8 | 0 | 0 | 22 | 67 | 11 | 18 |
| TOTAL WARSAW (CHOPIN) | | | 26 | 0 | 0 | 54 | 31 | 8 | 8 | 0 | 0 | 22 | 67 | 11 | 18 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 79 | 9 | 28 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 79 | 9 | 28 |
| WROCLAW | RYANAIR | S | 26 | 0 | 0 | 77 | 8 | 12 | 0 | 4 | 0 | 20 | 81 | 16 | 26 |
| TOTAL WROCLAW | | | 26 | 0 | 0 | 77 | 8 | 12 | 0 | 4 | 0 | 20 | 81 | 16 | 26 |
| TOTAL POLAND | | | 212 | 0 | 0 | 69 | 22 | 7 | 2 | 0 | 0 | 14 | 76 | 12 | 178 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 89 | 6 | 1 | 4 | 0 | 0 | 7 | 97 | 8 | 70 |
| | RYANAIR | S | 54 | 0 | 0 | 93 | 6 | 2 | 0 | 0 | 0 | 5 | 81 | 9 | 52 |
| TOTAL FARO | | | 124 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 6 | 90 | 9 | 122 |
| LISBON | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 12 | 79 | 25 | 34 |
| TOTAL LISBON | | | 36 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 12 | 79 | 25 | 34 |
| OPORTO (PORTUGAL) | RYANAIR | S | 18 | 0 | 0 | 6 | 50 | 22 | 22 | 0 | 0 | 45 | 89 | 9 | 18 |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 6 | 50 | 22 | 22 | 0 | 0 | 45 | 89 | 9 | 18 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 178 | 0 | 0 | 79 | 11 | 4 | 5 | 0 | 0 | 11 | 88 | 12 | 174 |
| ROMANIA | | | | | | | | | | | | | | | |
| BACAU | BLUE AIR TRANSPORT AERIAN | S | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL BACAU | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| BUCHAREST (OTOPENI) | BLUE AIR TRANSPORT AERIAN | S | 28 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL BUCHAREST (OTOPENI) | | | 28 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ROMANIA | | | 44 | 0 | 0 | 82 | 9 | 5 | 5 | 0 | 0 | 12 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analy
eiel)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 26 | 0 | 0 | 77 | 8 | 0 | 15 | 0 | 0 | 20 | 82 | 8 | 28 |
| TOTAL BRATISLAVA | | | 26 | 0 | 0 | 77 | 8 | 0 | 15 | 0 | 20 | 82 | 8 | 28 | |
| TOTAL SLOVAK REPUBLIC | | | 26 | 0 | 0 | 77 | 8 | 0 | 15 | 0 | 20 | 82 | 8 | 28 | |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 61 | 0 | 1 | 85 | 8 | 5 | 2 | 0 | 9 | 89 | 6 | 62 | |
| | RYANAIR | S | 62 | 0 | 0 | 69 | 16 | 10 | 3 | 2 | 18 | 95 | 3 | 62 | |
| TOTAL ALICANTE | | | 123 | 0 | 1 | 77 | 12 | 7 | 2 | 1 | 13 | 92 | 5 | 124 | |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 73 | 16 | 4 | 6 | 1 | 18 | 81 | 9 | 88 | |
| | RYANAIR | S | 62 | 0 | 0 | 94 | 5 | 0 | 2 | 0 | 6 | 53 | 17 | 62 | |
| TOTAL BARCELONA | | | 142 | 0 | 0 | 82 | 11 | 2 | 4 | 1 | 13 | 69 | 13 | 150 | |
| IBIZA | RYANAIR | S | 28 | 0 | 0 | 79 | 4 | 11 | 7 | 0 | 13 | 92 | 6 | 26 | |
| TOTAL IBIZA | | | 28 | 0 | 0 | 79 | 4 | 11 | 7 | 0 | 13 | 86 | 13 | 44 | |
| MADRID | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 59 | 24 | 9 | 7 | 0 | 18 | 74 | 23 | 54 | |
| TOTAL MADRID | | | 54 | 0 | 0 | 59 | 24 | 9 | 7 | 0 | 18 | 74 | 23 | 54 | |
| MAHON | EASYJET AIRLINE COMPANY LTD | S | 35 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 7 | 69 | 14 | 32 | |
| TOTAL MAHON | | | 35 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 7 | 69 | 14 | 32 | |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 2 | 94 | 3 | 62 | |
| | RYANAIR | S | 62 | 0 | 0 | 60 | 16 | 16 | 5 | 2 | 34 | 96 | 4 | 78 | |
| TOTAL MALAGA | | | 124 | 0 | 0 | 79 | 9 | 8 | 2 | 1 | 18 | 95 | 4 | 140 | |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 123 | 1 | 0 | 85 | 10 | 2 | 3 | 0 | 8 | 76 | 14 | 123 | |
| | RYANAIR | S | 54 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 9 | 76 | 13 | 54 | |
| TOTAL PALMA DE MALLORCA | | | 177 | 1 | 0 | 85 | 9 | 2 | 3 | 0 | 8 | 76 | 14 | 177 | |
| TOTAL SPAIN | | | 683 | 1 | 1 | 80 | 11 | 5 | 4 | 0 | 13 | 81 | 10 | 739 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 82 | 5 | 17 | |
| | RYANAIR | S | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 14 | 93 | 4 | 28 | |
| TOTAL ARRECIFE | | | 36 | 0 | 0 | 86 | 6 | 8 | 0 | 0 | 8 | 89 | 5 | 45 | |
| FUERTEVENTURA | EASYJET AIRLINE COMPANY LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 4 | 100 | 0 | 10 | |
| | RYANAIR | S | 18 | 0 | 0 | 50 | 33 | 11 | 6 | 0 | 20 | 72 | 10 | 18 | |
| TOTAL FUERTEVENTURA | | | 28 | 0 | 0 | 64 | 25 | 7 | 4 | 0 | 14 | 82 | 7 | 28 | |
| LAS PALMAS | RYANAIR | S | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 13 | 100 | 5 | 8 | |
| TOTAL LAS PALMAS | | | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 13 | 100 | 5 | 8 | |
| TENERIFE (SURREINA SOFIA) | RYANAIR | S | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 12 | 94 | 6 | 18 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 12 | 94 | 6 | 18 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 92 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 11 | 89 | 5 | 99 | |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 74 | 10 | 8 | 5 | 2 | 23 | 81 | 8 | 62 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LIVERPOOL (JOHN LENNON) (Full Analy
sial)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL GENEVA | | | 62 | 0 | 0 | 74 | 10 | 8 | 5 | 2 | 2 | 23 | 81 | 8 | 62 |
| TOTAL SWITZERLAND | | | 62 | 0 | 0 | 74 | 10 | 8 | 5 | 2 | 2 | 23 | 81 | 8 | 62 |
| TURKEY | | | | | | | | | | | | | | | |
| BODRUM (MILAS) | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 89 | 6 | 18 |
| TOTAL BODRUM (MILAS) | | | 16 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 89 | 6 | 18 |
| TOTAL TURKEY | | | 17 | 0 | 0 | 88 | 0 | 12 | 0 | 0 | 0 | 8 | 89 | 6 | 18 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 206 | 0 | 10 | 78 | 14 | 3 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 206 | 0 | 10 | 78 | 14 | 3 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 248 | 0 | 0 | 82 | 8 | 6 | 4 | 0 | 0 | 10 | 88 | 12 | 262 |
| TOTAL BELFAST INTERNATIONAL | | | 248 | 0 | 0 | 82 | 8 | 6 | 4 | 0 | 0 | 10 | 88 | 12 | 262 |
| CITY OF DERRY (EGLINTON) | RYANAIR | S | 32 | 0 | 0 | 81 | 3 | 6 | 9 | 0 | 0 | 11 | 92 | 7 | 52 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 32 | 0 | 0 | 81 | 3 | 6 | 9 | 0 | 0 | 11 | 92 | 7 | 52 |
| DUNDEE | CELLO AVIATION LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL DUNDEE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| ISLE OF MAN | EASYJET AIRLINE COMPANY LTD | S | 62 | 1 | 0 | 84 | 5 | 5 | 6 | 0 | 0 | 11 | 92 | 3 | 62 |
| | FLYBE LTD | S | 168 | 0 | 2 | 77 | 11 | 6 | 6 | 0 | 0 | 13 | 78 | 11 | 161 |
| TOTAL ISLE OF MAN | | | 230 | 1 | 2 | 79 | 10 | 6 | 6 | 0 | 0 | 12 | 82 | 9 | 223 |
| JERSEY | EASYJET AIRLINE COMPANY LTD | S | 96 | 0 | 0 | 80 | 16 | 0 | 3 | 1 | 0 | 12 | 71 | 18 | 78 |
| TOTAL JERSEY | | | 96 | 0 | 0 | 80 | 16 | 0 | 3 | 1 | 0 | 12 | 71 | 18 | 78 |
| TOTAL MANCHESTER | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| NEWQUAY | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 15 | 50 | 12 | 18 |
| TOTAL NEWQUAY | | | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 15 | 50 | 12 | 18 |
| TOTAL UNITED KINGDOM | | | 834 | 1 | 12 | 79 | 11 | 5 | 5 | 0 | 0 | 12 | 83 | 11 | 636 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | 2965 | 4 | 14 | 77 | 13 | 6 | 4 | 0 | 0 | 13 | 82 | 11 | 2780 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------|------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | CITY JET | S | 174 | 0 | 0 | 86 | 9 | 3 | 3 | 0 | 0 | 8 | 91 | 6 | 180 |
| TOTAL ANTWERP | | | 174 | 0 | 0 | 86 | 9 | 3 | 3 | 0 | 0 | 8 | 91 | 6 | 180 |
| TOTAL BELGIUM | | | 174 | 0 | 0 | 86 | 9 | 3 | 3 | 0 | 0 | 8 | 91 | 6 | 180 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 70 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 98 | 1 | 50 |
| TOTAL BILLUND | | | 70 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 98 | 1 | 50 |
| TOTAL DENMARK | | | 70 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 98 | 1 | 50 |
| FRANCE | | | | | | | | | | | | | | | |
| ANGERS- MARCE | BA CITYFLYER LTD | S | 24 | 0 | 0 | 54 | 8 | 29 | 8 | 0 | 0 | 22 | 77 | 10 | 26 |
| TOTAL ANGERS- MARCE | | | 24 | 0 | 0 | 54 | 8 | 29 | 8 | 0 | 0 | 22 | 77 | 10 | 26 |
| AVIGNON | CITY JET | S | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 16 | 88 | 13 | 8 |
| TOTAL AVIGNON | | | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 16 | 88 | 13 | 8 |
| BRIVE-LA-GAILLARDE | CITY JET | S | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 88 | 8 | 16 |
| TOTAL BRIVE-LA-GAILLARDE | | | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 88 | 8 | 16 |
| NANTES | CITY JET | S | 54 | 0 | 0 | 56 | 31 | 9 | 4 | 0 | 0 | 16 | 92 | 2 | 62 |
| TOTAL NANTES | | | 54 | 0 | 0 | 56 | 31 | 9 | 4 | 0 | 0 | 16 | 92 | 2 | 62 |
| NICE | BA CITYFLYER LTD | S | 75 | 0 | 0 | 57 | 23 | 11 | 9 | 0 | 0 | 20 | 88 | 6 | 68 |
| TOTAL NICE | | | 75 | 0 | 0 | 57 | 23 | 11 | 9 | 0 | 0 | 20 | 88 | 6 | 68 |
| PARIS (ORLY) | CITY JET | S | 243 | 0 | 0 | 65 | 16 | 12 | 6 | 0 | 0 | 17 | 70 | 14 | 321 |
| TOTAL PARIS (ORLY) | | | 243 | 0 | 0 | 65 | 16 | 12 | 6 | 0 | 0 | 17 | 70 | 14 | 321 |
| QUIMPER | BA CITYFLYER LTD | S | 26 | 0 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 12 | 81 | 17 | 26 |
| TOTAL QUIMPER | | | 26 | 0 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 12 | 81 | 17 | 26 |
| TOULON / HYERES | CITY JET | S | 26 | 0 | 0 | 73 | 19 | 4 | 4 | 0 | 0 | 16 | 80 | 17 | 15 |
| TOTAL TOULON / HYERES | | | 26 | 0 | 0 | 73 | 19 | 4 | 4 | 0 | 0 | 16 | 80 | 17 | 15 |
| TOTAL FRANCE | | | 476 | 0 | 0 | 63 | 19 | 12 | 6 | 0 | 0 | 17 | 77 | 11 | 572 |
| GERMANY | | | | | | | | | | | | | | | |
| DRESDEN | CITY JET | S | 36 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 11 | 93 | 4 | 46 |
| TOTAL DRESDEN | | | 36 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 11 | 93 | 4 | 46 |
| DUSSELDORF | BA CITYFLYER LTD | S | 146 | 0 | 0 | 85 | 12 | 3 | 1 | 0 | 0 | 7 | 93 | 7 | 145 |
| TOTAL DUSSELDORF | | | 146 | 0 | 0 | 85 | 12 | 3 | 1 | 0 | 0 | 7 | 93 | 7 | 145 |
| FRANKFURT MAIN | BA CITYFLYER LTD | S | 156 | 0 | 0 | 71 | 12 | 10 | 8 | 0 | 0 | 16 | 83 | 8 | 159 |
| | LUFTHANSA CITY LINE | S | 178 | 0 | 0 | 80 | 11 | 7 | 2 | 0 | 0 | 9 | 84 | 9 | 178 |
| TOTAL FRANKFURT MAIN | | | 334 | 0 | 0 | 76 | 11 | 8 | 5 | 0 | 0 | 13 | 83 | 9 | 337 |
| HAMBURG | BA CITYFLYER LTD | S | 50 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | 50 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 566 | 0 | 0 | 80 | 11 | 6 | 3 | 0 | 0 | 10 | 87 | 8 | 528 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GREECE | | | | | | | | | | | | | | | |
| MIKONOS | BA CITYFLYER LTD | S | 34 | 0 | 0 | 59 | 9 | 12 | 21 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL MIKONOS | | | 34 | 0 | 0 | 59 | 9 | 12 | 21 | 0 | 0 | 28 | 0 | 0 | 0 |
| THIRA (SANTORINI) | BA CITYFLYER LTD | S | 18 | 0 | 0 | 33 | 39 | 17 | 11 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL THIRA (SANTORINI) | | | 18 | 0 | 0 | 33 | 39 | 17 | 11 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL GREECE | | | 52 | 0 | 0 | 50 | 19 | 13 | 17 | 0 | 0 | 27 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | BA CITYFLYER LTD | S | 228 | 0 | 0 | 77 | 13 | 4 | 7 | 0 | 0 | 13 | 0 | 0 | 0 |
| | CITY JET | S | 377 | 0 | 0 | 77 | 12 | 6 | 5 | 0 | 0 | 11 | 93 | 4 | 328 |
| TOTAL DUBLIN | | | 605 | 0 | 0 | 77 | 12 | 5 | 6 | 0 | 0 | 12 | 93 | 4 | 328 |
| TOTAL IRISH REPUBLIC | | | 605 | 0 | 0 | 77 | 12 | 5 | 6 | 0 | 0 | 12 | 93 | 4 | 328 |
| ITALY | | | | | | | | | | | | | | | |
| FLORENCE | BA CITYFLYER LTD | S | 76 | 0 | 0 | 71 | 5 | 11 | 13 | 0 | 0 | 22 | 73 | 27 | 49 |
| | CITY JET | S | 62 | 0 | 0 | 65 | 23 | 6 | 6 | 0 | 0 | 17 | 93 | 4 | 109 |
| TOTAL FLORENCE | | | 138 | 0 | 0 | 68 | 13 | 9 | 10 | 0 | 0 | 20 | 87 | 11 | 158 |
| MILAN (LINATE) | ALITALIA (CAI) | S | 194 | 0 | 0 | 81 | 9 | 6 | 4 | 0 | 0 | 10 | 84 | 7 | 192 |
| TOTAL MILAN (LINATE) | | | 194 | 0 | 0 | 81 | 9 | 6 | 4 | 0 | 0 | 10 | 84 | 7 | 192 |
| ROME (FIUMICINO) | ALITALIA (CAI) | S | 55 | 0 | 0 | 65 | 27 | 4 | 4 | 0 | 0 | 16 | 88 | 6 | 108 |
| TOTAL ROME (FIUMICINO) | | | 55 | 0 | 0 | 65 | 27 | 4 | 4 | 0 | 0 | 16 | 88 | 6 | 108 |
| VENICE | BA CITYFLYER LTD | S | 40 | 0 | 0 | 75 | 10 | 8 | 3 | 5 | 0 | 21 | 80 | 9 | 35 |
| TOTAL VENICE | | | 40 | 0 | 0 | 75 | 10 | 8 | 3 | 5 | 0 | 21 | 80 | 9 | 35 |
| TOTAL ITALY | | | 427 | 0 | 0 | 74 | 13 | 7 | 6 | 0 | 0 | 15 | 86 | 8 | 493 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 302 | 0 | 0 | 93 | 4 | 2 | 1 | 1 | 0 | 5 | 84 | 7 | 257 |
| TOTAL LUXEMBOURG | | | 302 | 0 | 0 | 93 | 4 | 2 | 1 | 1 | 0 | 5 | 84 | 7 | 257 |
| TOTAL LUXEMBOURG | | | 302 | 0 | 0 | 93 | 4 | 2 | 1 | 1 | 0 | 5 | 84 | 7 | 257 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BA CITYFLYER LTD | S | 202 | 1 | 0 | 90 | 4 | 2 | 2 | 1 | 0 | 8 | 87 | 10 | 215 |
| | CITY JET | S | 428 | 0 | 0 | 86 | 9 | 4 | 2 | 0 | 0 | 8 | 88 | 8 | 376 |
| | FLYBE LTD | S | 16 | 0 | 0 | 88 | 0 | 6 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 646 | 1 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 8 | 88 | 9 | 591 |
| ROTTERDAM | BA CITYFLYER LTD | S | 211 | 0 | 0 | 85 | 5 | 6 | 4 | 0 | 0 | 8 | 93 | 4 | 224 |
| | CITY JET | S | 226 | 0 | 0 | 84 | 8 | 6 | 3 | 0 | 0 | 8 | 90 | 5 | 240 |
| TOTAL ROTTERDAM | | | 437 | 0 | 0 | 84 | 7 | 6 | 3 | 0 | 0 | 8 | 91 | 4 | 464 |
| TOTAL NETHERLANDS | | | 1083 | 1 | 0 | 86 | 7 | 5 | 2 | 0 | 0 | 8 | 89 | 7 | 1055 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BA CITYFLYER LTD | S | 32 | 0 | 0 | 75 | 13 | 3 | 6 | 0 | 3 | 32 | 87 | 6 | 30 |
| TOTAL FARO | | | 32 | 0 | 0 | 75 | 13 | 3 | 6 | 0 | 3 | 32 | 87 | 6 | 30 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 32 | 0 | 0 | 75 | 13 | 3 | 6 | 0 | 3 | 32 | 87 | 6 | 30 |
| SPAIN | | | | | | | | | | | | | | | |
| GRANADA | BA CITYFLYER LTD | S | 26 | 0 | 0 | 65 | 12 | 23 | 0 | 0 | 0 | 13 | 76 | 8 | 42 |
| TOTAL GRANADA | | | 26 | 0 | 0 | 65 | 12 | 23 | 0 | 0 | 0 | 13 | 76 | 8 | 42 |
| IBIZA | BA CITYFLYER LTD | S | 166 | 0 | 0 | 64 | 13 | 10 | 13 | 0 | 0 | 21 | 75 | 15 | 155 |
| TOTAL IBIZA | | | 166 | 0 | 0 | 64 | 13 | 10 | 13 | 0 | 0 | 21 | 75 | 15 | 155 |
| MADRID | BA CITYFLYER LTD | S | 97 | 0 | 0 | 79 | 9 | 4 | 5 | 2 | 0 | 15 | 88 | 7 | 100 |
| TOTAL MADRID | | | 97 | 0 | 0 | 79 | 9 | 4 | 5 | 2 | 0 | 15 | 88 | 7 | 100 |
| MAHON | BA CITYFLYER LTD | S | 15 | 0 | 0 | 73 | 7 | 7 | 13 | 0 | 0 | 20 | 91 | 4 | 32 |
| TOTAL MAHON | | | 15 | 0 | 0 | 73 | 7 | 7 | 13 | 0 | 0 | 20 | 91 | 4 | 32 |
| MALAGA | BA CITYFLYER LTD | S | 70 | 0 | 0 | 66 | 21 | 10 | 3 | 0 | 0 | 13 | 83 | 6 | 60 |
| TOTAL MALAGA | | | 70 | 0 | 0 | 66 | 21 | 10 | 3 | 0 | 0 | 13 | 83 | 6 | 60 |
| PALMA DE MALLORCA | BA CITYFLYER LTD | S | 82 | 0 | 0 | 76 | 11 | 11 | 2 | 0 | 0 | 12 | 67 | 18 | 79 |
| TOTAL PALMA DE MALLORCA | | | 82 | 0 | 0 | 76 | 11 | 11 | 2 | 0 | 0 | 12 | 67 | 18 | 79 |
| TOTAL SPAIN | | | 456 | 0 | 0 | 70 | 13 | 9 | 7 | 0 | 0 | 16 | 79 | 11 | 468 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BALE MULHOUSE | SKY WORK AG | S | 24 | 0 | 0 | 54 | 38 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL BALE MULHOUSE | | | 24 | 0 | 0 | 54 | 38 | 8 | 0 | 0 | 0 | 16 | 93 | 4 | 105 |
| GENEVA | SWISS AIRLINES | S | 134 | 0 | 0 | 82 | 9 | 7 | 2 | 0 | 0 | 10 | 82 | 9 | 203 |
| TOTAL GENEVA | | | 134 | 0 | 0 | 82 | 9 | 7 | 2 | 0 | 0 | 10 | 82 | 9 | 203 |
| ZURICH | BA CITYFLYER LTD | S | 178 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 10 | 88 | 8 | 185 |
| | SWISS AIRLINES | S | 292 | 0 | 3 | 76 | 14 | 8 | 2 | 0 | 0 | 11 | 87 | 5 | 290 |
| TOTAL ZURICH | | | 470 | 0 | 3 | 76 | 15 | 7 | 2 | 0 | 0 | 11 | 87 | 6 | 475 |
| TOTAL SWITZERLAND | | | 628 | 0 | 3 | 77 | 14 | 7 | 2 | 0 | 0 | 11 | 87 | 6 | 891 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BA CITYFLYER LTD | S | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 86 | 7 | 140 |
| | FLYBE LTD | S | 154 | 0 | 0 | 95 | 4 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL ABERDEEN | | | 163 | 0 | 0 | 94 | 5 | 0 | 1 | 0 | 0 | 4 | 86 | 7 | 140 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 208 | 0 | 0 | 88 | 6 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 208 | 0 | 0 | 88 | 6 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| EDINBURGH | BA CITYFLYER LTD | S | 378 | 0 | 0 | 79 | 9 | 8 | 4 | 0 | 0 | 11 | 88 | 5 | 388 |
| | FLYBE LTD | S | 322 | 0 | 2 | 89 | 9 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL EDINBURGH | | | 700 | 0 | 2 | 84 | 9 | 4 | 3 | 0 | 0 | 8 | 88 | 5 | 388 |
| EXETER | FLYBE LTD | S | 108 | 0 | 0 | 96 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL EXETER | | | 108 | 0 | 0 | 96 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| GLASGOW | BA CITYFLYER LTD | S | 267 | 0 | 0 | 80 | 9 | 5 | 5 | 0 | 0 | 12 | 92 | 4 | 234 |
| TOTAL GLASGOW | | | 267 | 0 | 0 | 80 | 9 | 5 | 5 | 0 | 0 | 12 | 92 | 4 | 234 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 91 | 0 | 1 | 87 | 7 | 3 | 2 | 1 | 0 | 9 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL GUERNSEY | | | 91 | 0 | 1 | 87 | 7 | 3 | 2 | 1 | 0 | 9 | 0 | 0 | 0 |
| ISLE OF MAN | BA CITYFLYER LTD | S | 172 | 0 | 0 | 91 | 2 | 3 | 1 | 2 | 1 | 24 | 93 | 3 | 168 |
| TOTAL ISLE OF MAN | | | 172 | 0 | 0 | 91 | 2 | 3 | 1 | 2 | 1 | 24 | 93 | 3 | 168 |
| JERSEY | BLUE ISLANDS LIMITED | S | 144 | 0 | 1 | 88 | 6 | 6 | 0 | 0 | 0 | 5 | 87 | 7 | 100 |
| TOTAL JERSEY | | | 144 | 0 | 1 | 88 | 6 | 6 | 0 | 0 | 0 | 5 | 87 | 7 | 100 |
| TOTAL UNITED KINGDOM | | | 1853 | 0 | 4 | 86 | 7 | 4 | 2 | 0 | 0 | 9 | 90 | 5 | 1030 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 86 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 86 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 1 | 89 | 6 | 98 |
| TOTAL USA | | | 86 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 1 | 89 | 6 | 98 |
| TOTAL LONDON CITY | | | 6810 | 1 | 7 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 87 | 7 | 6005 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 0 | 13 | 13 | 75 | 0 | 0 | 106 | 78 | 8 | 9 |
| | WIZZ AIR | S | 68 | 0 | 0 | 49 | 24 | 16 | 7 | 4 | 0 | 34 | 77 | 14 | 62 |
| TOTAL BURGAS | | | 76 | 0 | 0 | 43 | 22 | 16 | 14 | 4 | 0 | 42 | 77 | 13 | 71 |
| SOFIA | WIZZ AIR | S | 160 | 0 | 0 | 66 | 16 | 16 | 3 | 0 | 0 | 15 | 70 | 24 | 94 |
| TOTAL SOFIA | | | 160 | 0 | 0 | 66 | 16 | 16 | 3 | 0 | 0 | 15 | 70 | 24 | 94 |
| VARNA | WIZZ AIR | S | 62 | 0 | 0 | 40 | 37 | 23 | 0 | 0 | 0 | 20 | 40 | 25 | 42 |
| TOTAL VARNA | | | 62 | 0 | 0 | 40 | 37 | 23 | 0 | 0 | 0 | 20 | 40 | 25 | 42 |
| TOTAL BULGARIA | | | 298 | 0 | 0 | 55 | 22 | 17 | 5 | 1 | 0 | 23 | 67 | 20 | 207 |
| CROATIA | | | | | | | | | | | | | | | |
| SPLIT | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | WIZZ AIR | S | 62 | 0 | 0 | 71 | 16 | 13 | 0 | 0 | 0 | 11 | 56 | 21 | 36 |
| TOTAL SPLIT | | | 88 | 1 | 0 | 73 | 16 | 11 | 0 | 0 | 0 | 11 | 56 | 21 | 36 |
| TOTAL CROATIA | | | 88 | 1 | 0 | 73 | 16 | 11 | 0 | 0 | 0 | 11 | 56 | 21 | 36 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | MONARCH AIRLINES | S | 34 | 0 | 1 | 56 | 29 | 12 | 0 | 3 | 0 | 24 | 69 | 13 | 36 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 30 | 40 | 10 | 20 | 0 | 0 | 33 | 60 | 16 | 10 |
| TOTAL LARNACA | | | 44 | 0 | 1 | 50 | 32 | 11 | 5 | 2 | 0 | 26 | 67 | 14 | 46 |
| PAPHOS | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 16 | 62 | 32 | 26 |
| | THOMSON AIRWAYS LTD | C | 21 | 0 | 0 | 57 | 24 | 14 | 5 | 0 | 0 | 22 | 83 | 13 | 18 |
| TOTAL PAPHOS | | | 47 | 0 | 0 | 57 | 26 | 15 | 2 | 0 | 0 | 18 | 70 | 24 | 44 |
| TOTAL CYPRUS | | | 91 | 0 | 1 | 54 | 29 | 13 | 3 | 1 | 0 | 22 | 69 | 19 | 90 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| BRNO (TURANY) | WIZZ AIR | S | 28 | 0 | 0 | 68 | 21 | 11 | 0 | 0 | 0 | 13 | 89 | 6 | 28 |
| TOTAL BRNO (TURANY) | | | 28 | 0 | 0 | 68 | 21 | 11 | 0 | 0 | 0 | 13 | 89 | 6 | 28 |
| PRAGUE | WIZZ AIR | S | 70 | 0 | 0 | 67 | 24 | 7 | 1 | 0 | 0 | 12 | 74 | 13 | 70 |
| TOTAL PRAGUE | | | 70 | 1 | 0 | 67 | 24 | 7 | 1 | 0 | 0 | 12 | 74 | 13 | 70 |
| TOTAL CZECH REPUBLIC | | | 98 | 1 | 0 | 67 | 23 | 8 | 1 | 0 | 0 | 12 | 79 | 11 | 98 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | EASYJET AIRLINE COMPANY LTD | S | 108 | 0 | 0 | 63 | 15 | 11 | 11 | 0 | 0 | 23 | 0 | 0 | 0 |
| | RYANAIR | S | 124 | 0 | 0 | 69 | 17 | 11 | 3 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 232 | 0 | 0 | 66 | 16 | 11 | 7 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL DENMARK | | | 232 | 1 | 0 | 66 | 16 | 11 | 7 | 0 | 0 | 19 | 0 | 0 | 0 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 70 | 17 | 7 | 7 | 0 | 0 | 14 | 78 | 22 | 46 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 50 | 22 | 28 | 0 | 0 | 0 | 18 | 44 | 30 | 16 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 40 | 10 | 10 | 0 | 0 | 22 | 100 | 3 | 9 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 74 | 0 | 0 | 61 | 22 | 12 | 5 | 0 | 0 | 16 | 73 | 22 | 71 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL EGYPT | | | 74 | 1 | 0 | 61 | 22 | 12 | 5 | 0 | 0 | 16 | 73 | 22 | 71 |
| FRANCE | | | | | | | | | | | | | | | |
| BEZIERS | RYANAIR | S | 44 | 0 | 0 | 50 | 30 | 16 | 5 | 0 | 0 | 20 | 69 | 16 | 36 |
| TOTAL BEZIERS | | | 44 | 0 | 0 | 50 | 30 | 16 | 5 | 0 | 0 | 20 | 69 | 16 | 36 |
| BORDEAUX | EASYJET AIRLINE COMPANY LTD | S | 68 | 0 | 0 | 72 | 16 | 10 | 1 | 0 | 0 | 11 | 63 | 15 | 70 |
| TOTAL BORDEAUX | | | 68 | 1 | 0 | 72 | 16 | 10 | 1 | 0 | 0 | 11 | 63 | 15 | 70 |
| LYON | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 57 | 9 | 26 | 9 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL LYON | | | 47 | 2 | 0 | 57 | 9 | 26 | 9 | 0 | 0 | 22 | 0 | 0 | 0 |
| MONTPELLIER | EASYJET AIRLINE COMPANY LTD | S | 32 | 0 | 0 | 72 | 19 | 3 | 6 | 0 | 0 | 13 | 69 | 24 | 36 |
| TOTAL MONTPELLIER | | | 32 | 0 | 0 | 72 | 19 | 3 | 6 | 0 | 0 | 13 | 69 | 24 | 36 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 132 | 0 | 0 | 34 | 27 | 27 | 10 | 2 | 0 | 34 | 48 | 35 | 132 |
| TOTAL NICE | | | 132 | 13 | 0 | 34 | 27 | 27 | 10 | 2 | 0 | 34 | 47 | 35 | 133 |
| NIMES | RYANAIR | S | 58 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 11 | 82 | 20 | 62 |
| TOTAL NIMES | | | 58 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 11 | 82 | 20 | 62 |
| PARIS (CHARLES DE GAULLE) | EASYJET AIRLINE COMPANY LTD | S | 146 | 0 | 0 | 55 | 22 | 13 | 10 | 0 | 0 | 20 | 78 | 12 | 140 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 146 | 0 | 0 | 55 | 22 | 13 | 10 | 0 | 0 | 20 | 78 | 12 | 140 |
| TOTAL FRANCE | | | 528 | 24 | 0 | 55 | 21 | 16 | 7 | 0 | 0 | 21 | 66 | 21 | 477 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 11 | 85 | 13 | 116 |
| TOTAL BERLIN (SCHONEFELD) | | | 116 | 1 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 11 | 85 | 13 | 116 |
| DORTMUND | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 80 | 15 | 2 | 4 | 0 | 0 | 10 | 83 | 9 | 106 |
| TOTAL DORTMUND | | | 54 | 0 | 0 | 80 | 15 | 2 | 4 | 0 | 0 | 10 | 83 | 9 | 106 |
| HAMBURG | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 74 | 11 | 15 | 0 | 0 | 0 | 12 | 74 | 22 | 54 |
| TOTAL HAMBURG | | | 54 | 0 | 0 | 74 | 11 | 15 | 0 | 0 | 0 | 12 | 74 | 22 | 54 |
| MUNICH | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 67 | 19 | 8 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 36 | 1 | 0 | 67 | 19 | 8 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |
| PADERBORN | DENIM AIR | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL PADERBORN | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 262 | 9 | 0 | 76 | 13 | 8 | 4 | 0 | 0 | 13 | 82 | 13 | 276 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 42 | 0 | 0 | 64 | 14 | 19 | 2 | 0 | 0 | 15 | 67 | 20 | 52 |
| TOTAL GIBRALTAR | | | 42 | 0 | 0 | 64 | 14 | 19 | 2 | 0 | 0 | 15 | 67 | 20 | 52 |
| TOTAL GIBRALTAR | | | 42 | 0 | 0 | 64 | 14 | 19 | 2 | 0 | 0 | 15 | 67 | 20 | 52 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 61 | 23 | 9 | 5 | 2 | 0 | 18 | 75 | 11 | 36 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 10 | 20 | 20 | 0 | 10 | 77 | 25 | 67 | 8 |
| TOTAL CORFU | | | 54 | 0 | 0 | 57 | 20 | 11 | 7 | 2 | 2 | 29 | 69 | 25 | 70 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| HERAKLION | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 33 | 17 | 17 | 22 | 11 | 0 | 52 | 67 | 22 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 33 | 38 | 20 | 8 |
| TOTAL HERAKLION | | | 26 | 0 | 0 | 35 | 19 | 15 | 23 | 8 | 0 | 46 | 58 | 22 | 26 |
| KEFALLINIA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 50 | 24 | 10 |
| TOTAL KEFALLINIA | | | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 50 | 24 | 10 |
| MIKONOS | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 28 | 28 | 22 | 22 | 0 | 0 | 40 | 44 | 28 | 18 |
| TOTAL MIKONOS | | | 18 | 0 | 0 | 28 | 28 | 22 | 22 | 0 | 0 | 40 | 44 | 28 | 18 |
| RHODES | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 22 | 17 | 6 | 0 | 0 | 17 | 78 | 9 | 18 |
| TOTAL RHODES | | | 18 | 1 | 0 | 56 | 22 | 17 | 6 | 0 | 0 | 17 | 78 | 9 | 18 |
| SKIATHOS | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 68 | 50 | 18 | 8 |
| TOTAL SKIATHOS | | | 10 | 1 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 68 | 50 | 18 | 8 |
| ZAKINTHOS | MONARCH AIRLINES | S | 18 | 0 | 0 | 50 | 44 | 6 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 11 | 70 | 9 | 10 |
| TOTAL ZAKINTHOS | | | 26 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 15 | 75 | 7 | 20 |
| TOTAL GREECE | | | 160 | 3 | 0 | 49 | 21 | 16 | 12 | 2 | 1 | 31 | 64 | 21 | 170 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | WIZZ AIR | S | 302 | 0 | 0 | 50 | 20 | 19 | 7 | 5 | 0 | 33 | 69 | 18 | 232 |
| TOTAL BUDAPEST | | | 303 | 0 | 0 | 50 | 19 | 19 | 7 | 5 | 0 | 34 | 68 | 18 | 266 |
| DEBRECEN | WIZZ AIR | S | 62 | 0 | 0 | 56 | 29 | 15 | 0 | 0 | 0 | 16 | 74 | 11 | 62 |
| TOTAL DEBRECEN | | | 62 | 0 | 0 | 56 | 29 | 15 | 0 | 0 | 0 | 16 | 74 | 11 | 62 |
| TOTAL HUNGARY | | | 365 | 0 | 0 | 51 | 21 | 18 | 5 | 4 | 0 | 30 | 70 | 17 | 328 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 72 | 25 | 3 | 0 | 0 | 0 | 9 | 78 | 15 | 37 |
| TOTAL KEFLAVIK | | | 36 | 0 | 0 | 72 | 25 | 3 | 0 | 0 | 0 | 9 | 78 | 15 | 37 |
| TOTAL ICELAND | | | 36 | 0 | 0 | 72 | 25 | 3 | 0 | 0 | 0 | 9 | 78 | 15 | 37 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 186 | 0 | 0 | 89 | 7 | 3 | 1 | 1 | 0 | 6 | 72 | 17 | 186 |
| TOTAL DUBLIN | | | 186 | 0 | 0 | 89 | 7 | 3 | 1 | 1 | 0 | 6 | 72 | 17 | 186 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 80 | 0 | 0 | 83 | 14 | 1 | 3 | 0 | 0 | 8 | 75 | 11 | 77 |
| TOTAL IRELAND WEST(KNOCK) | | | 80 | 0 | 0 | 83 | 14 | 1 | 3 | 0 | 0 | 8 | 75 | 11 | 77 |
| KERRY COUNTY | RYANAIR | S | 62 | 0 | 0 | 81 | 10 | 5 | 3 | 2 | 0 | 13 | 87 | 9 | 62 |
| TOTAL KERRY COUNTY | | | 62 | 0 | 0 | 81 | 10 | 5 | 3 | 2 | 0 | 13 | 87 | 9 | 62 |
| WATERFORD | VLM (BELGIUM) | S | 108 | 0 | 0 | 94 | 5 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL WATERFORD | | | 108 | 0 | 0 | 94 | 5 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL IRISH REPUBLIC | | | 436 | 0 | 0 | 88 | 8 | 2 | 1 | 0 | 0 | 7 | 75 | 14 | 325 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | EASYJET AIRLINE COMPANY LTD | S | 96 | 0 | 0 | 56 | 22 | 13 | 9 | 0 | 0 | 23 | 58 | 32 | 90 |
| | EL AL | S | 124 | 0 | 0 | 60 | 23 | 14 | 4 | 0 | 0 | 17 | 54 | 34 | 136 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL TEL AVIV | | | 220 | 0 | 0 | 58 | 22 | 13 | 6 | 0 | 0 | 19 | 56 | 33 | 226 |
| TOTAL ISRAEL | | | 220 | 0 | 0 | 58 | 22 | 13 | 6 | 0 | 0 | 19 | 56 | 33 | 226 |
| ITALY | | | | | | | | | | | | | | | |
| CATANIA (FONTANAROSSA) | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 57 | 25 | 11 | 7 | 0 | 0 | 17 | 73 | 14 | 26 |
| TOTAL CATANIA (FONTANAROSSA) | | | 28 | 0 | 0 | 57 | 25 | 11 | 7 | 0 | 0 | 17 | 73 | 14 | 26 |
| MILAN (MALPENSA) | EASYJET AIRLINE COMPANY LTD | S | 90 | 1 | 0 | 39 | 18 | 26 | 16 | 2 | 0 | 38 | 34 | 40 | 65 |
| TOTAL MILAN (MALPENSA) | | | 90 | 1 | 0 | 39 | 18 | 26 | 16 | 2 | 0 | 38 | 34 | 39 | 67 |
| NAPLES | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 78 | 14 | 0 | 8 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 33 | 28 | 28 | 11 | 0 | 0 | 30 | 56 | 31 | 16 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL NAPLES | | | 64 | 0 | 0 | 66 | 16 | 8 | 11 | 0 | 0 | 18 | 56 | 31 | 16 |
| OLBIA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 83 | 6 | 0 | 0 | 11 | 0 | 33 | 72 | 13 | 18 |
| TOTAL OLBIA | | | 18 | 1 | 0 | 83 | 6 | 0 | 0 | 11 | 0 | 33 | 72 | 13 | 18 |
| PISA | CARPATAIR | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 53 | 20 | 21 | 6 | 0 | 0 | 22 | 48 | 36 | 62 |
| TOTAL PISA | | | 72 | 0 | 0 | 51 | 21 | 22 | 6 | 0 | 0 | 22 | 48 | 36 | 62 |
| ROME (CIAMPINO) | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 43 | 7 | 21 | 29 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 28 | 3 | 0 | 43 | 7 | 21 | 29 | 0 | 0 | 37 | 0 | 0 | 0 |
| ROME (FIUMICINO) | BLUE PANORAMA | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 14 | 0 | 0 | 36 | 7 | 29 | 29 | 0 | 0 | 42 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 46 | 0 | 0 | 59 | 17 | 15 | 9 | 0 | 0 | 21 | 54 | 27 | 24 |
| TOTAL ROME (FIUMICINO) | | | 62 | 0 | 0 | 52 | 16 | 19 | 13 | 0 | 0 | 26 | 39 | 33 | 38 |
| VENICE | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 17 | 17 | 36 | 31 | 0 | 0 | 45 | 31 | 33 | 32 |
| TOTAL VENICE | | | 36 | 0 | 0 | 17 | 17 | 36 | 31 | 0 | 0 | 45 | 31 | 33 | 32 |
| TOTAL ITALY | | | 398 | 13 | 0 | 49 | 17 | 20 | 14 | 1 | 0 | 29 | 50 | 30 | 285 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | WIZZ AIR | S | 108 | 0 | 0 | 69 | 16 | 11 | 3 | 2 | 0 | 18 | 74 | 11 | 70 |
| TOTAL RIGA | | | 108 | 0 | 0 | 69 | 16 | 11 | 3 | 2 | 0 | 18 | 74 | 11 | 70 |
| TOTAL LATVIA | | | 108 | 0 | 0 | 69 | 16 | 11 | 3 | 2 | 0 | 18 | 74 | 11 | 70 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 44 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 6 | 42 | 33 | 62 |
| TOTAL KAUNAS | | | 44 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 6 | 42 | 33 | 62 |
| VILNIUS | WIZZ AIR | S | 116 | 0 | 0 | 64 | 23 | 9 | 3 | 0 | 0 | 16 | 57 | 19 | 116 |
| TOTAL VILNIUS | | | 116 | 0 | 0 | 64 | 23 | 9 | 3 | 0 | 0 | 16 | 57 | 19 | 116 |
| TOTAL LITHUANIA | | | 160 | 0 | 0 | 71 | 19 | 8 | 3 | 0 | 0 | 13 | 52 | 24 | 178 |
| MACEDONIA | | | | | | | | | | | | | | | |
| OHRID | WIZZ AIR | S | 18 | 0 | 0 | 39 | 39 | 17 | 6 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL OHRID | | | 18 | 0 | 0 | 39 | 39 | 17 | 6 | 0 | 0 | 21 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SKOPJE | WIZZ AIR | S | 44 | 0 | 0 | 57 | 27 | 9 | 7 | 0 | 0 | 20 | 68 | 13 | 44 |
| TOTAL SKOPJE | | | 44 | 0 | 0 | 57 | 27 | 9 | 7 | 0 | 0 | 20 | 68 | 13 | 44 |
| TOTAL MACEDONIA | | | 62 | 0 | 0 | 52 | 31 | 11 | 6 | 0 | 0 | 20 | 68 | 13 | 44 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 72 | 0 | 0 | 74 | 14 | 13 | 0 | 0 | 0 | 11 | 85 | 6 | 72 |
| TOTAL MALTA | | | 72 | 1 | 0 | 74 | 14 | 13 | 0 | 0 | 0 | 11 | 85 | 6 | 72 |
| TOTAL MALTA | | | 72 | 1 | 0 | 74 | 14 | 13 | 0 | 0 | 0 | 11 | 85 | 6 | 72 |
| MOROCCO | | | | | | | | | | | | | | | |
| ESSAOUIRA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ESSAOUIRA | | | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| MARRAKESH | RYANAIR | S | 44 | 0 | 0 | 82 | 9 | 2 | 7 | 0 | 0 | 13 | 76 | 29 | 34 |
| TOTAL MARRAKESH | | | 44 | 0 | 0 | 82 | 9 | 2 | 7 | 0 | 0 | 13 | 76 | 29 | 34 |
| TOTAL MOROCCO | | | 62 | 0 | 0 | 79 | 13 | 3 | 5 | 0 | 0 | 12 | 76 | 29 | 34 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 224 | 0 | 0 | 69 | 11 | 14 | 6 | 0 | 0 | 15 | 78 | 15 | 224 |
| TOTAL AMSTERDAM | | | 224 | 1 | 0 | 69 | 11 | 14 | 6 | 0 | 0 | 15 | 78 | 15 | 224 |
| TOTAL NETHERLANDS | | | 224 | 1 | 0 | 69 | 11 | 14 | 6 | 0 | 0 | 15 | 78 | 15 | 224 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 186 | 0 | 0 | 73 | 15 | 9 | 3 | 0 | 1 | 17 | 74 | 19 | 158 |
| TOTAL GDANSK | | | 186 | 2 | 0 | 73 | 15 | 9 | 3 | 0 | 1 | 17 | 74 | 19 | 158 |
| KATOWICE | WIZZ AIR | S | 186 | 0 | 0 | 59 | 19 | 9 | 10 | 3 | 0 | 27 | 66 | 25 | 124 |
| TOTAL KATOWICE | | | 186 | 0 | 0 | 59 | 19 | 9 | 10 | 3 | 0 | 27 | 66 | 25 | 124 |
| LUBLIN (PORT LOTNICZY) | WIZZ AIR | S | 62 | 0 | 0 | 60 | 27 | 10 | 2 | 0 | 2 | 20 | 42 | 42 | 26 |
| TOTAL LUBLIN (PORT LOTNICZY) | | | 62 | 0 | 0 | 60 | 27 | 10 | 2 | 0 | 2 | 20 | 42 | 42 | 26 |
| POZNAN | WIZZ AIR | S | 108 | 0 | 0 | 44 | 24 | 26 | 6 | 0 | 0 | 23 | 81 | 15 | 62 |
| TOTAL POZNAN | | | 108 | 0 | 0 | 44 | 24 | 26 | 6 | 0 | 0 | 23 | 81 | 15 | 62 |
| RZESZOW | RYANAIR | S | 26 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 15 | 85 | 9 | 26 |
| TOTAL RZESZOW | | | 26 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 15 | 85 | 9 | 26 |
| SZCZECIN (GOLENOW) | WIZZ AIR | S | 26 | 0 | 0 | 58 | 35 | 8 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL SZCZECIN (GOLENOW) | | | 26 | 0 | 0 | 58 | 35 | 8 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| WARSAW (CHOPIN) | WIZZ AIR | S | 202 | 0 | 2 | 76 | 14 | 5 | 4 | 0 | 0 | 14 | 63 | 24 | 178 |
| TOTAL WARSAW (CHOPIN) | | | 202 | 0 | 2 | 76 | 14 | 5 | 4 | 0 | 0 | 14 | 63 | 24 | 178 |
| WROCLAW | WIZZ AIR | S | 62 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 7 | 72 | 10 | 46 |
| TOTAL WROCLAW | | | 62 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 7 | 72 | 10 | 46 |
| TOTAL POLAND | | | 858 | 2 | 2 | 66 | 18 | 10 | 5 | 1 | 0 | 18 | 69 | 21 | 620 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 130 | 0 | 0 | 68 | 11 | 8 | 13 | 0 | 0 | 19 | 72 | 16 | 124 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FARO | MONARCH AIRLINES | S | 62 | 0 | 0 | 82 | 11 | 3 | 3 | 0 | 0 | 9 | 81 | 8 | 53 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 24 | 83 | 9 | 18 |
| TOTAL FARO | | | 210 | 1 | 0 | 70 | 12 | 7 | 10 | 0 | 0 | 17 | 75 | 13 | 195 |
| LISBON | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 69 | 17 | 11 | 2 | 0 | 0 | 13 | 92 | 6 | 86 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL LISBON | | | 126 | 1 | 0 | 68 | 17 | 12 | 2 | 0 | 0 | 13 | 92 | 6 | 86 |
| OPORTO (PORTUGAL) | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 62 | 19 | 8 | 12 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL OPORTO (PORTUGAL) | | | 26 | 0 | 0 | 62 | 19 | 8 | 12 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 362 | 2 | 0 | 69 | 15 | 9 | 7 | 0 | 0 | 16 | 80 | 11 | 281 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 65 | 38 | 19 | 8 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 65 | 38 | 19 | 8 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 65 | 38 | 19 | 8 |
| REPUBLIC OF SERBIA | | | | | | | | | | | | | | | |
| BELGRADE | WIZZ AIR | S | 26 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 14 | 81 | 9 | 26 |
| TOTAL BELGRADE | | | 26 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 14 | 81 | 9 | 26 |
| TOTAL REPUBLIC OF SERBIA | | | 26 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 14 | 81 | 9 | 26 |
| ROMANIA | | | | | | | | | | | | | | | |
| BACAU | BLUE AIR TRANSPORT AERIAN | S | 47 | 1 | 1 | 89 | 4 | 2 | 4 | 0 | 0 | 9 | 86 | 6 | 44 |
| TOTAL BACAU | | | 47 | 1 | 1 | 89 | 4 | 2 | 4 | 0 | 0 | 9 | 86 | 6 | 44 |
| BUCHAREST (OTOPENI) | BLUE AIR TRANSPORT AERIAN | S | 66 | 0 | 0 | 71 | 23 | 5 | 2 | 0 | 0 | 12 | 65 | 21 | 52 |
| | WIZZ AIR | S | 168 | 0 | 0 | 64 | 20 | 11 | 5 | 1 | 0 | 17 | 64 | 17 | 184 |
| TOTAL BUCHAREST (OTOPENI) | | | 234 | 0 | 0 | 66 | 21 | 9 | 4 | 0 | 0 | 16 | 64 | 18 | 236 |
| CLUJ NAPOCA | WIZZ AIR | S | 124 | 0 | 0 | 65 | 15 | 13 | 6 | 0 | 2 | 23 | 80 | 9 | 80 |
| TOTAL CLUJ NAPOCA | | | 124 | 0 | 0 | 65 | 15 | 13 | 6 | 0 | 2 | 23 | 80 | 9 | 80 |
| CONSTANTA | WIZZ AIR | S | 18 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL CONSTANTA | | | 18 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 28 | 0 | 0 | 0 |
| IASI | TAROM | S | 16 | 0 | 0 | 56 | 6 | 38 | 0 | 0 | 0 | 20 | 94 | 2 | 18 |
| TOTAL IASI | | | 16 | 0 | 0 | 56 | 6 | 38 | 0 | 0 | 0 | 20 | 94 | 2 | 18 |
| SIBIU | WIZZ AIR | S | 26 | 0 | 0 | 46 | 31 | 23 | 0 | 0 | 0 | 22 | 68 | 12 | 28 |
| TOTAL SIBIU | | | 26 | 0 | 0 | 46 | 31 | 23 | 0 | 0 | 0 | 22 | 68 | 12 | 28 |
| TIMISOARA | WIZZ AIR | S | 44 | 0 | 0 | 50 | 16 | 20 | 14 | 0 | 0 | 26 | 82 | 8 | 34 |
| TOTAL TIMISOARA | | | 44 | 0 | 0 | 50 | 16 | 20 | 14 | 0 | 0 | 26 | 82 | 8 | 34 |
| TIRGU MURES | WIZZ AIR | S | 44 | 0 | 0 | 66 | 7 | 9 | 11 | 7 | 0 | 35 | 76 | 9 | 34 |
| TOTAL TIRGU MURES | | | 44 | 0 | 0 | 66 | 7 | 9 | 11 | 7 | 0 | 35 | 76 | 9 | 34 |
| TOTAL ROMANIA | | | 553 | 1 | 1 | 65 | 16 | 12 | 6 | 1 | 0 | 20 | 73 | 13 | 501 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 44 | 0 | 0 | 77 | 14 | 2 | 7 | 0 | 0 | 13 | 79 | 15 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL BRATISLAVA | | | 44 | 0 | 0 | 77 | 14 | 2 | 7 | 0 | 0 | 13 | 79 | 15 | 34 |
| KOSICE | WIZZ AIR | S | 88 | 0 | 0 | 70 | 15 | 10 | 5 | 0 | 0 | 13 | 71 | 16 | 90 |
| TOTAL KOSICE | | | 88 | 0 | 0 | 70 | 15 | 10 | 5 | 0 | 0 | 13 | 71 | 16 | 90 |
| TATRY-POPRAD | WIZZ AIR | S | 36 | 0 | 0 | 44 | 36 | 19 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL TATRY-POPRAD | | | 36 | 0 | 0 | 44 | 36 | 19 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL SLOVAK REPUBLIC | | | 168 | 0 | 0 | 67 | 19 | 10 | 4 | 0 | 0 | 14 | 73 | 16 | 124 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | WIZZ AIR | S | 34 | 0 | 0 | 53 | 26 | 12 | 9 | 0 | 0 | 20 | 64 | 24 | 28 |
| TOTAL LJUBLJANA | | | 34 | 0 | 0 | 53 | 26 | 12 | 9 | 0 | 0 | 20 | 64 | 24 | 28 |
| TOTAL SLOVENIA | | | 34 | 0 | 0 | 53 | 26 | 12 | 9 | 0 | 0 | 20 | 64 | 24 | 28 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 122 | 0 | 0 | 70 | 11 | 9 | 11 | 0 | 0 | 18 | 78 | 11 | 123 |
| | MONARCH AIRLINES | S | 54 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 15 | 71 | 41 | 58 |
| TOTAL ALICANTE | | | 176 | 0 | 0 | 70 | 13 | 8 | 9 | 0 | 0 | 17 | 76 | 21 | 181 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 45 | 20 | 24 | 10 | 0 | 0 | 26 | 67 | 24 | 124 |
| TOTAL BARCELONA | | | 124 | 1 | 0 | 45 | 20 | 24 | 10 | 0 | 0 | 26 | 67 | 24 | 124 |
| GIRONA | RYANAIR | S | 36 | 0 | 0 | 56 | 6 | 17 | 17 | 6 | 0 | 40 | 48 | 21 | 54 |
| TOTAL GIRONA | | | 36 | 1 | 0 | 56 | 6 | 17 | 17 | 6 | 0 | 40 | 48 | 21 | 54 |
| IBIZA | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 0 | 56 | 25 | 8 | 12 | 0 | 0 | 20 | 44 | 39 | 43 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 44 | 28 | 22 | 6 | 0 | 0 | 21 | 89 | 6 | 18 |
| TOTAL IBIZA | | | 70 | 5 | 0 | 53 | 26 | 11 | 10 | 0 | 0 | 20 | 57 | 29 | 61 |
| MADRID | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 76 | 13 | 5 | 6 | 0 | 0 | 13 | 55 | 20 | 62 |
| TOTAL MADRID | | | 62 | 1 | 0 | 76 | 13 | 5 | 6 | 0 | 0 | 13 | 54 | 21 | 63 |
| MAHON | EASYJET AIRLINE COMPANY LTD | S | 58 | 0 | 0 | 74 | 21 | 5 | 0 | 0 | 0 | 9 | 68 | 12 | 56 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 69 | 11 | 19 | 0 | 0 | 0 | 11 | 62 | 11 | 26 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 61 | 11 | 22 | 6 | 0 | 0 | 18 | 89 | 5 | 18 |
| TOTAL MAHON | | | 112 | 0 | 0 | 71 | 16 | 13 | 1 | 0 | 0 | 11 | 70 | 11 | 100 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 132 | 0 | 0 | 73 | 17 | 4 | 6 | 0 | 0 | 13 | 73 | 18 | 131 |
| | MONARCH AIRLINES | S | 54 | 0 | 0 | 78 | 11 | 7 | 0 | 4 | 0 | 15 | 72 | 18 | 60 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 60 | 9 | 10 |
| TOTAL MALAGA | | | 196 | 3 | 0 | 74 | 16 | 5 | 4 | 1 | 0 | 13 | 72 | 17 | 201 |
| MURCIA SAN JAVIER | RYANAIR | S | 62 | 0 | 0 | 74 | 10 | 13 | 3 | 0 | 0 | 12 | 81 | 13 | 62 |
| TOTAL MURCIA SAN JAVIER | | | 62 | 0 | 0 | 74 | 10 | 13 | 3 | 0 | 0 | 12 | 81 | 13 | 62 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 172 | 0 | 0 | 66 | 17 | 11 | 6 | 0 | 0 | 17 | 74 | 14 | 177 |
| | MONARCH AIRLINES | S | 61 | 0 | 0 | 72 | 15 | 11 | 2 | 0 | 0 | 12 | 50 | 33 | 60 |
| | THOMSON AIRWAYS LTD | C | 43 | 0 | 0 | 58 | 21 | 21 | 0 | 0 | 0 | 17 | 61 | 22 | 49 |
| TOTAL PALMA DE MALLORCA | | | 277 | 2 | 0 | 66 | 17 | 13 | 4 | 0 | 0 | 16 | 67 | 20 | 286 |
| REUS | THOMSON AIRWAYS LTD | C | 11 | 0 | 0 | 64 | 18 | 18 | 0 | 0 | 0 | 13 | 100 | 1 | 10 |
| TOTAL REUS | | | 11 | 0 | 0 | 64 | 18 | 18 | 0 | 0 | 0 | 13 | 67 | 17 | 46 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| VIGO | AIR NOSTRUM | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL VIGO | | | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 1137 | 13 | 0 | 66 | 16 | 11 | 6 | 0 | 0 | 17 | 68 | 19 | 1178 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | MONARCH AIRLINES | S | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 8 | 44 | 22 | 18 |
| | RYANAIR | S | 18 | 0 | 0 | 78 | 0 | 17 | 6 | 0 | 0 | 15 | 96 | 4 | 28 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 11 | 94 | 4 | 17 |
| TOTAL ARRECIFE | | | 54 | 0 | 0 | 78 | 7 | 13 | 2 | 0 | 0 | 11 | 81 | 9 | 63 |
| FUERTEVENTURA | RYANAIR | S | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 8 | 78 | 14 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 16 | 63 | 46 | 8 |
| TOTAL FUERTEVENTURA | | | 24 | 0 | 0 | 79 | 8 | 13 | 0 | 0 | 0 | 11 | 73 | 24 | 26 |
| LAS PALMAS | RYANAIR | S | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 16 | 100 | 2 | 16 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 50 | 21 | 8 |
| TOTAL LAS PALMAS | | | 26 | 0 | 0 | 65 | 15 | 15 | 4 | 0 | 0 | 16 | 83 | 9 | 24 |
| TENERIFE (SURREINA SOFIA) | MONARCH AIRLINES | S | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 10 | 65 | 21 | 34 |
| | RYANAIR | S | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 14 | 96 | 3 | 26 |
| | THOMSON AIRWAYS LTD | C | 19 | 0 | 0 | 63 | 16 | 21 | 0 | 0 | 0 | 15 | 83 | 7 | 18 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 63 | 0 | 0 | 71 | 13 | 16 | 0 | 0 | 0 | 13 | 79 | 12 | 78 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 167 | 0 | 0 | 74 | 11 | 14 | 1 | 0 | 0 | 13 | 80 | 12 | 191 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 58 | 15 | 11 | 16 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BALE MULHOUSE | | | 62 | 1 | 0 | 58 | 15 | 11 | 16 | 0 | 0 | 26 | 0 | 0 | 0 |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 52 | 22 | 16 | 10 | 0 | 0 | 24 | 58 | 27 | 124 |
| TOTAL GENEVA | | | 116 | 3 | 0 | 52 | 22 | 16 | 10 | 0 | 0 | 24 | 58 | 27 | 124 |
| ZURICH | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 52 | 21 | 23 | 5 | 0 | 0 | 21 | 58 | 24 | 62 |
| TOTAL ZURICH | | | 62 | 1 | 0 | 52 | 21 | 23 | 5 | 0 | 0 | 21 | 58 | 24 | 62 |
| TOTAL SWITZERLAND | | | 240 | 8 | 0 | 53 | 20 | 16 | 10 | 0 | 0 | 24 | 58 | 26 | 186 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 33 | 17 | 17 | 22 | 11 | 0 | 56 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 17 | 38 | 62 | 8 |
| TOTAL ANTALYA | | | 28 | 2 | 0 | 50 | 11 | 18 | 14 | 7 | 0 | 42 | 47 | 42 | 30 |
| BODRUM (MILAS) | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 67 | 13 | 9 |
| TOTAL BODRUM (MILAS) | | | 26 | 1 | 0 | 62 | 19 | 19 | 0 | 0 | 0 | 14 | 74 | 20 | 35 |
| DALAMAN | MONARCH AIRLINES | S | 36 | 0 | 0 | 75 | 8 | 17 | 0 | 0 | 0 | 11 | 70 | 22 | 61 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 71 | 12 | 18 | 0 | 0 | 0 | 14 | 82 | 10 | 17 |
| TOTAL DALAMAN | | | 53 | 0 | 0 | 74 | 9 | 17 | 0 | 0 | 0 | 12 | 73 | 19 | 78 |
| ISTANBUL | ATLASJET INTERNATIONAL | S | 76 | 0 | 0 | 36 | 33 | 24 | 8 | 0 | 0 | 26 | 61 | 15 | 62 |
| TOTAL ISTANBUL | | | 76 | 0 | 0 | 36 | 33 | 24 | 8 | 0 | 0 | 26 | 61 | 15 | 62 |
| IZMIR (ADNAN MENDERES) | SUNEXPRESS | S | 12 | 0 | 0 | 58 | 8 | 33 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------|-----------------------------|-------------------|-------------------|-----------|---|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 12 | 0 | 0 | 58 | 8 | 33 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 195 | 4 | 0 | 53 | 20 | 21 | 5 | 1 | 0 | 22 | 66 | 22 | 205 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (ZHULYANY) | WIZZ AIR | S | 18 | 0 | 0 | 61 | 33 | 6 | 0 | 0 | 0 | 12 | 58 | 15 | 26 |
| TOTAL KIEV (ZHULYANY) | | | 18 | 0 | 0 | 61 | 33 | 6 | 0 | 0 | 0 | 12 | 58 | 15 | 26 |
| TOTAL UKRAINE | | | 18 | 0 | 0 | 61 | 33 | 6 | 0 | 0 | 0 | 12 | 58 | 15 | 26 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 80 | 17 | 2 | 0 | 0 | 0 | 9 | 58 | 21 | 62 |
| TOTAL ABERDEEN | | | 46 | 2 | 0 | 80 | 17 | 2 | 0 | 0 | 0 | 9 | 58 | 21 | 62 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 210 | 0 | 0 | 60 | 19 | 12 | 9 | 0 | 0 | 20 | 78 | 13 | 162 |
| TOTAL BELFAST INTERNATIONAL | | | 210 | 0 | 0 | 60 | 19 | 12 | 9 | 0 | 0 | 20 | 78 | 13 | 162 |
| DUNDEE | JOTA AVIATION LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL DUNDEE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 192 | 0 | 0 | 76 | 7 | 11 | 5 | 0 | 0 | 14 | 66 | 18 | 178 |
| TOTAL EDINBURGH | | | 192 | 1 | 0 | 76 | 7 | 11 | 5 | 0 | 0 | 14 | 66 | 18 | 178 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 127 | 0 | 1 | 74 | 20 | 3 | 2 | 0 | 0 | 11 | 73 | 18 | 179 |
| TOTAL GLASGOW | | | 127 | 1 | 1 | 74 | 20 | 3 | 2 | 0 | 0 | 11 | 73 | 18 | 179 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 77 | 13 | 5 | 5 | 0 | 0 | 14 | 65 | 14 | 62 |
| TOTAL INVERNESS | | | 63 | 6 | 0 | 78 | 13 | 5 | 5 | 0 | 0 | 14 | 65 | 14 | 62 |
| TOTAL UNITED KINGDOM | | | 640 | 15 | 1 | 71 | 15 | 9 | 5 | 0 | 0 | 15 | 70 | 17 | 649 |
| TOTAL LUTON | | | 8423 | 146 | 5 | 64 | 17 | 12 | 6 | 1 | 0 | 18 | 69 | 19 | 7333 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | DENIM AIR | C | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 0 |
| | FLYBE LTD | C | 16 | 0 | 0 | 63 | 31 | 6 | 0 | 0 | 0 | 11 | 44 | 38 | 16 |
| TOTAL INNSBRUCK | | | 22 | 0 | 0 | 64 | 27 | 5 | 5 | 0 | 0 | 12 | 44 | 38 | 16 |
| SALZBURG | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 78 | 8 | 18 |
| TOTAL SALZBURG | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 80 | 8 | 20 |
| VIENNA | JET2.COM LTD | S | 28 | 0 | 0 | 61 | 29 | 11 | 0 | 0 | 0 | 14 | 73 | 19 | 26 |
| TOTAL VIENNA | | | 28 | 0 | 0 | 61 | 29 | 11 | 0 | 0 | 0 | 14 | 73 | 19 | 26 |
| TOTAL AUSTRIA | | | 68 | 0 | 0 | 71 | 22 | 6 | 1 | 0 | 0 | 11 | 68 | 20 | 62 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | VIRGIN ATLANTIC AIRWAYS LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | 25 | 9 |
| TOTAL BRIDGETOWN | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 23 | 14 |
| TOTAL BARBADOS | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 23 | 14 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK INT'L | BELAVIA (BELARUSSIAN AIRLINES) | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 10 | 8 |
| TOTAL MINSK INT'L | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 10 | 8 |
| TOTAL BELARUS | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 10 | 8 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 170 | 0 | 0 | 48 | 29 | 18 | 5 | 0 | 0 | 21 | 50 | 19 | 167 |
| TOTAL BRUSSELS | | | 170 | 0 | 0 | 48 | 29 | 18 | 5 | 0 | 0 | 21 | 50 | 19 | 167 |
| CHARLEROI | RYANAIR | S | 116 | 0 | 0 | 91 | 4 | 4 | 1 | 0 | 0 | 5 | 79 | 11 | 108 |
| TOTAL CHARLEROI | | | 116 | 0 | 0 | 91 | 4 | 4 | 1 | 0 | 0 | 5 | 79 | 11 | 108 |
| TOTAL BELGIUM | | | 286 | 0 | 0 | 65 | 19 | 13 | 3 | 0 | 0 | 15 | 61 | 15 | 275 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 22 | 0 | 0 | 32 | 18 | 45 | 5 | 0 | 0 | 29 | 46 | 31 | 24 |
| | CONDOR | S | 9 | 0 | 0 | 67 | 0 | 0 | 22 | 11 | 0 | 70 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 50 | 29 | 16 |
| | THOMSON AIRWAYS LTD | C | 31 | 0 | 0 | 71 | 13 | 10 | 6 | 0 | 0 | 18 | 84 | 7 | 25 |
| TOTAL BURGAS | | | 76 | 0 | 0 | 63 | 12 | 17 | 7 | 1 | 0 | 24 | 62 | 21 | 65 |
| SOFIA | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 12 | 96 | 3 | 28 |
| TOTAL SOFIA | | | 26 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 12 | 96 | 3 | 28 |
| VARNA | BH AIR | C | 10 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 35 | 38 | 22 | 8 |
| TOTAL VARNA | | | 10 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 35 | 44 | 19 | 9 |
| TOTAL BULGARIA | | | 112 | 0 | 0 | 61 | 13 | 19 | 6 | 1 | 0 | 23 | 70 | 16 | 102 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR TRANSAT | S | 18 | 0 | 1 | 67 | 28 | 0 | 6 | 0 | 0 | 12 | 78 | 9 | 18 |
| TOTAL CALGARY | | | 18 | 0 | 1 | 67 | 28 | 0 | 6 | 0 | 0 | 12 | 78 | 9 | 18 |
| TORONTO | AIR CANADA | S | 54 | 0 | 0 | 43 | 31 | 15 | 7 | 4 | 0 | 30 | 36 | 34 | 44 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TORONTO | AIR TRANSAT | S | 46 | 0 | 0 | 65 | 17 | 17 | 0 | 0 | 0 | 15 | 87 | 7 | 54 |
| TOTAL TORONTO | | | 100 | 0 | 0 | 53 | 25 | 16 | 4 | 2 | 0 | 23 | 64 | 19 | 98 |
| VANCOUVER | AIR TRANSAT | S | 18 | 0 | 1 | 78 | 11 | 0 | 11 | 0 | 0 | 14 | 94 | 8 | 16 |
| TOTAL VANCOUVER | | | 18 | 0 | 1 | 78 | 11 | 0 | 11 | 0 | 0 | 14 | 94 | 8 | 16 |
| TOTAL CANADA | | | 136 | 0 | 2 | 58 | 24 | 12 | 5 | 1 | 0 | 20 | 70 | 16 | 132 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | |
| BOA VISTA (RABIL) | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 61 | 33 | 0 | 6 | 0 | 0 | 15 | 83 | 9 | 18 |
| TOTAL BOA VISTA (RABIL) | | | 18 | 0 | 0 | 61 | 33 | 0 | 6 | 0 | 0 | 15 | 83 | 9 | 18 |
| ILHA DO SAL C.VERDE | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 8 | 100 | 1 | 10 |
| TOTAL ILHA DO SAL C.VERDE | | | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 8 | 100 | 1 | 10 |
| TOTAL CAPE VERDE ISLANDS | | | 28 | 0 | 0 | 64 | 29 | 4 | 4 | 0 | 0 | 12 | 89 | 6 | 28 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 26 | 0 | 0 | 62 | 8 | 8 | 19 | 4 | 0 | 36 | 78 | 18 | 18 |
| | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 44 | 0 | 0 | 66 | 14 | 7 | 11 | 2 | 0 | 26 | 86 | 17 | 64 |
| PULA | JET2.COM LTD | S | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 9 | 72 | 9 | 18 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 72 | 9 | 18 |
| TOTAL PULA | | | 34 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 8 | 74 | 9 | 38 |
| SPLIT | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 16 | 0 | 0 | 69 | 19 | 0 | 13 | 0 | 0 | 17 | 72 | 20 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 44 | 0 | 0 | 70 | 20 | 5 | 5 | 0 | 0 | 13 | 72 | 20 | 18 |
| ZADAR | RYANAIR | S | 15 | 1 | 1 | 47 | 20 | 33 | 0 | 0 | 0 | 21 | 67 | 10 | 18 |
| TOTAL ZADAR | | | 15 | 1 | 1 | 47 | 20 | 33 | 0 | 0 | 0 | 21 | 67 | 10 | 18 |
| ZAGREB | BMI REGIONAL | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL ZAGREB | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL CROATIA | | | 139 | 1 | 1 | 71 | 15 | 9 | 5 | 1 | 0 | 16 | 78 | 14 | 138 |
| CUBA | | | | | | | | | | | | | | | |
| CUNAGUA (CAYO COCO) | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 67 | 10 | 9 |
| TOTAL CUNAGUA (CAYO COCO) | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 67 | 10 | 9 |
| HOLGUIN (FRANK PAIS) | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 89 | 4 | 9 |
| TOTAL HOLGUIN (FRANK PAIS) | | | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 89 | 4 | 9 |
| VARADERO | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 88 | 12 | 8 |
| TOTAL VARADERO | | | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 88 | 12 | 8 |
| TOTAL CUBA | | | 36 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 8 | 81 | 8 | 26 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 26 | 0 | 0 | 46 | 19 | 31 | 4 | 0 | 0 | 23 | 67 | 61 | 18 |
| | SMALL PLANET AIRLINES | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 30 | 17 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 28 | 0 | 0 | 68 | 18 | 7 | 7 | 0 | 0 | 15 | 56 | 23 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LARNACA | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 32 | 39 | 14 | 11 | 4 | 0 | 32 | 44 | 17 | 18 |
| TOTAL LARNACA | | | 92 | 0 | 0 | 51 | 25 | 16 | 7 | 1 | 0 | 22 | 67 | 20 | 118 |
| PAPHOS | EASYJET AIRLINE COMPANY LTD | S | 63 | 0 | 0 | 63 | 2 | 25 | 10 | 0 | 0 | 21 | 89 | 5 | 63 |
| | JET2.COM LTD | S | 36 | 0 | 0 | 61 | 17 | 19 | 3 | 0 | 0 | 17 | 65 | 33 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 18 | 28 | 56 | 18 |
| | THOMSON AIRWAYS LTD | C | 46 | 0 | 0 | 59 | 20 | 15 | 7 | 0 | 0 | 17 | 69 | 15 | 39 |
| TOTAL PAPHOS | | | 163 | 0 | 0 | 63 | 11 | 19 | 7 | 0 | 0 | 19 | 74 | 17 | 182 |
| TOTAL CYPRUS | | | 255 | 0 | 0 | 58 | 16 | 18 | 7 | 0 | 0 | 20 | 71 | 18 | 300 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 57 | 7 | 21 | 14 | 0 | 0 | 23 | 85 | 10 | 26 |
| | JET2.COM LTD | S | 36 | 0 | 0 | 53 | 28 | 11 | 8 | 0 | 0 | 19 | 61 | 35 | 46 |
| TOTAL PRAGUE | | | 64 | 0 | 0 | 55 | 19 | 16 | 11 | 0 | 0 | 21 | 69 | 26 | 72 |
| TOTAL CZECH REPUBLIC | | | 64 | 0 | 0 | 55 | 19 | 16 | 11 | 0 | 0 | 21 | 69 | 26 | 72 |
| DENMARK | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | SUN AIR OF SCANDINAVIA | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 18 |
| TOTAL AARHUS (TIRSTRUP) | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 18 |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 70 | 0 | 0 | 93 | 6 | 1 | 0 | 0 | 0 | 4 | 97 | 3 | 74 |
| TOTAL BILLUND | | | 70 | 0 | 0 | 93 | 6 | 1 | 0 | 0 | 0 | 4 | 97 | 3 | 74 |
| COPENHAGEN | EASYJET AIRLINE COMPANY LTD | S | 80 | 0 | 0 | 78 | 13 | 6 | 4 | 0 | 0 | 9 | 78 | 9 | 78 |
| | SAS | S | 107 | 0 | 0 | 76 | 11 | 9 | 4 | 0 | 0 | 11 | 90 | 7 | 116 |
| TOTAL COPENHAGEN | | | 187 | 0 | 0 | 76 | 12 | 8 | 4 | 0 | 0 | 10 | 85 | 8 | 194 |
| TOTAL DENMARK | | | 275 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 8 | 89 | 6 | 286 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 11 | 67 | 14 | 9 |
| TOTAL PUERTO PLATA | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 11 | 67 | 14 | 9 |
| PUNTA CANA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 88 | 7 | 8 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 11 | 28 | 46 | 18 |
| TOTAL PUNTA CANA | | | 26 | 0 | 0 | 73 | 23 | 4 | 0 | 0 | 0 | 9 | 46 | 34 | 26 |
| TOTAL DOMINICAN REPUBLIC | | | 34 | 0 | 0 | 71 | 26 | 3 | 0 | 0 | 0 | 9 | 51 | 29 | 35 |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | EGYPT AIR | S | 34 | 0 | 0 | 35 | 18 | 29 | 18 | 0 | 0 | 36 | 36 | 33 | 44 |
| TOTAL CAIRO | | | 34 | 0 | 0 | 35 | 18 | 29 | 18 | 0 | 0 | 36 | 36 | 33 | 44 |
| HURGHADA | MONARCH AIRLINES | S | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 26 | 67 | 16 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 19 | 1 | 0 | 84 | 11 | 0 | 0 | 0 | 5 | 72 | 67 | 33 | 18 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 0 | 7 | 63 | 20 | 8 |
| TOTAL HURGHADA | | | 54 | 1 | 0 | 69 | 20 | 6 | 4 | 0 | 2 | 36 | 66 | 24 | 44 |
| SHARM EL SHEIKH (OPHIRA) | EASYJET AIRLINE COMPANY LTD | S | 17 | 0 | 0 | 65 | 12 | 24 | 0 | 0 | 0 | 16 | 89 | 4 | 18 |
| | MONARCH AIRLINES | S | 45 | 0 | 0 | 76 | 16 | 4 | 4 | 0 | 0 | 11 | 77 | 10 | 43 |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 73 | 8 | 12 | 8 | 0 | 0 | 17 | 80 | 7 | 10 |
| | THOMSON AIRWAYS LTD | C | 45 | 0 | 0 | 58 | 27 | 11 | 4 | 0 | 0 | 17 | 74 | 15 | 43 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 133 | 0 | 0 | 68 | 17 | 11 | 5 | 0 | 0 | 15 | 75 | 12 | 122 |
| TOTAL EGYPT | | | 221 | 1 | 0 | 63 | 18 | 12 | 6 | 0 | 0 | 23 | 65 | 19 | 210 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | RYANAIR | S | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 11 | 88 | 9 | 16 |
| TOTAL TALLIN | | | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 11 | 88 | 9 | 16 |
| TOTAL ESTONIA | | | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 11 | 88 | 9 | 16 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 124 | 0 | 0 | 79 | 17 | 4 | 0 | 0 | 0 | 8 | 88 | 7 | 124 |
| TOTAL HELSINKI | | | 124 | 0 | 0 | 79 | 17 | 4 | 0 | 0 | 0 | 8 | 88 | 7 | 124 |
| TOTAL FINLAND | | | 124 | 0 | 0 | 79 | 17 | 4 | 0 | 0 | 0 | 8 | 88 | 7 | 124 |
| FRANCE | | | | | | | | | | | | | | | |
| BASTIA | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 50 | 19 | 8 |
| TOTAL BASTIA | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 50 | 19 | 8 |
| BEAUVAIS | RYANAIR | S | 28 | 0 | 0 | 61 | 39 | 0 | 0 | 0 | 0 | 13 | 13 | 47 | 24 |
| TOTAL BEAUVAIS | | | 28 | 0 | 0 | 61 | 39 | 0 | 0 | 0 | 0 | 13 | 13 | 47 | 24 |
| BERGERAC | FLYBE LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BERGERAC | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 56 | 51 | 18 |
| BEZIERS | RYANAIR | S | 16 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 88 | 6 | 16 |
| TOTAL BEZIERS | | | 16 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 88 | 6 | 16 |
| CALVI | FLYBE LTD | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 25 | 50 | 8 |
| TOTAL CALVI | | | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 25 | 50 | 8 |
| LA ROCHELLE | FLYBE LTD | S | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 71 | 10 | 14 |
| TOTAL LA ROCHELLE | | | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 71 | 10 | 14 |
| MARSEILLE | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL MARSEILLE | | | 18 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 32 | 0 | 0 | 0 |
| NANTES | FLYBE LTD | S | 44 | 0 | 0 | 61 | 14 | 18 | 7 | 0 | 0 | 17 | 75 | 14 | 36 |
| TOTAL NANTES | | | 44 | 0 | 0 | 61 | 14 | 18 | 7 | 0 | 0 | 17 | 75 | 14 | 36 |
| NICE | JET2.COM LTD | S | 52 | 0 | 0 | 63 | 17 | 10 | 10 | 0 | 0 | 23 | 38 | 41 | 52 |
| TOTAL NICE | | | 52 | 0 | 0 | 63 | 17 | 10 | 10 | 0 | 0 | 23 | 38 | 41 | 52 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 186 | 0 | 0 | 74 | 18 | 7 | 1 | 0 | 0 | 9 | 78 | 8 | 186 |
| | FLYBE LTD | S | 170 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 7 | 79 | 10 | 186 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 356 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 8 | 77 | 11 | 406 |
| PERPIGNAN | HOP - AIRLINAIR | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PERPIGNAN | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RENNES | FLYBE LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 83 | 8 |
| TOTAL RENNES | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 83 | 8 |
| TARBES-LOURDES INTERNATIONAL | CITY JET | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | HERMES AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 58 | 5 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TARBES-LOURDES INTERNATIONAL | TITAN AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 63 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 40 | 0 | 58 | 5 |
| TOULOUSE (BLAGNAC) | JET2.COM LTD | S | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 14 | 72 | 17 | 32 |
| TOTAL TOULOUSE (BLAGNAC) | | | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 14 | 72 | 17 | 32 |
| TOTAL FRANCE | | | 590 | 0 | 0 | 74 | 15 | 8 | 3 | 0 | 0 | 11 | 67 | 19 | 633 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 89 | 7 | 0 | 4 | 0 | 0 | 12 | 89 | 11 | 44 |
| TOTAL BERLIN (SCHONEFELD) | | | 46 | 0 | 0 | 89 | 7 | 0 | 4 | 0 | 0 | 12 | 89 | 11 | 44 |
| COLOGNE BONN | GERMANWINGS | S | 44 | 0 | 0 | 59 | 18 | 14 | 9 | 0 | 0 | 26 | 89 | 7 | 44 |
| TOTAL COLOGNE BONN | | | 44 | 0 | 0 | 59 | 18 | 14 | 9 | 0 | 0 | 26 | 89 | 7 | 44 |
| DUSSELDORF | FLYBE LTD | S | 118 | 0 | 2 | 79 | 13 | 7 | 2 | 0 | 0 | 9 | 78 | 13 | 144 |
| | GERMANWINGS | S | 108 | 0 | 0 | 75 | 14 | 7 | 4 | 0 | 0 | 13 | 73 | 12 | 150 |
| TOTAL DUSSELDORF | | | 226 | 0 | 2 | 77 | 13 | 7 | 3 | 0 | 0 | 11 | 76 | 13 | 294 |
| FRANKFURT MAIN | LUFTHANSA | S | 248 | 0 | 0 | 71 | 24 | 4 | 2 | 0 | 0 | 12 | 79 | 10 | 244 |
| TOTAL FRANKFURT MAIN | | | 248 | 0 | 0 | 71 | 24 | 4 | 2 | 0 | 0 | 12 | 79 | 10 | 244 |
| HAMBURG | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 72 | 11 | 13 | 4 | 0 | 0 | 14 | 80 | 8 | 54 |
| | GERMANWINGS | S | 98 | 0 | 0 | 68 | 24 | 4 | 1 | 2 | 0 | 16 | 93 | 5 | 97 |
| TOTAL HAMBURG | | | 152 | 0 | 0 | 70 | 20 | 7 | 2 | 1 | 0 | 15 | 88 | 6 | 151 |
| HANOVER | FLYBE LTD | S | 54 | 0 | 0 | 76 | 11 | 9 | 4 | 0 | 0 | 11 | 71 | 15 | 62 |
| TOTAL HANOVER | | | 54 | 0 | 0 | 76 | 11 | 9 | 4 | 0 | 0 | 11 | 71 | 15 | 62 |
| MUNICH | DENIM AIR | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 11 | 65 | 13 | 34 |
| | LUFTHANSA | S | 178 | 0 | 0 | 69 | 23 | 6 | 3 | 0 | 0 | 13 | 83 | 8 | 178 |
| TOTAL MUNICH | | | 217 | 0 | 0 | 69 | 22 | 6 | 3 | 0 | 0 | 13 | 80 | 9 | 212 |
| STUTTGART | RYANAIR | S | 52 | 0 | 0 | 40 | 15 | 37 | 8 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL STUTTGART | | | 52 | 0 | 0 | 40 | 15 | 37 | 8 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 1039 | 0 | 2 | 71 | 18 | 8 | 3 | 0 | 0 | 14 | 80 | 10 | 1079 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 36 | 0 | 0 | 92 | 3 | 0 | 6 | 0 | 0 | 6 | 74 | 17 | 34 |
| TOTAL GIBRALTAR | | | 36 | 0 | 0 | 92 | 3 | 0 | 6 | 0 | 0 | 6 | 74 | 17 | 34 |
| TOTAL GIBRALTAR | | | 36 | 0 | 0 | 92 | 3 | 0 | 6 | 0 | 0 | 6 | 74 | 17 | 34 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 16 | 0 | 0 | 13 | 38 | 38 | 13 | 0 | 0 | 38 | 75 | 11 | 28 |
| | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 64 | 17 | 11 | 8 | 0 | 0 | 19 | 91 | 7 | 34 |
| TOTAL ATHENS | | | 52 | 0 | 0 | 48 | 23 | 19 | 10 | 0 | 0 | 25 | 85 | 9 | 66 |
| CHANIA | RYANAIR | S | 16 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| | SMALL PLANET AIRLINES | C | 8 | 0 | 0 | 50 | 13 | 0 | 25 | 13 | 0 | 55 | 30 | 139 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 100 | 5 | 10 |
| TOTAL CHANIA | | | 32 | 0 | 0 | 53 | 19 | 6 | 19 | 3 | 0 | 33 | 57 | 86 | 30 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CORFU | EASYJET AIRLINE COMPANY LTD | S | 35 | 0 | 1 | 66 | 11 | 6 | 9 | 9 | 0 | 35 | 78 | 8 | 32 |
| | ENTER AIR | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GERMANIA FLUGGESELLSCHAFT | C | 15 | 0 | 0 | 40 | 13 | 13 | 33 | 0 | 0 | 47 | 33 | 31 | 15 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 69 | 38 | 16 |
| | RYANAIR | S | 18 | 0 | 1 | 61 | 6 | 17 | 11 | 6 | 0 | 31 | 67 | 17 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 25 | 0 | 0 | 84 | 4 | 8 | 4 | 0 | 0 | 12 | 75 | 10 | 16 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 8 | 85 | 6 | 33 |
| TOTAL CORFU | | | 154 | 0 | 2 | 75 | 7 | 8 | 7 | 3 | 0 | 21 | 71 | 16 | 138 |
| HERAKLION | CONDOR | S | 10 | 0 | 0 | 70 | 0 | 0 | 20 | 10 | 0 | 50 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 27 | 0 | 0 | 44 | 33 | 4 | 11 | 7 | 0 | 33 | 86 | 13 | 28 |
| | ENTER AIR | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GERMANIA FLUGGESELLSCHAFT | C | 25 | 0 | 0 | 60 | 12 | 4 | 16 | 8 | 0 | 35 | 54 | 23 | 26 |
| | JET2.COM LTD | S | 26 | 0 | 0 | 62 | 15 | 8 | 15 | 0 | 0 | 23 | 72 | 19 | 36 |
| | THOMAS COOK AIRLINES LTD | C | 17 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 13 | 68 | 21 | 28 |
| | THOMSON AIRWAYS LTD | C | 35 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 12 | 61 | 26 | 36 |
| TOTAL HERAKLION | | | 148 | 0 | 0 | 63 | 19 | 5 | 9 | 3 | 0 | 24 | 69 | 20 | 172 |
| KALAMATA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 16 | 50 | 40 | 8 |
| TOTAL KALAMATA | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 16 | 50 | 40 | 8 |
| KAVALA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 8 |
| TOTAL KAVALA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 8 |
| KEFALLINIA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |
| | ENTER AIR | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| | GERMANIA FLUGGESELLSCHAFT | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 51 | 50 | 14 | 8 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 39 | 33 | 17 | 11 | 0 | 0 | 34 | 0 | 0 | 0 |
| | SMALL PLANET AIRLINES | C | 8 | 0 | 0 | 13 | 13 | 63 | 13 | 0 | 0 | 40 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 38 | 19 | 25 | 19 | 0 | 0 | 31 | 33 | 57 | 18 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 53 | 21 | 12 | 15 | 0 | 0 | 25 | 78 | 12 | 37 |
| TOTAL KEFALLINIA | | | 110 | 0 | 0 | 45 | 21 | 20 | 15 | 0 | 0 | 30 | 59 | 26 | 79 |
| KOS | CONDOR | S | 8 | 0 | 0 | 25 | 0 | 13 | 63 | 0 | 0 | 62 | 75 | 10 | 8 |
| | ENTER AIR | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GERMANIA FLUGGESELLSCHAFT | C | 8 | 0 | 0 | 13 | 50 | 13 | 13 | 13 | 0 | 62 | 75 | 8 | 8 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 56 | 11 | 28 | 6 | 0 | 0 | 22 | 78 | 12 | 18 |
| | SMALL PLANET AIRLINES | C | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 16 | 60 | 18 | 5 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 50 | 30 | 0 | 20 | 0 | 0 | 38 | 70 | 26 | 10 |
| | THOMSON AIRWAYS LTD | C | 36 | 0 | 0 | 50 | 28 | 22 | 0 | 0 | 0 | 17 | 72 | 26 | 32 |
| TOTAL KOS | | | 95 | 0 | 0 | 51 | 23 | 16 | 9 | 1 | 0 | 26 | 70 | 20 | 91 |
| MIKONOS | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 32 | 89 | 7 | 18 |
| TOTAL MIKONOS | | | 18 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 32 | 89 | 7 | 18 |
| MYTILINI | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 17 | 40 | 40 | 10 |
| TOTAL MYTILINI | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 17 | 67 | 24 | 18 |
| PREVEZA | ENTER AIR | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | SMALL PLANET AIRLINES | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 80 | 8 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 50 | 57 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 75 | 11 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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|---------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL PREVEZA | | | 42 | 0 | 0 | 57 | 21 | 21 | 0 | 0 | 0 | 16 | 67 | 20 | 42 |
| RHODES | ENTER AIR | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GERMANIA FLUGGESELLSCHAFT | C | 27 | 0 | 0 | 56 | 22 | 15 | 0 | 7 | 0 | 28 | 44 | 22 | 27 |
| | JET2.COM LTD | S | 27 | 0 | 0 | 67 | 15 | 15 | 4 | 0 | 0 | 15 | 65 | 16 | 26 |
| | MONARCH AIRLINES | S | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 39 | 41 | 18 |
| | THOMSON AIRWAYS LTD | C | 39 | 0 | 0 | 67 | 15 | 13 | 5 | 0 | 0 | 15 | 61 | 19 | 31 |
| TOTAL RHODES | | | 131 | 0 | 0 | 69 | 16 | 10 | 4 | 2 | 0 | 17 | 56 | 22 | 112 |
| SALONIKA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 96 | 3 | 26 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 15 | 100 | 0 | 8 |
| TOTAL SALONIKA | | | 26 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 0 | 14 | 97 | 2 | 34 |
| SKIATHOS | ENTER AIR | C | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 49 | 0 | 0 | 0 |
| | GERMANIA FLUGGESELLSCHAFT | C | 10 | 0 | 0 | 20 | 30 | 30 | 0 | 20 | 0 | 80 | 29 | 25 | 7 |
| | SMALL PLANET AIRLINES | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 15 | 88 | 3 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 20 | 0 | 0 | 55 | 15 | 25 | 5 | 0 | 0 | 21 | 100 | 2 | 10 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 21 | 61 | 30 | 18 |
| TOTAL SKIATHOS | | | 63 | 0 | 0 | 46 | 19 | 27 | 5 | 3 | 0 | 31 | 74 | 16 | 57 |
| THIRA (SANTORINI) | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 38 | 31 | 23 | 0 | 4 | 4 | 41 | 78 | 8 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 44 | 13 | 38 | 6 | 0 | 0 | 24 | 60 | 79 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 38 | 90 | 7 | 10 |
| TOTAL THIRA (SANTORINI) | | | 50 | 0 | 0 | 44 | 22 | 24 | 6 | 2 | 2 | 35 | 76 | 26 | 38 |
| VOLOS | ENTER AIR | C | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 65 | 0 | 0 | 0 |
| TOTAL VOLOS | | | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 65 | 0 | 58 | 4 |
| ZAKINTHOS | CONDOR | S | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 22 | 50 | 13 | 8 |
| | ENTER AIR | C | 10 | 0 | 0 | 10 | 40 | 30 | 20 | 0 | 0 | 39 | 0 | 0 | 0 |
| | GERMANIA FLUGGESELLSCHAFT | C | 18 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 32 | 56 | 23 | 18 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 8 | 78 | 11 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 36 | 0 | 0 | 64 | 11 | 8 | 11 | 6 | 0 | 36 | 57 | 22 | 35 |
| | THOMSON AIRWAYS LTD | C | 37 | 0 | 0 | 51 | 19 | 22 | 8 | 0 | 0 | 24 | 76 | 12 | 37 |
| TOTAL ZAKINTHOS | | | 127 | 0 | 0 | 57 | 16 | 14 | 11 | 2 | 0 | 27 | 67 | 15 | 135 |
| TOTAL GREECE | | | 1077 | 0 | 2 | 58 | 17 | 14 | 9 | 2 | 0 | 25 | 69 | 20 | 1050 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL HONG KONG (CHEK LAP KOK) | | | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL HONG KONG | | | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | DENIM AIR | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 36 | 0 | 0 | 58 | 19 | 11 | 11 | 0 | 0 | 21 | 73 | 23 | 44 |
| | RYANAIR | S | 34 | 0 | 0 | 65 | 32 | 3 | 0 | 0 | 0 | 12 | 89 | 11 | 36 |
| TOTAL BUDAPEST | | | 72 | 0 | 0 | 61 | 25 | 8 | 6 | 0 | 0 | 16 | 80 | 17 | 80 |
| TOTAL HUNGARY | | | 72 | 0 | 0 | 61 | 25 | 8 | 6 | 0 | 0 | 16 | 80 | 17 | 80 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 77 | 4 | 12 | 4 | 4 | 0 | 21 | 96 | 5 | 28 |
| | ICELANDAIR | S | 28 | 0 | 0 | 79 | 7 | 14 | 0 | 0 | 0 | 11 | 69 | 22 | 26 |
| TOTAL KEFLAVIK | | | 54 | 0 | 0 | 78 | 6 | 13 | 2 | 2 | 0 | 16 | 83 | 13 | 54 |
| TOTAL ICELAND | | | 54 | 0 | 0 | 78 | 6 | 13 | 2 | 2 | 0 | 16 | 83 | 13 | 54 |
| IRAQ | | | | | | | | | | | | | | | |
| ERBIL INTERNATIONAL | IRAQI AIRWAYS | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL ERBIL INTERNATIONAL | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| SULAYMANIYAH INT | IRAQI AIRWAYS | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL SULAYMANIYAH INT | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL IRAQ | | | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 124 | 0 | 0 | 82 | 7 | 6 | 4 | 0 | 0 | 8 | 99 | 1 | 150 |
| TOTAL CORK | | | 124 | 0 | 0 | 82 | 7 | 6 | 4 | 0 | 0 | 8 | 99 | 1 | 150 |
| DUBLIN | AER LINGUS | S | 171 | 0 | 0 | 62 | 19 | 9 | 9 | 1 | 0 | 19 | 82 | 9 | 170 |
| | RYANAIR | S | 287 | 0 | 0 | 80 | 12 | 5 | 2 | 1 | 0 | 10 | 81 | 10 | 248 |
| | STOBART AIR | S | 132 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 5 | 86 | 9 | 132 |
| TOTAL DUBLIN | | | 590 | 0 | 0 | 77 | 13 | 6 | 4 | 1 | 0 | 12 | 82 | 9 | 550 |
| IRELAND WEST(KNOCK) | FLYBE LTD | S | 44 | 0 | 0 | 68 | 9 | 14 | 7 | 0 | 2 | 30 | 65 | 23 | 62 |
| TOTAL IRELAND WEST(KNOCK) | | | 44 | 0 | 0 | 68 | 9 | 14 | 7 | 0 | 2 | 30 | 65 | 23 | 62 |
| SHANNON | RYANAIR | S | 62 | 0 | 0 | 82 | 10 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 62 | 0 | 0 | 82 | 10 | 8 | 0 | 0 | 0 | 9 | 87 | 6 | 176 |
| TOTAL IRISH REPUBLIC | | | 820 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 0 | 12 | 84 | 9 | 962 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 72 | 6 | 6 | 17 | 0 | 0 | 24 | 38 | 45 | 16 |
| TOTAL TEL AVIV | | | 18 | 0 | 0 | 72 | 6 | 6 | 17 | 0 | 0 | 24 | 38 | 45 | 16 |
| TOTAL ISRAEL | | | 18 | 0 | 0 | 72 | 6 | 6 | 17 | 0 | 0 | 24 | 38 | 45 | 16 |
| ITALY | | | | | | | | | | | | | | | |
| ALGHERO (FERTILIA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ALGHERO (FERTILIA) | | | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| BERGAMO | RYANAIR | S | 78 | 0 | 1 | 71 | 26 | 4 | 0 | 0 | 0 | 9 | 63 | 22 | 62 |
| TOTAL BERGAMO | | | 78 | 0 | 1 | 71 | 26 | 4 | 0 | 0 | 0 | 9 | 63 | 22 | 62 |
| BOLOGNA | RYANAIR | S | 25 | 0 | 0 | 80 | 16 | 0 | 4 | 0 | 0 | 10 | 43 | 32 | 28 |
| TOTAL BOLOGNA | | | 25 | 0 | 0 | 80 | 16 | 0 | 4 | 0 | 0 | 10 | 43 | 32 | 28 |
| CATANIA (FONTANAROSSA) | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 72 | 0 | 17 | 11 | 0 | 0 | 20 | 72 | 15 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 50 | 26 | 8 |
| TOTAL CATANIA (FONTANAROSSA) | | | 26 | 0 | 0 | 77 | 4 | 12 | 8 | 0 | 0 | 16 | 65 | 18 | 26 |
| GENOA | THOMAS COOK AIRLINES LTD | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 100 | 7 | 4 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GENOA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 23 | 12 |
| TOTAL GENOA | | | 12 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 9 | 81 | 19 | 16 |
| MILAN (MALPENSA) | FLYBE LTD | S | 80 | 0 | 0 | 79 | 10 | 9 | 3 | 0 | 0 | 11 | 83 | 14 | 80 |
| TOTAL MILAN (MALPENSA) | | | 80 | 0 | 0 | 79 | 10 | 9 | 3 | 0 | 0 | 11 | 83 | 14 | 80 |
| NAPLES | MONARCH AIRLINES | S | 28 | 0 | 0 | 54 | 18 | 7 | 21 | 0 | 0 | 26 | 44 | 21 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 15 | 78 | 17 | 18 |
| | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 57 | 11 | 25 | 7 | 0 | 0 | 24 | 67 | 12 | 24 |
| TOTAL NAPLES | | | 74 | 0 | 0 | 61 | 12 | 14 | 14 | 0 | 0 | 22 | 64 | 16 | 58 |
| PISA | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 52 | 0 | 0 | 69 | 12 | 12 | 4 | 4 | 0 | 24 | 35 | 38 | 52 |
| TOTAL PISA | | | 70 | 0 | 0 | 71 | 9 | 14 | 3 | 3 | 0 | 21 | 35 | 38 | 52 |
| ROME (CIAMPINO) | RYANAIR | S | 62 | 0 | 0 | 69 | 24 | 3 | 3 | 0 | 0 | 14 | 74 | 9 | 62 |
| TOTAL ROME (CIAMPINO) | | | 62 | 0 | 0 | 69 | 24 | 3 | 3 | 0 | 0 | 14 | 74 | 9 | 62 |
| ROME (FIUMICINO) | ALITALIA (CAI) | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 52 | 0 | 0 | 54 | 25 | 13 | 8 | 0 | 0 | 22 | 68 | 15 | 62 |
| | TITAN AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 50 | 16 | 4 |
| TOTAL ROME (FIUMICINO) | | | 60 | 0 | 0 | 53 | 27 | 13 | 7 | 0 | 0 | 21 | 65 | 17 | 68 |
| VENICE | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 86 | 15 | 28 |
| | JET2.COM LTD | S | 54 | 0 | 0 | 56 | 22 | 9 | 13 | 0 | 0 | 23 | 69 | 28 | 52 |
| | MONARCH AIRLINES | S | 44 | 0 | 0 | 70 | 25 | 2 | 2 | 0 | 0 | 12 | 52 | 28 | 29 |
| | THOMAS COOK AIRLINES LTD | C | 6 | 0 | 0 | 17 | 67 | 17 | 0 | 0 | 0 | 20 | 67 | 17 | 6 |
| | THOMSON AIRWAYS LTD | C | 22 | 0 | 0 | 41 | 23 | 23 | 14 | 0 | 0 | 32 | 62 | 16 | 26 |
| TOTAL VENICE | | | 152 | 0 | 0 | 61 | 24 | 9 | 7 | 0 | 0 | 19 | 67 | 23 | 141 |
| VERONA VILLAFRANCA | FLYBE LTD | C | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 49 | 63 | 14 | 8 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 81 | 12 | 8 | 0 | 0 | 0 | 9 | 73 | 12 | 26 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 5 | 77 | 9 | 26 |
| TOTAL VERONA VILLAFRANCA | | | 60 | 0 | 0 | 80 | 8 | 8 | 3 | 0 | 0 | 13 | 73 | 11 | 60 |
| TOTAL ITALY | | | 707 | 0 | 1 | 68 | 17 | 9 | 5 | 0 | 0 | 16 | 65 | 20 | 669 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | THOMAS COOK AIRLINES LTD | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 100 | 6 | 9 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 17 | 6 | 11 | 0 | 0 | 19 | 0 | 61 | 18 |
| TOTAL MONTEGO BAY | | | 26 | 0 | 0 | 65 | 23 | 4 | 8 | 0 | 0 | 17 | 33 | 43 | 27 |
| TOTAL JAMAICA | | | 26 | 0 | 0 | 65 | 23 | 4 | 8 | 0 | 0 | 17 | 33 | 43 | 27 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 26 | 0 | 0 | 50 | 31 | 12 | 8 | 0 | 0 | 19 | 71 | 24 | 28 |
| TOTAL RIGA | | | 26 | 0 | 0 | 50 | 31 | 12 | 8 | 0 | 0 | 19 | 71 | 24 | 28 |
| TOTAL LATVIA | | | 26 | 0 | 0 | 50 | 31 | 12 | 8 | 0 | 0 | 19 | 71 | 24 | 28 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 36 | 0 | 0 | 86 | 6 | 3 | 6 | 0 | 0 | 8 | 56 | 19 | 34 |
| | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 76 | 9 | 54 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 61 | 11 | 22 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MALTA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 16 | 100 | 2 | 10 |
| TOTAL MALTA | | | 116 | 0 | 1 | 84 | 6 | 7 | 3 | 0 | 0 | 8 | 71 | 12 | 98 |
| TOTAL MALTA | | | 116 | 0 | 1 | 84 | 6 | 7 | 3 | 0 | 0 | 8 | 71 | 12 | 98 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMAS COOK AIRLINES LTD | S | 27 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 3 | 76 | 8 | 37 | |
| | THOMSON AIRWAYS LTD | C | 45 | 0 | 0 | 78 | 13 | 7 | 0 | 2 | 14 | 51 | 30 | 45 | |
| TOTAL CANCUN | | | 72 | 0 | 0 | 85 | 10 | 4 | 0 | 1 | 10 | 62 | 21 | 82 | |
| PUERTO VALLARTA | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 23 | 67 | 10 | 9 | |
| TOTAL PUERTO VALLARTA | | | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 23 | 67 | 10 | 9 | |
| TOTAL MEXICO | | | 81 | 0 | 0 | 81 | 10 | 5 | 2 | 1 | 12 | 63 | 20 | 91 | |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | MONARCH AIRLINES | S | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 7 | 78 | 9 | 18 | |
| | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 17 | 94 | 3 | 18 | |
| TOTAL AGADIR (AL MASSIRA) | | | 44 | 0 | 0 | 75 | 16 | 7 | 2 | 0 | 11 | 86 | 6 | 36 | |
| MARRAKESH | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 61 | 17 | 11 | 11 | 0 | 20 | 83 | 25 | 18 | |
| | THOMSON AIRWAYS LTD | S | 17 | 0 | 0 | 76 | 0 | 12 | 12 | 0 | 14 | 82 | 8 | 17 | |
| TOTAL MARRAKESH | | | 35 | 0 | 0 | 69 | 9 | 11 | 11 | 0 | 17 | 83 | 17 | 35 | |
| TOTAL MOROCCO | | | 79 | 0 | 0 | 72 | 13 | 9 | 6 | 0 | 14 | 85 | 11 | 71 | |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 74 | 15 | 8 | 3 | 0 | 12 | 82 | 11 | 116 | |
| | FLYBE LTD | S | 122 | 0 | 2 | 82 | 8 | 5 | 3 | 2 | 13 | 0 | 0 | 0 | |
| | KLM | S | 312 | 0 | 0 | 88 | 6 | 3 | 1 | 1 | 9 | 88 | 8 | 298 | |
| | KLM CITYHOPPER | S | 56 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 3 | 87 | 6 | 68 | |
| TOTAL AMSTERDAM | | | 606 | 0 | 2 | 85 | 8 | 4 | 2 | 1 | 10 | 86 | 9 | 482 | |
| EINDHOVEN | RYANAIR | S | 36 | 0 | 0 | 42 | 33 | 19 | 6 | 0 | 27 | 0 | 0 | 0 | |
| TOTAL EINDHOVEN | | | 36 | 0 | 0 | 42 | 33 | 19 | 6 | 0 | 27 | 0 | 0 | 0 | |
| TOTAL NETHERLANDS | | | 642 | 0 | 2 | 83 | 10 | 5 | 2 | 1 | 11 | 86 | 9 | 482 | |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | SAS | S | 54 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 5 | 83 | 7 | 24 | |
| TOTAL OSLO (GARDERMOEN) | | | 54 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 5 | 83 | 7 | 24 | |
| RYGGE | RYANAIR | S | 36 | 0 | 0 | 75 | 11 | 14 | 0 | 0 | 11 | 75 | 8 | 24 | |
| TOTAL RYGGE | | | 36 | 0 | 0 | 75 | 11 | 14 | 0 | 0 | 11 | 75 | 8 | 24 | |
| STAVANGER | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 50 | 33 | 6 | 11 | 0 | 22 | 56 | 19 | 16 | |
| TOTAL STAVANGER | | | 18 | 0 | 0 | 50 | 33 | 6 | 11 | 0 | 22 | 56 | 19 | 16 | |
| TOTAL NORWAY | | | 108 | 0 | 0 | 78 | 15 | 6 | 2 | 0 | 10 | 75 | 10 | 68 | |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 42 | 0 | 0 | 52 | 12 | 14 | 17 | 0 | 64 | 63 | 29 | 30 | |
| TOTAL ISLAMABAD | | | 42 | 0 | 0 | 52 | 12 | 14 | 17 | 0 | 64 | 63 | 29 | 30 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| KARACHI | PAKISTAN INTL AIRLINES | S | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL KARACHI | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 0 | 0 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 26 | 0 | 0 | 35 | 35 | 8 | 23 | 0 | 0 | 38 | 45 | 27 | 29 |
| TOTAL LAHORE | | | 26 | 0 | 0 | 35 | 35 | 8 | 23 | 0 | 0 | 38 | 45 | 27 | 29 |
| TOTAL PAKISTAN | | | 70 | 0 | 0 | 44 | 20 | 14 | 19 | 0 | 3 | 54 | 54 | 28 | 59 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | RYANAIR | S | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 38 | 39 | 16 |
| TOTAL GDANSK | | | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 38 | 39 | 16 |
| KRAKOW | RYANAIR | S | 28 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 12 | 75 | 10 | 28 |
| TOTAL KRAKOW | | | 28 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 12 | 75 | 10 | 28 |
| RZESZOW | RYANAIR | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 78 | 9 | 18 |
| TOTAL RZESZOW | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 78 | 9 | 18 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 14 | 89 | 6 | 18 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 14 | 89 | 6 | 18 |
| TOTAL POLAND | | | 82 | 0 | 0 | 73 | 18 | 7 | 1 | 0 | 0 | 12 | 71 | 15 | 80 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 116 | 1 | 0 | 62 | 11 | 15 | 11 | 1 | 0 | 22 | 73 | 15 | 95 |
| | MONARCH AIRLINES | S | 88 | 0 | 0 | 70 | 18 | 5 | 5 | 2 | 0 | 17 | 82 | 12 | 88 |
| | RYANAIR | S | 90 | 0 | 0 | 88 | 8 | 1 | 3 | 0 | 0 | 6 | 78 | 17 | 88 |
| | THOMAS COOK AIRLINES LTD | C | 12 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 69 | 4 | 12 | 8 | 0 | 8 | 68 | 81 | 7 | 26 |
| TOTAL FARO | | | 332 | 1 | 0 | 72 | 11 | 8 | 7 | 1 | 1 | 20 | 78 | 14 | 297 |
| LISBON | AIR PORTUGAL | S | 100 | 0 | 0 | 68 | 11 | 17 | 4 | 0 | 0 | 18 | 29 | 40 | 90 |
| | RYANAIR | S | 46 | 0 | 0 | 83 | 9 | 9 | 0 | 0 | 0 | 7 | 68 | 12 | 34 |
| | TITAN AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| TOTAL LISBON | | | 150 | 0 | 0 | 72 | 11 | 14 | 3 | 0 | 0 | 15 | 40 | 32 | 124 |
| OPORTO (PORTUGAL) | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 31 | 27 | 15 | 27 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL OPORTO (PORTUGAL) | | | 26 | 0 | 0 | 31 | 27 | 15 | 27 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 508 | 1 | 0 | 70 | 12 | 10 | 7 | 1 | 0 | 19 | 67 | 20 | 421 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 81 | 8 | 16 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 13 | 0 | 38 | 13 | 0 | 60 | 100 | 1 | 8 |
| TOTAL FUNCHAL | | | 44 | 0 | 0 | 75 | 11 | 2 | 9 | 2 | 0 | 18 | 88 | 6 | 24 |
| PORTO SANTO | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 9 |
| TOTAL PORTO SANTO | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 9 |
| TOTAL PORTUGAL(MADEIRA) | | | 52 | 0 | 0 | 79 | 10 | 2 | 8 | 2 | 0 | 16 | 91 | 4 | 33 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA HAMAD | QATAR AIRWAYS | S | 124 | 0 | 0 | 90 | 2 | 6 | 2 | 0 | 0 | 7 | 78 | 11 | 88 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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|---------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL DOHA HAMAD | | | 124 | 0 | 0 | 90 | 2 | 6 | 2 | 0 | 0 | 7 | 78 | 11 | 88 |
| TOTAL QATAR | | | 124 | 0 | 0 | 90 | 2 | 6 | 2 | 0 | 0 | 7 | 78 | 11 | 88 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (DOMODEDOVO) | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 72 | 11 | 0 | 17 | 0 | 0 | 28 | 94 | 3 | 18 |
| TOTAL MOSCOW (DOMODEDOVO) | | | 18 | 0 | 0 | 72 | 11 | 0 | 17 | 0 | 0 | 28 | 94 | 3 | 18 |
| TOTAL RUSSIA | | | 18 | 0 | 0 | 72 | 11 | 0 | 17 | 0 | 0 | 28 | 94 | 3 | 18 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 34 | 0 | 0 | 59 | 26 | 9 | 3 | 0 | 3 | 60 | 75 | 9 | 28 |
| TOTAL JEDDAH | | | 34 | 0 | 0 | 59 | 26 | 9 | 3 | 0 | 3 | 60 | 60 | 15 | 50 |
| TOTAL SAUDI ARABIA | | | 34 | 0 | 0 | 59 | 26 | 9 | 3 | 0 | 3 | 60 | 60 | 15 | 50 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 62 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 89 | 5 | 62 |
| TOTAL SINGAPORE | | | 62 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 89 | 5 | 62 |
| TOTAL SINGAPORE | | | 62 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 89 | 5 | 62 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | ADRIA AIRWAYS | S | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 15 | 100 | 3 | 18 |
| TOTAL LJUBLJANA | | | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 15 | 100 | 3 | 18 |
| TOTAL SLOVENIA | | | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 15 | 100 | 3 | 18 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 0 | 83 | 6 | 8 | 4 | 0 | 0 | 10 | 81 | 11 | 54 |
| | JET2.COM LTD | S | 116 | 0 | 0 | 63 | 20 | 12 | 5 | 0 | 0 | 18 | 63 | 20 | 86 |
| | MONARCH AIRLINES | S | 90 | 0 | 0 | 71 | 20 | 9 | 0 | 0 | 0 | 11 | 80 | 10 | 90 |
| | RYANAIR | S | 108 | 0 | 0 | 60 | 19 | 17 | 4 | 0 | 0 | 17 | 76 | 20 | 96 |
| | THOMSON AIRWAYS LTD | C | 24 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 0 | 10 | 57 | 26 | 28 |
| TOTAL ALICANTE | | | 390 | 0 | 0 | 67 | 18 | 12 | 3 | 0 | 0 | 15 | 73 | 17 | 354 |
| ALMERIA | MONARCH AIRLINES | S | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 83 | 21 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 12 | 0 | 0 | 50 | 8 | 33 | 8 | 0 | 0 | 31 | 70 | 60 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 70 | 20 | 10 |
| TOTAL ALMERIA | | | 40 | 0 | 0 | 75 | 3 | 20 | 3 | 0 | 0 | 16 | 76 | 31 | 38 |
| BARCELONA | JET2.COM LTD | S | 36 | 0 | 0 | 50 | 14 | 25 | 11 | 0 | 0 | 24 | 62 | 32 | 50 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 10 | 54 | 47 | 52 |
| | RYANAIR | S | 62 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 19 | 57 | 22 | 61 |
| | VUELING AIRLINES | S | 34 | 0 | 0 | 38 | 26 | 24 | 6 | 6 | 0 | 34 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 194 | 0 | 0 | 63 | 16 | 14 | 6 | 1 | 0 | 20 | 58 | 33 | 163 |
| BILBAO | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 62 | 12 | 8 | 19 | 0 | 0 | 30 | 73 | 10 | 26 |
| TOTAL BILBAO | | | 26 | 0 | 0 | 62 | 12 | 8 | 19 | 0 | 0 | 30 | 73 | 10 | 26 |
| GIRONA | RYANAIR | S | 26 | 0 | 0 | 85 | 4 | 4 | 0 | 0 | 8 | 38 | 73 | 12 | 26 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 69 | 19 | 6 | 6 | 0 | 0 | 14 | 56 | 14 | 18 |
| TOTAL GIRONA | | | 42 | 0 | 0 | 79 | 10 | 5 | 2 | 0 | 5 | 29 | 66 | 13 | 44 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| IBIZA | CONDOR | S | 8 | 0 | 0 | 50 | 0 | 0 | 13 | 38 | 0 | 116 | 75 | 9 | 8 |
| | ENTER AIR | C | 8 | 0 | 0 | 13 | 25 | 50 | 13 | 0 | 0 | 38 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 80 | 0 | 0 | 69 | 11 | 9 | 11 | 0 | 0 | 20 | 74 | 18 | 62 |
| | MONARCH AIRLINES | S | 51 | 0 | 0 | 86 | 12 | 2 | 0 | 0 | 0 | 5 | 83 | 7 | 42 |
| | RYANAIR | S | 34 | 0 | 0 | 74 | 15 | 9 | 3 | 0 | 0 | 14 | 61 | 20 | 44 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 78 | 24 | 18 |
| | THOMSON AIRWAYS LTD | C | 53 | 0 | 0 | 68 | 23 | 6 | 4 | 0 | 0 | 15 | 66 | 21 | 53 |
| TOTAL IBIZA | | | 244 | 0 | 0 | 72 | 14 | 7 | 6 | 1 | 0 | 18 | 72 | 17 | 227 |
| MADRID | RYANAIR | S | 46 | 0 | 0 | 41 | 24 | 24 | 11 | 0 | 0 | 29 | 57 | 27 | 54 |
| TOTAL MADRID | | | 46 | 0 | 0 | 41 | 24 | 24 | 11 | 0 | 0 | 29 | 57 | 27 | 54 |
| MAHON | JET2.COM LTD | S | 34 | 0 | 0 | 71 | 15 | 12 | 3 | 0 | 0 | 11 | 93 | 11 | 28 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 72 | 17 | 6 | 0 | 6 | 0 | 21 | 88 | 5 | 34 |
| | THOMAS COOK AIRLINES LTD | C | 34 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 63 | 80 | 24 |
| | THOMSON AIRWAYS LTD | C | 56 | 0 | 0 | 73 | 20 | 7 | 0 | 0 | 0 | 11 | 72 | 15 | 54 |
| TOTAL MAHON | | | 160 | 0 | 0 | 76 | 15 | 8 | 1 | 1 | 0 | 12 | 79 | 23 | 140 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 52 | 0 | 0 | 63 | 19 | 12 | 6 | 0 | 0 | 15 | 88 | 16 | 52 |
| | JET2.COM LTD | S | 68 | 0 | 0 | 56 | 22 | 10 | 12 | 0 | 0 | 22 | 73 | 14 | 63 |
| | MONARCH AIRLINES | S | 102 | 0 | 0 | 66 | 16 | 15 | 4 | 0 | 0 | 16 | 71 | 15 | 100 |
| | RYANAIR | S | 90 | 0 | 0 | 72 | 16 | 8 | 4 | 0 | 0 | 12 | 82 | 18 | 108 |
| | THOMSON AIRWAYS LTD | C | 36 | 0 | 0 | 72 | 14 | 6 | 6 | 0 | 3 | 37 | 75 | 14 | 36 |
| TOTAL MALAGA | | | 348 | 0 | 0 | 66 | 17 | 11 | 6 | 0 | 0 | 18 | 78 | 16 | 359 |
| MURCIA SAN JAVIER | DENIM AIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 60 | 0 | 0 | 70 | 17 | 7 | 7 | 0 | 0 | 16 | 81 | 16 | 62 |
| | RYANAIR | S | 46 | 0 | 0 | 83 | 7 | 11 | 0 | 0 | 0 | 10 | 76 | 14 | 42 |
| TOTAL MURCIA SAN JAVIER | | | 108 | 0 | 0 | 75 | 13 | 8 | 4 | 0 | 0 | 13 | 79 | 15 | 104 |
| PALMA DE MALLORCA | CONDOR | S | 10 | 0 | 0 | 70 | 20 | 0 | 10 | 0 | 0 | 21 | 52 | 24 | 46 |
| | EASYJET AIRLINE COMPANY LTD | S | 42 | 0 | 0 | 55 | 24 | 12 | 10 | 0 | 0 | 22 | 80 | 10 | 44 |
| | JET2.COM LTD | S | 150 | 1 | 0 | 63 | 19 | 13 | 4 | 1 | 0 | 19 | 63 | 22 | 114 |
| | MONARCH AIRLINES | S | 87 | 0 | 0 | 71 | 17 | 9 | 2 | 0 | 0 | 13 | 66 | 20 | 111 |
| | RYANAIR | S | 114 | 0 | 0 | 75 | 13 | 7 | 5 | 0 | 0 | 13 | 60 | 20 | 124 |
| | THOMAS COOK AIRLINES LTD | C | 56 | 0 | 0 | 82 | 7 | 2 | 9 | 0 | 0 | 14 | 33 | 42 | 27 |
| | THOMSON AIRWAYS LTD | C | 111 | 0 | 0 | 61 | 15 | 18 | 5 | 0 | 0 | 17 | 69 | 17 | 116 |
| TOTAL PALMA DE MALLORCA | | | 570 | 1 | 0 | 68 | 16 | 11 | 5 | 0 | 0 | 16 | 63 | 20 | 582 |
| REUS | JET2.COM LTD | S | 26 | 0 | 0 | 69 | 15 | 4 | 12 | 0 | 0 | 16 | 75 | 11 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 63 | 29 | 16 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 16 | 77 | 16 | 26 |
| TOTAL REUS | | | 70 | 0 | 0 | 71 | 13 | 11 | 4 | 0 | 0 | 14 | 72 | 15 | 96 |
| VALENCIA | RYANAIR | S | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 56 | 18 | 16 |
| TOTAL VALENCIA | | | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 56 | 18 | 16 |
| TOTAL SPAIN | | | 2256 | 1 | 0 | 68 | 16 | 11 | 5 | 0 | 0 | 17 | 70 | 19 | 2203 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 36 | 0 | 0 | 64 | 19 | 8 | 8 | 0 | 0 | 16 | 71 | 23 | 35 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 76 | 13 | 6 | 5 | 0 | 0 | 12 | 61 | 23 | 61 |
| | RYANAIR | S | 36 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 8 | 89 | 36 | 44 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ARRECIFE | THOMAS COOK AIRLINES LTD | S | 26 | 0 | 1 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 77 | 19 | 26 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 71 | 24 | 6 | 0 | 0 | 0 | 10 | 67 | 18 | 36 |
| TOTAL ARRECIFE | | | 194 | 0 | 1 | 74 | 16 | 7 | 3 | 0 | 11 | 72 | 25 | 204 | |
| FUERTEVENTURA | CONDOR | S | 16 | 0 | 1 | 69 | 6 | 13 | 0 | 13 | 0 | 43 | 28 | 50 | 18 |
| | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 24 | 69 | 12 | 16 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 78 | 6 | 18 |
| | RYANAIR | S | 16 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 9 | 67 | 15 | 18 |
| | THOMAS COOK AIRLINES LTD | S | 7 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 21 | 0 | 0 | 52 | 19 | 19 | 10 | 0 | 0 | 24 | 75 | 12 | 28 |
| TOTAL FUERTEVENTURA | | | 96 | 0 | 2 | 71 | 13 | 10 | 4 | 2 | 21 | 64 | 18 | 98 | |
| LAS PALMAS | JET2.COM LTD | S | 26 | 0 | 0 | 58 | 8 | 27 | 8 | 0 | 0 | 20 | 67 | 17 | 27 |
| | RYANAIR | S | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 83 | 10 | 18 |
| | THOMAS COOK AIRLINES LTD | S | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 58 | 39 | 19 |
| | THOMSON AIRWAYS LTD | C | 29 | 0 | 0 | 72 | 21 | 7 | 0 | 0 | 0 | 9 | 61 | 19 | 33 |
| TOTAL LAS PALMAS | | | 92 | 0 | 0 | 76 | 11 | 11 | 2 | 0 | 10 | 70 | 22 | 123 | |
| SANTA CRUZ DE LA PALMA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TENERIFE (SURREINA SOFIA) | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 77 | 7 | 7 | 7 | 2 | 0 | 18 | 82 | 7 | 45 |
| | JET2.COM LTD | S | 68 | 0 | 2 | 79 | 7 | 6 | 7 | 0 | 0 | 14 | 75 | 18 | 61 |
| | MONARCH AIRLINES | S | 60 | 0 | 0 | 77 | 20 | 3 | 0 | 0 | 0 | 9 | 67 | 30 | 75 |
| | RYANAIR | S | 62 | 0 | 0 | 82 | 6 | 8 | 3 | 0 | 0 | 11 | 83 | 8 | 72 |
| | THOMAS COOK AIRLINES LTD | S | 24 | 0 | 0 | 79 | 4 | 13 | 4 | 0 | 0 | 12 | 66 | 35 | 35 |
| | THOMSON AIRWAYS LTD | C | 46 | 0 | 0 | 70 | 13 | 11 | 4 | 0 | 2 | 22 | 63 | 13 | 51 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 304 | 0 | 2 | 78 | 10 | 7 | 4 | 0 | 14 | 73 | 18 | 339 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 696 | 0 | 5 | 76 | 12 | 8 | 4 | 0 | 14 | 71 | 21 | 764 | |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | NORWEGIAN AIR SHUTTLE | S | 18 | 0 | 0 | 39 | 28 | 28 | 6 | 0 | 0 | 24 | 75 | 9 | 16 |
| | SAS | S | 54 | 0 | 0 | 85 | 6 | 6 | 4 | 0 | 0 | 10 | 78 | 16 | 36 |
| TOTAL STOCKHOLM (ARLANDA) | | | 72 | 0 | 0 | 74 | 11 | 11 | 4 | 0 | 14 | 77 | 14 | 52 | |
| TOTAL SWEDEN | | | 72 | 0 | 0 | 74 | 11 | 11 | 4 | 0 | 14 | 77 | 14 | 52 | |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BALE MULHOUSE | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 67 | 20 | 11 | 2 | 0 | 0 | 14 | 74 | 26 | 34 |
| TOTAL BALE MULHOUSE | | | 46 | 0 | 0 | 67 | 20 | 11 | 2 | 0 | 14 | 74 | 26 | 34 | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 90 | 0 | 0 | 63 | 13 | 6 | 16 | 2 | 0 | 28 | 64 | 14 | 78 |
| TOTAL GENEVA | | | 90 | 0 | 0 | 63 | 13 | 6 | 16 | 2 | 28 | 64 | 14 | 78 | |
| ZURICH | SWISS AIRLINES | S | 116 | 0 | 0 | 51 | 28 | 19 | 2 | 0 | 0 | 18 | 46 | 32 | 26 |
| TOTAL ZURICH | | | 116 | 0 | 0 | 51 | 28 | 19 | 2 | 0 | 18 | 64 | 15 | 134 | |
| TOTAL SWITZERLAND | | | 252 | 0 | 0 | 58 | 21 | 13 | 7 | 1 | 21 | 65 | 16 | 246 | |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | JET2.COM LTD | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 7 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 18 | 18 |
| | NOUVELAIR TUNISIE | C | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 13 | 1 | 0 | 85 | 0 | 15 | 0 | 0 | 0 | 8 | 82 | 9 | 34 |
| | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 89 | 5 | 27 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 28 | 1 | 1 | 86 | 0 | 11 | 4 | 0 | 10 | 80 | 10 | 79 | |
| JERBA | THOMAS COOK AIRLINES LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 50 | 60 | 8 | |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL JERBA | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 5 | 50 | 60 | 8 | |
| TOTAL TUNISIA | | | 33 | 1 | 1 | 85 | 3 | 9 | 3 | 0 | 9 | 75 | 17 | 95 | |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 69 | 8 | 12 | 8 | 4 | 0 | 31 | 89 | 6 | 18 |
| | JET2.COM LTD | S | 16 | 0 | 0 | 38 | 44 | 6 | 13 | 0 | 30 | 0 | 0 | 0 | |
| | THOMAS COOK AIRLINES LTD | C | 61 | 0 | 0 | 59 | 23 | 11 | 7 | 0 | 18 | 70 | 18 | 33 | |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 54 | 27 | 19 | 0 | 0 | 0 | 19 | 65 | 11 | 31 |
| TOTAL ANTALYA | | | 129 | 0 | 0 | 57 | 23 | 12 | 6 | 1 | 22 | 72 | 13 | 129 | |
| BODRUM (MILAS) | FREEBIRD AIRLINES | C | 8 | 0 | 0 | 25 | 50 | 13 | 13 | 0 | 32 | 0 | 0 | 0 | |
| | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 6 | 17 | 0 | 0 | 9 | 63 | 24 | 24 | |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 69 | 19 | 4 | 8 | 0 | 13 | 77 | 15 | 26 | |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 64 | 23 | 22 |
| TOTAL BODRUM (MILAS) | | | 68 | 0 | 0 | 68 | 18 | 10 | 4 | 0 | 14 | 70 | 22 | 89 | |
| DALAMAN | EASYJET AIRLINE COMPANY LTD | S | 43 | 0 | 0 | 58 | 16 | 7 | 19 | 0 | 25 | 80 | 15 | 44 | |
| | JET2.COM LTD | S | 42 | 1 | 0 | 45 | 12 | 24 | 17 | 2 | 36 | 75 | 12 | 53 | |
| | MONARCH AIRLINES | S | 69 | 0 | 0 | 81 | 9 | 7 | 3 | 0 | 10 | 78 | 11 | 94 | |
| | PEGASUS AIRLINES | S | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | THOMAS COOK AIRLINES LTD | C | 120 | 0 | 0 | 85 | 3 | 2 | 9 | 0 | 18 | 85 | 15 | 112 | |
| | THOMSON AIRWAYS LTD | C | 63 | 0 | 0 | 67 | 19 | 8 | 5 | 2 | 0 | 18 | 68 | 28 | 53 |
| TOTAL DALAMAN | | | 355 | 1 | 0 | 73 | 11 | 7 | 9 | 1 | 19 | 78 | 15 | 372 | |
| ISTANBUL | THY TURKISH AIRLINES | S | 186 | 0 | 0 | 55 | 30 | 12 | 3 | 0 | 17 | 81 | 8 | 124 | |
| TOTAL ISTANBUL | | | 186 | 0 | 0 | 55 | 30 | 12 | 3 | 0 | 17 | 81 | 8 | 124 | |
| IZMIR (ADNAN MENDERES) | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 12 | 67 | 22 | 18 | |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 24 | 63 | 15 | 8 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | 26 | 0 | 0 | 58 | 23 | 19 | 0 | 0 | 16 | 65 | 20 | 26 | |
| TEKIRDAG (CORLU) | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL TEKIRDAG (CORLU) | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL TURKEY | | | 766 | 1 | 0 | 65 | 19 | 10 | 6 | 0 | 18 | 76 | 14 | 741 | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 124 | 0 | 0 | 53 | 19 | 21 | 7 | 0 | 23 | 67 | 20 | 124 | |
| TOTAL ABU DHABI INTERNATIONAL | | | 124 | 0 | 0 | 53 | 19 | 21 | 7 | 0 | 23 | 67 | 20 | 124 | |
| DUBAI | EMIRATES | S | 186 | 0 | 0 | 63 | 24 | 10 | 3 | 1 | 19 | 82 | 8 | 186 | |
| TOTAL DUBAI | | | 186 | 0 | 0 | 63 | 24 | 10 | 3 | 1 | 19 | 82 | 8 | 186 | |
| TOTAL UNITED ARAB EMIRATES | | | 310 | 0 | 0 | 59 | 22 | 14 | 5 | 1 | 20 | 76 | 13 | 310 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | FLYBE LTD | S | 278 | 0 | 0 | 82 | 8 | 5 | 4 | 1 | 12 | 77 | 12 | 298 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL ABERDEEN | | | 278 | 0 | 0 | 82 | 8 | 5 | 4 | 1 | 0 | 12 | 83 | 9 | 446 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 407 | 1 | 3 | 82 | 5 | 9 | 4 | 0 | 0 | 12 | 85 | 9 | 410 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 407 | 1 | 3 | 82 | 5 | 9 | 4 | 0 | 0 | 12 | 85 | 9 | 410 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 125 | 1 | 1 | 80 | 6 | 10 | 5 | 0 | 0 | 12 | 75 | 10 | 124 |
| TOTAL BELFAST INTERNATIONAL | | | 125 | 1 | 1 | 80 | 6 | 10 | 5 | 0 | 0 | 12 | 75 | 10 | 124 |
| BOURNEMOUTH | FLYBE LTD | S | 108 | 0 | 0 | 84 | 6 | 6 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 108 | 0 | 0 | 84 | 6 | 6 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| EDINBURGH | FLYBE LTD | S | 206 | 0 | 0 | 75 | 8 | 8 | 8 | 0 | 0 | 17 | 86 | 8 | 208 |
| TOTAL EDINBURGH | | | 207 | 0 | 0 | 75 | 8 | 8 | 8 | 0 | 0 | 17 | 85 | 8 | 209 |
| EXETER | FLYBE LTD | S | 208 | 0 | 0 | 75 | 17 | 5 | 3 | 0 | 0 | 11 | 83 | 11 | 160 |
| TOTAL EXETER | | | 208 | 0 | 0 | 75 | 17 | 5 | 3 | 0 | 0 | 11 | 83 | 11 | 160 |
| GLASGOW | LOGANAIR | S | 146 | 0 | 0 | 70 | 11 | 11 | 8 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | 147 | 0 | 0 | 70 | 11 | 11 | 8 | 0 | 0 | 18 | 86 | 7 | 157 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 140 | 0 | 0 | 72 | 9 | 11 | 6 | 1 | 0 | 18 | 73 | 15 | 124 |
| TOTAL GUERNSEY | | | 140 | 0 | 0 | 72 | 9 | 11 | 6 | 1 | 0 | 18 | 73 | 15 | 124 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 470 | 0 | 2 | 49 | 24 | 21 | 6 | 0 | 0 | 23 | 71 | 15 | 526 |
| TOTAL HEATHROW | | | 470 | 0 | 2 | 49 | 24 | 21 | 6 | 0 | 0 | 23 | 75 | 12 | 712 |
| INVERNESS | FLYBE LTD | S | 167 | 1 | 0 | 43 | 28 | 18 | 11 | 1 | 0 | 29 | 76 | 12 | 116 |
| TOTAL INVERNESS | | | 167 | 1 | 0 | 43 | 28 | 18 | 11 | 1 | 0 | 29 | 76 | 12 | 116 |
| ISLE OF MAN | FLYBE LTD | S | 268 | 0 | 3 | 74 | 9 | 10 | 8 | 0 | 0 | 16 | 68 | 16 | 272 |
| TOTAL ISLE OF MAN | | | 268 | 0 | 3 | 74 | 9 | 10 | 8 | 0 | 0 | 16 | 68 | 16 | 272 |
| JERSEY | FLYBE LTD | S | 98 | 0 | 0 | 82 | 6 | 6 | 4 | 2 | 0 | 16 | 72 | 22 | 78 |
| TOTAL JERSEY | | | 98 | 0 | 0 | 82 | 6 | 6 | 4 | 2 | 0 | 16 | 75 | 19 | 104 |
| NEWQUAY | FLYBE LTD | S | 88 | 0 | 0 | 72 | 14 | 8 | 7 | 0 | 0 | 17 | 70 | 17 | 70 |
| TOTAL NEWQUAY | | | 88 | 0 | 0 | 72 | 14 | 8 | 7 | 0 | 0 | 17 | 70 | 17 | 70 |
| NORWICH | LOGANAIR | S | 136 | 0 | 0 | 99 | 1 | 1 | 0 | 0 | 0 | 2 | 92 | 9 | 140 |
| TOTAL NORWICH | | | 136 | 0 | 0 | 99 | 1 | 1 | 0 | 0 | 0 | 2 | 92 | 9 | 140 |
| SOUTHAMPTON | FLYBE LTD | S | 214 | 0 | 2 | 78 | 14 | 6 | 2 | 0 | 0 | 10 | 81 | 10 | 270 |
| TOTAL SOUTHAMPTON | | | 214 | 0 | 2 | 78 | 14 | 6 | 2 | 0 | 0 | 10 | 81 | 10 | 270 |
| TOTAL UNITED KINGDOM | | | 3063 | 6 | 11 | 72 | 12 | 10 | 5 | 0 | 0 | 15 | 79 | 11 | 3316 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL ATLANTA | | | 62 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 7 | 85 | 7 | 62 |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 68 | 10 | 6 | 10 | 6 | 0 | 31 | 67 | 18 | 58 |
| TOTAL CHICAGO (O'HARE) | | | 62 | 0 | 0 | 68 | 10 | 6 | 10 | 6 | 0 | 31 | 67 | 18 | 58 |
| LAS VEGAS | THOMAS COOK AIRLINES LTD | S | 18 | 0 | 0 | 78 | 6 | 17 | 0 | 0 | 0 | 11 | 87 | 5 | 15 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 20 | 0 | 0 | 80 | 5 | 10 | 5 | 0 | 0 | 11 | 53 | 35 | 17 |
| TOTAL LAS VEGAS | | | 38 | 0 | 0 | 79 | 5 | 13 | 3 | 0 | 0 | 11 | 69 | 21 | 32 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MIAMI INTERNATIONAL | THOMAS COOK AIRLINES LTD | S | 17 | 0 | 0 | 53 | 41 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL MIAMI INTERNATIONAL | | | 17 | 0 | 0 | 53 | 41 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | AMERICAN AIRLINES | S | 62 | 1 | 0 | 76 | 8 | 8 | 8 | 0 | 0 | 18 | 63 | 49 | 62 |
| | DELTA AIRLINES | S | 62 | 0 | 0 | 87 | 2 | 6 | 5 | 0 | 0 | 9 | 0 | 0 | 0 |
| | PAKISTAN INTL AIRLINES | S | 8 | 0 | 0 | 25 | 13 | 0 | 50 | 13 | 0 | 86 | 0 | 65 | 9 |
| | THOMAS COOK AIRLINES LTD | S | 26 | 0 | 0 | 85 | 12 | 0 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 158 | 1 | 0 | 79 | 6 | 6 | 8 | 1 | 0 | 16 | 55 | 51 | 71 |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 59 | 0 | 0 | 88 | 3 | 2 | 7 | 0 | 0 | 10 | 73 | 19 | 63 |
| TOTAL NEW YORK (NEWARK) | | | 59 | 0 | 0 | 88 | 3 | 2 | 7 | 0 | 0 | 10 | 73 | 19 | 63 |
| ORLANDO | THOMAS COOK AIRLINES LTD | S | 56 | 0 | 0 | 77 | 14 | 4 | 4 | 2 | 0 | 14 | 73 | 18 | 33 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 104 | 0 | 0 | 79 | 11 | 6 | 5 | 0 | 0 | 13 | 67 | 19 | 94 |
| TOTAL ORLANDO | | | 160 | 0 | 0 | 78 | 12 | 5 | 4 | 1 | 0 | 13 | 69 | 19 | 127 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 62 | 0 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 5 | 69 | 17 | 62 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 62 | 0 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 5 | 69 | 17 | 62 |
| SANFORD | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 65 | 19 | 4 | 12 | 0 | 0 | 24 | 35 | 94 | 26 |
| TOTAL SANFORD | | | 26 | 0 | 0 | 65 | 19 | 4 | 12 | 0 | 0 | 24 | 41 | 64 | 44 |
| WASHINGTON (DULLES) | UNITED AIRLINES | S | 61 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 11 | 75 | 16 | 60 |
| TOTAL WASHINGTON (DULLES) | | | 61 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 11 | 74 | 17 | 61 |
| TOTAL USA | | | 706 | 1 | 0 | 79 | 10 | 5 | 6 | 1 | 0 | 14 | 68 | 24 | 644 |
| TOTAL MANCHESTER | | | 16478 | 13 | 28 | 71 | 15 | 9 | 5 | 0 | 0 | 16 | 74 | 15 | 16484 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| SALZBURG | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 10 |
| TOTAL SALZBURG | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 10 |
| TOTAL AUSTRIA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 10 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI REGIONAL | S | 120 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 7 | 92 | 6 | 100 |
| TOTAL BRUSSELS | | | 120 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 7 | 92 | 6 | 100 |
| TOTAL BELGIUM | | | 120 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 7 | 92 | 6 | 100 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 16 | 94 | 4 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 27 | 78 | 26 | 9 |
| TOTAL BURGAS | | | 39 | 0 | 0 | 67 | 21 | 10 | 3 | 0 | 0 | 14 | 91 | 9 | 33 |
| TOTAL BULGARIA | | | 39 | 0 | 0 | 67 | 21 | 10 | 3 | 0 | 0 | 14 | 91 | 9 | 33 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 61 | 15 | 18 |
| | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 61 | 15 | 18 |
| SPLIT | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 63 | 31 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 16 | 0 | 0 | 63 | 31 | 6 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL CROATIA | | | 44 | 0 | 0 | 84 | 14 | 2 | 0 | 0 | 0 | 8 | 72 | 12 | 29 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | JET2.COM LTD | S | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 22 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 28 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 8 | 78 | 11 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 13 | 0 | 0 | 13 | 64 | 100 | 3 | 8 |
| TOTAL LARNACA | | | 46 | 0 | 0 | 70 | 15 | 11 | 2 | 0 | 2 | 21 | 85 | 8 | 26 |
| PAPHOS | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 72 | 19 | 18 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 72 | 10 | 18 |
| TOTAL PAPHOS | | | 36 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 10 | 72 | 15 | 36 |
| TOTAL CYPRUS | | | 82 | 0 | 0 | 71 | 18 | 9 | 1 | 0 | 1 | 16 | 77 | 12 | 62 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 63 | 12 | 16 |
| TOTAL PRAGUE | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 63 | 12 | 16 |
| TOTAL CZECH REPUBLIC | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 63 | 12 | 16 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | SAS | S | 34 | 0 | 2 | 91 | 6 | 3 | 0 | 0 | 0 | 4 | 100 | 1 | 34 |
| TOTAL COPENHAGEN | | | 34 | 0 | 2 | 91 | 6 | 3 | 0 | 0 | 0 | 4 | 100 | 1 | 34 |
| TOTAL DENMARK | | | 34 | 0 | 2 | 91 | 6 | 3 | 0 | 0 | 0 | 4 | 100 | 1 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| SHARM EL SHEIKH (OPHIRA) | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 29 | 90 | 7 | 10 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 72 | 10 | 18 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 26 | 0 | 0 | 77 | 15 | 4 | 4 | 0 | 0 | 14 | 79 | 9 | 28 |
| TOTAL EGYPT | | | 35 | 0 | 0 | 77 | 17 | 3 | 3 | 0 | 0 | 12 | 79 | 9 | 28 |
| FRANCE | | | | | | | | | | | | | | | |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 68 | 21 | 28 |
| TOTAL NICE | | | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 68 | 21 | 28 |
| PARIS (CHARLES DE GAULLE) | HOP - BRIT AIR | S | 178 | 0 | 0 | 74 | 12 | 10 | 3 | 1 | 0 | 15 | 81 | 9 | 178 |
| | | | 178 | 0 | 0 | 74 | 12 | 10 | 3 | 1 | 0 | 15 | 81 | 9 | 178 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 178 | 0 | 0 | 74 | 12 | 10 | 3 | 1 | 0 | 15 | 81 | 9 | 178 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 51 | 50 | 19 | 2 |
| TOTAL FRANCE | | | 206 | 0 | 0 | 74 | 13 | 9 | 3 | 0 | 0 | 14 | 79 | 11 | 208 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | GERMANWINGS | S | 54 | 0 | 0 | 48 | 24 | 24 | 4 | 0 | 0 | 22 | 66 | 13 | 53 |
| TOTAL DUSSELDORF | | | 55 | 0 | 0 | 49 | 24 | 24 | 4 | 0 | 0 | 22 | 66 | 13 | 53 |
| TOTAL GERMANY | | | 55 | 1 | 0 | 49 | 24 | 24 | 4 | 0 | 0 | 22 | 66 | 13 | 53 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 19 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 21 | 63 | 14 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 67 | 11 | 6 | 17 | 0 | 0 | 23 | 88 | 10 | 16 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 56 | 20 | 16 |
| TOTAL CORFU | | | 52 | 0 | 0 | 75 | 13 | 2 | 10 | 0 | 0 | 17 | 70 | 15 | 40 |
| HERAKLION | JET2.COM LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 70 | 16 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 100 | 2 | 10 |
| TOTAL HERAKLION | | | 24 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 8 | 90 | 6 | 30 |
| KAVALA | THOMAS COOK AIRLINES LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 3 |
| TOTAL KAVALA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 3 |
| KEFALLINIA | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 75 | 25 | 8 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 25 | 90 | 7 | 10 |
| TOTAL KEFALLINIA | | | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 83 | 15 | 18 |
| KOS | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 5 | 8 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 70 | 6 | 10 |
| TOTAL KOS | | | 20 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 83 | 5 | 18 |
| RHODES | EASYJET AIRLINE COMPANY LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 9 | 0 | 1 | 67 | 0 | 11 | 22 | 0 | 0 | 24 | 80 | 8 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 80 | 8 | 10 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 17 | 28 | 0 | 0 | 0 | 16 | 89 | 3 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL RHODES | | | 47 | 0 | 1 | 70 | 13 | 13 | 4 | 0 | 0 | 13 | 84 | 6 | 38 |
| SKIATHOS | THOMAS COOK AIRLINES LTD | C | 6 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 25 | 46 | 4 |
| TOTAL SKIATHOS | | | 6 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 25 | 46 | 4 |
| THIRA (SANTORINI) | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL THIRA (SANTORINI) | | | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| ZAKINTHOS | JET2.COM LTD | S | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 10 | 83 | 3 | 18 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 13 | 50 | 19 | 18 |
| TOTAL ZAKINTHOS | | | 44 | 0 | 0 | 73 | 23 | 5 | 0 | 0 | 0 | 11 | 67 | 11 | 36 |
| TOTAL GREECE | | | 223 | 0 | 1 | 72 | 16 | 9 | 3 | 0 | 0 | 13 | 78 | 10 | 187 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | STOBART AIR | S | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 100 | 1 | 32 |
| TOTAL CORK | | | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 100 | 1 | 32 |
| DUBLIN | RYANAIR | S | 62 | 0 | 0 | 69 | 18 | 10 | 3 | 0 | 0 | 12 | 90 | 6 | 62 |
| | STOBART AIR | S | 124 | 0 | 0 | 76 | 15 | 6 | 2 | 2 | 0 | 14 | 89 | 6 | 132 |
| TOTAL DUBLIN | | | 186 | 0 | 0 | 74 | 16 | 8 | 2 | 1 | 0 | 13 | 90 | 6 | 194 |
| TOTAL IRISH REPUBLIC | | | 204 | 0 | 0 | 74 | 14 | 9 | 2 | 1 | 0 | 13 | 91 | 6 | 226 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 10 | 100 | 2 | 8 |
| TOTAL NAPLES | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 10 | 100 | 2 | 8 |
| PISA | JET2.COM LTD | S | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 78 | 11 | 18 |
| TOTAL PISA | | | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 78 | 11 | 18 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 83 | 8 | 18 |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 83 | 8 | 18 |
| VERONA VILLAFRANCA | ALBA STAR | C | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL VERONA VILLAFRANCA | | | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 24 | 78 | 11 | 18 |
| TOTAL ITALY | | | 65 | 0 | 0 | 69 | 12 | 17 | 2 | 0 | 0 | 15 | 84 | 8 | 80 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 10 |
| | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 89 | 6 | 18 |
| | JET2.COM LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL MALTA | | | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 93 | 5 | 28 |
| TOTAL MALTA | | | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 93 | 5 | 28 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 33 | 33 | 11 | 0 | 22 | 0 | 72 | 50 | 32 | 10 |
| TOTAL CANCUN | | | 9 | 0 | 0 | 33 | 33 | 11 | 0 | 22 | 0 | 72 | 50 | 32 | 10 |
| TOTAL MEXICO | | | 9 | 0 | 0 | 33 | 33 | 11 | 0 | 22 | 0 | 72 | 50 | 32 | 10 |
| NETHERLANDS | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| AMSTERDAM | KLM | S | 174 | 0 | 0 | 89 | 6 | 3 | 1 | 1 | 0 | 8 | 88 | 7 | 124 |
| | KLM CITYHOPPER | S | 130 | 0 | 0 | 95 | 2 | 2 | 1 | 0 | 0 | 4 | 91 | 13 | 183 |
| TOTAL AMSTERDAM | | | 304 | 0 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 6 | 89 | 12 | 341 |
| TOTAL NETHERLANDS | | | 304 | 0 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 6 | 89 | 12 | 341 |
| NORWAY | | | | | | | | | | | | | | | |
| STAVANGER | WIDEROE FLYVESELSKAP A/S | S | 36 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 32 |
| TOTAL STAVANGER | | | 36 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 94 | 9 | 67 |
| TOTAL NORWAY | | | 36 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 94 | 9 | 67 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | JET2.COM LTD | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 10 | 75 | 22 | 16 |
| TOTAL KRAKOW | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 10 | 75 | 22 | 16 |
| TOTAL POLAND | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 10 | 75 | 22 | 16 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 42 | 0 | 0 | 88 | 7 | 5 | 0 | 0 | 0 | 5 | 85 | 14 | 54 |
| | JET2.COM LTD | S | 52 | 0 | 0 | 79 | 17 | 4 | 0 | 0 | 0 | 8 | 92 | 8 | 62 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 100 | 1 | 10 |
| TOTAL FARO | | | 104 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 89 | 10 | 127 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 104 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 89 | 10 | 127 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 3 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 0 | 0 | 13 | 0 | 31 | 88 | 5 | 8 |
| TOTAL FUNCHAL | | | 16 | 0 | 0 | 69 | 25 | 0 | 0 | 6 | 0 | 20 | 94 | 4 | 16 |
| TOTAL PORTUGAL(MADEIRA) | | | 16 | 0 | 0 | 69 | 25 | 0 | 0 | 6 | 0 | 20 | 94 | 4 | 16 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 83 | 7 | 4 | 4 | 2 | 0 | 16 | 86 | 5 | 59 |
| | JET2.COM LTD | S | 95 | 1 | 1 | 82 | 12 | 5 | 1 | 0 | 0 | 10 | 88 | 7 | 91 |
| | THOMSON AIRWAYS LTD | C | 24 | 0 | 0 | 71 | 25 | 0 | 4 | 0 | 0 | 12 | 62 | 10 | 26 |
| TOTAL ALICANTE | | | 165 | 1 | 1 | 81 | 12 | 4 | 2 | 1 | 0 | 12 | 84 | 7 | 176 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 5 | 77 | 23 | 44 |
| TOTAL BARCELONA | | | 46 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 5 | 77 | 23 | 44 |
| IBIZA | JET2.COM LTD | S | 52 | 0 | 0 | 73 | 10 | 17 | 0 | 0 | 0 | 12 | 71 | 14 | 52 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 78 | 9 | 18 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 11 | 80 | 7 | 25 |
| TOTAL IBIZA | | | 94 | 0 | 0 | 77 | 10 | 14 | 0 | 0 | 0 | 11 | 75 | 11 | 95 |
| MAHON | JET2.COM LTD | S | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 7 | 100 | 4 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 10 | 100 | 0 | 16 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 80 | 10 | 10 |
| TOTAL MAHON | | | 54 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 8 | 97 | 4 | 58 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 54 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 9 | 90 | 15 | 62 |
| | JET2.COM LTD | S | 60 | 0 | 0 | 58 | 28 | 8 | 3 | 2 | 0 | 19 | 94 | 7 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|-----------------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| MALAGA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 8 |
| TOTAL MALAGA | | | 122 | 0 | 0 | 69 | 22 | 7 | 2 | 1 | 0 | 13 | 92 | 10 | 132 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 36 | 0 | 0 | 86 | 6 | 8 | 0 | 0 | 0 | 6 | 95 | 6 | 44 |
| TOTAL MURCIA SAN JAVIER | | | 36 | 0 | 0 | 86 | 6 | 8 | 0 | 0 | 0 | 6 | 95 | 6 | 44 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 76 | 15 | 10 | 0 | 0 | 0 | 10 | 82 | 8 | 62 |
| | JET2.COM LTD | S | 96 | 0 | 0 | 77 | 15 | 2 | 4 | 2 | 0 | 15 | 73 | 14 | 86 |
| | THOMAS COOK AIRLINES LTD | C | 34 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 7 | 84 | 9 | 44 |
| | THOMSON AIRWAYS LTD | C | 50 | 0 | 0 | 82 | 6 | 10 | 2 | 0 | 0 | 10 | 71 | 11 | 62 |
| TOTAL PALMA DE MALLORCA | | | 242 | 0 | 0 | 79 | 12 | 5 | 2 | 1 | 0 | 11 | 77 | 11 | 254 |
| REUS | JET2.COM LTD | S | 18 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 14 | 75 | 19 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 88 | 3 | 8 |
| | THOMSON AIRWAYS LTD | C | 19 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 18 |
| TOTAL REUS | | | 45 | 0 | 0 | 82 | 13 | 2 | 2 | 0 | 0 | 9 | 85 | 11 | 54 |
| TOTAL SPAIN | | | 804 | 1 | 1 | 79 | 13 | 6 | 2 | 0 | 0 | 11 | 83 | 10 | 885 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 15 | 76 | 12 | 17 |
| | THOMAS COOK AIRLINES LTD | S | 26 | 0 | 0 | 65 | 19 | 8 | 8 | 0 | 0 | 17 | 100 | 2 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 89 | 7 | 9 |
| TOTAL ARRECIFE | | | 54 | 0 | 0 | 70 | 15 | 7 | 7 | 0 | 0 | 15 | 89 | 7 | 44 |
| FUERTEVENTURA | JET2.COM LTD | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 80 | 13 | 10 |
| | THOMAS COOK AIRLINES LTD | S | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 11 | 89 | 63 | 18 |
| TOTAL FUERTEVENTURA | | | 28 | 0 | 0 | 79 | 18 | 0 | 4 | 0 | 0 | 9 | 86 | 45 | 28 |
| LAS PALMAS | JET2.COM LTD | S | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 33 | 63 | 154 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 9 |
| TOTAL LAS PALMAS | | | 16 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 19 | 88 | 50 | 25 |
| TENERIFE (SURREINA SOFIA) | JET2.COM LTD | S | 33 | 0 | 1 | 73 | 21 | 3 | 3 | 0 | 0 | 11 | 69 | 15 | 26 |
| | THOMAS COOK AIRLINES LTD | S | 17 | 0 | 0 | 76 | 0 | 6 | 18 | 0 | 0 | 20 | 94 | 4 | 18 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 88 | 9 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 59 | 0 | 1 | 75 | 12 | 7 | 7 | 0 | 0 | 14 | 81 | 10 | 52 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 157 | 0 | 1 | 73 | 14 | 6 | 7 | 0 | 0 | 14 | 85 | 23 | 149 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 35 | 0 | 0 | 89 | 3 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 36 | 0 | 0 | 86 | 3 | 8 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL SWITZERLAND | | | 36 | 0 | 0 | 86 | 3 | 8 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 83 | 9 | 18 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 90 | 6 | 29 |
| TOTAL TUNISIA | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 90 | 6 | 29 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | JET2.COM LTD | S | 9 | 0 | 1 | 78 | 22 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 83 | 8 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 70 | 20 | 0 | 10 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 37 | 0 | 1 | 81 | 11 | 5 | 3 | 0 | 0 | 8 | 75 | 24 | 28 |
| BODRUM (MILAS) | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 63 | 33 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 12 | 38 | 20 | 8 |
| TOTAL BODRUM (MILAS) | | | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 58 | 19 | 26 |
| DALAMAN | JET2.COM LTD | S | 25 | 0 | 0 | 60 | 12 | 24 | 4 | 0 | 0 | 18 | 85 | 8 | 26 |
| | PEGASUS AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 61 | 1 | 0 | 92 | 7 | 2 | 0 | 0 | 0 | 4 | 90 | 13 | 63 |
| | THOMSON AIRWAYS LTD | C | 27 | 0 | 0 | 81 | 15 | 0 | 4 | 0 | 0 | 8 | 92 | 11 | 25 |
| TOTAL DALAMAN | | | 121 | 1 | 0 | 83 | 10 | 6 | 2 | 0 | 0 | 8 | 90 | 11 | 122 |
| TOTAL TURKEY | | | 176 | 1 | 1 | 82 | 10 | 6 | 2 | 0 | 0 | 8 | 83 | 14 | 176 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 62 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 9 | 92 | 3 | 62 |
| TOTAL DUBAI | | | 62 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 9 | 92 | 3 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 9 | 92 | 3 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 152 | 0 | 4 | 84 | 5 | 5 | 6 | 0 | 0 | 11 | 91 | 8 | 168 |
| TOTAL ABERDEEN | | | 152 | 0 | 4 | 84 | 5 | 5 | 6 | 0 | 0 | 11 | 91 | 8 | 168 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 54 | 0 | 0 | 91 | 6 | 2 | 2 | 0 | 0 | 6 | 96 | 3 | 54 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 54 | 0 | 0 | 91 | 6 | 2 | 2 | 0 | 0 | 6 | 96 | 3 | 54 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 133 | 0 | 0 | 83 | 8 | 3 | 6 | 0 | 0 | 11 | 88 | 14 | 124 |
| TOTAL BELFAST INTERNATIONAL | | | 133 | 0 | 0 | 83 | 8 | 3 | 6 | 0 | 0 | 11 | 88 | 14 | 124 |
| BIRMINGHAM | EASTERN AIRWAYS | S | 76 | 0 | 0 | 87 | 4 | 7 | 1 | 1 | 0 | 9 | 89 | 6 | 80 |
| TOTAL BIRMINGHAM | | | 76 | 0 | 0 | 87 | 4 | 7 | 1 | 1 | 0 | 9 | 89 | 6 | 80 |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | S | 98 | 0 | 0 | 80 | 13 | 5 | 2 | 0 | 0 | 10 | 92 | 4 | 118 |
| TOTAL BRISTOL | | | 98 | 0 | 0 | 80 | 13 | 5 | 2 | 0 | 0 | 10 | 92 | 4 | 118 |
| CARDIFF WALES | EASTERN AIRWAYS | S | 82 | 0 | 0 | 88 | 5 | 7 | 0 | 0 | 0 | 7 | 82 | 11 | 92 |
| TOTAL CARDIFF WALES | | | 82 | 0 | 0 | 88 | 5 | 7 | 0 | 0 | 0 | 7 | 82 | 11 | 92 |
| EXETER | FLYBE LTD | S | 54 | 0 | 0 | 81 | 6 | 4 | 9 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL EXETER | | | 54 | 0 | 0 | 81 | 6 | 4 | 9 | 0 | 0 | 12 | 0 | 0 | 0 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 343 | 0 | 1 | 61 | 18 | 10 | 10 | 0 | 0 | 21 | 78 | 15 | 344 |
| TOTAL HEATHROW | | | 343 | 0 | 1 | 61 | 18 | 10 | 10 | 0 | 0 | 21 | 78 | 15 | 344 |
| ISLE OF MAN | VANAIR EUROPE AS | S | 38 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 16 |
| TOTAL ISLE OF MAN | | | 38 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 33 |
| JERSEY | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 78 | 24 | 18 |
| TOTAL JERSEY | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 78 | 24 | 18 |
| TOTAL MANCHESTER | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 109 | 0 | 0 | 0 |
| NEWQUAY | FLYBE LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 8 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL NEWQUAY | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 8 | 8 |
| SOUTHAMPTON | FLYBE LTD | S | 162 | 0 | 0 | 90 | 7 | 1 | 2 | 0 | 0 | 6 | 82 | 11 | 154 |
| TOTAL SOUTHAMPTON | | | 162 | 0 | 0 | 90 | 7 | 1 | 2 | 0 | 0 | 6 | 82 | 11 | 154 |
| STANSTED | FLYBE LTD | S | 106 | 0 | 2 | 96 | 2 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL STANSTED | | | 106 | 0 | 2 | 96 | 2 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 1334 | 0 | 7 | 80 | 9 | 5 | 5 | 0 | 0 | 11 | 85 | 11 | 1284 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | UNITED AIRLINES | S | 42 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL NEW YORK (NEWARK) | | | 42 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| SANFORD | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 12 | 44 | 39 | 9 |
| TOTAL SANFORD | | | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 12 | 44 | 39 | 9 |
| TOTAL USA | | | 52 | 0 | 0 | 85 | 12 | 2 | 2 | 0 | 0 | 6 | 44 | 39 | 9 |
| TOTAL NEWCASTLE | | | 4282 | 3 | 13 | 79 | 11 | 6 | 3 | 0 | 0 | 11 | 85 | 11 | 4266 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: SOUTHAMPTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | VLM (BELGIUM) | S | 7 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL ANTWERP | | | 7 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL BELGIUM | | | 7 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| AVIGNON | FLYBE LTD | S | 20 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 25 | 83 | 8 | 18 |
| TOTAL AVIGNON | | | 20 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 25 | 83 | 8 | 18 |
| BASTIA | FLYBE LTD | S | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL BASTIA | | | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| BERGERAC | FLYBE LTD | S | 62 | 0 | 0 | 84 | 5 | 8 | 3 | 0 | 0 | 9 | 59 | 18 | 70 |
| TOTAL BERGERAC | | | 62 | 0 | 0 | 84 | 5 | 8 | 3 | 0 | 0 | 9 | 59 | 18 | 70 |
| BORDEAUX | FLYBE LTD | S | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 42 | 25 | 25 | 8 |
| TOTAL BORDEAUX | | | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 42 | 25 | 25 | 8 |
| BREST | FLYBE LTD | S | 20 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 20 | 86 | 4 | 36 |
| TOTAL BREST | | | 20 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 20 | 86 | 4 | 36 |
| LA ROCHELLE | FLYBE LTD | S | 34 | 0 | 0 | 65 | 18 | 12 | 6 | 0 | 0 | 20 | 89 | 7 | 36 |
| TOTAL LA ROCHELLE | | | 34 | 0 | 0 | 65 | 18 | 12 | 6 | 0 | 0 | 20 | 89 | 7 | 36 |
| LIMOGES | FLYBE LTD | S | 40 | 0 | 0 | 75 | 8 | 13 | 5 | 0 | 0 | 16 | 69 | 32 | 42 |
| TOTAL LIMOGES | | | 40 | 0 | 0 | 75 | 8 | 13 | 5 | 0 | 0 | 16 | 69 | 32 | 42 |
| NANTES | FLYBE LTD | S | 46 | 0 | 2 | 76 | 9 | 7 | 9 | 0 | 0 | 15 | 69 | 16 | 62 |
| TOTAL NANTES | | | 46 | 0 | 2 | 76 | 9 | 7 | 9 | 0 | 0 | 15 | 69 | 16 | 62 |
| PARIS (ORLY) | FLYBE LTD | S | 108 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 86 | 9 | 154 |
| TOTAL PARIS (ORLY) | | | 108 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 86 | 9 | 154 |
| PERPIGNAN | FLYBE LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 49 | 8 |
| TOTAL PERPIGNAN | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 49 | 8 |
| RENNES | FLYBE LTD | S | 46 | 0 | 0 | 93 | 4 | 2 | 0 | 0 | 0 | 3 | 77 | 10 | 44 |
| TOTAL RENNES | | | 46 | 0 | 0 | 93 | 4 | 2 | 0 | 0 | 0 | 3 | 77 | 10 | 44 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 94 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 412 | 0 | 2 | 80 | 8 | 7 | 5 | 0 | 0 | 12 | 76 | 14 | 532 |
| GERMANY | | | | | | | | | | | | | | | |
| FRIEDRICHSHAFEN | INTERSKY LUFTFAHRT GMBH | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL FRIEDRICHSHAFEN | | | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| HAMBURG | VLM (BELGIUM) | S | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| NIEDERRHEIN | INTERSKY LUFTFAHRT GMBH | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL NIEDERRHEIN | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 36 | 0 | 0 | 78 | 14 | 3 | 6 | 0 | 0 | 10 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: SOUTHAMPTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|------------------------------------|----------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|--|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | |
| DUBLIN | FLYBE LTD | S | 178 | 0 | 0 | 87 | 5 | 6 | 2 | 0 | 0 | 8 | 88 | 13 | 185 | |
| TOTAL DUBLIN | | | 178 | 0 | 0 | 87 | 5 | 6 | 2 | 0 | 0 | 8 | 88 | 13 | 185 | |
| TOTAL IRISH REPUBLIC | | | 178 | 0 | 0 | 87 | 5 | 6 | 2 | 0 | 0 | 8 | 88 | 13 | 185 | |
| ITALY | | | | | | | | | | | | | | | | |
| MILAN (MALPENSA) | FLYBE LTD | S | 16 | 0 | 2 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | 16 | 0 | 2 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| VERONA VILLAFRANCA | FLYBE LTD | S | 22 | 0 | 0 | 68 | 5 | 5 | 23 | 0 | 0 | 27 | 68 | 52 | 25 | |
| TOTAL VERONA VILLAFRANCA | | | 22 | 0 | 0 | 68 | 5 | 5 | 23 | 0 | 0 | 27 | 68 | 52 | 25 | |
| TOTAL ITALY | | | 38 | 0 | 2 | 79 | 5 | 3 | 13 | 0 | 0 | 17 | 68 | 52 | 25 | |
| NETHERLANDS | | | | | | | | | | | | | | | | |
| AMSTERDAM | FLYBE LTD | S | 184 | 0 | 4 | 87 | 4 | 4 | 4 | 0 | 1 | 10 | 81 | 13 | 190 | |
| TOTAL AMSTERDAM | | | 184 | 0 | 4 | 87 | 4 | 4 | 4 | 0 | 1 | 10 | 81 | 13 | 190 | |
| TOTAL NETHERLANDS | | | 184 | 0 | 4 | 87 | 4 | 4 | 4 | 0 | 1 | 10 | 80 | 13 | 192 | |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | | |
| FARO | FLYBE LTD | S | 54 | 0 | 0 | 72 | 15 | 7 | 2 | 2 | 2 | 38 | 73 | 15 | 48 | |
| TOTAL FARO | | | 54 | 0 | 0 | 72 | 15 | 7 | 2 | 2 | 2 | 38 | 73 | 15 | 48 | |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 54 | 0 | 0 | 72 | 15 | 7 | 2 | 2 | 2 | 38 | 73 | 15 | 48 | |
| SPAIN | | | | | | | | | | | | | | | | |
| ALICANTE | FLYBE LTD | S | 62 | 0 | 0 | 76 | 15 | 6 | 0 | 3 | 0 | 15 | 61 | 18 | 62 | |
| TOTAL ALICANTE | | | 62 | 0 | 0 | 76 | 15 | 6 | 0 | 3 | 0 | 15 | 61 | 18 | 62 | |
| MALAGA | FLYBE LTD | S | 62 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 11 | 71 | 19 | 62 | |
| TOTAL MALAGA | | | 62 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 11 | 71 | 19 | 62 | |
| PALMA DE MALLORCA | FLYBE LTD | S | 52 | 0 | 0 | 63 | 21 | 13 | 2 | 0 | 0 | 14 | 56 | 19 | 41 | |
| | VOLOTEA | S | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL PALMA DE MALLORCA | | | 60 | 0 | 0 | 60 | 25 | 13 | 2 | 0 | 0 | 15 | 55 | 18 | 49 | |
| TOTAL SPAIN | | | 184 | 0 | 0 | 71 | 19 | 9 | 1 | 1 | 0 | 14 | 63 | 18 | 173 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 77 | 0 | 5 | 79 | 8 | 10 | 1 | 1 | 0 | 13 | 83 | 5 | 41 | |
| TOTAL ABERDEEN | | | 77 | 0 | 5 | 79 | 8 | 10 | 1 | 1 | 0 | 13 | 83 | 5 | 41 | |
| ALDERNEY | AURIGNY AIR SERVICES | S | 268 | 0 | 17 | 74 | 9 | 8 | 6 | 2 | 0 | 23 | 78 | 14 | 260 | |
| TOTAL ALDERNEY | | | 268 | 0 | 17 | 74 | 9 | 8 | 6 | 2 | 0 | 23 | 78 | 14 | 260 | |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 170 | 0 | 2 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 87 | 6 | 170 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 170 | 0 | 2 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 87 | 6 | 170 | |
| EDINBURGH | FLYBE LTD | S | 286 | 0 | 0 | 64 | 17 | 13 | 5 | 1 | 0 | 18 | 76 | 11 | 293 | |
| TOTAL EDINBURGH | | | 286 | 0 | 0 | 64 | 17 | 13 | 5 | 1 | 0 | 18 | 76 | 11 | 293 | |
| GLASGOW | FLYBE LTD | S | 231 | 1 | 1 | 70 | 15 | 12 | 3 | 0 | 0 | 16 | 74 | 14 | 232 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: SOUTHAMPTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|----------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL GLASGOW | | | 231 | 1 | 1 | 70 | 15 | 12 | 3 | 0 | 0 | 16 | 74 | 14 | 232 |
| GUERNSEY | BLUE ISLANDS LIMITED | S | 189 | 36 | 3 | 87 | 4 | 5 | 3 | 1 | 0 | 9 | 90 | 7 | 162 |
| | FLYBE LTD | S | 67 | 0 | 3 | 82 | 9 | 4 | 4 | 0 | 0 | 11 | 73 | 18 | 243 |
| TOTAL GUERNSEY | | | 256 | 36 | 6 | 86 | 5 | 5 | 3 | 0 | 0 | 10 | 80 | 13 | 405 |
| JERSEY | FLYBE LTD | S | 291 | 0 | 4 | 85 | 7 | 4 | 4 | 0 | 0 | 14 | 75 | 14 | 273 |
| TOTAL JERSEY | | | 291 | 0 | 4 | 85 | 7 | 4 | 4 | 0 | 0 | 14 | 82 | 10 | 421 |
| LEEDS BRADFORD | EASTERN AIRWAYS | S | 49 | 0 | 5 | 78 | 8 | 10 | 4 | 0 | 0 | 12 | 64 | 18 | 89 |
| | FLYBE LTD | S | 150 | 3 | 0 | 85 | 5 | 4 | 6 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL LEEDS BRADFORD | | | 200 | 3 | 5 | 83 | 6 | 6 | 6 | 0 | 0 | 10 | 64 | 18 | 89 |
| MANCHESTER | FLYBE LTD | S | 214 | 0 | 6 | 76 | 15 | 7 | 2 | 0 | 0 | 11 | 80 | 11 | 270 |
| TOTAL MANCHESTER | | | 214 | 0 | 6 | 76 | 15 | 7 | 2 | 0 | 0 | 11 | 80 | 11 | 270 |
| NEWCASTLE | FLYBE LTD | S | 162 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 6 | 80 | 12 | 154 |
| TOTAL NEWCASTLE | | | 162 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 6 | 80 | 12 | 154 |
| TOTAL UNITED KINGDOM | | | 2155 | 41 | 46 | 78 | 10 | 7 | 4 | 0 | 0 | 13 | 79 | 12 | 2335 |
| TOTAL SOUTHAMPTON | | | 3248 | 42 | 55 | 79 | 10 | 7 | 4 | 0 | 0 | 13 | 78 | 13 | 3490 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | |
| TIRANA | SMALL PLANET AIRLINES | C | 6 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| TOTAL TIRANA | | | 6 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| TOTAL ALBANIA | | | 6 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| ALGERIA | | | | | | | | | | | | | | | |
| HASSI MESSAOUD | TITAN AIRWAYS LTD | C | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL HASSI MESSAOUD | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL ALGERIA | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| AUSTRIA | | | | | | | | | | | | | | | |
| LINZ | RYANAIR | S | 26 | 0 | 0 | 88 | 8 | 0 | 0 | 4 | 0 | 15 | 79 | 12 | 28 |
| TOTAL LINZ | | | 26 | 0 | 0 | 88 | 8 | 0 | 0 | 4 | 0 | 15 | 79 | 12 | 28 |
| SALZBURG | RYANAIR | S | 44 | 0 | 0 | 84 | 9 | 7 | 0 | 0 | 0 | 10 | 73 | 14 | 52 |
| TOTAL SALZBURG | | | 44 | 0 | 0 | 84 | 9 | 7 | 0 | 0 | 0 | 10 | 73 | 14 | 52 |
| TOTAL AUSTRIA | | | 70 | 0 | 0 | 86 | 9 | 4 | 0 | 1 | 0 | 11 | 75 | 13 | 80 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 37 | 50 | 23 | 4 |
| TOTAL BURGAS | | | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 37 | 50 | 23 | 4 |
| PLOVDIV | RYANAIR | S | 28 | 0 | 0 | 57 | 36 | 7 | 0 | 0 | 0 | 12 | 69 | 29 | 36 |
| TOTAL PLOVDIV | | | 28 | 0 | 0 | 57 | 36 | 7 | 0 | 0 | 0 | 12 | 69 | 29 | 36 |
| TOTAL BULGARIA | | | 32 | 0 | 0 | 53 | 31 | 16 | 0 | 0 | 0 | 15 | 74 | 22 | 58 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 79 | 18 | 4 | 0 | 0 | 0 | 8 | 96 | 2 | 26 |
| TOTAL DUBROVNIK | | | 28 | 1 | 0 | 79 | 18 | 4 | 0 | 0 | 0 | 8 | 96 | 2 | 26 |
| OSIJEK | RYANAIR | S | 18 | 0 | 0 | 72 | 0 | 6 | 22 | 0 | 0 | 20 | 56 | 20 | 16 |
| TOTAL OSIJEK | | | 18 | 0 | 0 | 72 | 0 | 6 | 22 | 0 | 0 | 20 | 56 | 20 | 16 |
| PULA | RYANAIR | S | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 67 | 22 | 36 |
| TOTAL PULA | | | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 67 | 22 | 36 |
| RIJEKA | RYANAIR | S | 16 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 78 | 20 | 18 |
| TOTAL RIJEKA | | | 16 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 78 | 20 | 18 |
| SPLIT | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 9 | 93 | 5 | 28 |
| TOTAL SPLIT | | | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 9 | 93 | 5 | 28 |
| ZADAR | RYANAIR | S | 26 | 1 | 0 | 58 | 27 | 12 | 4 | 0 | 0 | 17 | 56 | 17 | 55 |
| TOTAL ZADAR | | | 26 | 1 | 0 | 58 | 27 | 12 | 4 | 0 | 0 | 17 | 56 | 17 | 55 |
| TOTAL CROATIA | | | 132 | 2 | 0 | 71 | 16 | 9 | 4 | 0 | 0 | 13 | 72 | 15 | 179 |
| CYPRUS | | | | | | | | | | | | | | | |
| PAPHOS | RYANAIR | S | 62 | 0 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 12 | 67 | 15 | 54 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 86 | 7 | 14 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL PAPHOS | | | 80 | 0 | 0 | 79 | 14 | 4 | 4 | 0 | 0 | 11 | 71 | 14 | 68 |
| TOTAL CYPRUS | | | 80 | 0 | 0 | 79 | 14 | 4 | 4 | 0 | 0 | 11 | 71 | 14 | 68 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| BRNO (TURANY) | RYANAIR | S | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 75 | 10 | 44 |
| TOTAL BRNO (TURANY) | | | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 75 | 10 | 44 |
| OSTRAVA | RYANAIR | S | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 39 | 19 | 28 |
| TOTAL OSTRAVA | | | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 39 | 19 | 28 |
| PRAGUE | EASYJET AIRLINE COMPANY LTD | S | 56 | 0 | 0 | 93 | 4 | 0 | 4 | 0 | 0 | 7 | 74 | 14 | 54 |
| | RYANAIR | S | 124 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 11 | 56 | 22 | 34 |
| TOTAL PRAGUE | | | 180 | 0 | 0 | 78 | 13 | 8 | 1 | 0 | 0 | 10 | 67 | 17 | 88 |
| TOTAL CZECH REPUBLIC | | | 268 | 0 | 0 | 82 | 11 | 6 | 1 | 0 | 0 | 9 | 64 | 15 | 160 |
| DENMARK | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | RYANAIR | S | 62 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 13 | 83 | 11 | 54 |
| TOTAL AARHUS (TIRSTRUP) | | | 62 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 13 | 83 | 11 | 54 |
| BILLUND | RYANAIR | S | 150 | 0 | 0 | 85 | 10 | 4 | 1 | 0 | 0 | 8 | 77 | 12 | 150 |
| TOTAL BILLUND | | | 150 | 0 | 0 | 85 | 10 | 4 | 1 | 0 | 0 | 8 | 77 | 12 | 150 |
| COPENHAGEN | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 89 | 6 | 116 |
| TOTAL COPENHAGEN | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 89 | 6 | 116 |
| TOTAL DENMARK | | | 230 | 0 | 0 | 82 | 12 | 4 | 2 | 0 | 0 | 9 | 83 | 9 | 320 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 100 | 3 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 13 | 100 | 6 | 6 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 100 | 3 | 24 |
| TOTAL EGYPT | | | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 100 | 3 | 24 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | RYANAIR | S | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 76 | 26 | 34 |
| TOTAL TALLIN | | | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 76 | 26 | 34 |
| TOTAL ESTONIA | | | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 76 | 26 | 34 |
| FINLAND | | | | | | | | | | | | | | | |
| TAMPERE | RYANAIR | S | 26 | 0 | 0 | 69 | 12 | 12 | 8 | 0 | 0 | 16 | 72 | 18 | 25 |
| TOTAL TAMPERE | | | 26 | 0 | 0 | 69 | 12 | 12 | 8 | 0 | 0 | 16 | 72 | 18 | 25 |
| TOTAL FINLAND | | | 26 | 0 | 0 | 69 | 12 | 12 | 8 | 0 | 0 | 16 | 72 | 18 | 25 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | RYANAIR | S | 62 | 0 | 0 | 73 | 15 | 10 | 3 | 0 | 0 | 14 | 79 | 7 | 80 |
| TOTAL BERGERAC | | | 62 | 0 | 0 | 73 | 15 | 10 | 3 | 0 | 0 | 14 | 79 | 7 | 80 |
| BIARRITZ | RYANAIR | S | 62 | 0 | 0 | 69 | 10 | 16 | 5 | 0 | 0 | 16 | 64 | 16 | 80 |
| TOTAL BIARRITZ | | | 62 | 0 | 0 | 69 | 10 | 16 | 5 | 0 | 0 | 16 | 64 | 16 | 80 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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|-------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BORDEAUX | RYANAIR | S | 26 | 0 | 0 | 58 | 12 | 31 | 0 | 0 | 0 | 16 | 79 | 9 | 28 |
| TOTAL BORDEAUX | | | 26 | 0 | 0 | 58 | 12 | 31 | 0 | 0 | 0 | 16 | 79 | 9 | 28 |
| BRIVE-LA-GAILLARDE | RYANAIR | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 4 | 39 | 19 | 18 | |
| TOTAL BRIVE-LA-GAILLARDE | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 4 | 39 | 19 | 18 | |
| CALVI | TITAN AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 6 | 88 | 3 | 8 | |
| TOTAL CALVI | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 6 | 88 | 3 | 8 | |
| CARCASSONNE | RYANAIR | S | 62 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 6 | 81 | 10 | 72 | |
| TOTAL CARCASSONNE | | | 62 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 6 | 81 | 10 | 72 | |
| CLERMONT FERRAND | RYANAIR | S | 16 | 0 | 0 | 31 | 31 | 38 | 0 | 0 | 22 | 0 | 0 | 0 | |
| TOTAL CLERMONT FERRAND | | | 16 | 0 | 0 | 31 | 31 | 38 | 0 | 0 | 22 | 0 | 0 | 0 | |
| DEAUVILLE | RYANAIR | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| TOTAL DEAUVILLE | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| DINARD | RYANAIR | S | 54 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 5 | 94 | 5 | 62 | |
| TOTAL DINARD | | | 54 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 5 | 94 | 5 | 62 | |
| LA ROCHELLE | RYANAIR | S | 34 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 6 | 67 | 13 | 52 | |
| TOTAL LA ROCHELLE | | | 34 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 6 | 67 | 13 | 52 | |
| LIMOGES | RYANAIR | S | 54 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 7 | 78 | 15 | 72 | |
| TOTAL LIMOGES | | | 54 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 7 | 78 | 15 | 72 | |
| MARSEILLE | RYANAIR | S | 80 | 0 | 0 | 74 | 18 | 6 | 3 | 0 | 11 | 56 | 27 | 80 | |
| TOTAL MARSEILLE | | | 80 | 0 | 0 | 74 | 18 | 6 | 3 | 0 | 11 | 56 | 27 | 80 | |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 54 | 1 | 0 | 54 | 20 | 20 | 6 | 0 | 22 | 73 | 16 | 62 | |
| TOTAL NICE | | | 54 | 1 | 0 | 54 | 20 | 20 | 6 | 0 | 22 | 73 | 16 | 62 | |
| PERPIGNAN | RYANAIR | S | 34 | 0 | 0 | 65 | 21 | 12 | 3 | 0 | 15 | 69 | 18 | 54 | |
| TOTAL PERPIGNAN | | | 34 | 0 | 0 | 65 | 21 | 12 | 3 | 0 | 15 | 69 | 18 | 54 | |
| POITIERS | RYANAIR | S | 36 | 0 | 0 | 86 | 8 | 3 | 3 | 0 | 6 | 71 | 20 | 34 | |
| TOTAL POITIERS | | | 36 | 0 | 0 | 86 | 8 | 3 | 3 | 0 | 6 | 71 | 20 | 34 | |
| RODEZ | RYANAIR | S | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 8 | 82 | 13 | 34 | |
| TOTAL RODEZ | | | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 8 | 82 | 13 | 34 | |
| STRASBOURG | RYANAIR | S | 44 | 0 | 0 | 82 | 7 | 5 | 7 | 0 | 13 | 50 | 33 | 28 | |
| TOTAL STRASBOURG | | | 44 | 0 | 0 | 82 | 7 | 5 | 7 | 0 | 13 | 50 | 33 | 28 | |
| TARBES-LOURDES INTERNATIONAL | RYANAIR | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 94 | 6 | 18 | |
| | TITAN AIRWAYS LTD | C | 14 | 1 | 0 | 21 | 21 | 29 | 29 | 0 | 42 | 28 | 44 | 25 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 33 | 1 | 0 | 64 | 9 | 12 | 15 | 0 | 24 | 55 | 29 | 44 | |
| TOURS | RYANAIR | S | 44 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 11 | 84 | 7 | 44 | |
| TOTAL TOURS | | | 44 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 11 | 84 | 7 | 44 | |
| TOTAL FRANCE | | | 766 | 2 | 0 | 77 | 11 | 9 | 3 | 0 | 12 | 71 | 15 | 948 | |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | RYANAIR | S | 186 | 0 | 0 | 79 | 11 | 9 | 2 | 0 | 10 | 82 | 14 | 62 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL BERLIN (SCHONEFELD) | | | 186 | 0 | 0 | 79 | 11 | 9 | 2 | 0 | 0 | 10 | 82 | 14 | 62 |
| BREMEN | RYANAIR | S | 108 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 63 | 19 | 123 |
| TOTAL BREMEN | | | 108 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 63 | 19 | 123 |
| COLOGNE BONN | GERMANWINGS | S | 138 | 0 | 0 | 75 | 12 | 10 | 2 | 1 | 0 | 14 | 79 | 13 | 138 |
| | RYANAIR | S | 124 | 0 | 0 | 83 | 10 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL COLOGNE BONN | | | 262 | 0 | 0 | 79 | 11 | 8 | 2 | 0 | 0 | 11 | 79 | 13 | 140 |
| DORTMUND | RYANAIR | S | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 6 | 58 | 19 | 62 |
| TOTAL DORTMUND | | | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 6 | 58 | 19 | 62 |
| HAHN | RYANAIR | S | 124 | 0 | 0 | 77 | 12 | 9 | 1 | 1 | 0 | 12 | 71 | 13 | 114 |
| TOTAL HAHN | | | 124 | 0 | 0 | 77 | 12 | 9 | 1 | 1 | 0 | 12 | 71 | 13 | 114 |
| HANOVER | GERMANWINGS | S | 54 | 0 | 0 | 69 | 22 | 4 | 2 | 4 | 0 | 18 | 83 | 9 | 108 |
| TOTAL HANOVER | | | 54 | 0 | 0 | 69 | 22 | 4 | 2 | 4 | 0 | 18 | 83 | 9 | 108 |
| KARLSRUHE/BADEN BADEN | RYANAIR | S | 62 | 0 | 0 | 77 | 11 | 8 | 2 | 2 | 0 | 13 | 91 | 7 | 34 |
| TOTAL KARLSRUHE/BADEN BADEN | | | 62 | 0 | 0 | 77 | 11 | 8 | 2 | 2 | 0 | 13 | 91 | 7 | 34 |
| LEIPZIG | RYANAIR | S | 34 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 6 | 71 | 11 | 28 |
| TOTAL LEIPZIG | | | 34 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 6 | 71 | 11 | 28 |
| MEMMINGEN ALLGAU | RYANAIR | S | 54 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | 8 | 52 | 20 | 44 |
| TOTAL MEMMINGEN ALLGAU | | | 54 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | 8 | 52 | 20 | 44 |
| MUNICH | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 74 | 8 | 8 | 6 | 3 | 0 | 21 | 87 | 6 | 62 |
| TOTAL MUNICH | | | 62 | 0 | 0 | 74 | 8 | 8 | 6 | 3 | 0 | 21 | 87 | 6 | 62 |
| NIEDERRHEIN | RYANAIR | S | 99 | 0 | 0 | 79 | 9 | 8 | 3 | 1 | 0 | 12 | 76 | 22 | 62 |
| TOTAL NIEDERRHEIN | | | 99 | 0 | 0 | 79 | 9 | 8 | 3 | 1 | 0 | 12 | 76 | 22 | 62 |
| NUREMBERG | RYANAIR | S | 62 | 0 | 0 | 71 | 13 | 16 | 0 | 0 | 0 | 13 | 94 | 4 | 54 |
| TOTAL NUREMBERG | | | 62 | 0 | 0 | 71 | 13 | 16 | 0 | 0 | 0 | 13 | 94 | 4 | 54 |
| STUTTGART | GERMANWINGS | S | 54 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 11 | 76 | 14 | 54 |
| TOTAL STUTTGART | | | 55 | 0 | 0 | 80 | 11 | 5 | 4 | 0 | 0 | 12 | 76 | 14 | 54 |
| TOTAL GERMANY | | | 1224 | 0 | 0 | 80 | 11 | 7 | 2 | 1 | 0 | 11 | 75 | 13 | 1100 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | RYANAIR | S | 124 | 0 | 0 | 56 | 27 | 16 | 1 | 0 | 0 | 17 | 63 | 22 | 62 |
| TOTAL ATHENS | | | 128 | 0 | 0 | 55 | 27 | 17 | 1 | 0 | 0 | 17 | 63 | 22 | 62 |
| CHANIA | RYANAIR | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 64 | 12 | 28 |
| TOTAL CHANIA | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 64 | 12 | 28 |
| CORFU | RYANAIR | S | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 15 | 73 | 12 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 26 | 88 | 5 | 8 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 100 | 7 | 5 |
| TOTAL CORFU | | | 36 | 0 | 0 | 69 | 14 | 11 | 6 | 0 | 0 | 14 | 79 | 10 | 39 |
| HERAKLION | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 75 | 18 | 12 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|---------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL HERAKLION | | | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 64 | 28 | 22 |
| KEFALLINIA | RYANAIR | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 6 | 58 | 15 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 11 | 13 | 53 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 0 | 27 | 100 | 2 | 6 |
| TOTAL KEFALLINIA | | | 34 | 0 | 0 | 76 | 9 | 12 | 3 | 0 | 0 | 12 | 55 | 21 | 40 |
| KOS | RYANAIR | S | 18 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 20 | 61 | 13 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 89 | 5 | 9 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 7 | 8 |
| TOTAL KOS | | | 34 | 0 | 0 | 47 | 35 | 18 | 0 | 0 | 0 | 16 | 74 | 9 | 35 |
| PREVEZA | TITAN AIRWAYS LTD | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL PREVEZA | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| RHODES | RYANAIR | S | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 57 | 20 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 80 | 9 | 10 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 18 | 86 | 5 | 14 |
| TOTAL RHODES | | | 54 | 0 | 0 | 67 | 20 | 11 | 2 | 0 | 0 | 12 | 69 | 14 | 52 |
| SALONIKA | RYANAIR | S | 62 | 0 | 0 | 76 | 11 | 10 | 3 | 0 | 0 | 11 | 77 | 14 | 62 |
| TOTAL SALONIKA | | | 62 | 0 | 0 | 76 | 11 | 10 | 3 | 0 | 0 | 11 | 77 | 14 | 62 |
| SKIATHOS | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 40 | 30 | 10 | 20 | 0 | 0 | 28 | 71 | 6 | 7 |
| TOTAL SKIATHOS | | | 10 | 0 | 0 | 40 | 30 | 10 | 20 | 0 | 0 | 28 | 71 | 6 | 7 |
| ZAKINTHOS | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 44 | 17 | 28 | 11 | 0 | 0 | 31 | 33 | 40 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 88 | 4 | 8 |
| TOTAL ZAKINTHOS | | | 26 | 0 | 0 | 62 | 12 | 19 | 8 | 0 | 0 | 22 | 50 | 29 | 26 |
| TOTAL GREECE | | | 426 | 0 | 0 | 63 | 21 | 14 | 3 | 0 | 0 | 15 | 68 | 17 | 373 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | RYANAIR | S | 186 | 1 | 0 | 78 | 15 | 7 | 0 | 0 | 0 | 10 | 69 | 25 | 116 |
| TOTAL BUDAPEST | | | 186 | 1 | 0 | 78 | 15 | 7 | 0 | 0 | 0 | 10 | 69 | 25 | 116 |
| TOTAL HUNGARY | | | 186 | 1 | 0 | 78 | 15 | 7 | 0 | 0 | 0 | 10 | 69 | 25 | 116 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 186 | 0 | 0 | 88 | 8 | 5 | 0 | 0 | 0 | 6 | 70 | 19 | 124 |
| TOTAL CORK | | | 186 | 0 | 0 | 88 | 8 | 5 | 0 | 0 | 0 | 6 | 70 | 19 | 124 |
| DUBLIN | RYANAIR | S | 496 | 0 | 0 | 75 | 15 | 8 | 2 | 1 | 0 | 12 | 60 | 22 | 379 |
| TOTAL DUBLIN | | | 496 | 1 | 0 | 75 | 15 | 8 | 2 | 1 | 0 | 12 | 60 | 22 | 379 |
| IRELAND WEST(KNOCK) | RYANAIR | S | 98 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 7 | 77 | 12 | 96 |
| TOTAL IRELAND WEST(KNOCK) | | | 98 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 7 | 77 | 12 | 96 |
| KERRY COUNTY | RYANAIR | S | 46 | 0 | 0 | 65 | 7 | 20 | 9 | 0 | 0 | 19 | 86 | 10 | 44 |
| TOTAL KERRY COUNTY | | | 46 | 0 | 0 | 65 | 7 | 20 | 9 | 0 | 0 | 19 | 86 | 10 | 44 |
| SHANNON | RYANAIR | S | 142 | 0 | 0 | 81 | 15 | 4 | 1 | 0 | 0 | 8 | 66 | 14 | 116 |
| TOTAL SHANNON | | | 142 | 0 | 0 | 81 | 15 | 4 | 1 | 0 | 0 | 8 | 66 | 14 | 116 |
| TOTAL IRISH REPUBLIC | | | 968 | 1 | 0 | 79 | 12 | 7 | 1 | 0 | 0 | 10 | 66 | 18 | 759 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ITALY | | | | | | | | | | | | | | | |
| ALGHERO (FERTILIA) | RYANAIR | S | 44 | 0 | 0 | 66 | 14 | 14 | 7 | 0 | 0 | 17 | 73 | 21 | 52 |
| TOTAL ALGHERO (FERTILIA) | | | 44 | 0 | 0 | 66 | 14 | 14 | 7 | 0 | 0 | 17 | 73 | 21 | 52 |
| ANCONA | RYANAIR | S | 78 | 0 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 9 | 51 | 22 | 80 |
| TOTAL ANCONA | | | 78 | 0 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 9 | 51 | 22 | 80 |
| BARI (PALESE) | RYANAIR | S | 62 | 0 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 14 | 67 | 20 | 54 |
| TOTAL BARI (PALESE) | | | 62 | 0 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 14 | 67 | 20 | 54 |
| BERGAMO | RYANAIR | S | 244 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 9 | 56 | 21 | 214 |
| TOTAL BERGAMO | | | 244 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 9 | 56 | 21 | 214 |
| BOLOGNA | RYANAIR | S | 62 | 0 | 0 | 74 | 11 | 8 | 2 | 2 | 3 | 31 | 56 | 24 | 62 |
| TOTAL BOLOGNA | | | 62 | 0 | 0 | 74 | 11 | 8 | 2 | 2 | 3 | 31 | 56 | 24 | 62 |
| BRINDISI | RYANAIR | S | 44 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 65 | 14 | 54 |
| TOTAL BRINDISI | | | 44 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 65 | 14 | 54 |
| CAGLIARI (ELMAS) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 79 | 5 | 10 | 6 | 0 | 0 | 16 | 85 | 8 | 62 |
| TOTAL CAGLIARI (ELMAS) | | | 62 | 0 | 0 | 79 | 5 | 10 | 6 | 0 | 0 | 16 | 85 | 8 | 62 |
| COMISO | RYANAIR | S | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 78 | 15 | 18 |
| TOTAL COMISO | | | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 78 | 15 | 18 |
| GENOA | RYANAIR | S | 54 | 0 | 0 | 43 | 35 | 20 | 2 | 0 | 0 | 21 | 56 | 19 | 54 |
| TOTAL GENOA | | | 54 | 0 | 0 | 43 | 35 | 20 | 2 | 0 | 0 | 21 | 56 | 19 | 54 |
| LAMETIA-TERME | RYANAIR | S | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 7 | 61 | 17 | 44 |
| TOTAL LAMETIA-TERME | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 7 | 61 | 17 | 44 |
| NAPLES | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 77 | 16 | 2 | 5 | 0 | 0 | 12 | 67 | 22 | 122 |
| TOTAL NAPLES | | | 124 | 0 | 0 | 77 | 16 | 2 | 5 | 0 | 0 | 12 | 67 | 22 | 122 |
| PALERMO | RYANAIR | S | 62 | 0 | 0 | 60 | 24 | 15 | 2 | 0 | 0 | 17 | 5 | 58 | 62 |
| TOTAL PALERMO | | | 62 | 0 | 0 | 60 | 24 | 15 | 2 | 0 | 0 | 17 | 5 | 58 | 62 |
| PARMA | RYANAIR | S | 26 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 12 | 46 | 18 | 26 |
| TOTAL PARMA | | | 26 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 12 | 46 | 18 | 26 |
| PERUGIA | RYANAIR | S | 54 | 0 | 0 | 76 | 19 | 6 | 0 | 0 | 0 | 10 | 57 | 18 | 54 |
| TOTAL PERUGIA | | | 54 | 0 | 0 | 76 | 19 | 6 | 0 | 0 | 0 | 10 | 57 | 18 | 54 |
| PESCARA | RYANAIR | S | 52 | 0 | 0 | 75 | 17 | 4 | 4 | 0 | 0 | 11 | 57 | 19 | 54 |
| TOTAL PESCARA | | | 52 | 0 | 0 | 75 | 17 | 4 | 4 | 0 | 0 | 11 | 57 | 19 | 54 |
| PISA | RYANAIR | S | 186 | 0 | 0 | 68 | 10 | 14 | 4 | 3 | 1 | 28 | 21 | 46 | 212 |
| TOTAL PISA | | | 186 | 0 | 0 | 68 | 10 | 14 | 4 | 3 | 1 | 28 | 21 | 46 | 212 |
| ROME (CIAMPINO) | RYANAIR | S | 248 | 0 | 0 | 50 | 22 | 19 | 8 | 0 | 1 | 27 | 55 | 23 | 186 |
| TOTAL ROME (CIAMPINO) | | | 248 | 0 | 0 | 50 | 22 | 19 | 8 | 0 | 1 | 27 | 55 | 23 | 186 |
| ROME (FIUMICINO) | ALITALIA (CAI) | C | 5 | 0 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 59 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 5 | 0 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 59 | 0 | 0 | 0 |
| TREVISO | RYANAIR | S | 124 | 0 | 0 | 81 | 15 | 2 | 0 | 1 | 0 | 10 | 69 | 17 | 105 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL TREVISO | | | 124 | 0 | 0 | 81 | 15 | 2 | 0 | 1 | 0 | 10 | 69 | 17 | 105 |
| TRIESTE (RONCHI DEI LEGIONARI) | RYANAIR | S | 62 | 0 | 0 | 77 | 18 | 3 | 2 | 0 | 0 | 9 | 63 | 20 | 62 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 62 | 0 | 0 | 77 | 18 | 3 | 2 | 0 | 0 | 9 | 63 | 20 | 62 |
| TURIN | RYANAIR | S | 62 | 0 | 0 | 85 | 10 | 3 | 0 | 2 | 0 | 14 | 77 | 10 | 62 |
| TOTAL TURIN | | | 62 | 0 | 0 | 85 | 10 | 3 | 0 | 2 | 0 | 14 | 77 | 10 | 62 |
| TOTAL ITALY | | | 1699 | 0 | 0 | 72 | 15 | 9 | 3 | 1 | 0 | 16 | 54 | 24 | 1639 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 124 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | 5 | 76 | 13 | 124 |
| TOTAL RIGA | | | 124 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | 5 | 76 | 13 | 124 |
| TOTAL LATVIA | | | 124 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | 5 | 76 | 13 | 124 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 75 | 8 | 69 |
| TOTAL KAUNAS | | | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 75 | 8 | 69 |
| VILNIUS | RYANAIR | S | 62 | 0 | 0 | 71 | 19 | 5 | 5 | 0 | 0 | 12 | 87 | 8 | 61 |
| TOTAL VILNIUS | | | 62 | 0 | 0 | 71 | 19 | 5 | 5 | 0 | 0 | 12 | 87 | 8 | 61 |
| TOTAL LITHUANIA | | | 124 | 0 | 0 | 82 | 11 | 4 | 2 | 0 | 0 | 8 | 81 | 8 | 130 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | RYANAIR | S | 34 | 0 | 0 | 79 | 18 | 3 | 0 | 0 | 0 | 9 | 79 | 10 | 52 |
| TOTAL MALTA | | | 36 | 1 | 0 | 81 | 17 | 3 | 0 | 0 | 0 | 9 | 79 | 10 | 52 |
| TOTAL MALTA | | | 36 | 1 | 0 | 81 | 17 | 3 | 0 | 0 | 0 | 9 | 79 | 10 | 52 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMAS COOK AIRLINES LTD | S | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 90 | 0 | 0 | 0 |
| TOTAL CANCUN | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 90 | 0 | 0 | 0 |
| TOTAL MEXICO | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 90 | 0 | 0 | 0 |
| MOROCCO | | | | | | | | | | | | | | | |
| FEZ | RYANAIR | S | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 8 | 72 | 8 | 18 |
| TOTAL FEZ | | | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 8 | 72 | 8 | 18 |
| MARRAKESH | RYANAIR | S | 62 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 0 | 5 | 71 | 11 | 28 |
| TOTAL MARRAKESH | | | 62 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 0 | 5 | 77 | 8 | 44 |
| RABAT | RYANAIR | S | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 46 | 22 | 26 |
| TOTAL RABAT | | | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 46 | 22 | 26 |
| TOTAL MOROCCO | | | 106 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 7 | 70 | 12 | 97 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 188 | 0 | 0 | 81 | 10 | 5 | 4 | 0 | 0 | 10 | 88 | 9 | 178 |
| TOTAL AMSTERDAM | | | 188 | 0 | 0 | 81 | 10 | 5 | 4 | 0 | 0 | 10 | 88 | 9 | 178 |
| EINDHOVEN | RYANAIR | S | 116 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 6 | 74 | 13 | 116 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------|---------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL EINDHOVEN | | | 116 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 6 | 74 | 13 | 116 |
| TOTAL NETHERLANDS | | | 304 | 0 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 9 | 82 | 11 | 294 |
| NORWAY | | | | | | | | | | | | | | | |
| HAUGESUND | RYANAIR | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 78 | 11 | 18 |
| TOTAL HAUGESUND | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 78 | 11 | 18 |
| RYGGE | RYANAIR | S | 186 | 0 | 0 | 78 | 14 | 7 | 1 | 0 | 0 | 10 | 85 | 8 | 151 |
| TOTAL RYGGE | | | 186 | 0 | 0 | 78 | 14 | 7 | 1 | 0 | 0 | 10 | 85 | 8 | 151 |
| SANDEFJORD(TORP) | RYANAIR | S | 46 | 0 | 0 | 70 | 24 | 7 | 0 | 0 | 0 | 11 | 71 | 13 | 42 |
| TOTAL SANDEFJORD(TORP) | | | 46 | 0 | 0 | 70 | 24 | 7 | 0 | 0 | 0 | 11 | 71 | 13 | 42 |
| TOTAL NORWAY | | | 250 | 0 | 0 | 77 | 16 | 6 | 1 | 0 | 0 | 10 | 82 | 9 | 211 |
| POLAND | | | | | | | | | | | | | | | |
| BYDGOSZCZ | RYANAIR | S | 62 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 8 | 74 | 17 | 62 |
| TOTAL BYDGOSZCZ | | | 62 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 8 | 74 | 17 | 62 |
| GDANSK | RYANAIR | S | 116 | 0 | 0 | 53 | 27 | 16 | 3 | 1 | 0 | 19 | 85 | 9 | 62 |
| TOTAL GDANSK | | | 116 | 0 | 0 | 53 | 27 | 16 | 3 | 1 | 0 | 19 | 84 | 10 | 63 |
| KATOWICE | RYANAIR | S | 62 | 0 | 0 | 71 | 21 | 6 | 2 | 0 | 0 | 11 | 74 | 17 | 62 |
| TOTAL KATOWICE | | | 62 | 0 | 0 | 71 | 21 | 6 | 2 | 0 | 0 | 11 | 74 | 17 | 62 |
| KRAKOW | RYANAIR | S | 142 | 0 | 0 | 73 | 16 | 8 | 2 | 1 | 1 | 17 | 73 | 18 | 108 |
| TOTAL KRAKOW | | | 142 | 0 | 0 | 73 | 16 | 8 | 2 | 1 | 1 | 17 | 73 | 18 | 108 |
| LODZ LUBLINEK | RYANAIR | S | 52 | 0 | 0 | 69 | 10 | 15 | 2 | 2 | 2 | 26 | 61 | 23 | 54 |
| TOTAL LODZ LUBLINEK | | | 52 | 0 | 0 | 69 | 10 | 15 | 2 | 2 | 2 | 26 | 61 | 23 | 54 |
| LUBLIN (PORT LOTNICZY) | RYANAIR | S | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 64 | 12 | 33 |
| TOTAL LUBLIN (PORT LOTNICZY) | | | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 64 | 12 | 33 |
| POZNAN | RYANAIR | S | 62 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 8 | 68 | 16 | 62 |
| TOTAL POZNAN | | | 62 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 8 | 68 | 16 | 62 |
| RZESZOW | RYANAIR | S | 80 | 0 | 0 | 78 | 9 | 10 | 4 | 0 | 0 | 11 | 77 | 11 | 62 |
| TOTAL RZESZOW | | | 80 | 0 | 0 | 78 | 9 | 10 | 4 | 0 | 0 | 11 | 77 | 11 | 62 |
| SZCZECIN (GOLENOW) | RYANAIR | S | 62 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 18 | 82 | 15 | 34 |
| TOTAL SZCZECIN (GOLENOW) | | | 62 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 18 | 82 | 15 | 34 |
| WARSAW (MODLIN MASOVIA) | RYANAIR | S | 186 | 0 | 0 | 76 | 13 | 8 | 2 | 1 | 1 | 16 | 70 | 17 | 124 |
| TOTAL WARSAW (MODLIN MASOVIA) | | | 186 | 0 | 0 | 76 | 13 | 8 | 2 | 1 | 1 | 16 | 70 | 17 | 124 |
| WROCLAW | RYANAIR | S | 98 | 0 | 0 | 79 | 13 | 5 | 3 | 0 | 0 | 11 | 42 | 22 | 78 |
| TOTAL WROCLAW | | | 98 | 0 | 0 | 79 | 13 | 5 | 3 | 0 | 0 | 11 | 42 | 22 | 78 |
| TOTAL POLAND | | | 956 | 0 | 0 | 73 | 15 | 9 | 2 | 0 | 0 | 14 | 70 | 17 | 742 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| AZORES PONTA DELGADA | RYANAIR | S | 8 | 0 | 0 | 38 | 0 | 25 | 38 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL AZORES PONTA DELGADA | | | 8 | 0 | 0 | 38 | 0 | 25 | 38 | 0 | 0 | 46 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------------|-----------------------------|-------------------|-------------------|------------|----------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| FARO | RYANAIR | S | 106 | 0 | 0 | 66 | 20 | 8 | 4 | 0 | 2 | 21 | 76 | 15 | 150 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 83 | 5 | 6 |
| TOTAL FARO | | | 114 | 1 | 0 | 68 | 18 | 8 | 4 | 0 | 2 | 20 | 76 | 14 | 156 |
| LISBON | RYANAIR | S | 186 | 0 | 0 | 84 | 8 | 5 | 4 | 0 | 0 | 10 | 71 | 14 | 124 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL LISBON | | | 188 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 0 | 10 | 71 | 14 | 124 |
| OPORTO (PORTUGAL) | RYANAIR | S | 124 | 0 | 0 | 81 | 10 | 4 | 3 | 2 | 1 | 17 | 59 | 24 | 142 |
| TOTAL OPORTO (PORTUGAL) | | | 124 | 0 | 0 | 81 | 10 | 4 | 3 | 2 | 1 | 17 | 59 | 24 | 142 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 434 | 1 | 0 | 78 | 11 | 6 | 4 | 0 | 1 | 15 | 69 | 18 | 422 |
| REPUBLIC OF MOLDOVA | | | | | | | | | | | | | | | |
| CHISINAU (KISHINEV) | AIR MOLDOVA INTERNATIONAL | S | 24 | 0 | 4 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 50 | 21 | 18 |
| TOTAL CHISINAU (KISHINEV) | | | 24 | 0 | 4 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 50 | 21 | 18 |
| TOTAL REPUBLIC OF MOLDOVA | | | 24 | 0 | 4 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 50 | 21 | 18 |
| REPUBLIC OF MONTENEGRO | | | | | | | | | | | | | | | |
| PODGORICA | RYANAIR | S | 18 | 0 | 0 | 28 | 44 | 28 | 0 | 0 | 0 | 24 | 33 | 26 | 18 |
| TOTAL PODGORICA | | | 18 | 0 | 0 | 28 | 44 | 28 | 0 | 0 | 0 | 24 | 33 | 26 | 18 |
| TOTAL REPUBLIC OF MONTENEGRO | | | 18 | 0 | 0 | 28 | 44 | 28 | 0 | 0 | 0 | 24 | 33 | 26 | 18 |
| ROMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | RYANAIR | S | 124 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 10 | 69 | 11 | 62 |
| TOTAL BUCHAREST (OTOPENI) | | | 124 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 10 | 69 | 11 | 62 |
| TOTAL ROMANIA | | | 124 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 10 | 69 | 11 | 62 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 124 | 0 | 0 | 61 | 18 | 10 | 7 | 0 | 4 | 38 | 76 | 10 | 100 |
| TOTAL BRATISLAVA | | | 124 | 0 | 0 | 61 | 18 | 10 | 7 | 0 | 4 | 38 | 76 | 10 | 100 |
| TOTAL SLOVAK REPUBLIC | | | 124 | 0 | 0 | 61 | 18 | 10 | 7 | 0 | 4 | 38 | 76 | 10 | 100 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 66 | 21 | 6 | 6 | 0 | 0 | 15 | 84 | 8 | 62 |
| TOTAL LJUBLJANA | | | 62 | 0 | 0 | 66 | 21 | 6 | 6 | 0 | 0 | 15 | 84 | 8 | 62 |
| TOTAL SLOVENIA | | | 62 | 0 | 0 | 66 | 21 | 6 | 6 | 0 | 0 | 15 | 84 | 8 | 62 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | RYANAIR | S | 124 | 0 | 0 | 81 | 13 | 6 | 1 | 0 | 0 | 8 | 80 | 10 | 142 |
| TOTAL ALICANTE | | | 124 | 0 | 0 | 81 | 13 | 6 | 1 | 0 | 0 | 8 | 80 | 10 | 142 |
| ALMERIA | RYANAIR | S | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 12 | 75 | 13 | 44 |
| TOTAL ALMERIA | | | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 12 | 75 | 13 | 44 |
| ASTURIAS | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 68 | 16 | 15 | 2 | 0 | 0 | 13 | 94 | 5 | 70 |
| TOTAL ASTURIAS | | | 62 | 0 | 0 | 68 | 16 | 15 | 2 | 0 | 0 | 13 | 94 | 5 | 70 |
| BARCELONA | RYANAIR | S | 248 | 0 | 0 | 75 | 11 | 8 | 3 | 2 | 0 | 19 | 72 | 21 | 186 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL BARCELONA | | | 248 | 0 | 0 | 75 | 11 | 8 | 3 | 2 | 0 | 19 | 72 | 21 | 186 |
| BILBAO | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 73 | 15 | 6 | 7 | 0 | 0 | 17 | 80 | 11 | 124 |
| TOTAL BILBAO | | | 124 | 0 | 0 | 73 | 15 | 6 | 7 | 0 | 0 | 17 | 80 | 11 | 124 |
| GIRONA | RYANAIR | S | 44 | 0 | 0 | 86 | 5 | 5 | 2 | 0 | 2 | 19 | 79 | 8 | 62 |
| TOTAL GIRONA | | | 44 | 0 | 0 | 86 | 5 | 5 | 2 | 0 | 2 | 19 | 79 | 8 | 62 |
| IBIZA | EASYJET AIRLINE COMPANY LTD | S | 106 | 0 | 0 | 85 | 6 | 4 | 6 | 0 | 0 | 10 | 80 | 9 | 106 |
| | RYANAIR | S | 78 | 0 | 0 | 77 | 12 | 5 | 6 | 0 | 0 | 13 | 62 | 19 | 103 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 100 | 4 | 10 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 21 | 75 | 10 | 12 |
| TOTAL IBIZA | | | 220 | 0 | 0 | 80 | 8 | 5 | 7 | 0 | 0 | 12 | 73 | 13 | 231 |
| JEREZ | RYANAIR | S | 36 | 0 | 0 | 56 | 14 | 22 | 8 | 0 | 0 | 21 | 53 | 22 | 34 |
| TOTAL JEREZ | | | 36 | 0 | 0 | 56 | 14 | 22 | 8 | 0 | 0 | 21 | 53 | 22 | 34 |
| MADRID | RYANAIR | S | 248 | 0 | 0 | 69 | 14 | 13 | 3 | 0 | 1 | 18 | 60 | 20 | 124 |
| TOTAL MADRID | | | 248 | 0 | 0 | 69 | 14 | 13 | 3 | 0 | 1 | 18 | 60 | 20 | 124 |
| MAHON | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 94 | 3 | 16 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 72 | 28 | 0 | 0 | 0 | 0 | 8 | 79 | 12 | 14 |
| TOTAL MAHON | | | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 87 | 7 | 30 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 78 | 0 | 0 | 77 | 9 | 8 | 6 | 0 | 0 | 13 | 92 | 6 | 78 |
| | RYANAIR | S | 124 | 0 | 0 | 58 | 21 | 11 | 8 | 0 | 2 | 27 | 75 | 13 | 158 |
| TOTAL MALAGA | | | 202 | 0 | 0 | 65 | 16 | 10 | 7 | 0 | 1 | 22 | 81 | 10 | 236 |
| MURCIA SAN JAVIER | RYANAIR | S | 80 | 1 | 0 | 94 | 4 | 3 | 0 | 0 | 0 | 4 | 82 | 8 | 98 |
| TOTAL MURCIA SAN JAVIER | | | 80 | 1 | 0 | 94 | 4 | 3 | 0 | 0 | 0 | 4 | 82 | 8 | 98 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 89 | 0 | 0 | 62 | 16 | 8 | 12 | 2 | 0 | 27 | 79 | 11 | 96 |
| | EVELOP | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | RYANAIR | S | 98 | 0 | 0 | 59 | 28 | 9 | 3 | 1 | 0 | 19 | 76 | 14 | 116 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 9 | 89 | 5 | 18 |
| | THOMSON AIRWAYS LTD | C | 31 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 9 | 88 | 8 | 17 |
| TOTAL PALMA DE MALLORCA | | | 240 | 0 | 0 | 66 | 19 | 8 | 7 | 1 | 0 | 20 | 79 | 12 | 247 |
| REUS | RYANAIR | S | 34 | 0 | 0 | 71 | 26 | 3 | 0 | 0 | 0 | 9 | 71 | 11 | 41 |
| TOTAL REUS | | | 34 | 0 | 0 | 71 | 26 | 3 | 0 | 0 | 0 | 9 | 71 | 11 | 41 |
| SANTANDER | RYANAIR | S | 62 | 0 | 0 | 84 | 11 | 2 | 3 | 0 | 0 | 7 | 84 | 15 | 70 |
| TOTAL SANTANDER | | | 62 | 0 | 0 | 84 | 11 | 2 | 3 | 0 | 0 | 7 | 84 | 15 | 70 |
| SANTIAGO DE COMPOSTELA (SPAIN) | RYANAIR | S | 44 | 0 | 0 | 77 | 16 | 5 | 2 | 0 | 0 | 12 | 91 | 4 | 34 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 44 | 0 | 0 | 77 | 16 | 5 | 2 | 0 | 0 | 12 | 91 | 4 | 34 |
| SEVILLE | RYANAIR | S | 62 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 6 | 81 | 10 | 72 |
| TOTAL SEVILLE | | | 62 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 6 | 81 | 10 | 72 |
| VALENCIA | RYANAIR | S | 62 | 0 | 0 | 81 | 15 | 3 | 2 | 0 | 0 | 9 | 81 | 10 | 77 |
| TOTAL VALENCIA | | | 63 | 0 | 0 | 79 | 16 | 3 | 2 | 0 | 0 | 9 | 81 | 10 | 77 |
| ZARAGOZA | RYANAIR | S | 44 | 0 | 0 | 73 | 25 | 2 | 0 | 0 | 0 | 9 | 70 | 19 | 44 |
| TOTAL ZARAGOZA | | | 44 | 0 | 0 | 73 | 25 | 2 | 0 | 0 | 0 | 9 | 70 | 19 | 44 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL SPAIN | | | 1991 | 1 | 0 | 74 | 14 | 7 | 4 | 0 | 0 | 15 | 77 | 13 | 1966 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | RYANAIR | S | 46 | 0 | 0 | 78 | 15 | 7 | 0 | 0 | 0 | 9 | 77 | 11 | 62 |
| | THOMAS COOK AIRLINES LTD | S | 20 | 0 | 0 | 40 | 20 | 10 | 30 | 0 | 0 | 34 | 61 | 23 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 90 | 8 | 10 |
| TOTAL ARRECIFE | | | 76 | 0 | 0 | 66 | 17 | 9 | 8 | 0 | 0 | 17 | 76 | 13 | 90 |
| FUERTEVENTURA | RYANAIR | S | 34 | 0 | 0 | 88 | 3 | 3 | 6 | 0 | 0 | 12 | 93 | 3 | 44 |
| | THOMAS COOK AIRLINES LTD | S | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 48 | 90 | 4 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 0 | 0 | 10 | 0 | 24 | 100 | 1 | 8 |
| TOTAL FUERTEVENTURA | | | 46 | 0 | 0 | 85 | 4 | 2 | 7 | 2 | 0 | 16 | 94 | 3 | 62 |
| LAS PALMAS | RYANAIR | S | 44 | 0 | 0 | 82 | 11 | 7 | 0 | 0 | 0 | 9 | 85 | 6 | 46 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 50 | 83 | 3 | 6 |
| TOTAL LAS PALMAS | | | 52 | 0 | 0 | 77 | 10 | 10 | 4 | 0 | 0 | 15 | 85 | 5 | 52 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | RYANAIR | S | 72 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 90 | 6 | 70 |
| | THOMAS COOK AIRLINES LTD | S | 22 | 0 | 0 | 77 | 14 | 0 | 5 | 5 | 0 | 20 | 83 | 28 | 18 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 5 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 110 | 0 | 0 | 85 | 8 | 5 | 1 | 1 | 0 | 9 | 89 | 10 | 96 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 284 | 0 | 0 | 79 | 10 | 6 | 4 | 1 | 0 | 13 | 85 | 9 | 300 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | RYANAIR | S | 124 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL GOTEBORG (LANDVETTER) | | | 124 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| SKELLEFTEA | RYANAIR | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 89 | 7 | 18 |
| TOTAL SKELLEFTEA | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 89 | 7 | 18 |
| STOCKHOLM (SKAVSTA) | RYANAIR | S | 124 | 0 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 11 | 77 | 12 | 108 |
| TOTAL STOCKHOLM (SKAVSTA) | | | 124 | 0 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 11 | 77 | 12 | 108 |
| VASTERAS | RYANAIR | S | 36 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 94 | 4 | 36 |
| TOTAL VASTERAS | | | 36 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 94 | 4 | 36 |
| TOTAL SWEDEN | | | 302 | 0 | 0 | 79 | 13 | 7 | 1 | 0 | 0 | 10 | 78 | 12 | 275 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BALE MULHOUSE | RYANAIR | S | 62 | 0 | 0 | 81 | 16 | 2 | 2 | 0 | 0 | 10 | 52 | 21 | 44 |
| TOTAL BALE MULHOUSE | | | 62 | 0 | 0 | 81 | 16 | 2 | 2 | 0 | 0 | 10 | 52 | 21 | 44 |
| TOTAL SWITZERLAND | | | 62 | 0 | 0 | 81 | 16 | 2 | 2 | 0 | 0 | 10 | 52 | 21 | 44 |
| TUNISIA | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | THOMAS COOK AIRLINES LTD | C | 6 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 29 | 18 |
| TOTAL ENFIDHA - HAMMAMET INTL | | | 8 | 1 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 15 | 66 | 21 | 29 |
| MONASTIR | EASYJET AIRLINE COMPANY LTD | S | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL TUNISIA | | | 13 | 1 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 13 | 66 | 21 | 29 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 36 | 0 | 0 | 86 | 6 | 3 | 6 | 0 | 0 | 12 | 73 | 15 | 30 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 5 | 75 | 13 | 12 |
| TOTAL ANTALYA | | | 55 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 9 | 67 | 15 | 55 |
| BODRUM (MILAS) | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 54 | 21 | 11 | 11 | 4 | 0 | 32 | 82 | 9 | 28 |
| | PEGASUS AIRLINES | S | 8 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 83 | 50 | 54 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 28 | 8 |
| TOTAL BODRUM (MILAS) | | | 44 | 0 | 0 | 61 | 14 | 7 | 11 | 7 | 0 | 36 | 75 | 20 | 44 |
| DALAMAN | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 75 | 14 | 7 | 0 | 5 | 0 | 18 | 91 | 4 | 44 |
| | THOMAS COOK AIRLINES LTD | C | 52 | 1 | 0 | 87 | 4 | 4 | 6 | 0 | 0 | 9 | 65 | 12 | 26 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 61 | 39 | 0 | 0 | 0 | 0 | 12 | 93 | 4 | 15 |
| TOTAL DALAMAN | | | 114 | 1 | 0 | 78 | 13 | 4 | 3 | 2 | 0 | 13 | 82 | 7 | 89 |
| GAZIANTEP | CORENDON AIRLINES | C | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 105 | 0 | 0 | 0 |
| TOTAL GAZIANTEP | | | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 105 | 0 | 0 | 0 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 143 | 0 | 0 | 48 | 15 | 15 | 22 | 0 | 1 | 38 | 56 | 19 | 146 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 144 | 0 | 0 | 47 | 15 | 15 | 22 | 0 | 1 | 38 | 56 | 19 | 146 |
| IZMIR (ADNAN MENDERES) | PEGASUS AIRLINES | S | 26 | 0 | 0 | 73 | 12 | 15 | 0 | 0 | 0 | 12 | 81 | 12 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 8 |
| TOTAL IZMIR (ADNAN MENDERES) | | | 36 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 85 | 10 | 34 |
| TOTAL TURKEY | | | 397 | 1 | 0 | 65 | 13 | 9 | 11 | 1 | 1 | 25 | 69 | 15 | 368 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 190 | 0 | 0 | 83 | 8 | 4 | 5 | 0 | 0 | 10 | 86 | 8 | 176 |
| TOTAL BELFAST INTERNATIONAL | | | 190 | 0 | 0 | 83 | 8 | 4 | 5 | 0 | 0 | 10 | 86 | 8 | 176 |
| CITY OF DERRY (EGLINTON) | RYANAIR | S | 62 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 8 | 74 | 10 | 62 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 62 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 8 | 74 | 10 | 62 |
| DUNDEE | LOGANAIR | S | 100 | 0 | 0 | 90 | 6 | 2 | 1 | 1 | 0 | 8 | 87 | 7 | 100 |
| TOTAL DUNDEE | | | 100 | 0 | 0 | 90 | 6 | 2 | 1 | 1 | 0 | 8 | 87 | 7 | 100 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 170 | 1 | 0 | 78 | 14 | 8 | 0 | 1 | 0 | 10 | 73 | 13 | 196 |
| | RYANAIR | S | 151 | 0 | 0 | 57 | 21 | 17 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL EDINBURGH | | | 321 | 1 | 0 | 68 | 17 | 12 | 2 | 0 | 0 | 14 | 73 | 13 | 196 |
| GATWICK | EASYJET AIRLINE COMPANY LTD | S | 3 | 0 | 2 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 108 | 1 |
| TOTAL GATWICK | | | 4 | 1 | 2 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 0 | 68 | 2 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 144 | 0 | 0 | 70 | 18 | 7 | 5 | 0 | 0 | 13 | 73 | 15 | 152 |
| | RYANAIR | S | 152 | 0 | 0 | 78 | 10 | 6 | 5 | 2 | 0 | 17 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | 297 | 0 | 1 | 74 | 14 | 6 | 5 | 1 | 0 | 15 | 73 | 15 | 152 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 70 | 0 | 0 | 74 | 13 | 7 | 6 | 0 | 0 | 16 | 82 | 18 | 60 |
| TOTAL GUERNSEY | | | 70 | 0 | 0 | 74 | 13 | 7 | 6 | 0 | 0 | 16 | 82 | 18 | 60 |
| ISLE OF MAN | FLYBE LTD | S | 154 | 0 | 2 | 84 | 5 | 6 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ISLE OF MAN | | | 154 | 0 | 2 | 84 | 5 | 6 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| LUTON | RYANAIR | S | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2015

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL LUTON | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| NEWCASTLE | FLYBE LTD | S | 106 | 0 | 0 | 97 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 106 | 0 | 0 | 97 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| NEWQUAY | FLYBE LTD | S | 62 | 0 | 0 | 82 | 8 | 2 | 5 | 3 | 0 | 16 | 0 | 0 | 0 |
| TOTAL NEWQUAY | | | 62 | 0 | 0 | 82 | 8 | 2 | 5 | 3 | 0 | 16 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 1370 | 2 | 6 | 79 | 10 | 6 | 4 | 1 | 0 | 12 | 79 | 13 | 808 |
| USA | | | | | | | | | | | | | | | |
| LAS VEGAS | THOMAS COOK AIRLINES LTD | S | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 62 | 0 | 0 | 0 |
| TOTAL LAS VEGAS | | | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 62 | 0 | 0 | 0 |
| ORLANDO | THOMAS COOK AIRLINES LTD | S | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL ORLANDO | | | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL USA | | | 8 | 0 | 0 | 50 | 13 | 0 | 38 | 0 | 0 | 47 | 0 | 0 | 0 |
| TOTAL STANSTED | | | 13308 | 14 | 10 | 76 | 13 | 7 | 3 | 0 | 0 | 13 | 71 | 15 | 12023 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|--------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | Plan (8) | | | | | | | | | | | | | |
| AALBORG | | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 11 | 22 | 67 | 0 | 0 | 0 | 35 | 56 | 19 | 9 | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 13 | 56 | 18 | 9 | | |
| TOTAL AALBORG | | | | | 18 | 0 | 0 | 33 | 28 | 39 | 0 | 0 | 0 | 24 | 56 | 18 | 18 | | |
| AARHUS (TIRSTRUP) | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 68 | 19 | 10 | 3 | 0 | 0 | 13 | 85 | 8 | 27 | | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 74 | 19 | 3 | 3 | 0 | 0 | 12 | 81 | 13 | 27 | | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 9 | | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 9 | | |
| TOTAL AARHUS (TIRSTRUP) | | | | | 80 | 0 | 0 | 75 | 18 | 5 | 3 | 0 | 0 | 11 | 88 | 8 | 8 | | |
| ABERDEEN | | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 90 | 4 | 70 | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 9 | 83 | 9 | 70 | | | |
| | BRISTOL | BMI REGIONAL | S | A | 50 | 0 | 0 | 78 | 14 | 4 | 2 | 2 | 0 | 13 | 68 | 15 | 50 | | |
| | BRISTOL | BMI REGIONAL | S | D | 50 | 0 | 0 | 76 | 14 | 8 | 0 | 2 | 0 | 14 | 72 | 15 | 50 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 242 | 0 | 2 | 65 | 14 | 13 | 7 | 0 | 0 | 21 | 73 | 15 | 248 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 242 | 0 | 1 | 60 | 18 | 15 | 7 | 0 | 0 | 19 | 80 | 13 | 249 | | |
| | CARDIFF WALE | EASTERN AIRWAYS | S | D | 20 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 9 | 82 | 14 | 22 | | |
| | DURHAM TEES | EASTERN AIRWAYS | S | A | 76 | 0 | 6 | 82 | 9 | 8 | 1 | 0 | 0 | 9 | 87 | 6 | 84 | | |
| | DURHAM TEES | EASTERN AIRWAYS | S | D | 76 | 1 | 6 | 87 | 8 | 4 | 1 | 0 | 0 | 10 | 94 | 5 | 84 | | |
| | EAST MIDLAND | EASTERN AIRWAYS | S | A | 56 | 3 | 6 | 82 | 11 | 5 | 2 | 0 | 0 | 9 | 72 | 12 | 58 | | |
| | EAST MIDLAND | EASTERN AIRWAYS | S | D | 57 | 2 | 5 | 84 | 7 | 5 | 4 | 0 | 0 | 10 | 90 | 7 | 59 | | |
| | LEEDS BRADFO | EASTERN AIRWAYS | S | A | 42 | 1 | 0 | 83 | 5 | 7 | 5 | 0 | 0 | 11 | 67 | 15 | 64 | | |
| | LEEDS BRADFO | EASTERN AIRWAYS | S | D | 63 | 1 | 0 | 90 | 5 | 3 | 2 | 0 | 0 | 5 | 88 | 8 | 64 | | |
| | NEWCASTLE | EASTERN AIRWAYS | S | A | 75 | 0 | 3 | 87 | 5 | 5 | 3 | 0 | 0 | 7 | 92 | 9 | 84 | | |
| | NEWCASTLE | EASTERN AIRWAYS | S | D | 77 | 0 | 1 | 81 | 5 | 5 | 9 | 0 | 0 | 15 | 90 | 7 | 84 | | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | A | 40 | 0 | 0 | 70 | 13 | 15 | 3 | 0 | 0 | 17 | 25 | 20 | 4 | | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | D | 37 | 0 | 5 | 89 | 3 | 5 | 0 | 3 | 0 | 8 | 89 | 4 | 37 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 52 | 0 | 0 | 65 | 17 | 10 | 8 | 0 | 0 | 19 | 72 | 15 | 53 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 52 | 0 | 0 | 63 | 19 | 10 | 8 | 0 | 0 | 18 | 68 | 16 | 53 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 78 | 17 | 4 | 0 | 0 | 0 | 9 | 48 | 21 | 31 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 9 | 68 | 20 | 31 | | |
| | BELFAST CITY (| FLYBE LTD | S | A | 27 | 0 | 0 | 93 | 0 | 4 | 4 | 0 | 0 | 6 | 74 | 8 | 31 | | |
| | BELFAST CITY (| FLYBE LTD | S | D | 27 | 0 | 0 | 78 | 15 | 4 | 4 | 0 | 0 | 11 | 71 | 12 | 31 | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|--------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| ABERDEEN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE LTD | S | A | 92 | 0 | 0 | 89 | 3 | 2 | 5 | 0 | 0 | 8 | 87 | 7 | 102 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 92 | 0 | 0 | 85 | 3 | 7 | 5 | 0 | 0 | 14 | 78 | 13 | 102 | |
| | JERSEY | FLYBE LTD | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 25 | 100 | 1 | 4 | |
| | JERSEY | FLYBE LTD | S | D | 5 | 0 | 0 | 20 | 60 | 0 | 20 | 0 | 0 | 42 | 75 | 16 | 4 | |
| | LONDON CITY | FLYBE LTD | S | A | 77 | 0 | 0 | 99 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | LONDON CITY | FLYBE LTD | S | D | 77 | 0 | 0 | 91 | 8 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 139 | 0 | 0 | 84 | 6 | 6 | 4 | 1 | 0 | 11 | 80 | 11 | 148 | |
| | MANCHESTER | FLYBE LTD | S | D | 139 | 0 | 0 | 80 | 11 | 4 | 4 | 1 | 0 | 12 | 75 | 13 | 150 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 93 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 7 | 85 | 6 | 93 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 93 | 0 | 0 | 92 | 5 | 1 | 1 | 0 | 0 | 3 | 95 | 3 | 93 | |
| TOTAL ABERDEEN | | | | | 2228 | 10 | 39 | 79 | 10 | 7 | 4 | 0 | 0 | 12 | 81 | 10 | 10 | |
| ABU DHABI - BATEEN | | | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | ETIHAD AIRWAYS | S | A | 31 | 0 | 0 | 48 | 32 | 16 | 3 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | EDINBURGH | ETIHAD AIRWAYS | S | D | 31 | 0 | 0 | 35 | 29 | 23 | 13 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | HEATHROW | ETIHAD AIRWAYS | S | A | 93 | 0 | 0 | 33 | 23 | 32 | 12 | 0 | 0 | 30 | 66 | 14 | 93 | |
| | HEATHROW | ETIHAD AIRWAYS | S | D | 93 | 0 | 0 | 34 | 25 | 28 | 13 | 0 | 0 | 30 | 72 | 11 | 93 | |
| | MANCHESTER | ETIHAD AIRWAYS | S | A | 62 | 0 | 0 | 58 | 19 | 18 | 5 | 0 | 0 | 19 | 73 | 14 | 62 | |
| | MANCHESTER | ETIHAD AIRWAYS | S | D | 62 | 0 | 0 | 48 | 18 | 24 | 10 | 0 | 0 | 27 | 61 | 25 | 62 | |
| TOTAL ABU DHABI INTERNATIONAL | | | | | 372 | 0 | 0 | 42 | 23 | 25 | 10 | 0 | 0 | 27 | 68 | 15 | 15 | |
| ABUJA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 74 | 16 | 3 | 0 | 3 | 3 | 51 | 72 | 10 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 26 | 3 | 3 | 0 | 3 | 51 | 79 | 15 | 29 | |
| TOTAL ABUJA | | | | | 62 | 2 | 0 | 69 | 21 | 3 | 2 | 2 | 3 | 51 | 76 | 12 | 12 | |
| ACCRA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 2 | 60 | 20 | 13 | 3 | 0 | 3 | 63 | 71 | 27 | 45 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 3 | 26 | 39 | 26 | 6 | 0 | 57 | 16 | 62 | 44 | |
| TOTAL ACCRA | | | | | 61 | 0 | 2 | 31 | 23 | 26 | 15 | 3 | 2 | 60 | 43 | 44 | 44 | |
| ADDIS ABABA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ETHIOPIAN AIRLINES | S | A | 31 | 0 | 0 | 48 | 26 | 13 | 6 | 6 | 0 | 37 | 70 | 17 | 30 | |
| | HEATHROW | ETHIOPIAN AIRLINES | S | D | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 9 | 70 | 16 | 30 | |
| TOTAL ADDIS ABABA | | | | | 62 | 0 | 0 | 66 | 19 | 6 | 5 | 3 | 0 | 23 | 70 | 17 | 17 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | Plan (8) | | | | | | | | | | | | | |
| AGADIR (AL MASSIRA) | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 17 | 82 | 32 | 11 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 29 | 73 | 38 | 11 | | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 4 | 89 | 4 | 9 | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 67 | 14 | 9 | | |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 8 | 8 | | |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 56 | 22 | 9 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 100 | 1 | 9 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 22 | 89 | 4 | 9 | | |
| TOTAL AGADIR (AL MASSIRA) | | | | | 78 | 0 | 0 | 76 | 14 | 6 | 4 | 0 | 0 | 12 | 81 | 15 | 15 | | |
| AJACCIO | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 10 | 6 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 9 | 6 | | |
| TOTAL AJACCIO | | | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 10 | 10 | | |
| ALDERNEY | | | | | | | | | | | | | | | | | | | |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | A | 133 | 0 | 8 | 71 | 12 | 9 | 6 | 1 | 1 | 20 | 73 | 16 | 128 | | |
| | SOUTHAMPTON | AURIGNY AIR SERVICES | S | D | 135 | 0 | 9 | 76 | 7 | 7 | 7 | 4 | 0 | 25 | 83 | 12 | 132 | | |
| TOTAL ALDERNEY | | | | | 268 | 5 | 17 | 74 | 9 | 8 | 6 | 2 | 0 | 23 | 78 | 14 | 14 | | |
| ALESUND | | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 22 | 22 | 44 | 11 | 0 | 0 | 36 | 75 | 22 | 8 | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 17 | 88 | 15 | 8 | | |
| TOTAL ALESUND | | | | | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 27 | 81 | 18 | 18 | | |
| ALGHERO (FERTILIA) | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 64 | 9 | 18 | 9 | 0 | 0 | 19 | 77 | 18 | 26 | | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 15 | 69 | 23 | 26 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 40 | 50 | 15 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 24 | 75 | 13 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | | |
| TOTAL ALGHERO (FERTILIA) | | | | | 60 | 0 | 0 | 57 | 22 | 15 | 7 | 0 | 0 | 19 | 78 | 16 | 16 | | |
| ALGIERS | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR ALGERIE | S | A | 21 | 0 | 0 | 43 | 24 | 24 | 10 | 0 | 0 | 25 | 56 | 29 | 25 | | |
| | HEATHROW | AIR ALGERIE | S | D | 21 | 0 | 0 | 29 | 10 | 43 | 19 | 0 | 0 | 37 | 40 | 32 | 25 | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Plan (8) | | | | | | | | | | | |
| ALGIERS | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 38 | 31 | 14 | 17 | 0 | 0 | 27 | 77 | 24 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 34 | 31 | 28 | 7 | 0 | 0 | 28 | 57 | 36 | 30 |
| TOTAL ALGIERS | | | | | 100 | 0 | 0 | 36 | 25 | 26 | 13 | 0 | 0 | 29 | 58 | 30 | 30 |
| ALICANTE | GLASGOW | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 50 | 21 | 4 |
| | GLASGOW | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 20 | 75 | 18 | 4 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 64 | 0 | 0 | 63 | 20 | 13 | 3 | 2 | 0 | 19 | 49 | 31 | 78 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 64 | 0 | 0 | 61 | 19 | 14 | 6 | 0 | 0 | 19 | 49 | 28 | 79 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 80 | 7 | 3 | 10 | 0 | 0 | 11 | 97 | 4 | 31 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 84 | 6 | 0 | 10 | 0 | 0 | 11 | 100 | 1 | 31 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 88 | 3 | 5 | 3 | 0 | 0 | 8 | 93 | 4 | 58 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 81 | 12 | 3 | 3 | 0 | 0 | 11 | 88 | 5 | 58 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 100 | 1 | 9 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 20 | 100 | 0 | 9 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 132 | 0 | 1 | 48 | 20 | 22 | 10 | 1 | 0 | 27 | 67 | 16 | 131 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 132 | 0 | 0 | 48 | 20 | 26 | 6 | 0 | 0 | 24 | 67 | 16 | 131 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 97 | 1 | 31 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 97 | 3 | 31 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 1 | 87 | 7 | 7 | 0 | 0 | 0 | 7 | 90 | 4 | 31 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 10 | 87 | 8 | 31 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 0 | 72 | 8 | 10 | 10 | 0 | 0 | 16 | 84 | 10 | 61 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 61 | 0 | 0 | 67 | 13 | 8 | 11 | 0 | 0 | 20 | 73 | 13 | 62 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 0 | 77 | 12 | 8 | 4 | 0 | 0 | 12 | 78 | 12 | 27 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 88 | 0 | 8 | 4 | 0 | 0 | 8 | 85 | 10 | 27 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 78 | 9 | 4 | 9 | 0 | 0 | 18 | 97 | 3 | 29 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 87 | 4 | 4 | 0 | 4 | 0 | 14 | 77 | 7 | 30 |
| | EXETER | FLYBE LTD | S | A | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | EXETER | FLYBE LTD | S | D | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 0 | 3 | 0 | 12 | 65 | 16 | 31 |
| | SOUTHAMPTON | FLYBE LTD | S | D | 31 | 0 | 0 | 68 | 19 | 10 | 0 | 3 | 0 | 19 | 58 | 21 | 31 |
| | BELFAST INTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 8 | 94 | 5 | 17 |
| | BELFAST INTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 5 | 82 | 8 | 17 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 35 | 0 | 0 | 91 | 6 | 0 | 3 | 0 | 0 | 4 | 90 | 3 | 31 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| ALICANTE | | | | | | | | | | | | | | | | | | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 35 | 0 | 0 | 77 | 11 | 6 | 6 | 0 | 0 | 17 | 90 | 6 | 31 | |
| | EDINBURGH | JET2.COM LTD | S | A | 22 | 0 | 0 | 82 | 14 | 0 | 5 | 0 | 0 | 7 | 68 | 27 | 22 | |
| | EDINBURGH | JET2.COM LTD | S | D | 22 | 0 | 0 | 73 | 5 | 18 | 5 | 0 | 0 | 15 | 55 | 35 | 22 | |
| | GLASGOW | JET2.COM LTD | S | A | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 9 | 94 | 23 | 31 | |
| | GLASGOW | JET2.COM LTD | S | D | 31 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 0 | 13 | 94 | 6 | 31 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 53 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 6 | 81 | 15 | 52 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 53 | 0 | 0 | 83 | 8 | 9 | 0 | 0 | 0 | 9 | 77 | 14 | 52 | |
| | MANCHESTER | JET2.COM LTD | S | A | 58 | 0 | 0 | 69 | 16 | 12 | 3 | 0 | 0 | 15 | 60 | 20 | 43 | |
| | MANCHESTER | JET2.COM LTD | S | D | 58 | 0 | 0 | 57 | 24 | 12 | 7 | 0 | 0 | 20 | 65 | 20 | 43 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 48 | 0 | 0 | 83 | 15 | 2 | 0 | 0 | 0 | 6 | 91 | 5 | 46 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 47 | 1 | 1 | 81 | 9 | 9 | 2 | 0 | 0 | 14 | 84 | 9 | 45 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 35 | 0 | 0 | 83 | 9 | 6 | 3 | 0 | 0 | 7 | 96 | 4 | 45 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 35 | 0 | 0 | 77 | 14 | 9 | 0 | 0 | 0 | 10 | 91 | 7 | 45 | |
| | GATWICK | MONARCH AIRLINES | S | A | 60 | 0 | 0 | 68 | 15 | 12 | 5 | 0 | 0 | 15 | 65 | 31 | 51 | |
| | GATWICK | MONARCH AIRLINES | S | D | 60 | 0 | 0 | 67 | 23 | 5 | 5 | 0 | 0 | 18 | 59 | 36 | 51 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | S | A | 27 | 0 | 0 | 81 | 11 | 0 | 7 | 0 | 0 | 11 | 86 | 36 | 29 | |
| | LUTON | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 63 | 22 | 11 | 4 | 0 | 0 | 18 | 55 | 47 | 29 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 45 | 0 | 0 | 76 | 11 | 13 | 0 | 0 | 0 | 11 | 87 | 7 | 45 | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 45 | 0 | 0 | 67 | 29 | 4 | 0 | 0 | 0 | 12 | 73 | 13 | 45 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 5 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 46 | 46 | 8 | 0 | 0 | 0 | 14 | 86 | 20 | 14 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 54 | 46 | 0 | 0 | 0 | 0 | 10 | 79 | 18 | 14 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 80 | 14 | 5 | |
| | BIRMINGHAM | RYANAIR | S | A | 35 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 4 | 95 | 10 | 40 | |
| | BIRMINGHAM | RYANAIR | S | D | 35 | 0 | 0 | 91 | 6 | 0 | 3 | 0 | 0 | 8 | 93 | 4 | 40 | |
| | BOURNEMOUT | RYANAIR | S | A | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 6 | 65 | 12 | 17 | |
| | BOURNEMOUT | RYANAIR | S | D | 18 | 0 | 0 | 89 | 6 | 0 | 0 | 6 | 0 | 17 | 88 | 5 | 17 | |
| | BRISTOL | RYANAIR | S | A | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 31 | |
| | BRISTOL | RYANAIR | S | D | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 84 | 8 | 31 | |
| | EAST MIDLAND | RYANAIR | S | A | 81 | 1 | 0 | 81 | 9 | 9 | 1 | 0 | 0 | 9 | 81 | 10 | 62 | |
| | EAST MIDLAND | RYANAIR | S | D | 81 | 0 | 0 | 77 | 20 | 4 | 0 | 0 | 0 | 9 | 87 | 10 | 62 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-----------------------|-------------------|---------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALICANTE | EDINBURGH | RYANAIR | S | A | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 91 | 9 | 22 |
| | EDINBURGH | RYANAIR | S | D | 23 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 91 | 9 | 22 |
| | LEEDS BRADFO | RYANAIR | S | A | 22 | 0 | 0 | 82 | 5 | 5 | 9 | 0 | 0 | 12 | 94 | 2 | 17 |
| | LEEDS BRADFO | RYANAIR | S | D | 22 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 13 | 94 | 6 | 17 |
| | LIVERPOOL (JO | RYANAIR | S | A | 31 | 0 | 0 | 61 | 19 | 13 | 3 | 3 | 0 | 25 | 100 | 1 | 31 |
| | LIVERPOOL (JO | RYANAIR | S | D | 31 | 0 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 11 | 90 | 6 | 31 |
| | MANCHESTER | RYANAIR | S | A | 54 | 0 | 0 | 65 | 20 | 11 | 4 | 0 | 0 | 16 | 79 | 18 | 48 |
| | MANCHESTER | RYANAIR | S | D | 54 | 0 | 0 | 56 | 19 | 22 | 4 | 0 | 0 | 19 | 73 | 23 | 48 |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 9 | 82 | 9 | 71 |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 7 | 77 | 12 | 71 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 100 | 9 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 11 | 75 | 9 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 36 | 40 | 16 | 5 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 6 | 5 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 78 | 9 | 9 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 78 | 8 | 9 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 32 | 67 | 11 | 9 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 14 | 89 | 8 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 78 | 9 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 89 | 4 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 25 | 31 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 75 | 14 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 9 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 60 | 9 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 12 | 0 | 0 | 58 | 33 | 8 | 0 | 0 | 0 | 13 | 43 | 39 | 14 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 71 | 14 | 14 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 12 | 0 | 0 | 67 | 25 | 0 | 8 | 0 | 0 | 14 | 62 | 11 | 13 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 62 | 9 | 13 |
| | CARDIFF WALE | VUELING AIRLINES | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 12 | 53 | 19 | 15 |
| | CARDIFF WALE | VUELING AIRLINES | S | D | 13 | 0 | 0 | 54 | 23 | 23 | 0 | 0 | 0 | 19 | 36 | 28 | 14 |
| TOTAL ALICANTE | | | | | 2823 | 2 | 3 | 74 | 14 | 9 | 4 | 0 | 0 | 13 | 78 | 13 | 13 |
| ALMATY | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 13 | 83 | 8 | 12 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALMATY | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 15 | 64 | 16 | 14 |
| TOTAL ALMATY | | | | | 27 | 1 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 14 | 73 | 12 | 12 |
| ALMERIA | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 84 | 3 | 10 | 0 | 3 | 0 | 18 | 90 | 7 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 1 | 80 | 7 | 10 | 0 | 3 | 0 | 20 | 97 | 4 | 31 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 89 | 16 | 9 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 12 | 78 | 26 | 9 |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 10 | 68 | 15 | 22 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 14 | 82 | 12 | 22 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 80 | 11 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 60 | 19 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 12 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 20 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 37 | 60 | 79 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 80 | 41 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 16 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 24 | 5 |
| TOTAL ALMERIA | | | | | 137 | 0 | 1 | 78 | 7 | 12 | 1 | 1 | 0 | 16 | 79 | 14 | 14 |
| ALTA | | | | | | | | | | | | | | | | | |
| AMMAN | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 45 | 6 | 29 | 19 | 0 | 0 | 38 | 64 | 13 | 45 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 23 | 23 | 26 | 29 | 0 | 0 | 43 | 60 | 24 | 45 |
| | HEATHROW | ROYAL JORDANIAN | S | A | 31 | 0 | 0 | 48 | 26 | 16 | 10 | 0 | 0 | 25 | 74 | 9 | 31 |
| | HEATHROW | ROYAL JORDANIAN | S | D | 31 | 0 | 0 | 42 | 13 | 35 | 6 | 3 | 0 | 33 | 61 | 16 | 31 |
| TOTAL AMMAN | | | | | 124 | 0 | 0 | 40 | 17 | 27 | 16 | 1 | 0 | 34 | 64 | 16 | 16 |
| AMSTERDAM | LONDON CITY | BA CITYFLYER LTD | S | A | 103 | 0 | 0 | 91 | 3 | 3 | 2 | 1 | 0 | 8 | 89 | 9 | 108 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 99 | 1 | 0 | 89 | 5 | 2 | 3 | 1 | 0 | 9 | 86 | 11 | 107 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 92 | 0 | 0 | 51 | 23 | 17 | 9 | 0 | 0 | 25 | 57 | 22 | 96 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 92 | 0 | 0 | 63 | 16 | 16 | 4 | 0 | 0 | 18 | 74 | 13 | 96 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 242 | 0 | 0 | 51 | 21 | 17 | 10 | 2 | 0 | 27 | 72 | 17 | 243 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 242 | 0 | 0 | 63 | 17 | 12 | 7 | 1 | 0 | 19 | 77 | 13 | 243 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| AMSTERDAM | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 214 | 0 | 0 | 93 | 4 | 2 | 0 | 0 | 0 | 3 | 91 | 7 | 188 | |
| | LONDON CITY | CITY JET | S | D | 214 | 0 | 0 | 78 | 13 | 6 | 3 | 0 | 0 | 12 | 86 | 10 | 188 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 78 | 8 | 10 | 3 | 3 | 0 | 16 | 79 | 16 | 39 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 88 | 0 | 8 | 3 | 3 | 0 | 13 | 92 | 8 | 39 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 41 | 0 | 0 | 76 | 15 | 7 | 2 | 0 | 0 | 11 | 82 | 10 | 39 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 41 | 0 | 0 | 83 | 7 | 5 | 5 | 0 | 0 | 10 | 92 | 7 | 39 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 46 | 0 | 0 | 39 | 28 | 28 | 4 | 0 | 0 | 23 | 74 | 20 | 39 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 46 | 0 | 0 | 54 | 33 | 9 | 4 | 0 | 0 | 17 | 67 | 19 | 39 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 198 | 0 | 8 | 39 | 23 | 22 | 15 | 1 | 0 | 32 | 64 | 22 | 185 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 198 | 0 | 0 | 36 | 26 | 24 | 14 | 1 | 0 | 32 | 61 | 24 | 185 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 8 | 76 | 16 | 17 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 8 | 88 | 10 | 17 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 83 | 7 | 5 | 3 | 2 | 0 | 13 | 74 | 15 | 58 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 78 | 10 | 9 | 2 | 2 | 0 | 15 | 71 | 18 | 58 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 112 | 0 | 0 | 69 | 11 | 13 | 7 | 0 | 0 | 15 | 78 | 15 | 112 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 112 | 0 | 0 | 70 | 11 | 14 | 5 | 0 | 0 | 15 | 78 | 14 | 112 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 72 | 16 | 9 | 3 | 0 | 0 | 14 | 79 | 12 | 58 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 76 | 14 | 7 | 3 | 0 | 0 | 11 | 84 | 10 | 58 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 94 | 0 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 9 | 89 | 8 | 89 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 94 | 0 | 0 | 77 | 12 | 7 | 4 | 0 | 0 | 12 | 87 | 11 | 89 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 114 | 0 | 1 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 74 | 13 | 97 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 114 | 0 | 0 | 62 | 24 | 10 | 4 | 0 | 0 | 17 | 68 | 18 | 97 | |
| | BOURNEMOUT | FLYBE LTD | S | A | 17 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | BOURNEMOUT | FLYBE LTD | S | D | 17 | 0 | 0 | 71 | 12 | 18 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | EAST MIDLAND | FLYBE LTD | S | A | 31 | 0 | 0 | 84 | 0 | 0 | 13 | 3 | 0 | 20 | 90 | 5 | 31 | |
| | EAST MIDLAND | FLYBE LTD | S | D | 31 | 0 | 0 | 65 | 16 | 3 | 13 | 3 | 0 | 29 | 90 | 8 | 31 | |
| | EXETER | FLYBE LTD | S | A | 31 | 0 | 0 | 81 | 3 | 10 | 6 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 31 | 0 | 0 | 77 | 6 | 10 | 6 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | LONDON CITY | FLYBE LTD | S | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | LONDON CITY | FLYBE LTD | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 61 | 0 | 1 | 90 | 3 | 2 | 3 | 2 | 0 | 11 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | D | 61 | 0 | 1 | 74 | 13 | 8 | 3 | 2 | 0 | 16 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 92 | 0 | 2 | 89 | 2 | 4 | 3 | 0 | 1 | 11 | 82 | 16 | 95 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|----------------|-------------------|-------------|---------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| AMSTERDAM | | | | | | | | | | | | | | | | | | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 92 | 0 | 2 | 85 | 7 | 3 | 5 | 0 | 0 | 9 | 79 | 10 | 95 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 12 | 27 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 8 | 27 | |
| | ABERDEEN | KLM | S | A | 88 | 0 | 0 | 88 | 9 | 2 | 0 | 1 | 0 | 8 | 87 | 8 | 69 | |
| | ABERDEEN | KLM | S | D | 88 | 0 | 0 | 83 | 13 | 3 | 1 | 0 | 0 | 9 | 83 | 9 | 70 | |
| | BIRMINGHAM | KLM | S | A | 101 | 0 | 0 | 92 | 1 | 5 | 2 | 0 | 0 | 6 | 91 | 4 | 99 | |
| | BIRMINGHAM | KLM | S | D | 101 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 8 | 79 | 8 | 99 | |
| | EDINBURGH | KLM | S | A | 124 | 0 | 0 | 89 | 7 | 2 | 1 | 1 | 0 | 9 | 78 | 11 | 115 | |
| | EDINBURGH | KLM | S | D | 124 | 0 | 0 | 81 | 15 | 3 | 0 | 1 | 0 | 10 | 90 | 11 | 115 | |
| | GLASGOW | KLM | S | A | 92 | 0 | 0 | 84 | 12 | 3 | 1 | 0 | 0 | 9 | 89 | 8 | 93 | |
| | GLASGOW | KLM | S | D | 92 | 0 | 0 | 68 | 25 | 4 | 2 | 0 | 0 | 14 | 80 | 11 | 93 | |
| | HEATHROW | KLM | S | A | 196 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 8 | 81 | 10 | 201 | |
| | HEATHROW | KLM | S | D | 196 | 0 | 0 | 87 | 5 | 6 | 2 | 0 | 0 | 7 | 86 | 8 | 201 | |
| | MANCHESTER | KLM | S | A | 156 | 0 | 0 | 90 | 4 | 3 | 2 | 1 | 0 | 9 | 85 | 10 | 149 | |
| | MANCHESTER | KLM | S | D | 156 | 0 | 0 | 87 | 8 | 3 | 1 | 1 | 0 | 9 | 91 | 7 | 149 | |
| | NEWCASTLE | KLM | S | A | 87 | 0 | 0 | 93 | 2 | 2 | 2 | 0 | 0 | 7 | 90 | 5 | 62 | |
| | NEWCASTLE | KLM | S | D | 87 | 0 | 0 | 85 | 10 | 3 | 0 | 1 | 0 | 10 | 85 | 8 | 62 | |
| | ABERDEEN | KLM CITYHOPPER | S | A | 71 | 0 | 0 | 96 | 3 | 1 | 0 | 0 | 0 | 3 | 91 | 7 | 87 | |
| | ABERDEEN | KLM CITYHOPPER | S | D | 71 | 0 | 0 | 93 | 4 | 1 | 1 | 0 | 0 | 6 | 85 | 12 | 87 | |
| | BELFAST CITY (| KLM CITYHOPPER | S | A | 31 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | BELFAST CITY (| KLM CITYHOPPER | S | D | 31 | 0 | 0 | 81 | 10 | 0 | 10 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | BIRMINGHAM | KLM CITYHOPPER | S | A | 52 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 3 | 89 | 7 | 53 | |
| | BIRMINGHAM | KLM CITYHOPPER | S | D | 52 | 0 | 0 | 87 | 4 | 8 | 2 | 0 | 0 | 9 | 81 | 15 | 53 | |
| | BRISTOL | KLM CITYHOPPER | S | A | 119 | 0 | 0 | 81 | 12 | 5 | 1 | 2 | 0 | 13 | 80 | 12 | 118 | |
| | BRISTOL | KLM CITYHOPPER | S | D | 119 | 0 | 0 | 70 | 24 | 4 | 2 | 1 | 0 | 15 | 76 | 18 | 118 | |
| | CARDIFF WALE | KLM CITYHOPPER | S | A | 87 | 0 | 0 | 86 | 8 | 5 | 1 | 0 | 0 | 7 | 94 | 5 | 88 | |
| | CARDIFF WALE | KLM CITYHOPPER | S | D | 87 | 0 | 0 | 89 | 7 | 5 | 0 | 0 | 0 | 8 | 86 | 9 | 88 | |
| | DURHAM TEES | KLM CITYHOPPER | S | A | 84 | 1 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 3 | 93 | 4 | 85 | |
| | DURHAM TEES | KLM CITYHOPPER | S | D | 84 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 10 | 89 | 8 | 85 | |
| | EDINBURGH | KLM CITYHOPPER | S | A | 61 | 0 | 0 | 77 | 15 | 3 | 5 | 0 | 0 | 13 | 85 | 10 | 67 | |
| | EDINBURGH | KLM CITYHOPPER | S | D | 61 | 0 | 0 | 64 | 23 | 8 | 5 | 0 | 0 | 20 | 72 | 12 | 67 | |
| | GLASGOW | KLM CITYHOPPER | S | A | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 97 | 5 | 61 | |
| | GLASGOW | KLM CITYHOPPER | S | D | 30 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 90 | 12 | 61 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|--------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| AMSTERDAM | | | | | | | | | | | | | | | | | | |
| | HEATHROW | KLM CITYHOPPER | S | A | 140 | 0 | 0 | 73 | 14 | 9 | 4 | 0 | 0 | 14 | 77 | 14 | 133 | |
| | HEATHROW | KLM CITYHOPPER | S | D | 140 | 0 | 0 | 91 | 5 | 2 | 1 | 0 | 0 | 5 | 89 | 6 | 133 | |
| | LEEDS BRADFO | KLM CITYHOPPER | S | A | 93 | 0 | 0 | 89 | 6 | 1 | 0 | 3 | 0 | 12 | 91 | 8 | 116 | |
| | LEEDS BRADFO | KLM CITYHOPPER | S | D | 93 | 0 | 0 | 86 | 9 | 2 | 0 | 3 | 0 | 15 | 86 | 15 | 116 | |
| | MANCHESTER | KLM CITYHOPPER | S | A | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 5 | 82 | 9 | 34 | |
| | MANCHESTER | KLM CITYHOPPER | S | D | 28 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 91 | 4 | 34 | |
| | NEWCASTLE | KLM CITYHOPPER | S | A | 65 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | 2 | 92 | 8 | 92 | |
| | NEWCASTLE | KLM CITYHOPPER | S | D | 65 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 6 | 89 | 17 | 91 | |
| TOTAL AMSTERDAM | | | | | 6800 | 4 | 15 | 78 | 11 | 7 | 3 | 1 | 0 | 12 | 82 | 12 | 12 | |
| ANCONA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 39 | 0 | 0 | 92 | 0 | 3 | 5 | 0 | 0 | 7 | 40 | 26 | 40 | |
| | STANSTED | RYANAIR | S | D | 39 | 0 | 0 | 82 | 10 | 8 | 0 | 0 | 0 | 10 | 63 | 18 | 40 | |
| TOTAL ANCONA | | | | | 78 | 0 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 9 | 51 | 22 | 22 | |
| ANGERS- MARCE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 12 | 0 | 0 | 50 | 8 | 33 | 8 | 0 | 0 | 23 | 77 | 10 | 13 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 12 | 0 | 0 | 58 | 8 | 25 | 8 | 0 | 0 | 21 | 77 | 10 | 13 | |
| TOTAL ANGERS- MARCE | | | | | 24 | 0 | 0 | 54 | 8 | 29 | 8 | 0 | 0 | 22 | 77 | 10 | 10 | |
| ANGLESEY (VALLEY) | | | | | | | | | | | | | | | | | | |
| | CARDIFF WALE | LINKSAIR LTD | S | A | 46 | 0 | 0 | 96 | 0 | 2 | 2 | 0 | 0 | 5 | 91 | 7 | 46 | |
| | CARDIFF WALE | LINKSAIR LTD | S | D | 46 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | 2 | 93 | 9 | 46 | |
| TOTAL ANGLESEY (VALLEY) | | | | | 92 | 0 | 0 | 97 | 0 | 2 | 1 | 0 | 0 | 3 | 92 | 8 | 8 | |
| ANTALYA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CORENDON AIRLINES | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 52 | 15 | 22 | 11 | 0 | 0 | 26 | 69 | 21 | 26 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 26 | 33 | 30 | 11 | 0 | 0 | 31 | 59 | 27 | 27 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 44 | 11 | 11 | 22 | 11 | 0 | 53 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 22 | 22 | 22 | 22 | 11 | 0 | 60 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 8 | 8 | 0 | 8 | 0 | 34 | 89 | 6 | 9 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 62 | 8 | 15 | 15 | 0 | 0 | 28 | 89 | 7 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | GLASGOW | JET2.COM LTD | S | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|----|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| ANTALYA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | A | 8 | 0 | 0 | 25 | 63 | 0 | 13 | 0 | 0 | 31 | 0 | 0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 29 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 80 | 17 | 15 | 15 |
| | GATWICK | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 61 | 22 | 11 | 6 | 0 | 0 | 16 | 44 | 32 | 16 | 16 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 22 | 100 | 0 | 8 | 8 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 100 | 0 | 9 | 9 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 16 | 0 | 0 | 75 | 6 | 13 | 6 | 0 | 0 | 13 | 80 | 8 | 10 | 10 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 17 | 0 | 0 | 71 | 6 | 12 | 12 | 0 | 0 | 20 | 73 | 13 | 11 | 11 |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 12 | 0 | 0 | 83 | 8 | 0 | 8 | 0 | 0 | 13 | 89 | 4 | 9 | 9 |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 12 | 0 | 0 | 67 | 25 | 0 | 8 | 0 | 0 | 18 | 78 | 13 | 9 | 9 |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 8 | 8 |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 78 | 6 | 9 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 41 | 0 | 0 | 78 | 15 | 7 | 0 | 0 | 0 | 9 | 74 | 24 | 39 | 39 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 42 | 0 | 0 | 64 | 21 | 14 | 0 | 0 | 0 | 16 | 50 | 36 | 44 | 44 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 14 | 88 | 10 | 17 | 17 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 19 | 93 | 4 | 14 | 14 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 30 | 0 | 0 | 63 | 17 | 13 | 7 | 0 | 0 | 17 | 75 | 12 | 16 | 16 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 31 | 0 | 0 | 55 | 29 | 10 | 6 | 0 | 0 | 19 | 65 | 24 | 17 | 17 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 89 | 5 | 9 | 9 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 78 | 12 | 9 | 9 |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 82 | 12 | 0 | 6 | 0 | 0 | 14 | 73 | 12 | 15 | 15 |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 19 | 0 | 0 | 89 | 0 | 5 | 5 | 0 | 0 | 10 | 73 | 19 | 15 | 15 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 9 | 9 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 89 | 7 | 9 | 9 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 100 | 1 | 5 | 5 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 80 | 10 | 5 | 5 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ANTALYA | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 12 | 4 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 9 | 4 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 14 | 4 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 15 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 25 | 57 | 16 | 23 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 15 | 0 | 0 | 40 | 27 | 27 | 7 | 0 | 0 | 25 | 62 | 15 | 26 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 80 | 8 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 40 | 80 | 11 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 50 | 55 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 18 | 25 | 69 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 17 | 73 | 5 | 15 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 46 | 38 | 15 | 0 | 0 | 0 | 21 | 56 | 17 | 16 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 23 | 0 | 0 | 0 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 83 | 7 | 6 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 67 | 18 | 6 |
| TOTAL ANTALYA | | | | | 678 | 3 | 1 | 67 | 16 | 11 | 6 | 0 | 0 | 17 | 71 | 18 | 18 |
| ANTIGUA | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 9 | 85 | 10 | 13 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 7 | 100 | 2 | 13 |
| TOTAL ANTIGUA | | | | | 28 | 0 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 8 | 92 | 6 | 6 |
| ANTWERP | LONDON CITY | CITY JET | S | A | 87 | 0 | 0 | 89 | 8 | 1 | 2 | 0 | 0 | 6 | 92 | 4 | 91 |
| | LONDON CITY | CITY JET | S | D | 87 | 0 | 0 | 83 | 9 | 5 | 3 | 0 | 0 | 9 | 90 | 7 | 89 |
| | SOUTHAMPTON | VLM (BELGIUM) | S | A | 4 | 0 | 1 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | SOUTHAMPTON | VLM (BELGIUM) | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL ANTWERP | | | | | 181 | 0 | 1 | 86 | 8 | 3 | 3 | 0 | 0 | 8 | 91 | 6 | 6 |
| ARRECIFE | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 56 | 23 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 24 | 67 | 16 | 9 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| ARRECIFE | | | | | | | | | | | | | | | | | | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 68 | 10 | 10 | 13 | 0 | 0 | 20 | 88 | 5 | 26 | 26 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 52 | 19 | 10 | 19 | 0 | 0 | 30 | 67 | 14 | 27 | 27 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 8 | 8 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 9 | 9 | 9 |
| | BELFAST INTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 100 | 0 | 5 | 5 |
| | BELFAST INTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 60 | 15 | 5 | 5 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 89 | 10 | 9 | 9 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 21 | 89 | 11 | 9 | 9 |
| | GLASGOW | JET2.COM LTD | S | A | 13 | 0 | 0 | 54 | 8 | 8 | 31 | 0 | 0 | 41 | 85 | 18 | 13 | 13 |
| | GLASGOW | JET2.COM LTD | S | D | 13 | 0 | 0 | 38 | 46 | 8 | 8 | 0 | 0 | 23 | 79 | 22 | 14 | 14 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 4 | 100 | 0 | 12 | 12 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 85 | 7 | 13 | 13 |
| | MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 9 | 88 | 5 | 17 | 17 |
| | MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 61 | 17 | 6 | 17 | 0 | 0 | 22 | 56 | 40 | 18 | 18 |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 12 | 88 | 5 | 8 | 8 |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 17 | 67 | 19 | 9 | 9 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 5 | 18 | 18 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 8 | 72 | 8 | 18 | 18 |
| | GATWICK | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 77 | 19 | 0 | 3 | 0 | 0 | 10 | 81 | 14 | 31 | 31 |
| | GATWICK | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 74 | 13 | 10 | 3 | 0 | 0 | 16 | 59 | 27 | 32 | 32 |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 56 | 16 | 9 | 9 |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 33 | 28 | 9 | 9 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 8 | 73 | 15 | 30 | 30 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 68 | 19 | 6 | 6 | 0 | 0 | 15 | 48 | 32 | 31 | 31 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 8 | 8 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 8 | 8 |
| | BIRMINGHAM | RYANAIR | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 13 | 13 |
| | BIRMINGHAM | RYANAIR | S | D | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 11 | 100 | 5 | 13 | 13 |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 13 | 13 |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 100 | 7 | 13 | 13 |
| | EAST MIDLAND | RYANAIR | S | A | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 71 | 40 | 14 | 14 |
| | EAST MIDLAND | RYANAIR | S | D | 17 | 0 | 0 | 65 | 35 | 0 | 0 | 0 | 0 | 13 | 64 | 46 | 14 | 14 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| ARRECIFE | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 17 | |
| | EDINBURGH | RYANAIR | S | D | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 94 | 5 | 17 | |
| | LEEDS BRADFO | RYANAIR | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 5 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 14 | 100 | 2 | 14 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 86 | 7 | 14 | |
| | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 11 | 100 | 1 | 14 | |
| | LUTON | RYANAIR | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 19 | 93 | 7 | 14 | |
| | MANCHESTER | RYANAIR | S | A | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 91 | 34 | 22 | |
| | MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 86 | 37 | 22 | |
| | STANSTED | RYANAIR | S | A | 23 | 0 | 0 | 87 | 4 | 9 | 0 | 0 | 0 | 6 | 87 | 10 | 31 | |
| | STANSTED | RYANAIR | S | D | 23 | 0 | 0 | 70 | 26 | 4 | 0 | 0 | 0 | 12 | 68 | 13 | 31 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 100 | 0 | 5 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 18 | 100 | 0 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 88 | 12 | 8 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 12 | 44 | 25 | 9 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 20 | 5 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 80 | 10 | 5 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 4 | 5 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 9 | 5 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 8 | 9 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 56 | 13 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 14 | 78 | 24 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | D | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 30 | 40 | 44 | 10 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | 34 | 8 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | D | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 16 | 88 | 42 | 8 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 13 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 85 | 12 | 13 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 69 | 27 | 13 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | S | A | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 15 | 100 | 0 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | S | D | 13 | 0 | 0 | 54 | 38 | 0 | 8 | 0 | 0 | 19 | 100 | 4 | 9 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 31 | 78 | 16 | 9 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | D | 11 | 0 | 0 | 36 | 18 | 9 | 36 | 0 | 0 | 36 | 44 | 30 | 9 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 8 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|-----------------------|-------------------|---------------------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ARRECIFE | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 60 | 23 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 13 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 9 | 77 | 7 | 13 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 100 | 0 | 4 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 100 | 2 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 8 | 100 | 7 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 15 | 100 | 3 | 4 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 4 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 7 | 5 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 9 | 5 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 38 | 5 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 60 | 45 | 5 |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 69 | 0 | 0 | 0 |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 76 | 6 | 12 | 6 | 0 | 0 | 13 | 78 | 12 | 18 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 53 | 29 | 6 | 12 | 0 | 0 | 25 | 50 | 21 | 18 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 15 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 9 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 100 | 1 | 8 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 89 | 6 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 6 | 78 | 14 | 18 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 59 | 29 | 12 | 0 | 0 | 0 | 13 | 56 | 23 | 18 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 5 | 4 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 80 | 9 | 5 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 80 | 8 | 5 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 21 | 100 | 7 | 5 |
| TOTAL ARRECIFE | | | | | 1102 | 0 | 1 | 78 | 11 | 6 | 4 | 0 | 0 | 11 | 80 | 14 | 14 |
| ARUBA | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 20 | 39 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 35 | 5 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ARUBA | | | | | | | | | | | | | | | | | |
| TOTAL ARUBA | | | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 20 | 37 | 37 |
| ASHKHABAD | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | A | 15 | 0 | 0 | 60 | 7 | 7 | 27 | 0 | 0 | 44 | 87 | 10 | 15 |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | D | 15 | 0 | 0 | 47 | 7 | 13 | 27 | 7 | 0 | 59 | 80 | 15 | 15 |
| | HEATHROW | TURKMENISTAN AIRLINES | S | A | 9 | 0 | 0 | 0 | 11 | 44 | 44 | 0 | 0 | 71 | 78 | 9 | 9 |
| | HEATHROW | TURKMENISTAN AIRLINES | S | D | 9 | 0 | 0 | 11 | 11 | 56 | 22 | 0 | 0 | 63 | 56 | 22 | 9 |
| TOTAL ASHKHABAD | | | | | 48 | 0 | 0 | 35 | 8 | 25 | 29 | 2 | 0 | 58 | 77 | 14 | 14 |
| ASTANA | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR ASTANA | S | A | 13 | 0 | 0 | 69 | 15 | 0 | 15 | 0 | 0 | 18 | 92 | 3 | 13 |
| | HEATHROW | AIR ASTANA | S | D | 13 | 0 | 0 | 54 | 38 | 8 | 0 | 0 | 0 | 14 | 69 | 9 | 13 |
| TOTAL ASTANA | | | | | 26 | 2 | 0 | 62 | 27 | 4 | 8 | 0 | 0 | 16 | 81 | 6 | 6 |
| ASTURIAS | | | | | | | | | | | | | | | | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 61 | 19 | 16 | 3 | 0 | 0 | 15 | 94 | 5 | 35 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 11 | 94 | 5 | 35 |
| TOTAL ASTURIAS | | | | | 62 | 1 | 0 | 68 | 16 | 15 | 2 | 0 | 0 | 13 | 94 | 5 | 5 |
| ATHENS | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AEGEAN AIRLINES | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 67 | 21 | 9 |
| | BIRMINGHAM | AEGEAN AIRLINES | S | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 23 | 44 | 33 | 9 |
| | HEATHROW | AEGEAN AIRLINES | S | A | 93 | 0 | 0 | 74 | 16 | 9 | 1 | 0 | 0 | 11 | 72 | 11 | 93 |
| | HEATHROW | AEGEAN AIRLINES | S | D | 93 | 0 | 0 | 63 | 16 | 15 | 5 | 0 | 0 | 17 | 55 | 19 | 93 |
| | MANCHESTER | AEGEAN AIRLINES | S | A | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 26 | 100 | 6 | 14 |
| | MANCHESTER | AEGEAN AIRLINES | S | D | 8 | 0 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 50 | 50 | 17 | 14 |
| | STANSTED | AEGEAN AIRLINES | S | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | STANSTED | AEGEAN AIRLINES | S | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 69 | 14 | 14 | 3 | 0 | 0 | 14 | 75 | 20 | 122 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 72 | 12 | 11 | 5 | 0 | 0 | 13 | 76 | 13 | 122 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 78 | 15 | 9 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 67 | 16 | 9 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 38 | 31 | 14 | 16 | 2 | 0 | 31 | 61 | 21 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 52 | 14 | 17 | 16 | 2 | 0 | 29 | 58 | 24 | 31 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 29 | 82 | 12 | 17 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 10 | 100 | 3 | 17 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| ATHENS | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 8 | 74 | 24 | 31 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 27 | 39 | 32 | 2 | 0 | 0 | 25 | 52 | 20 | 31 | |
| TOTAL ATHENS | | | | | 766 | 1 | 0 | 62 | 18 | 14 | 5 | 0 | 0 | 17 | 69 | 17 | 17 | |
| ATLANTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 74 | 16 | 3 | 6 | 0 | 0 | 13 | 71 | 12 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 39 | 6 | 3 | 0 | 0 | 17 | 55 | 23 | 31 | |
| | HEATHROW | DELTA AIRLINES | S | A | 62 | 0 | 0 | 79 | 11 | 3 | 5 | 2 | 0 | 13 | 80 | 9 | 92 | |
| | HEATHROW | DELTA AIRLINES | S | D | 62 | 0 | 0 | 85 | 10 | 3 | 2 | 0 | 0 | 6 | 85 | 9 | 92 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 62 | 0 | 0 | 90 | 5 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 62 | 0 | 0 | 81 | 15 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 81 | 16 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL ATLANTA | | | | | 372 | 0 | 0 | 80 | 13 | 3 | 3 | 0 | 0 | 9 | 79 | 10 | 10 | |
| AUCKLAND INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | A | 31 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 12 | 81 | 9 | 31 | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 8 | 77 | 11 | 31 | |
| TOTAL AUCKLAND INTERNATIONAL | | | | | 62 | 0 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 10 | 79 | 10 | 10 | |
| AUSTIN (BERGSTROM) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 7 | 3 | 10 | 0 | 0 | 12 | 80 | 18 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 67 | 17 | 10 | 7 | 0 | 0 | 18 | 77 | 15 | 30 | |
| TOTAL AUSTIN (BERGSTROM) | | | | | 60 | 0 | 0 | 73 | 12 | 7 | 8 | 0 | 0 | 15 | 78 | 16 | 16 | |
| AVIGNON | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 4 | |
| | LONDON CITY | CITY JET | S | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 26 | 75 | 24 | 4 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 9 | 100 | 0 | 4 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 21 | 25 | 24 | 4 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 10 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 23 | 100 | 5 | 9 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 10 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 27 | 67 | 11 | 9 | |
| TOTAL AVIGNON | | | | | 41 | 0 | 0 | 66 | 10 | 12 | 12 | 0 | 0 | 20 | 79 | 10 | 10 | |
| AZORES PONTA DELGADA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 66 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-----------------------------------|-------------------|---------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| AZORES PONTA DELGADA | GATWICK | SATA | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 75 | 16 | 4 | |
| | GATWICK | SATA | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 75 | 21 | 4 | |
| TOTAL AZORES PONTA DELGADA | | | | | 16 | 0 | 0 | 38 | 19 | 25 | 19 | 0 | 0 | 33 | 75 | 18 | 18 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|-----------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BACAU | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JO) | BLUE AIR TRANSPORT AERIAN | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | LIVERPOOL (JO) | BLUE AIR TRANSPORT AERIAN | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | LUTON | BLUE AIR TRANSPORT AERIAN | S | A | 24 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | 8 | 95 | 2 | 22 | |
| | LUTON | BLUE AIR TRANSPORT AERIAN | S | D | 23 | 1 | 1 | 87 | 9 | 0 | 4 | 0 | 0 | 10 | 77 | 10 | 22 | |
| TOTAL BACAU | | | | | 63 | 1 | 1 | 92 | 3 | 2 | 3 | 0 | 0 | 8 | 86 | 6 | 6 | |
| BAGHDAD (GECA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | IRAQI AIRWAYS | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 18 | 70 | 11 | 10 | |
| | GATWICK | IRAQI AIRWAYS | S | D | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 23 | 78 | 8 | 9 | |
| TOTAL BAGHDAD (GECA) | | | | | 17 | 0 | 0 | 71 | 12 | 6 | 12 | 0 | 0 | 20 | 74 | 10 | 10 | |
| BAHRAIN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | GULF AIR | S | A | 62 | 0 | 0 | 53 | 32 | 13 | 2 | 0 | 0 | 19 | 84 | 16 | 62 | |
| | HEATHROW | GULF AIR | S | D | 62 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 5 | 87 | 6 | 62 | |
| TOTAL BAHRAIN | | | | | 124 | 0 | 0 | 71 | 20 | 8 | 1 | 0 | 0 | 12 | 85 | 11 | 11 | |
| BAKU (HEYDER ALIYEV INT'L) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | S | A | 22 | 0 | 0 | 77 | 9 | 9 | 5 | 0 | 0 | 10 | 95 | 2 | 22 | |
| | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | S | D | 22 | 0 | 0 | 68 | 14 | 14 | 5 | 0 | 0 | 17 | 86 | 5 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 1 | 73 | 19 | 8 | 0 | 0 | 0 | 12 | 74 | 12 | 27 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 8 | 85 | 12 | 27 | |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | | | 97 | 3 | 1 | 76 | 13 | 8 | 2 | 0 | 0 | 11 | 85 | 8 | 8 | |
| BALE MULHOUSE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 115 | 0 | 1 | 72 | 10 | 12 | 4 | 1 | 0 | 16 | 81 | 10 | 115 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 116 | 0 | 0 | 71 | 12 | 12 | 5 | 0 | 0 | 15 | 78 | 12 | 115 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 65 | 15 | 10 | 5 | 3 | 3 | 28 | 61 | 19 | 31 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 68 | 13 | 13 | 5 | 3 | 0 | 21 | 58 | 14 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 17 | 21 | 31 | 29 | 0 | 2 | 52 | 54 | 26 | 39 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 24 | 21 | 34 | 19 | 0 | 2 | 43 | 64 | 25 | 39 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 65 | 3 | 16 | 16 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 52 | 26 | 6 | 16 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 57 | 26 | 13 | 4 | 0 | 0 | 19 | 71 | 31 | 17 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 78 | 13 | 9 | 0 | 0 | 0 | 10 | 76 | 21 | 17 | |
| | GATWICK | EASYJET SWITZERLAND | S | A | 31 | 0 | 0 | 90 | 3 | 0 | 3 | 0 | 3 | 22 | 97 | 2 | 31 | |
| | GATWICK | EASYJET SWITZERLAND | S | D | 31 | 0 | 0 | 32 | 39 | 19 | 10 | 0 | 0 | 29 | 74 | 14 | 31 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|------------------------------------|-------------------|----------------------------|-------------------|-------------|----------------------------|----------|------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BALE MULHOUSE | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 12 | 36 | 28 | 22 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 9 | 68 | 15 | 22 |
| | LONDON CITY | SKY WORK AG | S | A | 12 | 0 | 0 | 58 | 33 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | LONDON CITY | SKY WORK AG | S | D | 12 | 0 | 0 | 50 | 42 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL BALE MULHOUSE | | | | | 683 | 1 | 1 | 60 | 16 | 14 | 9 | 0 | 1 | 23 | 76 | 13 | 13 |
| BALTIMORE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 7 | 0 | 10 | 0 | 0 | 13 | 65 | 92 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 58 | 29 | 0 | 13 | 0 | 0 | 25 | 65 | 19 | 31 |
| TOTAL BALTIMORE | | | | | 61 | 0 | 0 | 70 | 18 | 0 | 11 | 0 | 0 | 19 | 65 | 55 | 55 |
| BANDAR SERI BEGAWAN | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 31 | 0 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 8 | 87 | 50 | 30 |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 6 | 83 | 15 | 30 |
| TOTAL BANDAR SERI BEGAWAN | | | | | 62 | 0 | 0 | 85 | 8 | 6 | 0 | 0 | 0 | 7 | 85 | 33 | 33 |
| BANGALORE (BENGALURU) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 4 | 87 | 14 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 32 | 16 | 0 | 0 | 0 | 16 | 68 | 24 | 31 |
| TOTAL BANGALORE (BENGALURU) | | | | | 62 | 0 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 10 | 77 | 19 | 19 |
| BANGKOK (DON MUANG) | | | | | | | | | | | | | | | | | |
| BANGKOK SUVARNABHUMI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 48 | 33 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 26 | 16 | 6 | 0 | 0 | 23 | 35 | 48 | 31 |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | A | 31 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 69 | 13 | 62 |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | D | 31 | 0 | 0 | 71 | 19 | 3 | 3 | 3 | 0 | 22 | 77 | 10 | 62 |
| TOTAL BANGKOK SUVARNABHUMI | | | | | 124 | 0 | 0 | 73 | 17 | 6 | 2 | 1 | 0 | 14 | 63 | 21 | 21 |
| BANGOR | | | | | | | | | | | | | | | | | |
| BANJUL | GATWICK | SMALL PLANET AIRLINES | C | A | 3 | 2 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 53 | 0 | 0 | 0 |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL BANJUL | | | | | 7 | 2 | 0 | 14 | 57 | 0 | 29 | 0 | 0 | 36 | 0 | 56 | 56 |
| BARCELONA | EDINBURGH | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | EDINBURGH | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| BARCELONA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 50 | 17 | 4 | |
| | GLASGOW | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 15 | 4 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 83 | 1 | 0 | 55 | 14 | 24 | 4 | 2 | 0 | 25 | 48 | 42 | 92 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 83 | 0 | 0 | 61 | 14 | 19 | 2 | 2 | 0 | 22 | 50 | 34 | 92 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 232 | 0 | 1 | 60 | 17 | 15 | 7 | 0 | 0 | 20 | 77 | 19 | 231 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 232 | 0 | 1 | 70 | 16 | 9 | 6 | 0 | 0 | 15 | 75 | 14 | 232 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 17 | 71 | 36 | 17 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 11 | 65 | 35 | 17 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 44 | 0 | 0 | 73 | 14 | 5 | 9 | 0 | 0 | 13 | 83 | 14 | 42 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 0 | 11 | 74 | 15 | 43 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 185 | 0 | 1 | 36 | 24 | 22 | 16 | 1 | 0 | 35 | 56 | 31 | 184 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 186 | 0 | 0 | 35 | 17 | 26 | 20 | 1 | 1 | 40 | 50 | 34 | 185 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 68 | 18 | 5 | 10 | 0 | 0 | 20 | 73 | 12 | 44 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 78 | 15 | 3 | 3 | 3 | 0 | 15 | 89 | 7 | 44 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 39 | 21 | 27 | 13 | 0 | 0 | 29 | 66 | 26 | 62 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 52 | 19 | 21 | 8 | 0 | 0 | 22 | 68 | 21 | 62 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 5 | 73 | 27 | 22 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 82 | 19 | 22 | |
| | GLASGOW | JET2.COM LTD | S | A | 13 | 0 | 0 | 31 | 46 | 8 | 15 | 0 | 0 | 26 | 57 | 20 | 14 | |
| | GLASGOW | JET2.COM LTD | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 93 | 7 | 14 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 33 | 44 | 21 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 8 | 71 | 20 | 21 | |
| | MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 0 | 39 | 11 | 33 | 17 | 0 | 0 | 32 | 48 | 41 | 25 | |
| | MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 17 | 76 | 23 | 25 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 22 | 0 | 0 | 77 | 9 | 5 | 9 | 0 | 0 | 13 | 97 | 3 | 31 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 73 | 18 | 0 | 9 | 0 | 0 | 17 | 71 | 12 | 31 | |
| | GATWICK | MONARCH AIRLINES | S | A | 33 | 0 | 0 | 67 | 12 | 15 | 0 | 3 | 3 | 37 | 72 | 23 | 43 | |
| | GATWICK | MONARCH AIRLINES | S | D | 33 | 0 | 0 | 70 | 24 | 6 | 0 | 0 | 0 | 12 | 74 | 29 | 43 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 76 | 40 | 17 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 11 | 82 | 18 | 17 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 12 | 42 | 52 | 26 | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 8 | 65 | 41 | 26 | |
| | BIRMINGHAM | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| BARCELONA | BIRMINGHAM | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 31 | 0 | 0 | 58 | 29 | 3 | 3 | 6 | 0 | 31 | 58 | 19 | 31 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 31 | 0 | 1 | 32 | 23 | 35 | 6 | 3 | 0 | 39 | 52 | 26 | 31 |
| | BIRMINGHAM | RYANAIR | S | A | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 8 | 71 | 20 | 21 |
| | BIRMINGHAM | RYANAIR | S | D | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 7 | 71 | 17 | 21 |
| | EAST MIDLAND | RYANAIR | S | A | 31 | 0 | 0 | 58 | 29 | 13 | 0 | 0 | 0 | 13 | 81 | 15 | 31 |
| | EAST MIDLAND | RYANAIR | S | D | 31 | 0 | 0 | 42 | 45 | 10 | 3 | 0 | 0 | 19 | 74 | 19 | 31 |
| | EDINBURGH | RYANAIR | S | A | 22 | 0 | 0 | 50 | 5 | 14 | 32 | 0 | 0 | 34 | 78 | 13 | 27 |
| | EDINBURGH | RYANAIR | S | D | 22 | 0 | 0 | 82 | 14 | 0 | 5 | 0 | 0 | 13 | 74 | 12 | 27 |
| | LIVERPOOL (JO | RYANAIR | S | A | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 6 | 45 | 19 | 31 |
| | LIVERPOOL (JO | RYANAIR | S | D | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 61 | 16 | 31 |
| | MANCHESTER | RYANAIR | S | A | 31 | 0 | 0 | 42 | 23 | 23 | 13 | 0 | 0 | 30 | 50 | 24 | 30 |
| | MANCHESTER | RYANAIR | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 7 | 65 | 20 | 31 |
| | STANSTED | RYANAIR | S | A | 124 | 0 | 0 | 83 | 6 | 6 | 2 | 3 | 1 | 22 | 74 | 21 | 93 |
| | STANSTED | RYANAIR | S | D | 124 | 0 | 0 | 68 | 17 | 10 | 5 | 1 | 0 | 17 | 69 | 21 | 93 |
| | BELFAST CITY (| VUELING AIRLINES | S | A | 13 | 0 | 0 | 77 | 8 | 0 | 15 | 0 | 0 | 20 | 0 | 0 | 0 |
| | BELFAST CITY (| VUELING AIRLINES | S | D | 13 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BIRMINGHAM | VUELING AIRLINES | S | A | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | BIRMINGHAM | VUELING AIRLINES | S | D | 18 | 0 | 0 | 50 | 17 | 28 | 6 | 0 | 0 | 22 | 0 | 0 | 0 |
| | CARDIFF WALE | VUELING AIRLINES | S | A | 9 | 0 | 0 | 22 | 11 | 56 | 11 | 0 | 0 | 35 | 38 | 39 | 8 |
| | CARDIFF WALE | VUELING AIRLINES | S | D | 9 | 0 | 0 | 0 | 22 | 56 | 22 | 0 | 0 | 44 | 38 | 46 | 8 |
| | EDINBURGH | VUELING AIRLINES | S | A | 17 | 0 | 0 | 53 | 35 | 12 | 0 | 0 | 0 | 16 | 65 | 12 | 17 |
| | EDINBURGH | VUELING AIRLINES | S | D | 17 | 0 | 0 | 18 | 29 | 35 | 18 | 0 | 0 | 42 | 29 | 27 | 17 |
| | GATWICK | VUELING AIRLINES | S | A | 124 | 0 | 0 | 60 | 23 | 10 | 4 | 3 | 0 | 23 | 32 | 32 | 92 |
| | GATWICK | VUELING AIRLINES | S | D | 124 | 0 | 1 | 35 | 32 | 20 | 9 | 3 | 0 | 34 | 13 | 47 | 92 |
| | MANCHESTER | VUELING AIRLINES | S | A | 17 | 0 | 0 | 29 | 41 | 24 | 0 | 6 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | VUELING AIRLINES | S | D | 17 | 0 | 0 | 47 | 12 | 24 | 12 | 6 | 0 | 35 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | | | 2695 | 2 | 5 | 60 | 17 | 14 | 7 | 1 | 0 | 22 | 63 | 25 | 25 |
| BARCELONA | | | | | | | | | | | | | | | | | |
| BARI (PALESE) | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 12 | 35 | 41 | 12 | 0 | 0 | 34 | 31 | 43 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 53 | 24 | 24 | 0 | 0 | 0 | 21 | 31 | 38 | 13 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 4 | 65 | 8 | 15 | 8 | 4 | 0 | 25 | 50 | 22 | 18 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 73 | 8 | 8 | 8 | 4 | 0 | 21 | 83 | 10 | 18 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | |
|----------------------------|-------------------|-----------------------------|-------------------|-------------|---------------|----------|-----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BARI (PALESE) | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 52 | 35 | 13 | 0 | 0 | 0 | 16 | 63 | 22 | 27 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 65 | 19 | 16 | 0 | 0 | 0 | 12 | 70 | 18 | 27 |
| TOTAL BARI (PALESE) | | | | | 148 | 1 | 4 | 56 | 21 | 18 | 4 | 1 | 0 | 20 | 59 | 23 | 23 |
| BARRA | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 58 | 0 | 0 | 84 | 3 | 3 | 9 | 0 | 0 | 12 | 90 | 11 | 58 |
| | GLASGOW | LOGANAIR | S | D | 58 | 0 | 0 | 76 | 10 | 3 | 10 | 0 | 0 | 18 | 91 | 8 | 58 |
| TOTAL BARRA | | | | | 116 | 0 | 0 | 80 | 7 | 3 | 9 | 0 | 0 | 15 | 91 | 10 | 10 |
| BASTIA | | | | | | | | | | | | | | | | | |
| | BRISTOL | BMI REGIONAL | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 75 | 15 | 4 |
| | BRISTOL | BMI REGIONAL | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 75 | 16 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 10 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 75 | 10 | 4 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 50 | 13 | 0 | 38 | 0 | 0 | 37 | 50 | 23 | 6 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 33 | 67 | 22 | 6 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 50 | 19 | 4 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 50 | 19 | 4 |
| | BIRMINGHAM | FLYBE LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | SOUTHAMPTON | FLYBE LTD | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL BASTIA | | | | | 66 | 0 | 0 | 67 | 15 | 11 | 8 | 0 | 0 | 17 | 64 | 17 | 17 |
| BEAUVAIS | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR | S | A | 14 | 0 | 0 | 57 | 43 | 0 | 0 | 0 | 0 | 13 | 8 | 51 | 12 |
| | MANCHESTER | RYANAIR | S | D | 14 | 0 | 0 | 64 | 36 | 0 | 0 | 0 | 0 | 12 | 17 | 43 | 12 |
| TOTAL BEAUVAIS | | | | | 28 | 0 | 0 | 61 | 39 | 0 | 0 | 0 | 0 | 13 | 13 | 47 | 47 |
| BEIJING | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | S | A | 62 | 0 | 0 | 45 | 15 | 15 | 24 | 2 | 0 | 35 | 81 | 8 | 31 |
| | HEATHROW | AIR CHINA | S | D | 62 | 0 | 0 | 84 | 3 | 10 | 0 | 2 | 2 | 17 | 90 | 3 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 45 | 29 | 19 | 3 | 3 | 0 | 26 | 55 | 26 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 42 | 26 | 29 | 0 | 3 | 0 | 28 | 55 | 30 | 31 |
| TOTAL BEIJING | | | | | 186 | 0 | 0 | 58 | 15 | 16 | 9 | 2 | 1 | 26 | 71 | 16 | 16 |
| BEIRUT | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-------------------------|-------------------|----------------------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| BEIRUT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 11 | 90 | 29 | 40 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 39 | 23 | 26 | 13 | 0 | 0 | 32 | 41 | 55 | 41 |
| | HEATHROW | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | A | 62 | 0 | 0 | 48 | 29 | 19 | 3 | 0 | 0 | 22 | 84 | 8 | 62 |
| | HEATHROW | MIDDLE EAST AIRLINES (AIR LIBAN S A L) | S | D | 62 | 0 | 0 | 71 | 19 | 3 | 6 | 0 | 0 | 16 | 82 | 8 | 62 |
| TOTAL BEIRUT | | | | | 186 | 0 | 0 | 59 | 23 | 13 | 6 | 0 | 0 | 20 | 76 | 22 | 22 |
| BELFAST CITY (GEORGE BE | GATWICK | AER LINGUS | S | A | 89 | 0 | 0 | 92 | 3 | 3 | 1 | 0 | 0 | 5 | 93 | 4 | 89 |
| | GATWICK | AER LINGUS | S | D | 89 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 6 | 75 | 11 | 89 |
| | HEATHROW | AER LINGUS | S | A | 93 | 0 | 0 | 89 | 10 | 0 | 0 | 1 | 0 | 6 | 91 | 4 | 93 |
| | HEATHROW | AER LINGUS | S | D | 93 | 0 | 0 | 91 | 6 | 1 | 0 | 1 | 0 | 5 | 85 | 6 | 93 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 180 | 0 | 2 | 72 | 12 | 13 | 3 | 0 | 0 | 14 | 77 | 11 | 177 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 181 | 0 | 2 | 70 | 12 | 13 | 4 | 0 | 0 | 14 | 81 | 11 | 178 |
| | ABERDEEN | FLYBE LTD | S | A | 27 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 9 | 84 | 7 | 31 |
| | ABERDEEN | FLYBE LTD | S | D | 27 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 8 | 74 | 9 | 31 |
| | BIRMINGHAM | FLYBE LTD | S | A | 183 | 0 | 2 | 90 | 4 | 5 | 1 | 0 | 0 | 5 | 87 | 6 | 187 |
| | BIRMINGHAM | FLYBE LTD | S | D | 184 | 0 | 1 | 76 | 13 | 9 | 2 | 0 | 0 | 12 | 65 | 17 | 187 |
| | CARDIFF WALE | FLYBE LTD | S | A | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 10 | 90 | 3 | 31 |
| | CARDIFF WALE | FLYBE LTD | S | D | 31 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 14 | 81 | 24 | 31 |
| | EAST MIDLAND | FLYBE LTD | S | A | 112 | 0 | 0 | 88 | 4 | 5 | 4 | 0 | 0 | 7 | 88 | 7 | 111 |
| | EAST MIDLAND | FLYBE LTD | S | D | 112 | 0 | 0 | 84 | 4 | 8 | 4 | 0 | 0 | 10 | 81 | 12 | 111 |
| | EDINBURGH | FLYBE LTD | S | A | 110 | 0 | 2 | 73 | 12 | 9 | 6 | 0 | 0 | 14 | 79 | 11 | 112 |
| | EDINBURGH | FLYBE LTD | S | D | 110 | 0 | 2 | 69 | 15 | 8 | 5 | 2 | 0 | 19 | 82 | 10 | 112 |
| | EXETER | FLYBE LTD | S | A | 26 | 0 | 1 | 88 | 4 | 4 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| | EXETER | FLYBE LTD | S | D | 26 | 0 | 1 | 85 | 0 | 12 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GLASGOW | FLYBE LTD | S | A | 118 | 0 | 2 | 89 | 4 | 5 | 2 | 0 | 0 | 6 | 91 | 4 | 116 |
| | GLASGOW | FLYBE LTD | S | D | 118 | 0 | 2 | 87 | 6 | 4 | 2 | 1 | 0 | 8 | 90 | 6 | 115 |
| | LEEDS BRADFO | FLYBE LTD | S | A | 112 | 0 | 1 | 93 | 2 | 3 | 3 | 0 | 0 | 5 | 89 | 5 | 112 |
| | LEEDS BRADFO | FLYBE LTD | S | D | 112 | 0 | 0 | 90 | 4 | 4 | 3 | 0 | 0 | 5 | 88 | 6 | 112 |
| | LIVERPOOL (JO | FLYBE LTD | S | A | 103 | 0 | 5 | 75 | 17 | 4 | 5 | 0 | 0 | 14 | 0 | 0 | 0 |
| | LIVERPOOL (JO | FLYBE LTD | S | D | 103 | 0 | 5 | 81 | 12 | 3 | 4 | 1 | 0 | 14 | 0 | 0 | 0 |
| | LONDON CITY | FLYBE LTD | S | A | 104 | 0 | 0 | 89 | 6 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | LONDON CITY | FLYBE LTD | S | D | 104 | 0 | 0 | 86 | 7 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|-----------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | 203 | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | | UNMATCHED |
| BELFAST CITY (GEORGE BE) | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | FLYBE LTD | S | A | 203 | 1 | 2 | 84 | 4 | 8 | 3 | 0 | 0 | 11 | 86 | 8 | 205 | |
| | MANCHESTER | FLYBE LTD | S | D | 204 | 0 | 1 | 80 | 6 | 9 | 4 | 0 | 0 | 13 | 83 | 9 | 205 | |
| | NEWCASTLE | FLYBE LTD | S | A | 27 | 0 | 0 | 85 | 11 | 0 | 4 | 0 | 0 | 7 | 96 | 1 | 27 | |
| | NEWCASTLE | FLYBE LTD | S | D | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 96 | 5 | 27 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 85 | 0 | 1 | 88 | 9 | 2 | 0 | 0 | 0 | 4 | 92 | 3 | 85 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 85 | 0 | 1 | 81 | 14 | 5 | 0 | 0 | 0 | 8 | 82 | 10 | 85 | |
| TOTAL BELFAST CITY (GEORGE BEST) | | | | | 3209 | 1 | 33 | 83 | 8 | 6 | 3 | 0 | 0 | 9 | 84 | 8 | 8 | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 73 | 8 | 18 | 3 | 0 | 0 | 14 | 82 | 8 | 49 | |
| | BIRMINGHAM | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 60 | 13 | 20 | 8 | 0 | 0 | 22 | 82 | 11 | 49 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 72 | 0 | 0 | 82 | 6 | 4 | 8 | 0 | 0 | 14 | 89 | 6 | 74 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 72 | 0 | 0 | 82 | 7 | 4 | 7 | 0 | 0 | 14 | 86 | 8 | 74 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 81 | 0 | 0 | 83 | 9 | 4 | 5 | 0 | 0 | 10 | 84 | 12 | 79 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 81 | 0 | 0 | 80 | 9 | 6 | 5 | 0 | 0 | 11 | 82 | 14 | 79 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 151 | 0 | 1 | 36 | 17 | 21 | 26 | 0 | 0 | 39 | 77 | 16 | 141 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 152 | 0 | 0 | 38 | 20 | 21 | 20 | 1 | 0 | 36 | 59 | 21 | 140 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 85 | 0 | 0 | 89 | 2 | 5 | 4 | 0 | 0 | 8 | 93 | 3 | 88 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 85 | 0 | 0 | 88 | 4 | 5 | 4 | 0 | 0 | 9 | 92 | 3 | 88 | |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 89 | 5 | 9 | |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 8 | 56 | 17 | 9 | |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | A | 124 | 0 | 0 | 82 | 7 | 7 | 3 | 0 | 0 | 10 | 88 | 12 | 131 | |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | D | 124 | 0 | 0 | 82 | 9 | 5 | 4 | 0 | 0 | 10 | 88 | 12 | 131 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 105 | 0 | 0 | 59 | 20 | 11 | 10 | 0 | 0 | 19 | 79 | 12 | 81 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 105 | 0 | 0 | 60 | 18 | 13 | 9 | 0 | 0 | 21 | 78 | 14 | 81 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 1 | 1 | 79 | 6 | 10 | 5 | 0 | 0 | 13 | 76 | 10 | 62 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 63 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 11 | 74 | 10 | 62 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 66 | 0 | 0 | 83 | 8 | 3 | 6 | 0 | 0 | 11 | 89 | 12 | 62 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 67 | 0 | 0 | 82 | 9 | 3 | 6 | 0 | 0 | 12 | 87 | 16 | 62 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 95 | 0 | 0 | 82 | 9 | 3 | 5 | 0 | 0 | 10 | 90 | 8 | 88 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 95 | 0 | 0 | 83 | 7 | 4 | 5 | 0 | 0 | 11 | 82 | 9 | 88 | |
| TOTAL BELFAST INTERNATIONAL | | | | | 1791 | 3 | 2 | 72 | 11 | 9 | 8 | 0 | 0 | 17 | 82 | 11 | 11 | |
| BELGRADE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR SERBIA | S | A | 39 | 0 | 0 | 69 | 21 | 5 | 5 | 0 | 0 | 15 | 69 | 18 | 39 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|------------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Matched | Unmatched |
| BELGRADE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR SERBIA | S | D | 39 | 0 | 0 | 77 | 13 | 5 | 5 | 0 | 0 | 15 | 62 | 23 | 39 | |
| | LUTON | WIZZ AIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 92 | 4 | 13 | |
| | LUTON | WIZZ AIR | S | D | 13 | 0 | 0 | 38 | 31 | 31 | 0 | 0 | 0 | 25 | 69 | 14 | 13 | |
| TOTAL BELGRADE | | | | | 104 | 0 | 0 | 72 | 16 | 8 | 4 | 0 | 0 | 15 | 69 | 18 | 18 | |
| BENBECULA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 53 | 0 | 0 | 70 | 8 | 4 | 15 | 4 | 0 | 26 | 72 | 12 | 54 | |
| | GLASGOW | LOGANAIR | S | D | 53 | 0 | 0 | 57 | 17 | 8 | 15 | 4 | 0 | 32 | 83 | 9 | 54 | |
| TOTAL BENBECULA | | | | | 106 | 0 | 0 | 63 | 12 | 6 | 15 | 4 | 0 | 29 | 78 | 11 | 11 | |
| BERGAMO | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 71 | 10 | 14 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 46 | 46 | 8 | 0 | 0 | 0 | 18 | 36 | 23 | 14 | |
| | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 10 | 71 | 12 | 17 | |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 59 | 17 | 17 | |
| | MANCHESTER | RYANAIR | S | A | 39 | 0 | 1 | 77 | 18 | 5 | 0 | 0 | 0 | 8 | 77 | 9 | 31 | |
| | MANCHESTER | RYANAIR | S | D | 39 | 0 | 0 | 64 | 33 | 3 | 0 | 0 | 0 | 9 | 48 | 35 | 31 | |
| | STANSTED | RYANAIR | S | A | 122 | 0 | 0 | 97 | 1 | 2 | 1 | 0 | 0 | 3 | 59 | 21 | 107 | |
| | STANSTED | RYANAIR | S | D | 122 | 0 | 0 | 70 | 20 | 7 | 2 | 0 | 0 | 15 | 53 | 21 | 107 | |
| TOTAL BERGAMO | | | | | 374 | 0 | 1 | 79 | 15 | 5 | 1 | 0 | 0 | 9 | 58 | 20 | 20 | |
| BERGEN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 76 | 11 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 76 | 13 | 10 | 2 | 0 | 0 | 11 | 82 | 9 | 62 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 58 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 0 | 8 | 88 | 7 | 48 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 58 | 0 | 0 | 72 | 17 | 9 | 2 | 0 | 0 | 12 | 69 | 14 | 48 | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | A | 55 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 5 | 97 | 3 | 59 | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | D | 55 | 0 | 0 | 93 | 5 | 0 | 2 | 0 | 0 | 6 | 90 | 6 | 59 | |
| TOTAL BERGEN | | | | | 350 | 2 | 0 | 81 | 13 | 6 | 1 | 0 | 0 | 9 | 84 | 8 | 8 | |
| BERGERAC | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE LTD | S | A | 15 | 0 | 0 | 87 | 0 | 13 | 0 | 0 | 0 | 8 | 73 | 21 | 11 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 15 | 0 | 0 | 53 | 33 | 7 | 7 | 0 | 0 | 19 | 45 | 37 | 11 | |
| | EDINBURGH | FLYBE LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 7 | 4 | |
| | EDINBURGH | FLYBE LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 50 | 23 | 4 | |
| | EXETER | FLYBE LTD | S | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 48 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| BERGERAC | | | | | | | | | | | | | | | | | | |
| | EXETER | FLYBE LTD | S | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 51 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 7 | 69 | 15 | 35 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 31 | 0 | 0 | 81 | 6 | 10 | 3 | 0 | 0 | 12 | 49 | 21 | 35 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 25 | 35 | 4 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 25 | 32 | 4 | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 14 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 93 | 7 | 14 | |
| | EAST MIDLAND | RYANAIR | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 92 | 4 | 13 | |
| | EAST MIDLAND | RYANAIR | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 85 | 10 | 13 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 4 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 89 | 7 | 9 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 12 | 83 | 8 | 40 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 71 | 13 | 13 | 3 | 0 | 0 | 16 | 75 | 7 | 40 | |
| TOTAL BERGERAC | | | | | 246 | 0 | 0 | 78 | 12 | 7 | 3 | 0 | 0 | 12 | 72 | 15 | 15 | |
| BERLIN (SCHONEFELD) | | | | | | | | | | | | | | | | | | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 78 | 11 | 0 | 7 | 4 | 0 | 16 | 86 | 5 | 22 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 100 | 3 | 22 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 21 | 0 | 0 | 76 | 14 | 10 | 0 | 0 | 0 | 8 | 86 | 5 | 14 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 21 | 0 | 0 | 71 | 14 | 10 | 5 | 0 | 0 | 12 | 93 | 4 | 14 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 121 | 0 | 1 | 65 | 14 | 12 | 8 | 0 | 1 | 19 | 64 | 28 | 102 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 121 | 0 | 0 | 50 | 19 | 23 | 8 | 0 | 0 | 23 | 52 | 32 | 103 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 87 | 9 | 0 | 4 | 0 | 0 | 7 | 59 | 13 | 22 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 6 | 64 | 25 | 22 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 14 | 94 | 3 | 18 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 84 | 15 | 19 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 76 | 14 | 5 | 5 | 0 | 0 | 11 | 79 | 16 | 58 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 79 | 9 | 9 | 3 | 0 | 0 | 11 | 91 | 11 | 58 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 83 | 13 | 0 | 4 | 0 | 0 | 14 | 86 | 11 | 22 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 10 | 91 | 10 | 22 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 31 | 0 | 0 | 16 | 32 | 32 | 19 | 0 | 0 | 38 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 31 | 0 | 0 | 45 | 35 | 13 | 6 | 0 | 0 | 21 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|----------------------------------|-------------------|-----------------------------|-------------------|-------------|----------------------------|----------|------------------------|---------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | | | | | | | | | | | | | | | | | |
| | EAST MIDLAND | RYANAIR | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 63 | 18 | 8 |
| | EAST MIDLAND | RYANAIR | S | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 6 | 63 | 18 | 8 | |
| | STANSTED | RYANAIR | S | A | 93 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 7 | 77 | 21 | 31 | |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 74 | 13 | 12 | 1 | 0 | 12 | 87 | 8 | 31 | |
| TOTAL BERLIN (SCHONEFELD) | | | | | 860 | 3 | 1 | 70 | 14 | 11 | 5 | 0 | 0 | 15 | 74 | 18 | 18 |
| BERLIN (TEGEL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 197 | 0 | 1 | 62 | 19 | 9 | 10 | 0 | 1 | 23 | 81 | 12 | 202 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 198 | 0 | 0 | 69 | 17 | 8 | 7 | 0 | 0 | 15 | 85 | 9 | 202 |
| | BIRMINGHAM | FLYBE LTD | S | A | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | HEATHROW | GERMANWINGS | S | A | 89 | 0 | 0 | 64 | 21 | 11 | 2 | 1 | 0 | 19 | 56 | 22 | 89 |
| | HEATHROW | GERMANWINGS | S | D | 89 | 0 | 0 | 61 | 21 | 12 | 6 | 0 | 0 | 20 | 63 | 20 | 88 |
| TOTAL BERLIN (TEGEL) | | | | | 635 | 0 | 1 | 67 | 18 | 9 | 6 | 0 | 0 | 18 | 76 | 14 | 14 |
| BERMUDA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 72 | 14 | 10 | 3 | 0 | 0 | 11 | 63 | 34 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 62 | 28 | 3 | 7 | 0 | 0 | 18 | 63 | 36 | 30 |
| TOTAL BERMUDA | | | | | 58 | 0 | 1 | 67 | 21 | 7 | 5 | 0 | 0 | 15 | 63 | 35 | 35 |
| BERNE | | | | | | | | | | | | | | | | | |
| BEZIERS | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 94 | 3 | 17 |
| | BRISTOL | RYANAIR | S | D | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 15 | 94 | 8 | 17 |
| | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 11 | 76 | 9 | 17 |
| | EDINBURGH | RYANAIR | S | D | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 10 | 76 | 12 | 17 |
| | LUTON | RYANAIR | S | A | 22 | 0 | 0 | 55 | 27 | 14 | 5 | 0 | 0 | 17 | 72 | 15 | 18 |
| | LUTON | RYANAIR | S | D | 22 | 0 | 0 | 45 | 32 | 18 | 5 | 0 | 0 | 23 | 67 | 17 | 18 |
| | MANCHESTER | RYANAIR | S | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 9 | 100 | 3 | 8 | |
| | MANCHESTER | RYANAIR | S | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 7 | 75 | 9 | 8 | |
| TOTAL BEZIERS | | | | | 124 | 0 | 0 | 68 | 19 | 10 | 2 | 0 | 0 | 14 | 81 | 10 | 10 |
| BIARRITZ | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 1 | 50 | 19 | 23 | 8 | 0 | 0 | 27 | 75 | 18 | 16 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 46 | 27 | 23 | 4 | 0 | 0 | 25 | 69 | 19 | 16 |
| | BIRMINGHAM | FLYBE LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | | Plan (8) | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | | | | | | | | | | | | | |
| BIARRITZ | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE LTD | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| | BOURNEMOUT | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BOURNEMOUT | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 15 | 63 | 18 | 40 | 40 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 68 | 10 | 19 | 3 | 0 | 0 | 17 | 65 | 14 | 40 | 40 |
| TOTAL BIARRITZ | | | | | 130 | 0 | 1 | 62 | 16 | 17 | 5 | 0 | 0 | 19 | 66 | 17 | 17 | 17 |
| BIGGIN HILL | | | | | | | | | | | | | | | | | | |
| BILBAO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 62 | 15 | 0 | 23 | 0 | 0 | 30 | 69 | 12 | 13 | 13 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 62 | 8 | 15 | 15 | 0 | 0 | 30 | 77 | 9 | 13 | 13 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 73 | 13 | 6 | 8 | 0 | 0 | 17 | 77 | 12 | 62 | 62 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 73 | 16 | 5 | 6 | 0 | 0 | 17 | 82 | 11 | 62 | 62 |
| | GATWICK | VUELING AIRLINES | S | A | 18 | 0 | 0 | 72 | 22 | 0 | 6 | 0 | 0 | 14 | 100 | 3 | 4 | 4 |
| | GATWICK | VUELING AIRLINES | S | D | 18 | 0 | 0 | 61 | 28 | 6 | 6 | 0 | 0 | 19 | 75 | 31 | 4 | 4 |
| TOTAL BILBAO | | | | | 329 | 1 | 0 | 75 | 14 | 6 | 5 | 0 | 0 | 14 | 83 | 9 | 9 | 9 |
| BILLUND | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 75 | 0 | 0 | 93 | 3 | 1 | 3 | 0 | 0 | 6 | 87 | 8 | 75 | 75 |
| | STANSTED | RYANAIR | S | D | 75 | 0 | 0 | 76 | 17 | 7 | 0 | 0 | 0 | 10 | 68 | 15 | 75 | 75 |
| | LONDON CITY | SUN AIR OF SCANDINAVIA | S | A | 35 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 25 | 25 |
| | LONDON CITY | SUN AIR OF SCANDINAVIA | S | D | 35 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 96 | 1 | 25 | 25 |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | A | 35 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 97 | 3 | 37 | 37 |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | D | 35 | 0 | 0 | 91 | 6 | 3 | 0 | 0 | 0 | 4 | 97 | 2 | 37 | 37 |
| TOTAL BILLUND | | | | | 290 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 6 | 87 | 7 | 7 | 7 |
| BIRMINGHAM | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | EASTERN AIRWAYS | S | A | 38 | 0 | 0 | 84 | 5 | 5 | 3 | 3 | 0 | 12 | 85 | 6 | 40 | 40 |
| | NEWCASTLE | EASTERN AIRWAYS | S | D | 38 | 0 | 0 | 89 | 3 | 8 | 0 | 0 | 0 | 5 | 93 | 6 | 40 | 40 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 68 | 10 | 18 | 5 | 0 | 0 | 16 | 88 | 8 | 49 | 49 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 65 | 13 | 20 | 3 | 0 | 0 | 16 | 80 | 10 | 49 | 49 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|--------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| BIRMINGHAM | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | FLYBE LTD | S | A | 92 | 0 | 0 | 87 | 4 | 3 | 5 | 0 | 0 | 9 | 84 | 8 | 102 | |
| | ABERDEEN | FLYBE LTD | S | D | 92 | 0 | 0 | 80 | 8 | 5 | 7 | 0 | 0 | 13 | 77 | 14 | 102 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 184 | 0 | 1 | 84 | 8 | 5 | 2 | 0 | 0 | 9 | 75 | 12 | 187 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 183 | 0 | 2 | 83 | 8 | 7 | 2 | 0 | 0 | 10 | 79 | 12 | 187 | |
| | EDINBURGH | FLYBE LTD | S | A | 187 | 0 | 6 | 71 | 16 | 7 | 5 | 1 | 0 | 15 | 76 | 13 | 202 | |
| | EDINBURGH | FLYBE LTD | S | D | 185 | 0 | 8 | 73 | 15 | 6 | 5 | 1 | 0 | 15 | 71 | 17 | 201 | |
| | GLASGOW | FLYBE LTD | S | A | 180 | 0 | 5 | 85 | 5 | 4 | 6 | 0 | 0 | 10 | 86 | 11 | 190 | |
| | GLASGOW | FLYBE LTD | S | D | 180 | 0 | 5 | 78 | 11 | 6 | 5 | 1 | 0 | 14 | 85 | 12 | 190 | |
| | JERSEY | FLYBE LTD | S | A | 89 | 0 | 0 | 71 | 13 | 7 | 9 | 0 | 0 | 20 | 80 | 14 | 70 | |
| | JERSEY | FLYBE LTD | S | D | 89 | 1 | 0 | 51 | 28 | 8 | 12 | 1 | 0 | 29 | 64 | 21 | 70 | |
| TOTAL BIRMINGHAM | | | | | 1618 | 1 | 27 | 77 | 11 | 7 | 5 | 0 | 0 | 13 | 79 | 12 | 12 | |
| BLACKPOOL | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (| VANAIR EUROPE AS | S | A | 47 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BELFAST CITY (| VANAIR EUROPE AS | S | D | 39 | 0 | 0 | 97 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL BLACKPOOL | | | | | 86 | 0 | 0 | 99 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | |
| BOA VISTA (RABIL) | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 32 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 60 | 35 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 33 | 11 | 33 | 22 | 0 | 0 | 43 | 56 | 23 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 22 | 33 | 22 | 22 | 0 | 0 | 45 | 33 | 30 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 14 | 78 | 10 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 89 | 9 | 9 | |
| TOTAL BOA VISTA (RABIL) | | | | | 46 | 0 | 0 | 52 | 26 | 11 | 11 | 0 | 0 | 24 | 61 | 21 | 21 | |
| BODRUM (MILAS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 33 | 11 | 22 | 33 | 0 | 0 | 45 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 22 | 22 | 22 | 33 | 0 | 0 | 44 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 6 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 4 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 8 | 86 | 9 | 14 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 10 | 93 | 12 | 14 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 56 | 11 | 11 | 11 | 11 | 0 | 47 | 67 | 23 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 11 | 22 | 0 | 11 | 0 | 36 | 78 | 22 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 48 | 35 | 6 | 10 | 0 | 0 | 23 | 57 | 25 | 23 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| BODRUM (MILAS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 39 | 39 | 16 | 6 | 0 | 0 | 25 | 58 | 23 | 24 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 89 | 3 | 9 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 10 | 89 | 9 | 9 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 57 | 14 | 14 | 7 | 7 | 0 | 38 | 86 | 7 | 14 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 50 | 29 | 7 | 14 | 0 | 0 | 26 | 79 | 11 | 14 | |
| | MANCHESTER | FREEBIRD AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | MANCHESTER | FREEBIRD AIRLINES | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 80 | 15 | 5 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 60 | 9 | 5 | |
| | GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 15 | 90 | 7 | 10 | |
| | GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 78 | 13 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 67 | 12 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 16 | 12 | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 18 | 50 | 31 | 12 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 19 | 4 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 50 | 46 | 4 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 79 | 0 | 21 | 0 | 0 | 0 | 9 | 77 | 8 | 13 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 71 | 7 | 14 | 7 | 0 | 0 | 19 | 38 | 25 | 13 | |
| | GATWICK | PEGASUS AIRLINES | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 65 | 75 | 41 | 4 | |
| | GATWICK | PEGASUS AIRLINES | S | D | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 83 | 50 | 70 | 4 | |
| | STANSTED | PEGASUS AIRLINES | S | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 84 | 50 | 54 | 4 | |
| | STANSTED | PEGASUS AIRLINES | S | D | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 81 | 50 | 54 | 4 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 28 | 5 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 67 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 9 | 50 | 89 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 9 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 12 | 75 | 24 | 12 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 17 | 0 | 0 | 71 | 12 | 12 | 6 | 0 | 0 | 16 | 58 | 31 | 12 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|-----------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| BODRUM (MILAS) | | | | | | | | | | | | | | | | | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 60 | 19 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 27 | 100 | 6 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 9 | 85 | 8 | 13 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 54 | 31 | 8 | 8 | 0 | 0 | 17 | 69 | 22 | 13 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 50 | 17 | 4 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 11 | 25 | 23 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 24 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 32 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 18 | 10 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 67 | 19 | 9 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 8 | 83 | 6 | 18 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 65 | 18 | 18 | 0 | 0 | 0 | 17 | 70 | 16 | 20 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 5 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 100 | 7 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 80 | 5 | 5 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 26 | 50 | 22 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 5 | 82 | 19 | 11 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 16 | 45 | 26 | 11 | |
| TOTAL BODRUM (MILAS) | | | | | 528 | 2 | 0 | 70 | 15 | 9 | 5 | 1 | 0 | 18 | 72 | 20 | 20 | |
| BOGOTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AVIANCA COLOMBIA | S | A | 30 | 0 | 0 | 87 | 0 | 3 | 3 | 0 | 7 | 32 | 81 | 10 | 16 | |
| | HEATHROW | AVIANCA COLOMBIA | S | D | 30 | 0 | 0 | 93 | 3 | 0 | 3 | 0 | 0 | 4 | 100 | 4 | 16 | |
| TOTAL BOGOTA | | | | | 60 | 0 | 0 | 90 | 2 | 2 | 3 | 0 | 3 | 18 | 91 | 7 | 7 | |
| BOLOGNA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 92 | 0 | 0 | 46 | 20 | 20 | 14 | 1 | 0 | 30 | 71 | 14 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 92 | 0 | 0 | 51 | 18 | 23 | 8 | 0 | 0 | 24 | 80 | 15 | 93 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 23 | 33 | 33 | 10 | 0 | 0 | 35 | 45 | 35 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 0 | 43 | 23 | 30 | 3 | 0 | 0 | 26 | 61 | 28 | 31 | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 20 | 44 | 30 | 9 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 56 | 0 | 44 | 0 | 0 | 0 | 24 | 89 | 16 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 23 | 67 | 10 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | | |
|-----------------------|-------------------|-----------------------------|-------------------|-------------|----------------------------|-----------|------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|--|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BOLOGNA | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 100 | 3 | 9 | |
| | MANCHESTER | RYANAIR | S | A | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 36 | 48 | 14 | |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 11 | 50 | 17 | 14 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 90 | 0 | 3 | 0 | 0 | 6 | 37 | 48 | 32 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 58 | 23 | 13 | 3 | 3 | 0 | 25 | 65 | 15 | 31 | |
| TOTAL BOLOGNA | | | | | 369 | 0 | 0 | 53 | 18 | 20 | 7 | 1 | 1 | 26 | 66 | 20 | 20 | |
| BORDEAUX | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 53 | 0 | 0 | 60 | 15 | 21 | 4 | 0 | 0 | 17 | 46 | 27 | 52 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 55 | 17 | 21 | 8 | 0 | 0 | 22 | 56 | 22 | 52 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 14 | 100 | 3 | 4 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 75 | 6 | 4 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 21 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 12 | 91 | 7 | 22 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 21 | 0 | 0 | 76 | 14 | 0 | 10 | 0 | 0 | 13 | 91 | 10 | 22 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 74 | 0 | 3 | 38 | 16 | 16 | 30 | 0 | 0 | 40 | 60 | 30 | 63 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 74 | 0 | 1 | 43 | 14 | 26 | 18 | 0 | 0 | 34 | 54 | 33 | 63 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 78 | 19 | 18 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 50 | 24 | 18 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 34 | 0 | 0 | 79 | 9 | 9 | 3 | 0 | 0 | 10 | 71 | 12 | 35 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 34 | 0 | 0 | 65 | 24 | 12 | 0 | 0 | 0 | 13 | 54 | 17 | 35 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 17 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 11 | 76 | 10 | 17 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 17 | 0 | 0 | 76 | 6 | 18 | 0 | 0 | 0 | 14 | 71 | 16 | 17 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 44 | 25 | 23 | 4 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 41 | 25 | 27 | 4 | |
| | EDINBURGH | RYANAIR | S | A | 17 | 0 | 0 | 82 | 12 | 0 | 6 | 0 | 0 | 11 | 73 | 11 | 22 | |
| | EDINBURGH | RYANAIR | S | D | 17 | 0 | 0 | 71 | 18 | 6 | 6 | 0 | 0 | 15 | 100 | 4 | 22 | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 54 | 15 | 31 | 0 | 0 | 0 | 17 | 79 | 10 | 14 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 62 | 8 | 31 | 0 | 0 | 0 | 15 | 79 | 8 | 14 | |
| TOTAL BORDEAUX | | | | | 538 | 3 | 4 | 63 | 14 | 14 | 9 | 0 | 0 | 21 | 65 | 20 | 20 | |
| BOSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 122 | 0 | 0 | 93 | 4 | 1 | 2 | 0 | 0 | 5 | 88 | 10 | 124 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 123 | 0 | 0 | 58 | 25 | 10 | 7 | 0 | 0 | 18 | 56 | 25 | 124 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|--------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| BOSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 7 | 75 | 9 | 28 | |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 90 | 3 | 0 | 6 | 0 | 0 | 6 | 96 | 3 | 28 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 74 | 26 | 0 | 0 | 0 | 0 | 9 | 61 | 20 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 68 | 10 | 19 | 0 | 3 | 0 | 18 | 77 | 12 | 31 | |
| TOTAL BOSTON | | | | | 369 | 0 | 0 | 78 | 13 | 5 | 4 | 0 | 0 | 11 | 73 | 16 | 16 | |
| BOURNEMOUTH | | | | | | | | | | | | | | | | | | |
| | GLASGOW | FLYBE LTD | S | A | 54 | 0 | 0 | 93 | 0 | 2 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GLASGOW | FLYBE LTD | S | D | 54 | 0 | 0 | 76 | 15 | 6 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | JERSEY | FLYBE LTD | S | A | 35 | 0 | 0 | 86 | 6 | 6 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | JERSEY | FLYBE LTD | S | D | 35 | 0 | 0 | 80 | 11 | 6 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 54 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | D | 54 | 0 | 0 | 80 | 6 | 9 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL BOURNEMOUTH | | | | | 287 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | |
| BRATISLAVA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 86 | 4 | 14 | |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 12 | 64 | 13 | 14 | |
| | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 71 | 21 | 0 | 7 | 0 | 0 | 14 | 92 | 3 | 13 | |
| | EDINBURGH | RYANAIR | S | D | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 85 | 9 | 13 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 13 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 17 | 79 | 9 | 14 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 13 | 0 | 0 | 69 | 15 | 0 | 15 | 0 | 0 | 24 | 86 | 7 | 14 | |
| | LUTON | RYANAIR | S | A | 22 | 0 | 0 | 77 | 14 | 5 | 5 | 0 | 0 | 11 | 82 | 16 | 17 | |
| | LUTON | RYANAIR | S | D | 22 | 0 | 0 | 77 | 14 | 0 | 9 | 0 | 0 | 14 | 76 | 14 | 17 | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 74 | 10 | 5 | 3 | 0 | 8 | 50 | 72 | 11 | 50 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 48 | 26 | 15 | 11 | 0 | 0 | 26 | 80 | 9 | 50 | |
| TOTAL BRATISLAVA | | | | | 252 | 0 | 0 | 71 | 14 | 6 | 7 | 0 | 2 | 25 | 79 | 10 | 10 | |
| BREMEN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 82 | 9 | 17 | |
| | EDINBURGH | RYANAIR | S | D | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 12 | 76 | 9 | 17 | |
| | STANSTED | RYANAIR | S | A | 54 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 67 | 18 | 61 | |
| | STANSTED | RYANAIR | S | D | 54 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 8 | 60 | 20 | 62 | |
| TOTAL BREMEN | | | | | 136 | 0 | 0 | 88 | 9 | 4 | 0 | 0 | 0 | 6 | 71 | 15 | 15 | |
| BREST | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|-------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| BREST | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 12 | 8 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 88 | 10 | 8 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 9 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 78 | 8 | 9 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 20 | 89 | 3 | 18 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 20 | 83 | 5 | 18 | |
| TOTAL BREST | | | | | 48 | 0 | 0 | 85 | 6 | 4 | 4 | 0 | 0 | 11 | 88 | 5 | 5 | |
| BRIDGETOWN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 1 | 94 | 0 | 3 | 3 | 0 | 0 | 3 | 87 | 49 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 13 | 65 | 33 | 31 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 94 | 0 | 0 | 3 | 3 | 0 | 10 | 97 | 1 | 31 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 61 | 19 | 6 | 10 | 3 | 0 | 28 | 77 | 9 | 31 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 13 | 5 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 39 | 4 | |
| TOTAL BRIDGETOWN | | | | | 132 | 0 | 1 | 82 | 8 | 4 | 5 | 2 | 0 | 13 | 78 | 23 | 23 | |
| BRINDISI | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 22 | 11 | 33 | 22 | 11 | 0 | 69 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 0 | 11 | 0 | 36 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 14 | 27 | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 6 | 67 | 14 | 27 | |
| TOTAL BRINDISI | | | | | 62 | 0 | 0 | 82 | 5 | 6 | 3 | 3 | 0 | 18 | 65 | 14 | 14 | |
| BRISTOL | | | | | | | | | | | | | | | | | | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 53 | 0 | 0 | 60 | 26 | 9 | 4 | 0 | 0 | 15 | 80 | 13 | 54 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 54 | 0 | 0 | 72 | 15 | 11 | 2 | 0 | 0 | 13 | 78 | 14 | 54 | |
| | ABERDEEN | BMI REGIONAL | S | A | 50 | 0 | 0 | 86 | 6 | 6 | 0 | 2 | 0 | 9 | 86 | 14 | 50 | |
| | ABERDEEN | BMI REGIONAL | S | D | 50 | 0 | 0 | 80 | 12 | 4 | 2 | 2 | 0 | 12 | 62 | 17 | 50 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 72 | 0 | 0 | 89 | 4 | 0 | 7 | 0 | 0 | 10 | 93 | 5 | 74 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 72 | 0 | 0 | 81 | 6 | 6 | 8 | 0 | 0 | 14 | 88 | 7 | 74 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 99 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 7 | 90 | 5 | 99 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 99 | 0 | 0 | 86 | 10 | 2 | 2 | 0 | 0 | 8 | 81 | 8 | 99 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 73 | 0 | 0 | 88 | 4 | 5 | 3 | 0 | 0 | 6 | 94 | 5 | 72 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 73 | 0 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 9 | 92 | 6 | 72 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 49 | 0 | 0 | 80 | 14 | 4 | 2 | 0 | 0 | 9 | 93 | 3 | 59 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|---------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BRISTOL | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 49 | 0 | 0 | 80 | 12 | 6 | 2 | 0 | 0 | 11 | 92 | 5 | 59 | |
| TOTAL BRISTOL | | | | | 795 | 0 | 0 | 82 | 10 | 5 | 3 | 0 | 0 | 10 | 86 | 8 | 8 | |
| BRIVE-LA-GAILLARDE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 75 | 9 | 8 | |
| | LONDON CITY | CITY JET | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 100 | 7 | 8 | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 11 | 27 | 9 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 67 | 10 | 9 | |
| TOTAL BRIVE-LA-GAILLARDE | | | | | 36 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 8 | 62 | 14 | 14 | |
| BRNO (TURANY) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 4 | 73 | 10 | 22 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 7 | 77 | 10 | 22 | |
| | LUTON | WIZZ AIR | S | A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 93 | 4 | 14 | |
| | LUTON | WIZZ AIR | S | D | 14 | 0 | 0 | 50 | 29 | 21 | 0 | 0 | 0 | 20 | 86 | 8 | 14 | |
| TOTAL BRNO (TURANY) | | | | | 90 | 0 | 0 | 86 | 9 | 6 | 0 | 0 | 0 | 8 | 81 | 8 | 8 | |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | EAST MIDLAND | BMI REGIONAL | S | A | 64 | 0 | 1 | 95 | 3 | 0 | 2 | 0 | 0 | 4 | 98 | 1 | 49 | |
| | EAST MIDLAND | BMI REGIONAL | S | D | 65 | 0 | 0 | 97 | 2 | 0 | 2 | 0 | 0 | 3 | 98 | 2 | 49 | |
| | NEWCASTLE | BMI REGIONAL | S | A | 60 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 6 | 96 | 2 | 50 | |
| | NEWCASTLE | BMI REGIONAL | S | D | 60 | 0 | 0 | 93 | 5 | 0 | 2 | 0 | 0 | 8 | 88 | 9 | 50 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 174 | 0 | 0 | 67 | 19 | 9 | 6 | 0 | 0 | 16 | 74 | 14 | 182 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 174 | 0 | 0 | 70 | 16 | 7 | 7 | 0 | 0 | 15 | 83 | 11 | 183 | |
| | BIRMINGHAM | BRUSSELS AIRLINES | S | A | 100 | 0 | 0 | 82 | 13 | 3 | 2 | 0 | 0 | 9 | 62 | 19 | 97 | |
| | BIRMINGHAM | BRUSSELS AIRLINES | S | D | 100 | 0 | 0 | 52 | 26 | 18 | 4 | 0 | 0 | 21 | 48 | 29 | 97 | |
| | BRISTOL | BRUSSELS AIRLINES | S | A | 67 | 0 | 0 | 76 | 15 | 7 | 1 | 0 | 0 | 12 | 93 | 3 | 68 | |
| | BRISTOL | BRUSSELS AIRLINES | S | D | 67 | 0 | 0 | 84 | 10 | 4 | 1 | 0 | 0 | 10 | 91 | 5 | 68 | |
| | EDINBURGH | BRUSSELS AIRLINES | S | A | 58 | 0 | 0 | 57 | 26 | 17 | 0 | 0 | 0 | 17 | 67 | 15 | 58 | |
| | EDINBURGH | BRUSSELS AIRLINES | S | D | 58 | 0 | 0 | 71 | 21 | 9 | 0 | 0 | 0 | 13 | 67 | 14 | 58 | |
| | HEATHROW | BRUSSELS AIRLINES | S | A | 89 | 0 | 0 | 66 | 22 | 7 | 4 | 0 | 0 | 15 | 75 | 12 | 89 | |
| | HEATHROW | BRUSSELS AIRLINES | S | D | 89 | 0 | 0 | 51 | 24 | 18 | 8 | 0 | 0 | 21 | 56 | 20 | 89 | |
| | MANCHESTER | BRUSSELS AIRLINES | S | A | 85 | 0 | 0 | 46 | 28 | 21 | 5 | 0 | 0 | 22 | 42 | 22 | 84 | |
| | MANCHESTER | BRUSSELS AIRLINES | S | D | 85 | 0 | 0 | 49 | 31 | 15 | 5 | 0 | 0 | 20 | 59 | 15 | 83 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 56 | 22 | 4 | 15 | 4 | 0 | 29 | 69 | 16 | 54 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 63 | 22 | 7 | 7 | 0 | 0 | 17 | 70 | 15 | 54 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BRUSSELS | | | | | | | | | | | | | | | | | |
| TOTAL BRUSSELS | | | | | | | | | | | | | | | | | |
| | | | | | 1451 | 1 | 1 | 69 | 17 | 9 | 4 | 0 | 0 | 14 | 73 | 14 | 14 |
| BUCHAREST (OTOPENI) | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JO) | BLUE AIR TRANSPORT AERIAN | S | A | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 16 | 0 | 0 | 0 |
| | LIVERPOOL (JO) | BLUE AIR TRANSPORT AERIAN | S | D | 14 | 0 | 0 | 64 | 21 | 7 | 7 | 0 | 0 | 18 | 0 | 0 | 0 |
| | LUTON | BLUE AIR TRANSPORT AERIAN | S | A | 33 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 81 | 13 | 26 |
| | LUTON | BLUE AIR TRANSPORT AERIAN | S | D | 33 | 0 | 0 | 55 | 33 | 9 | 3 | 0 | 0 | 18 | 50 | 28 | 26 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 61 | 26 | 8 | 5 | 0 | 0 | 17 | 84 | 9 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 60 | 21 | 16 | 3 | 0 | 0 | 17 | 71 | 13 | 62 |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 8 | 55 | 14 | 31 |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 11 | 84 | 8 | 31 |
| | HEATHROW | TAROM | S | A | 31 | 0 | 0 | 65 | 19 | 10 | 3 | 3 | 0 | 19 | 90 | 4 | 31 |
| | HEATHROW | TAROM | S | D | 31 | 0 | 0 | 32 | 23 | 29 | 16 | 0 | 0 | 36 | 68 | 15 | 31 |
| | DONCASTER S | WIZZ AIR | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 88 | 6 | 8 |
| | DONCASTER S | WIZZ AIR | S | D | 9 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 22 | 38 | 20 | 8 |
| | LUTON | WIZZ AIR | S | A | 84 | 0 | 0 | 90 | 4 | 2 | 4 | 0 | 0 | 8 | 83 | 9 | 92 |
| | LUTON | WIZZ AIR | S | D | 84 | 0 | 0 | 37 | 36 | 20 | 6 | 1 | 0 | 27 | 46 | 25 | 92 |
| TOTAL BUCHAREST (OTOPENI) | | | | | 590 | 0 | 0 | 67 | 18 | 10 | 4 | 0 | 0 | 16 | 71 | 14 | 14 |
| BUDAPEST | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 67 | 14 | 14 | 5 | 0 | 0 | 16 | 77 | 10 | 93 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 60 | 22 | 6 | 12 | 0 | 0 | 19 | 77 | 11 | 93 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 36 | 0 | 0 | 25 | 17 | 28 | 31 | 0 | 0 | 45 | 55 | 22 | 38 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 36 | 0 | 0 | 33 | 11 | 33 | 22 | 0 | 0 | 39 | 66 | 20 | 38 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 63 | 14 | 8 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 50 | 23 | 8 |
| | EDINBURGH | JET2.COM LTD | S | A | 18 | 0 | 0 | 61 | 33 | 6 | 0 | 0 | 0 | 11 | 93 | 2 | 14 |
| | EDINBURGH | JET2.COM LTD | S | D | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 12 | 93 | 5 | 14 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 9 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 89 | 9 | 9 |
| | MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 16 | 73 | 22 | 22 |
| | MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 50 | 22 | 11 | 17 | 0 | 0 | 25 | 73 | 24 | 22 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 38 | 31 | 31 | 0 | 0 | 0 | 22 | 79 | 13 | 14 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 50 | 18 | 14 |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 17 | 56 | 22 | 9 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|---------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BUDAPEST | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 38 | 31 | 15 | 15 | 0 | 0 | 26 | 22 | 28 | 9 | |
| | MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 0 | 9 | 89 | 8 | 18 | |
| | MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 53 | 41 | 6 | 0 | 0 | 0 | 14 | 89 | 13 | 18 | |
| | STANSTED | RYANAIR | S | A | 93 | 1 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 7 | 74 | 29 | 58 | |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 70 | 22 | 9 | 0 | 0 | 0 | 12 | 64 | 20 | 58 | |
| | GLASGOW | WIZZ AIR | S | A | 8 | 0 | 0 | 75 | 13 | 0 | 0 | 0 | 13 | 74 | 0 | 0 | 0 | |
| | GLASGOW | WIZZ AIR | S | D | 8 | 0 | 0 | 13 | 63 | 13 | 0 | 0 | 13 | 91 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 151 | 0 | 0 | 69 | 13 | 10 | 5 | 4 | 0 | 24 | 84 | 9 | 116 | |
| | LUTON | WIZZ AIR | S | D | 151 | 0 | 0 | 31 | 26 | 28 | 9 | 5 | 1 | 43 | 53 | 27 | 116 | |
| TOTAL BUDAPEST | | | | | 960 | 1 | 0 | 60 | 18 | 14 | 6 | 1 | 0 | 23 | 71 | 17 | 17 | |
| BUENOS AIRES | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 82 | 14 | 0 | 5 | 0 | 0 | 9 | 94 | 3 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 64 | 23 | 9 | 5 | 0 | 0 | 15 | 68 | 14 | 31 | |
| TOTAL BUENOS AIRES | | | | | 44 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 12 | 81 | 9 | 9 | |
| BURGAS | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | BH AIR | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 4 | |
| | ABERDEEN | BH AIR | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 1 | 4 | |
| | BELFAST INTER | BH AIR | C | A | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 19 | 83 | 7 | 6 | |
| | BELFAST INTER | BH AIR | C | D | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 12 | 83 | 6 | 6 | |
| | BIRMINGHAM | BH AIR | C | A | 6 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 100 | 7 | 6 | |
| | BIRMINGHAM | BH AIR | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 11 | 100 | 2 | 6 | |
| | BRISTOL | BH AIR | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 100 | 0 | 3 | |
| | BRISTOL | BH AIR | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 100 | 3 | 3 | |
| | CARDIFF WALE | BH AIR | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 100 | 1 | 4 | |
| | CARDIFF WALE | BH AIR | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 100 | 2 | 4 | |
| | DONCASTER S | BH AIR | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 100 | 4 | 5 | |
| | DONCASTER S | BH AIR | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 6 | 5 | |
| | EAST MIDLAND | BH AIR | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 9 | |
| | EAST MIDLAND | BH AIR | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 100 | 0 | 9 | |
| | EDINBURGH | BH AIR | C | A | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 14 | 75 | 13 | 8 | |
| | EDINBURGH | BH AIR | C | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 24 | 38 | 22 | 8 | |
| | GATWICK | BH AIR | C | A | 6 | 1 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 35 | 33 | 19 | 9 | |
| | GATWICK | BH AIR | C | D | 6 | 1 | 0 | 17 | 50 | 33 | 0 | 0 | 0 | 23 | 67 | 16 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|-------------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| BURGAS | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BH AIR | C | A | 12 | 0 | 0 | 33 | 42 | 25 | 0 | 0 | 0 | 23 | 75 | 10 | 12 | |
| | GLASGOW | BH AIR | C | D | 10 | 0 | 0 | 30 | 30 | 30 | 10 | 0 | 0 | 27 | 75 | 11 | 12 | |
| | LEEDS BRADFO | BH AIR | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 4 | |
| | LEEDS BRADFO | BH AIR | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 100 | 1 | 4 | |
| | MANCHESTER | BH AIR | C | A | 11 | 0 | 0 | 27 | 9 | 55 | 9 | 0 | 0 | 35 | 50 | 31 | 12 | |
| | MANCHESTER | BH AIR | C | D | 11 | 0 | 0 | 36 | 27 | 36 | 0 | 0 | 0 | 23 | 42 | 31 | 12 | |
| | NEWCASTLE | BH AIR | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 100 | 0 | 8 | |
| | NEWCASTLE | BH AIR | C | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 88 | 8 | 8 | |
| | STANSTED | BH AIR | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 47 | 50 | 23 | 2 | |
| | STANSTED | BH AIR | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 50 | 23 | 2 | |
| | MANCHESTER | CONDOR | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | MANCHESTER | CONDOR | S | D | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 100 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 23 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 40 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 75 | 20 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 25 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 3 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 38 | 60 | 20 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 7 | 0 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 44 | 60 | 25 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 75 | 7 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | 18 | 3 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 23 | 8 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 38 | 35 | 8 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 4 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 80 | 8 | 5 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 100 | 4 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 3 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 75 | 16 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 5 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 75 | 17 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 80 | 3 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|------------------------|-------------------|---------------------|-------------------|-------------|----------------------------|----------|------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BURGAS | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 4 | 4 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 100 | 0 | 4 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 30 | 40 | 20 | 10 | 0 | 0 | 26 | 44 | 28 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 12 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 15 | 38 | 30 | 8 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 98 | 80 | 7 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 114 | 75 | 9 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 15 | 0 | 0 | 67 | 13 | 13 | 7 | 0 | 0 | 18 | 92 | 3 | 13 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 16 | 0 | 0 | 75 | 13 | 6 | 6 | 0 | 0 | 17 | 75 | 10 | 12 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 80 | 19 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 35 | 75 | 36 | 4 |
| | LUTON | WIZZ AIR | S | A | 34 | 0 | 0 | 62 | 15 | 9 | 9 | 6 | 0 | 37 | 84 | 13 | 31 |
| | LUTON | WIZZ AIR | S | D | 34 | 0 | 0 | 35 | 32 | 24 | 6 | 3 | 0 | 32 | 71 | 15 | 31 |
| TOTAL BURGAS | | | | | 452 | 3 | 0 | 61 | 19 | 13 | 6 | 1 | 0 | 21 | 76 | 13 | 13 |
| BYDGOSZCZ | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 85 | 8 | 0 | 0 | 0 | 8 | 37 | 86 | 4 | 14 |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 57 | 18 | 14 |
| | GLASGOW | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GLASGOW | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 74 | 17 | 31 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 8 | 74 | 18 | 31 |
| TOTAL BYDGOSZCZ | | | | | 106 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 1 | 10 | 73 | 15 | 15 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|-------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| CAGLIARI (ELMAS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 10 | 67 | 14 | 12 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 58 | 13 | 12 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 77 | 6 | 10 | 6 | 0 | 0 | 16 | 87 | 9 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 3 | 10 | 6 | 0 | 0 | 16 | 84 | 7 | 31 | |
| TOTAL CAGLIARI (ELMAS) | | | | | 111 | 0 | 0 | 77 | 14 | 6 | 4 | 0 | 0 | 14 | 77 | 13 | 13 | |
| CAIRO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 6 | 0 | 0 | 6 | 3 | 37 | 97 | 3 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 39 | 39 | 19 | 3 | 0 | 0 | 24 | 39 | 23 | 31 | |
| | HEATHROW | EGYPT AIR | S | A | 62 | 0 | 0 | 73 | 11 | 8 | 8 | 0 | 0 | 14 | 53 | 23 | 62 | |
| | HEATHROW | EGYPT AIR | S | D | 62 | 0 | 0 | 58 | 19 | 16 | 6 | 0 | 0 | 20 | 26 | 38 | 62 | |
| | MANCHESTER | EGYPT AIR | S | A | 17 | 0 | 0 | 71 | 6 | 18 | 6 | 0 | 0 | 18 | 59 | 19 | 22 | |
| | MANCHESTER | EGYPT AIR | S | D | 17 | 0 | 0 | 0 | 29 | 41 | 29 | 0 | 0 | 53 | 14 | 48 | 22 | |
| TOTAL CAIRO | | | | | 220 | 1 | 0 | 60 | 18 | 14 | 7 | 1 | 0 | 24 | 46 | 26 | 26 | |
| CALGARY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 48 | 0 | 1 | 31 | 33 | 21 | 13 | 2 | 0 | 36 | 61 | 22 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 48 | 0 | 0 | 48 | 21 | 17 | 13 | 2 | 0 | 28 | 84 | 8 | 31 | |
| | GATWICK | AIR TRANSAT | S | A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 92 | 5 | 13 | |
| | GATWICK | AIR TRANSAT | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 93 | 4 | 14 | |
| | GLASGOW | AIR TRANSAT | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 5 | |
| | GLASGOW | AIR TRANSAT | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 100 | 2 | 5 | |
| | MANCHESTER | AIR TRANSAT | S | A | 9 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 67 | 11 | 9 | |
| | MANCHESTER | AIR TRANSAT | S | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 13 | 89 | 6 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 74 | 10 | 6 | 10 | 0 | 0 | 18 | 74 | 9 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 0 | 13 | 74 | 12 | 31 | |
| TOTAL CALGARY | | | | | 213 | 0 | 2 | 59 | 21 | 11 | 8 | 1 | 0 | 21 | 78 | 11 | 11 | |
| CALVI | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | FLYBE LTD | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 61 | 4 | |
| | MANCHESTER | FLYBE LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 17 | 50 | 39 | 4 | |
| | STANSTED | TITAN AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 100 | 0 | 4 | |
| | STANSTED | TITAN AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 5 | 4 | |
| TOTAL CALVI | | | | | 16 | 0 | 0 | 56 | 31 | 13 | 0 | 0 | 0 | 15 | 56 | 26 | 26 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|--------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| CAMBRIDGE | | | | | | | | | | | | | | | | | | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL CAMBRIDGE | | | | | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 48 | 0 | 0 | 88 | 4 | 4 | 2 | 2 | 0 | 9 | 96 | 7 | 50 | |
| | GLASGOW | LOGANAIR | S | D | 47 | 0 | 0 | 83 | 6 | 6 | 2 | 2 | 0 | 12 | 98 | 3 | 50 | |
| TOTAL CAMPBELTOWN | | | | | 95 | 0 | 0 | 85 | 5 | 5 | 2 | 2 | 0 | 11 | 97 | 5 | 5 | |
| CANCUN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 19 | 79 | 27 | 14 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 62 | 31 | 0 | 8 | 0 | 0 | 16 | 38 | 52 | 13 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | A | 7 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 7 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 28 | 75 | 17 | 8 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | A | 6 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 69 | 100 | 3 | 6 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | D | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 28 | 75 | 12 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 3 | 18 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 63 | 14 | 19 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 90 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 24 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 36 | 4 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 69 | 50 | 16 | 2 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 68 | 67 | 23 | 3 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 67 | 25 | 38 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 27 | 0 | 0 | 70 | 19 | 7 | 4 | 0 | 0 | 12 | 52 | 38 | 23 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 27 | 0 | 0 | 52 | 37 | 11 | 0 | 0 | 0 | 15 | 52 | 42 | 25 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 75 | 12 | 4 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 20 | 0 | 26 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 23 | 0 | 0 | 87 | 4 | 4 | 0 | 4 | 0 | 16 | 59 | 34 | 22 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 22 | 0 | 0 | 68 | 23 | 9 | 0 | 0 | 0 | 12 | 43 | 27 | 23 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 0 | 25 | 0 | 72 | 60 | 32 | 5 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 72 | 40 | 32 | 5 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 14 | 0 | 0 | 57 | 14 | 7 | 21 | 0 | 0 | 33 | 77 | 28 | 13 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 13 | 0 | 0 | 69 | 0 | 15 | 15 | 0 | 0 | 34 | 36 | 37 | 14 | |
| TOTAL CANCUN | | | | | 249 | 0 | 1 | 67 | 17 | 8 | 7 | 1 | 0 | 21 | 58 | 28 | 28 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| CAPE TOWN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 39 | 0 | 0 | 79 | 10 | 10 | 0 | 0 | 0 | 10 | 89 | 4 | 44 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 40 | 0 | 0 | 68 | 20 | 10 | 3 | 0 | 0 | 14 | 77 | 13 | 44 | |
| TOTAL CAPE TOWN | | | | | 79 | 0 | 0 | 73 | 15 | 10 | 1 | 0 | 0 | 12 | 83 | 8 | 8 | |
| CARCASSONNE | | | | | | | | | | | | | | | | | | |
| | EAST MIDLAND | RYANAIR | S | A | 14 | 0 | 0 | 71 | 21 | 0 | 7 | 0 | 0 | 11 | 65 | 25 | 17 | |
| | EAST MIDLAND | RYANAIR | S | D | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 9 | 76 | 15 | 17 | |
| | GLASGOW | RYANAIR | S | A | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | GLASGOW | RYANAIR | S | D | 9 | 0 | 0 | 33 | 11 | 44 | 11 | 0 | 0 | 39 | 0 | 0 | 0 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 22 | 93 | 3 | 14 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 21 | 79 | 9 | 14 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 6 | 81 | 11 | 36 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 5 | 81 | 9 | 36 | |
| TOTAL CARCASSONNE | | | | | 124 | 0 | 0 | 77 | 13 | 6 | 4 | 0 | 0 | 13 | 81 | 11 | 11 | |
| CARDIFF WALES | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 22 | 0 | 1 | 82 | 5 | 5 | 9 | 0 | 0 | 16 | 71 | 18 | 24 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 23 | 0 | 0 | 83 | 9 | 9 | 0 | 0 | 0 | 8 | 88 | 8 | 25 | |
| | NEWCASTLE | EASTERN AIRWAYS | S | A | 41 | 0 | 0 | 85 | 5 | 10 | 0 | 0 | 0 | 7 | 85 | 9 | 46 | |
| | NEWCASTLE | EASTERN AIRWAYS | S | D | 41 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 6 | 78 | 13 | 46 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 31 | 0 | 0 | 90 | 0 | 6 | 3 | 0 | 0 | 8 | 87 | 18 | 31 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 31 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 13 | 90 | 6 | 31 | |
| | GLASGOW | FLYBE LTD | S | A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GLASGOW | FLYBE LTD | S | D | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | JERSEY | FLYBE LTD | S | A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 75 | 9 | 4 | |
| | JERSEY | FLYBE LTD | S | D | 13 | 0 | 0 | 54 | 38 | 8 | 0 | 0 | 0 | 16 | 75 | 10 | 4 | |
| | EDINBURGH | LOGANAIR | S | A | 31 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | EDINBURGH | LOGANAIR | S | D | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL CARDIFF WALES | | | | | 313 | 0 | 1 | 82 | 10 | 6 | 2 | 0 | 0 | 10 | 88 | 9 | 9 | |
| CARLISLE | | | | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | | | | | | | | | | | | | | | | | | |
| | GATWICK | ROYAL AIR MAROC | S | A | 28 | 0 | 0 | 61 | 25 | 14 | 0 | 0 | 0 | 14 | 75 | 29 | 4 | |
| | GATWICK | ROYAL AIR MAROC | S | D | 28 | 0 | 0 | 46 | 21 | 21 | 11 | 0 | 0 | 27 | 20 | 56 | 5 | |
| | HEATHROW | ROYAL AIR MAROC | S | A | 39 | 0 | 0 | 69 | 18 | 8 | 5 | 0 | 0 | 14 | 68 | 12 | 31 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CASABLANCA MOHAMED V | HEATHROW | ROYAL AIR MAROC | S | D | 39 | 0 | 0 | 82 | 5 | 8 | 5 | 0 | 0 | 13 | 81 | 10 | 31 |
| TOTAL CASABLANCA MOHAMED V | | | | | 134 | 0 | 0 | 66 | 16 | 12 | 5 | 0 | 0 | 16 | 70 | 15 | 15 |
| CATANIA (FONTANAROSSA) | GATWICK | BRITISH AIRWAYS PLC | S | A | 35 | 0 | 0 | 66 | 11 | 14 | 9 | 0 | 0 | 17 | 54 | 28 | 35 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 35 | 0 | 0 | 46 | 31 | 14 | 9 | 0 | 0 | 24 | 54 | 23 | 35 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 55 | 19 | 19 | 6 | 0 | 0 | 21 | 61 | 14 | 28 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 58 | 23 | 13 | 6 | 0 | 0 | 18 | 71 | 13 | 28 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 57 | 29 | 7 | 7 | 0 | 0 | 15 | 69 | 12 | 13 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 57 | 21 | 14 | 7 | 0 | 0 | 19 | 77 | 16 | 13 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 23 | 67 | 18 | 9 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 16 | 78 | 12 | 9 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 75 | 22 | 4 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 75 | 8 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 100 | 2 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 100 | 1 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 12 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 20 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 25 | 31 | 4 |
| TOTAL CATANIA (FONTANAROSSA) | | | | | 236 | 0 | 0 | 65 | 17 | 13 | 6 | 0 | 0 | 16 | 64 | 23 | 23 |
| CHANIA | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 0 | 23 | 35 | 23 | 19 | 0 | 0 | 33 | 71 | 12 | 21 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 35 | 12 | 38 | 15 | 0 | 0 | 33 | 52 | 15 | 21 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 23 | 5 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 8 | 5 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 51 | 0 | 0 | 0 |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 23 | 100 | 1 | 9 |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 30 | 67 | 12 | 9 |
| | EAST MIDLAND | RYANAIR | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 9 | 4 |
| | EAST MIDLAND | RYANAIR | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 100 | 7 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|------------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CHANIA | GLASGOW | RYANAIR | S | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GLASGOW | RYANAIR | S | D | 5 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| | LEEDS BRADFO | RYANAIR | S | A | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 20 | 78 | 6 | 9 |
| | LEEDS BRADFO | RYANAIR | S | D | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 33 | 44 | 21 | 9 |
| | MANCHESTER | RYANAIR | S | A | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | D | 8 | 0 | 0 | 25 | 38 | 13 | 25 | 0 | 0 | 36 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 64 | 12 | 14 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 25 | 64 | 13 | 14 |
| | MANCHESTER | SMALL PLANET AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 57 | 40 | 127 | 5 |
| | MANCHESTER | SMALL PLANET AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 54 | 20 | 152 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 39 | 100 | 4 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 42 | 44 | 19 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 4 | 5 |
| TOTAL CHANIA | | | | | 188 | 0 | 0 | 46 | 21 | 19 | 14 | 1 | 0 | 28 | 68 | 23 | 23 |
| CHARLEROI | EDINBURGH | RYANAIR | S | A | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 10 | 69 | 13 | 13 |
| | EDINBURGH | RYANAIR | S | D | 18 | 0 | 0 | 44 | 39 | 17 | 0 | 0 | 0 | 18 | 62 | 15 | 13 |
| | MANCHESTER | RYANAIR | S | A | 58 | 0 | 0 | 93 | 2 | 5 | 0 | 0 | 0 | 4 | 81 | 7 | 54 |
| | MANCHESTER | RYANAIR | S | D | 58 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 6 | 76 | 14 | 54 |
| TOTAL CHARLEROI | | | | | 152 | 0 | 0 | 84 | 10 | 6 | 1 | 0 | 0 | 7 | 76 | 11 | 11 |
| CHARLOTTE | HEATHROW | US AIRWAYS | S | A | 60 | 0 | 2 | 58 | 7 | 10 | 18 | 7 | 0 | 43 | 68 | 18 | 31 |
| | HEATHROW | US AIRWAYS | S | D | 60 | 0 | 0 | 48 | 18 | 13 | 20 | 0 | 0 | 33 | 78 | 14 | 32 |
| TOTAL CHARLOTTE | | | | | 120 | 0 | 2 | 53 | 13 | 12 | 19 | 3 | 0 | 38 | 74 | 16 | 16 |
| CHENGDU | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 36 | 27 | 5 | 23 | 9 | 0 | 49 | 52 | 43 | 21 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 45 | 32 | 14 | 5 | 5 | 0 | 28 | 55 | 23 | 22 |
| TOTAL CHENGDU | | | | | 44 | 0 | 0 | 41 | 30 | 9 | 14 | 7 | 0 | 38 | 53 | 33 | 33 |
| CHENNAI | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Plan (8) | | | | | | | | | | | |
| CHENNAI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 1 | 80 | 0 | 10 | 10 | 0 | 0 | 17 | 58 | 19 | 26 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 43 | 20 | 10 | 20 | 7 | 0 | 44 | 50 | 24 | 26 |
| TOTAL CHENNAI | | | | | 60 | 0 | 1 | 62 | 10 | 10 | 15 | 3 | 0 | 31 | 54 | 22 | 22 |
| CHICAGO (MIDWAY) | | | | | | | | | | | | | | | | | |
| CHICAGO (O'HARE) | HEATHROW | AMERICAN AIRLINES | S | A | 93 | 0 | 0 | 54 | 9 | 19 | 12 | 5 | 1 | 42 | 75 | 29 | 123 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 93 | 1 | 0 | 81 | 14 | 3 | 1 | 0 | 1 | 12 | 76 | 12 | 122 |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 61 | 3 | 6 | 19 | 10 | 0 | 45 | 52 | 26 | 29 |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 0 | 3 | 0 | 17 | 83 | 10 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 79 | 15 | 3 | 2 | 0 | 2 | 28 | 87 | 9 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 55 | 27 | 13 | 5 | 0 | 0 | 18 | 53 | 21 | 62 |
| | EDINBURGH | UNITED AIRLINES | S | A | 30 | 0 | 0 | 77 | 13 | 3 | 3 | 3 | 0 | 21 | 76 | 23 | 29 |
| | EDINBURGH | UNITED AIRLINES | S | D | 30 | 0 | 0 | 73 | 10 | 3 | 13 | 0 | 0 | 18 | 83 | 16 | 29 |
| | HEATHROW | UNITED AIRLINES | S | A | 92 | 0 | 0 | 72 | 13 | 4 | 10 | 1 | 0 | 18 | 77 | 16 | 92 |
| | HEATHROW | UNITED AIRLINES | S | D | 91 | 0 | 0 | 82 | 11 | 2 | 3 | 1 | 0 | 11 | 85 | 7 | 92 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 94 | 3 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 77 | 10 | 7 | 0 | 7 | 0 | 22 | 94 | 3 | 31 |
| TOTAL CHICAGO (O'HARE) | | | | | 675 | 1 | 0 | 71 | 13 | 7 | 6 | 2 | 0 | 22 | 77 | 15 | 15 |
| CHISINAU (KISHINEV) | STANSTED | AIR MOLDOVA INTERNATIONAL | S | A | 12 | 0 | 1 | 50 | 42 | 8 | 0 | 0 | 0 | 16 | 67 | 17 | 9 |
| | STANSTED | AIR MOLDOVA INTERNATIONAL | S | D | 12 | 0 | 3 | 25 | 58 | 17 | 0 | 0 | 0 | 19 | 33 | 26 | 9 |
| TOTAL CHISINAU (KISHINEV) | | | | | 24 | 0 | 4 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 50 | 21 | 21 |
| CITY OF DERRY (EGLINTON) | GLASGOW | RYANAIR | S | A | 22 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GLASGOW | RYANAIR | S | D | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | LIVERPOOL (JO) | RYANAIR | S | A | 16 | 0 | 0 | 81 | 0 | 13 | 6 | 0 | 0 | 11 | 92 | 7 | 26 |
| | LIVERPOOL (JO) | RYANAIR | S | D | 16 | 0 | 0 | 81 | 6 | 0 | 13 | 0 | 0 | 11 | 92 | 6 | 26 |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 8 | 74 | 10 | 31 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 90 | 0 | 6 | 3 | 0 | 0 | 8 | 74 | 11 | 31 |
| | GLASGOW | STOBART AIR | S | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 82 | 0 | 0 | 0 |
| TOTAL CITY OF DERRY (EGLINTON) | | | | | 141 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 8 | 86 | 7 | 7 |
| CLERMONT FERRAND | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CLERMONT FERRAND | STANSTED | RYANAIR | S | A | 8 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL CLERMONT FERRAND | | | | | 16 | 0 | 0 | 31 | 31 | 38 | 0 | 0 | 0 | 22 | 73 | 11 | 11 |
| CLUJ NAPOCA | LUTON | WIZZ AIR | S | A | 62 | 0 | 0 | 84 | 6 | 5 | 3 | 0 | 2 | 14 | 90 | 4 | 40 |
| | LUTON | WIZZ AIR | S | D | 62 | 0 | 0 | 47 | 23 | 21 | 8 | 0 | 2 | 31 | 70 | 15 | 40 |
| TOTAL CLUJ NAPOCA | | | | | 124 | 0 | 0 | 65 | 15 | 13 | 6 | 0 | 2 | 23 | 80 | 9 | 9 |
| COLOGNE BONN | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 32 | 0 | 0 | 25 | 34 | 25 | 16 | 0 | 0 | 37 | 67 | 22 | 52 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 45 | 29 | 16 | 10 | 0 | 0 | 23 | 67 | 19 | 52 |
| | EDINBURGH | GERMANWINGS | S | A | 27 | 0 | 0 | 67 | 26 | 4 | 4 | 0 | 0 | 16 | 92 | 5 | 26 |
| | EDINBURGH | GERMANWINGS | S | D | 27 | 0 | 0 | 33 | 37 | 26 | 4 | 0 | 0 | 24 | 77 | 11 | 26 |
| | HEATHROW | GERMANWINGS | S | A | 81 | 0 | 0 | 75 | 15 | 9 | 1 | 0 | 0 | 10 | 83 | 11 | 81 |
| | HEATHROW | GERMANWINGS | S | D | 81 | 0 | 0 | 77 | 11 | 12 | 0 | 0 | 0 | 10 | 77 | 14 | 81 |
| | MANCHESTER | GERMANWINGS | S | A | 22 | 0 | 0 | 64 | 14 | 14 | 9 | 0 | 0 | 25 | 91 | 6 | 22 |
| | MANCHESTER | GERMANWINGS | S | D | 22 | 0 | 0 | 55 | 23 | 14 | 9 | 0 | 0 | 27 | 86 | 9 | 22 |
| | STANSTED | GERMANWINGS | S | A | 69 | 0 | 0 | 78 | 9 | 12 | 1 | 0 | 0 | 11 | 78 | 14 | 69 |
| | STANSTED | GERMANWINGS | S | D | 69 | 0 | 0 | 71 | 16 | 9 | 3 | 1 | 0 | 16 | 80 | 12 | 69 |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 94 | 2 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 73 | 18 | 8 | 2 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL COLOGNE BONN | | | | | 587 | 0 | 0 | 69 | 16 | 11 | 4 | 0 | 0 | 15 | 78 | 13 | 13 |
| COLOMBO | HEATHROW | SRILANKAN AIRLINES | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 4 | 97 | 1 | 36 |
| | HEATHROW | SRILANKAN AIRLINES | S | D | 31 | 0 | 0 | 65 | 26 | 6 | 3 | 0 | 0 | 11 | 72 | 14 | 36 |
| TOTAL COLOMBO | | | | | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 8 | 80 | 10 | 10 |
| COMISO | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 78 | 16 | 9 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 78 | 15 | 9 |
| TOTAL COMISO | | | | | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 78 | 15 | 15 |
| CONSTANTA | LUTON | WIZZ AIR | S | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 25 | 0 | 0 | 0 |
| | LUTON | WIZZ AIR | S | D | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 31 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|----------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| CONSTANTA | | | | | | | | | | | | | | | | | | |
| TOTAL CONSTANTA | | | | | 18 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 28 | 0 | 0 | 0 | 0 |
| COPENHAGEN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 177 | 0 | 1 | 69 | 13 | 11 | 7 | 0 | 0 | 16 | 83 | 11 | 178 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 178 | 0 | 0 | 63 | 18 | 14 | 5 | 0 | 0 | 17 | 78 | 13 | 178 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 79 | 7 | 0 | 7 | 7 | 0 | 22 | 88 | 4 | 17 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 79 | 7 | 7 | 0 | 7 | 0 | 21 | 82 | 9 | 17 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 63 | 11 | 11 | 11 | 4 | 0 | 28 | 71 | 17 | 17 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 67 | 7 | 15 | 7 | 4 | 0 | 27 | 71 | 16 | 17 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 108 | 0 | 4 | 56 | 20 | 16 | 7 | 0 | 0 | 22 | 76 | 15 | 112 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 108 | 0 | 0 | 44 | 19 | 27 | 9 | 0 | 0 | 27 | 61 | 29 | 112 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 54 | 0 | 0 | 67 | 13 | 9 | 11 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 54 | 0 | 0 | 59 | 17 | 13 | 11 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 80 | 8 | 8 | 5 | 0 | 0 | 10 | 79 | 6 | 39 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 75 | 18 | 5 | 3 | 0 | 0 | 9 | 77 | 11 | 39 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 91 | 5 | 58 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 86 | 7 | 58 | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 7 | 90 | 4 | 21 | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | D | 27 | 0 | 0 | 59 | 26 | 11 | 4 | 0 | 0 | 15 | 68 | 18 | 22 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 139 | 0 | 0 | 45 | 23 | 22 | 10 | 1 | 0 | 28 | 75 | 18 | 112 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 139 | 0 | 0 | 53 | 15 | 23 | 7 | 1 | 1 | 32 | 69 | 21 | 111 | |
| | LUTON | RYANAIR | S | A | 62 | 0 | 0 | 79 | 11 | 6 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | S | D | 62 | 0 | 0 | 58 | 23 | 16 | 3 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | ABERDEEN | SAS | S | A | 49 | 0 | 1 | 96 | 2 | 0 | 2 | 0 | 0 | 3 | 96 | 3 | 53 | |
| | ABERDEEN | SAS | S | D | 50 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 87 | 7 | 52 | |
| | BIRMINGHAM | SAS | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 90 | 5 | 31 | |
| | BIRMINGHAM | SAS | S | D | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 84 | 11 | 31 | |
| | EDINBURGH | SAS | S | A | 26 | 0 | 0 | 54 | 23 | 8 | 15 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | EDINBURGH | SAS | S | D | 26 | 0 | 0 | 42 | 23 | 19 | 15 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | HEATHROW | SAS | S | A | 154 | 0 | 0 | 64 | 15 | 13 | 7 | 1 | 0 | 19 | 81 | 13 | 158 | |
| | HEATHROW | SAS | S | D | 154 | 0 | 0 | 79 | 9 | 8 | 4 | 1 | 0 | 11 | 83 | 9 | 159 | |
| | MANCHESTER | SAS | S | A | 53 | 0 | 0 | 74 | 11 | 11 | 4 | 0 | 0 | 13 | 88 | 7 | 58 | |
| | MANCHESTER | SAS | S | D | 54 | 0 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 9 | 91 | 7 | 58 | |
| | NEWCASTLE | SAS | S | A | 17 | 0 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 17 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|---------------|----------------------------|---------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | | | | | | | | | | |
| COPENHAGEN | NEWCASTLE | SAS | S | D | 17 | 0 | 1 | 88 | 6 | 6 | 0 | 0 | 0 | 5 | 100 | 1 | 17 |
| TOTAL COPENHAGEN | | | | | 1971 | 0 | 8 | 67 | 14 | 13 | 6 | 0 | 0 | 18 | 80 | 12 | 12 |
| CORFU | BELFAST INTER | AEGEAN AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 0 | 50 | 0 | 133 | 0 | 0 | 0 |
| | BELFAST INTER | AEGEAN AIRLINES | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 0 | 50 | 0 | 135 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 19 | 0 | 0 | 63 | 21 | 16 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 1 | 69 | 15 | 15 | 0 | 0 | 0 | 12 | 63 | 47 | 8 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 64 | 14 | 14 | 7 | 0 | 0 | 20 | 63 | 45 | 8 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 52 | 27 | 18 | 3 | 0 | 0 | 19 | 71 | 20 | 56 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 61 | 15 | 21 | 3 | 0 | 0 | 17 | 77 | 15 | 56 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 64 | 18 | 9 | 5 | 5 | 0 | 21 | 72 | 11 | 18 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 59 | 27 | 9 | 5 | 0 | 0 | 16 | 78 | 11 | 18 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 1 | 59 | 12 | 6 | 18 | 6 | 0 | 33 | 75 | 10 | 16 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 72 | 11 | 6 | 0 | 11 | 0 | 37 | 81 | 6 | 16 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 29 | 0 | 0 | 0 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | ENTER AIR | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | ENTER AIR | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | ABERDEEN | EUROPE AIRPOST | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 |
| | ABERDEEN | EUROPE AIRPOST | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 11 | 0 | 0 | 64 | 36 | 0 | 0 | 0 | 0 | 11 | 75 | 53 | 4 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 75 | 57 | 4 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | A | 7 | 0 | 0 | 43 | 0 | 14 | 43 | 0 | 0 | 53 | 43 | 24 | 7 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | D | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 41 | 25 | 36 | 8 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 0 | 4 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 4 |
| | GLASGOW | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 6 | 5 |
| | GLASGOW | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| CORFU | | | | | | | | | | | | | | | | | | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 50 | 4 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 64 | 4 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 63 | 62 | 8 | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 13 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 34 | 50 | 16 | 4 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 75 | 12 | 4 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 6 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | 9 | 6 | |
| | EAST MIDLAND | RYANAIR | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 22 | 25 | 9 | |
| | EAST MIDLAND | RYANAIR | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 89 | 11 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 22 | 78 | 10 | 9 | |
| | EDINBURGH | RYANAIR | S | D | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 78 | 14 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 100 | 0 | 5 | |
| | LEEDS BRADFO | RYANAIR | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 5 | 5 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 1 | 67 | 0 | 22 | 11 | 0 | 0 | 21 | 67 | 19 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 56 | 11 | 11 | 11 | 11 | 0 | 40 | 67 | 15 | 9 | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 10 | 69 | 13 | 13 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 20 | 77 | 11 | 13 | |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 15 | 0 | 0 | 53 | 27 | 20 | 0 | 0 | 0 | 15 | 67 | 23 | 9 | |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 17 | 0 | 0 | 53 | 12 | 29 | 6 | 0 | 0 | 23 | 90 | 16 | 10 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 63 | 85 | 8 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 63 | 91 | 8 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 5 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 11 | 148 | 88 | 10 | 8 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 12 | 8 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 5 | 75 | 24 | 8 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 15 | 0 | 0 | 80 | 7 | 13 | 0 | 0 | 0 | 8 | 75 | 19 | 8 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 100 | 2 | 8 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 17 | 88 | 3 | 8 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 11 | 75 | 7 | 8 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 13 | 75 | 12 | 8 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 21 | 88 | 10 | 8 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| CORFU | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 26 | 88 | 10 | 8 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 27 | 75 | 4 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 25 | 100 | 6 | 4 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 75 | 77 | 4 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 75 | 85 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 17 | 83 | 31 | 12 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 79 | 7 | 7 | 0 | 7 | 0 | 25 | 92 | 7 | 12 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 100 | 2 | 4 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 8 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 7 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 4 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 5 | 8 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 63 | 12 | 8 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 100 | 2 | 9 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 88 | 5 | 8 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 23 | 75 | 68 | 4 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 21 | 100 | 2 | 3 | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 25 | 0 | 0 | 60 | 16 | 4 | 20 | 0 | 0 | 29 | 58 | 23 | 24 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 27 | 0 | 0 | 63 | 4 | 15 | 15 | 4 | 0 | 33 | 54 | 28 | 24 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 75 | 47 | 4 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 5 | 5 | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 8 | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 88 | 8 | 8 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 29 | 25 | 61 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 0 | 20 | 20 | 0 | 20 | 124 | 25 | 72 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 6 | 88 | 4 | 16 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 9 | 82 | 8 | 17 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 63 | 21 | 8 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 50 | 19 | 8 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Plan (8) | | | | | | | | | | | |
| CORFU | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 12 | 2 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 3 |
| TOTAL CORFU | | | | | 931 | 0 | 3 | 72 | 12 | 9 | 5 | 1 | 0 | 18 | 74 | 21 | 21 |
| CORK | HEATHROW | AER LINGUS | S | A | 124 | 0 | 0 | 89 | 4 | 6 | 2 | 0 | 0 | 6 | 79 | 10 | 130 |
| | HEATHROW | AER LINGUS | S | D | 124 | 0 | 0 | 87 | 6 | 6 | 1 | 0 | 0 | 5 | 77 | 11 | 130 |
| | CARDIFF WALE | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | CARDIFF WALE | FLYBE LTD | S | D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| | GATWICK | RYANAIR | S | A | 31 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 11 | 84 | 6 | 31 |
| | GATWICK | RYANAIR | S | D | 31 | 0 | 0 | 45 | 35 | 16 | 3 | 0 | 0 | 21 | 55 | 21 | 31 |
| | LIVERPOOL (JO | RYANAIR | S | A | 21 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 85 | 7 | 26 |
| | LIVERPOOL (JO | RYANAIR | S | D | 21 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 92 | 6 | 26 |
| | STANSTED | RYANAIR | S | A | 93 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 3 | 76 | 24 | 62 |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 82 | 11 | 8 | 0 | 0 | 0 | 10 | 65 | 14 | 62 |
| | BIRMINGHAM | STOBART AIR | S | A | 58 | 0 | 0 | 93 | 3 | 0 | 3 | 0 | 0 | 5 | 98 | 1 | 62 |
| | BIRMINGHAM | STOBART AIR | S | D | 58 | 0 | 0 | 90 | 3 | 2 | 2 | 2 | 2 | 17 | 94 | 3 | 62 |
| | BRISTOL | STOBART AIR | S | A | 31 | 0 | 0 | 81 | 13 | 0 | 6 | 0 | 0 | 10 | 97 | 2 | 36 |
| | BRISTOL | STOBART AIR | S | D | 31 | 0 | 0 | 71 | 16 | 6 | 6 | 0 | 0 | 17 | 92 | 5 | 36 |
| | EDINBURGH | STOBART AIR | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 0 | 3 | 0 | 13 | 52 | 32 | 31 |
| | EDINBURGH | STOBART AIR | S | D | 31 | 0 | 0 | 65 | 19 | 10 | 0 | 6 | 0 | 24 | 68 | 33 | 31 |
| | GLASGOW | STOBART AIR | S | A | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 11 | 95 | 2 | 22 |
| | GLASGOW | STOBART AIR | S | D | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 95 | 3 | 22 |
| | JERSEY | STOBART AIR | S | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 12 | 78 | 7 | 9 |
| | JERSEY | STOBART AIR | S | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 12 | 67 | 10 | 9 |
| | MANCHESTER | STOBART AIR | S | A | 62 | 0 | 0 | 82 | 6 | 6 | 5 | 0 | 0 | 8 | 99 | 1 | 75 |
| | MANCHESTER | STOBART AIR | S | D | 62 | 0 | 0 | 82 | 8 | 6 | 3 | 0 | 0 | 8 | 99 | 1 | 75 |
| | NEWCASTLE | STOBART AIR | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 100 | 0 | 16 |
| | NEWCASTLE | STOBART AIR | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 15 | 100 | 2 | 16 |
| TOTAL CORK | | | | | 981 | 1 | 0 | 83 | 9 | 6 | 2 | 0 | 0 | 9 | 84 | 9 | 9 |
| CRAIOVA | | | | | | | | | | | | | | | | | |
| CUNAGUA (CAYO COCO) | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 7 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 60 | 12 | 5 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------------------|-------------------|---------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CUNAGUA (CAYO COCO) | | | | | | | | | | | | | | | | | |
| TOTAL CUNAGUA (CAYO COCO) | | | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 70 | 9 | 9 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| DALAMAN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 33 | 17 | 17 | 33 | 0 | 0 | 44 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 22 | 17 | 44 | 17 | 0 | 0 | 43 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 12 | 0 | 0 | 42 | 25 | 25 | 8 | 0 | 0 | 22 | 75 | 10 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 12 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 9 | 100 | 5 | 8 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 92 | 2 | 13 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 77 | 10 | 13 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 16 | 33 | 15 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 22 | 20 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 33 | 33 | 23 | 10 | 0 | 0 | 27 | 68 | 15 | 25 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 32 | 23 | 35 | 10 | 0 | 0 | 29 | 63 | 17 | 24 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 59 | 14 | 9 | 18 | 0 | 0 | 24 | 82 | 12 | 22 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 21 | 0 | 0 | 57 | 19 | 5 | 19 | 0 | 0 | 26 | 77 | 19 | 22 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 82 | 14 | 0 | 0 | 5 | 0 | 13 | 91 | 4 | 22 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 68 | 14 | 14 | 0 | 5 | 0 | 23 | 91 | 5 | 22 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 4 | 92 | 5 | 12 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 13 | 75 | 19 | 12 | |
| | GLASGOW | JET2.COM LTD | S | A | 22 | 0 | 0 | 68 | 14 | 14 | 5 | 0 | 0 | 16 | 82 | 11 | 22 | |
| | GLASGOW | JET2.COM LTD | S | D | 22 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 8 | 82 | 10 | 22 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 17 | 0 | 1 | 71 | 18 | 12 | 0 | 0 | 0 | 11 | 87 | 12 | 15 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 8 | 63 | 21 | 16 | |
| | MANCHESTER | JET2.COM LTD | S | A | 21 | 1 | 0 | 43 | 14 | 24 | 19 | 0 | 0 | 34 | 85 | 7 | 27 | |
| | MANCHESTER | JET2.COM LTD | S | D | 21 | 0 | 0 | 48 | 10 | 24 | 14 | 5 | 0 | 37 | 65 | 17 | 26 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 12 | 0 | 0 | 58 | 17 | 25 | 0 | 0 | 0 | 14 | 92 | 3 | 13 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 13 | 0 | 0 | 62 | 8 | 23 | 8 | 0 | 0 | 22 | 77 | 13 | 13 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 87 | 3 | 0 | 10 | 0 | 0 | 12 | 90 | 5 | 31 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 81 | 10 | 0 | 10 | 0 | 0 | 17 | 58 | 20 | 31 | |
| | GATWICK | MONARCH AIRLINES | S | A | 56 | 0 | 0 | 73 | 14 | 7 | 5 | 0 | 0 | 13 | 76 | 16 | 50 | |
| | GATWICK | MONARCH AIRLINES | S | D | 57 | 0 | 0 | 63 | 19 | 12 | 5 | 0 | 0 | 17 | 58 | 23 | 50 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 11 | 78 | 20 | 9 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 67 | 33 | 9 | |
| | LUTON | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 7 | 83 | 14 | 30 | |
| | LUTON | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 14 | 58 | 30 | 31 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 35 | 0 | 0 | 86 | 9 | 6 | 0 | 0 | 0 | 6 | 89 | 5 | 46 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| DALAMAN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 34 | 0 | 0 | 76 | 9 | 9 | 6 | 0 | 0 | 13 | 67 | 16 | 48 | |
| | BELFAST INTER | PEGASUS AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 67 | 5 | 3 | |
| | BELFAST INTER | PEGASUS AIRLINES | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 22 | 100 | 0 | 2 | |
| | GATWICK | PEGASUS AIRLINES | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 4 | |
| | GATWICK | PEGASUS AIRLINES | S | D | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 22 | 25 | 25 | 4 | |
| | GLASGOW | PEGASUS AIRLINES | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GLASGOW | PEGASUS AIRLINES | S | D | 7 | 0 | 2 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | PEGASUS AIRLINES | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | MANCHESTER | PEGASUS AIRLINES | S | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | NEWCASTLE | PEGASUS AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | NEWCASTLE | PEGASUS AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | ABERDEEN | SUNEXPRESS | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | ABERDEEN | SUNEXPRESS | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | BELFAST INTER | SUNEXPRESS | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BELFAST INTER | SUNEXPRESS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | CARDIFF WALE | SUNEXPRESS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | CARDIFF WALE | SUNEXPRESS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | DONCASTER S | SUNEXPRESS | C | A | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | DONCASTER S | SUNEXPRESS | C | D | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | SUNEXPRESS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GLASGOW | SUNEXPRESS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GLASGOW | SUNEXPRESS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 92 | 2 | 12 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 8 | 69 | 11 | 13 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 33 | 0 | 0 | 88 | 3 | 6 | 3 | 0 | 0 | 7 | 91 | 7 | 22 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 34 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 8 | 82 | 14 | 22 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 8 | 19 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 9 | 65 | 15 | 20 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 100 | 3 | 5 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 75 | 17 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 12 | 9 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 78 | 13 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 57 | 0 | 0 | 79 | 9 | 4 | 7 | 2 | 0 | 15 | 75 | 14 | 57 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| DALAMAN | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 57 | 0 | 0 | 49 | 28 | 12 | 11 | 0 | 0 | 25 | 71 | 20 | 58 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 27 | 0 | 0 | 85 | 4 | 7 | 4 | 0 | 0 | 10 | 78 | 21 | 23 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 27 | 0 | 0 | 52 | 22 | 15 | 11 | 0 | 0 | 26 | 76 | 19 | 21 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 59 | 0 | 0 | 85 | 3 | 0 | 12 | 0 | 0 | 12 | 88 | 12 | 56 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 61 | 0 | 0 | 85 | 3 | 3 | 7 | 0 | 2 | 23 | 82 | 18 | 56 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 30 | 1 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 91 | 11 | 32 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 6 | 90 | 15 | 31 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 26 | 1 | 0 | 85 | 4 | 8 | 4 | 0 | 0 | 8 | 77 | 9 | 13 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 26 | 0 | 0 | 88 | 4 | 0 | 8 | 0 | 0 | 10 | 54 | 15 | 13 | |
| | ABERDEEN | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | ABERDEEN | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 100 | 5 | 4 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 8 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 77 | 9 | 22 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 9 | 68 | 17 | 22 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 17 | 100 | 1 | 8 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 50 | 11 | 8 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 88 | 8 | 8 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 56 | 16 | 9 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 100 | 0 | 9 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 89 | 12 | 9 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 8 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 9 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 8 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 9 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 7 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 89 | 22 | 9 | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 9 | 1 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 28 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 8 | 72 | 14 | 36 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 30 | 0 | 0 | 47 | 40 | 10 | 3 | 0 | 0 | 19 | 48 | 25 | 40 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 75 | 5 | 8 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 13 | 67 | 12 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|--------------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| DALAMAN | | | | | | | | | | | | | | | | | | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 8 | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 8 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 18 | 88 | 6 | 8 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 11 | 78 | 12 | 9 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 31 | 0 | 0 | 74 | 16 | 3 | 6 | 0 | 0 | 13 | 81 | 23 | 26 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 32 | 0 | 0 | 59 | 22 | 13 | 3 | 3 | 0 | 23 | 56 | 33 | 27 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 4 | 92 | 15 | 12 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 12 | 92 | 7 | 13 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | 2 | 7 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 12 | 88 | 5 | 8 | |
| TOTAL DALAMAN | | | | | 1783 | 4 | 3 | 74 | 13 | 8 | 5 | 0 | 0 | 14 | 77 | 14 | 14 | |
| DALLAS | | | | | | | | | | | | | | | | | | |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 93 | 0 | 0 | 88 | 6 | 3 | 2 | 0 | 0 | 6 | 69 | 16 | 93 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 93 | 0 | 0 | 78 | 17 | 1 | 3 | 0 | 0 | 10 | 82 | 9 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 4 | 90 | 3 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 71 | 19 | 6 | 0 | 3 | 0 | 16 | 65 | 21 | 31 | |
| TOTAL DALLAS/FORT WORTH | | | | | 248 | 0 | 0 | 83 | 11 | 2 | 2 | 0 | 0 | 8 | 76 | 12 | 12 | |
| DEAUVILLE | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE LTD | S | A | 13 | 0 | 0 | 46 | 31 | 8 | 0 | 8 | 8 | 57 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 13 | 0 | 0 | 69 | 15 | 0 | 8 | 8 | 0 | 32 | 0 | 0 | 0 | |
| | BOURNEMOUT | FLYBE LTD | S | A | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | BOURNEMOUT | FLYBE LTD | S | D | 17 | 0 | 0 | 82 | 6 | 6 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 9 | 0 | 0 | 67 | 22 | 0 | 0 | 0 | 11 | 52 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL DEAUVILLE | | | | | 96 | 0 | 0 | 77 | 13 | 3 | 3 | 2 | 2 | 22 | 56 | 22 | 22 | |
| DEBRECEN | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 31 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 11 | 84 | 8 | 31 | |
| | LUTON | WIZZ AIR | S | D | 31 | 0 | 0 | 45 | 32 | 23 | 0 | 0 | 0 | 21 | 65 | 15 | 31 | |
| TOTAL DEBRECEN | | | | | 62 | 0 | 0 | 56 | 29 | 15 | 0 | 0 | 0 | 16 | 73 | 12 | 12 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|-----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| DELHI | BIRMINGHAM | AIR INDIA | S | A | 31 | 0 | 0 | 68 | 19 | 10 | 0 | 3 | 0 | 19 | 72 | 12 | 18 |
| | BIRMINGHAM | AIR INDIA | S | D | 31 | 0 | 0 | 84 | 10 | 0 | 6 | 0 | 0 | 9 | 94 | 5 | 18 |
| | HEATHROW | AIR INDIA | S | A | 62 | 0 | 0 | 95 | 0 | 0 | 3 | 2 | 0 | 6 | 90 | 5 | 62 |
| | HEATHROW | AIR INDIA | S | D | 62 | 0 | 0 | 74 | 15 | 5 | 3 | 2 | 2 | 23 | 87 | 4 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 77 | 18 | 3 | 2 | 0 | 0 | 9 | 63 | 18 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 74 | 15 | 10 | 2 | 0 | 0 | 13 | 71 | 14 | 62 |
| | HEATHROW | JET AIRWAYS | S | A | 31 | 0 | 0 | 71 | 13 | 6 | 10 | 0 | 0 | 17 | 90 | 5 | 31 |
| | HEATHROW | JET AIRWAYS | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 0 | 13 | 90 | 6 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 42 | 42 | 16 | 0 | 0 | 0 | 18 | 84 | 8 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 9 | 87 | 5 | 31 |
| TOTAL DELHI | | | | | 434 | 0 | 0 | 75 | 15 | 6 | 3 | 1 | 0 | 13 | 81 | 9 | 9 |
| DENVER INTERNATIONAL | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 1 | 83 | 7 | 7 | 3 | 0 | 0 | 12 | 55 | 24 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 26 | 16 | 3 | 0 | 3 | 58 | 48 | 28 | 31 |
| TOTAL DENVER INTERNATIONAL | | | | | 61 | 0 | 1 | 67 | 16 | 11 | 3 | 0 | 2 | 35 | 52 | 26 | 26 |
| DETROIT | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 4 | 89 | 5 | 61 |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 7 | 61 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 81 | 6 | 6 | 6 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL DETROIT | | | | | 124 | 0 | 0 | 93 | 2 | 2 | 2 | 0 | 0 | 5 | 89 | 6 | 6 |
| DHAKHA | HEATHROW | BIMAN BANGLADESH AIRLINES | S | A | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 62 | 22 | 13 |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 20 | 77 | 13 | 13 |
| TOTAL DHAKHA | | | | | 36 | 0 | 0 | 81 | 6 | 11 | 3 | 0 | 0 | 12 | 69 | 18 | 18 |
| DINARD | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 69 | 16 | 13 |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 62 | 19 | 13 |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 56 | 17 | 9 |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 19 | 9 |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 94 | 4 | 31 |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 94 | 5 | 31 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DINARD | | | | | | | | | | | | | | | | | |
| TOTAL DINARD | | | | | 98 | 0 | 0 | 94 | 5 | 1 | 0 | 0 | 0 | 5 | 81 | 10 | 10 |
| DOHA HAMAD | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 61 | 35 | 0 | 0 | 3 | 0 | 17 | 97 | 1 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 12 | 84 | 9 | 31 |
| | EDINBURGH | QATAR AIRWAYS | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 86 | 7 | 21 |
| | EDINBURGH | QATAR AIRWAYS | S | D | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 15 | 57 | 116 | 21 |
| | HEATHROW | QATAR AIRWAYS | S | A | 186 | 0 | 0 | 89 | 10 | 1 | 1 | 0 | 0 | 5 | 85 | 6 | 186 |
| | HEATHROW | QATAR AIRWAYS | S | D | 185 | 0 | 0 | 84 | 9 | 6 | 1 | 0 | 0 | 8 | 83 | 9 | 185 |
| | MANCHESTER | QATAR AIRWAYS | S | A | 62 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 2 | 93 | 4 | 44 |
| | MANCHESTER | QATAR AIRWAYS | S | D | 62 | 0 | 0 | 82 | 3 | 11 | 3 | 0 | 0 | 12 | 64 | 19 | 44 |
| TOTAL DOHA HAMAD | | | | | 619 | 0 | 0 | 85 | 10 | 4 | 1 | 0 | 0 | 7 | 83 | 12 | 12 |
| DONCASTER SHEFFIELD | | | | | | | | | | | | | | | | | |
| | JERSEY | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 14 | 4 |
| | JERSEY | FLYBE LTD | S | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 28 | 75 | 34 | 4 |
| TOTAL DONCASTER SHEFFIELD | | | | | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 14 | 90 | 7 | 7 |
| DONEGAL | | | | | | | | | | | | | | | | | |
| | GLASGOW | STOBART AIR | S | A | 16 | 0 | 0 | 75 | 13 | 6 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GLASGOW | STOBART AIR | S | D | 17 | 0 | 0 | 35 | 41 | 12 | 12 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL DONEGAL | | | | | 33 | 3 | 0 | 55 | 27 | 9 | 9 | 0 | 0 | 23 | 79 | 17 | 17 |
| DORTMUND | | | | | | | | | | | | | | | | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 78 | 19 | 0 | 4 | 0 | 0 | 10 | 87 | 7 | 53 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 11 | 79 | 10 | 53 |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 39 | 27 | 31 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 7 | 77 | 10 | 31 |
| TOTAL DORTMUND | | | | | 116 | 0 | 0 | 84 | 12 | 2 | 2 | 0 | 0 | 8 | 74 | 12 | 12 |
| DRESDEN | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 13 | 96 | 2 | 23 |
| | LONDON CITY | CITY JET | S | D | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 91 | 7 | 23 |
| TOTAL DRESDEN | | | | | 37 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 11 | 94 | 4 | 4 |
| DUBAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 61 | 31 | 3 | 3 | 2 | 0 | 19 | 95 | 4 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 69 | 18 | 8 | 3 | 0 | 2 | 20 | 74 | 11 | 62 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| DUBAI | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EMIRATES | S | A | 62 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 5 | 98 | 3 | 62 | |
| | BIRMINGHAM | EMIRATES | S | D | 62 | 0 | 0 | 74 | 15 | 10 | 2 | 0 | 0 | 12 | 94 | 4 | 62 | |
| | GATWICK | EMIRATES | S | A | 93 | 0 | 0 | 59 | 24 | 15 | 2 | 0 | 0 | 15 | 98 | 2 | 93 | |
| | GATWICK | EMIRATES | S | D | 93 | 0 | 0 | 61 | 23 | 14 | 2 | 0 | 0 | 16 | 82 | 9 | 93 | |
| | GLASGOW | EMIRATES | S | A | 62 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 8 | 97 | 2 | 62 | |
| | GLASGOW | EMIRATES | S | D | 62 | 0 | 0 | 77 | 8 | 8 | 6 | 0 | 0 | 15 | 94 | 4 | 62 | |
| | HEATHROW | EMIRATES | S | A | 155 | 0 | 0 | 52 | 26 | 14 | 7 | 1 | 0 | 21 | 89 | 11 | 155 | |
| | HEATHROW | EMIRATES | S | D | 154 | 0 | 1 | 70 | 16 | 8 | 5 | 1 | 1 | 17 | 77 | 18 | 155 | |
| | MANCHESTER | EMIRATES | S | A | 93 | 0 | 0 | 61 | 28 | 9 | 1 | 1 | 0 | 17 | 96 | 3 | 93 | |
| | MANCHESTER | EMIRATES | S | D | 93 | 0 | 0 | 65 | 19 | 11 | 4 | 1 | 0 | 20 | 68 | 14 | 93 | |
| | NEWCASTLE | EMIRATES | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 31 | |
| | NEWCASTLE | EMIRATES | S | D | 31 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 14 | 84 | 7 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 55 | 26 | 16 | 3 | 0 | 0 | 20 | 77 | 9 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 90 | 5 | 31 | |
| TOTAL DUBAI | | | | | 1177 | 1 | 1 | 67 | 20 | 9 | 3 | 0 | 0 | 16 | 87 | 8 | 8 | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | BELFAST INTER | AER LINGUS | C | D | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | BIRMINGHAM | AER LINGUS | S | A | 83 | 0 | 0 | 67 | 16 | 12 | 5 | 0 | 0 | 14 | 75 | 10 | 71 | |
| | BIRMINGHAM | AER LINGUS | S | D | 83 | 0 | 0 | 64 | 18 | 11 | 7 | 0 | 0 | 18 | 69 | 14 | 71 | |
| | CARDIFF WALE | AER LINGUS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 53 | 0 | 0 | 0 | |
| | GATWICK | AER LINGUS | S | A | 170 | 0 | 0 | 54 | 25 | 11 | 11 | 0 | 0 | 22 | 63 | 19 | 164 | |
| | GATWICK | AER LINGUS | S | D | 170 | 0 | 0 | 50 | 16 | 18 | 16 | 0 | 0 | 29 | 67 | 17 | 164 | |
| | HEATHROW | AER LINGUS | S | A | 383 | 0 | 0 | 57 | 19 | 19 | 5 | 0 | 0 | 20 | 71 | 14 | 413 | |
| | HEATHROW | AER LINGUS | S | D | 383 | 0 | 0 | 70 | 13 | 13 | 4 | 0 | 0 | 13 | 78 | 10 | 413 | |
| | MANCHESTER | AER LINGUS | S | A | 85 | 0 | 0 | 62 | 19 | 11 | 8 | 0 | 0 | 17 | 81 | 10 | 85 | |
| | MANCHESTER | AER LINGUS | S | D | 86 | 0 | 0 | 62 | 20 | 8 | 9 | 1 | 0 | 20 | 82 | 9 | 85 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 114 | 0 | 0 | 81 | 10 | 4 | 6 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 114 | 0 | 0 | 74 | 16 | 4 | 7 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 240 | 0 | 0 | 46 | 21 | 23 | 10 | 0 | 0 | 26 | 69 | 16 | 237 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 240 | 0 | 0 | 60 | 19 | 13 | 8 | 0 | 0 | 18 | 80 | 10 | 237 | |
| | LONDON CITY | CITY JET | S | A | 189 | 0 | 0 | 80 | 11 | 5 | 4 | 0 | 0 | 10 | 96 | 2 | 164 | |
| | LONDON CITY | CITY JET | S | D | 188 | 0 | 0 | 73 | 13 | 7 | 6 | 0 | 0 | 13 | 90 | 6 | 164 | |
| | BOURNEMOUT | FLYBE LTD | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-------------|-------------------|-------------|---------------|-------------|---------------|-------------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | BOURNEMOUT | FLYBE LTD | S | D | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | A | 27 | 0 | 0 | 67 | 19 | 7 | 7 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | D | 27 | 0 | 0 | 59 | 7 | 26 | 7 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | A | 21 | 0 | 0 | 90 | 5 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 21 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 89 | 0 | 0 | 87 | 6 | 6 | 2 | 0 | 0 | 7 | 90 | 17 | 93 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 89 | 0 | 0 | 88 | 4 | 6 | 2 | 0 | 0 | 8 | 85 | 9 | 92 | |
| | BIRMINGHAM | RYANAIR | S | A | 89 | 0 | 0 | 94 | 4 | 1 | 0 | 0 | 0 | 2 | 81 | 13 | 84 | |
| | BIRMINGHAM | RYANAIR | S | D | 89 | 0 | 0 | 85 | 7 | 6 | 0 | 2 | 0 | 10 | 83 | 13 | 84 | |
| | BRISTOL | RYANAIR | S | A | 75 | 0 | 0 | 80 | 9 | 9 | 1 | 0 | 0 | 10 | 90 | 6 | 62 | |
| | BRISTOL | RYANAIR | S | D | 75 | 0 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 13 | 94 | 8 | 62 | |
| | EAST MIDLAND | RYANAIR | S | A | 31 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 12 | 84 | 11 | 32 | |
| | EAST MIDLAND | RYANAIR | S | D | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 6 | 94 | 6 | 31 | |
| | EDINBURGH | RYANAIR | S | A | 81 | 0 | 0 | 78 | 15 | 7 | 0 | 0 | 0 | 9 | 85 | 8 | 62 | |
| | EDINBURGH | RYANAIR | S | D | 80 | 0 | 0 | 76 | 16 | 6 | 1 | 0 | 0 | 11 | 69 | 22 | 62 | |
| | GATWICK | RYANAIR | S | A | 124 | 0 | 0 | 83 | 11 | 5 | 1 | 0 | 0 | 7 | 73 | 15 | 124 | |
| | GATWICK | RYANAIR | S | D | 124 | 0 | 0 | 65 | 19 | 13 | 3 | 0 | 0 | 15 | 50 | 24 | 124 | |
| | GLASGOW | RYANAIR | S | A | 75 | 0 | 0 | 89 | 5 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GLASGOW | RYANAIR | S | D | 75 | 0 | 0 | 76 | 13 | 8 | 1 | 1 | 0 | 14 | 0 | 0 | 0 | |
| | LEEDS BRADFO | RYANAIR | S | A | 62 | 0 | 0 | 89 | 6 | 3 | 2 | 0 | 0 | 7 | 82 | 8 | 56 | |
| | LEEDS BRADFO | RYANAIR | S | D | 62 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 6 | 82 | 11 | 56 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 63 | 1 | 0 | 68 | 24 | 5 | 3 | 0 | 0 | 15 | 86 | 8 | 58 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 62 | 0 | 1 | 92 | 5 | 2 | 2 | 0 | 0 | 7 | 86 | 13 | 58 | |
| | LUTON | RYANAIR | S | A | 93 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 4 | 66 | 17 | 93 | |
| | LUTON | RYANAIR | S | D | 93 | 0 | 0 | 87 | 9 | 2 | 1 | 1 | 0 | 8 | 77 | 16 | 93 | |
| | MANCHESTER | RYANAIR | S | A | 144 | 0 | 0 | 84 | 10 | 5 | 1 | 0 | 0 | 8 | 79 | 12 | 124 | |
| | MANCHESTER | RYANAIR | S | D | 143 | 0 | 0 | 76 | 15 | 5 | 3 | 1 | 0 | 13 | 82 | 8 | 124 | |
| | NEWCASTLE | RYANAIR | S | A | 31 | 0 | 0 | 74 | 19 | 3 | 3 | 0 | 0 | 9 | 94 | 4 | 31 | |
| | NEWCASTLE | RYANAIR | S | D | 31 | 0 | 0 | 65 | 16 | 16 | 3 | 0 | 0 | 15 | 87 | 9 | 31 | |
| | STANSTED | RYANAIR | S | A | 248 | 0 | 0 | 77 | 12 | 8 | 2 | 1 | 0 | 13 | 54 | 26 | 189 | |
| | STANSTED | RYANAIR | S | D | 248 | 0 | 0 | 73 | 17 | 8 | 1 | 0 | 0 | 12 | 65 | 17 | 190 | |
| | ABERDEEN | STOBART AIR | S | A | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 10 | 95 | 5 | 40 | |
| | ABERDEEN | STOBART AIR | S | D | 31 | 0 | 0 | 58 | 26 | 13 | 3 | 0 | 0 | 19 | 78 | 8 | 40 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | STOBART AIR | S | A | 44 | 0 | 0 | 91 | 2 | 2 | 5 | 0 | 0 | 7 | 91 | 5 | 53 | |
| | BIRMINGHAM | STOBART AIR | S | D | 44 | 0 | 0 | 77 | 16 | 2 | 5 | 0 | 0 | 13 | 83 | 9 | 53 | |
| | BRISTOL | STOBART AIR | S | A | 85 | 0 | 0 | 68 | 16 | 12 | 2 | 1 | 0 | 17 | 76 | 9 | 89 | |
| | BRISTOL | STOBART AIR | S | D | 85 | 0 | 0 | 61 | 18 | 18 | 2 | 1 | 0 | 18 | 73 | 11 | 89 | |
| | CARDIFF WALE | STOBART AIR | S | A | 57 | 1 | 0 | 67 | 16 | 14 | 4 | 0 | 0 | 15 | 83 | 10 | 58 | |
| | CARDIFF WALE | STOBART AIR | S | D | 58 | 0 | 0 | 60 | 22 | 14 | 3 | 0 | 0 | 18 | 84 | 10 | 58 | |
| | DONCASTER S | STOBART AIR | S | A | 22 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | DONCASTER S | STOBART AIR | S | D | 22 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EAST MIDLAND | STOBART AIR | S | A | 31 | 0 | 0 | 77 | 3 | 19 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EAST MIDLAND | STOBART AIR | S | D | 31 | 0 | 0 | 74 | 6 | 16 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | EDINBURGH | STOBART AIR | S | A | 149 | 0 | 0 | 69 | 17 | 11 | 3 | 0 | 0 | 12 | 84 | 14 | 151 | |
| | EDINBURGH | STOBART AIR | S | D | 148 | 0 | 0 | 59 | 22 | 12 | 5 | 1 | 1 | 20 | 75 | 17 | 151 | |
| | GLASGOW | STOBART AIR | S | A | 121 | 0 | 0 | 73 | 17 | 7 | 2 | 0 | 0 | 13 | 75 | 14 | 151 | |
| | GLASGOW | STOBART AIR | S | D | 121 | 0 | 0 | 61 | 21 | 14 | 2 | 1 | 0 | 17 | 75 | 14 | 151 | |
| | JERSEY | STOBART AIR | S | A | 26 | 0 | 0 | 85 | 8 | 4 | 4 | 0 | 0 | 8 | 90 | 5 | 21 | |
| | JERSEY | STOBART AIR | S | D | 26 | 0 | 0 | 65 | 23 | 8 | 4 | 0 | 0 | 14 | 81 | 9 | 21 | |
| | LEEDS BRADFO | STOBART AIR | S | A | 63 | 1 | 0 | 86 | 8 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | LEEDS BRADFO | STOBART AIR | S | D | 63 | 1 | 0 | 87 | 5 | 3 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | MANCHESTER | STOBART AIR | S | A | 66 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 5 | 85 | 8 | 66 | |
| | MANCHESTER | STOBART AIR | S | D | 66 | 0 | 0 | 91 | 6 | 2 | 2 | 0 | 0 | 5 | 86 | 10 | 66 | |
| | NEWCASTLE | STOBART AIR | S | A | 62 | 0 | 0 | 77 | 15 | 6 | 2 | 0 | 0 | 10 | 91 | 5 | 66 | |
| | NEWCASTLE | STOBART AIR | S | D | 62 | 0 | 0 | 74 | 15 | 6 | 2 | 3 | 0 | 19 | 88 | 7 | 66 | |
| TOTAL DUBLIN | | | | | 6589 | 10 | 1 | 72 | 14 | 9 | 4 | 0 | 0 | 14 | 77 | 13 | 13 | |
| DUBROVNIK | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 36 | 0 | 0 | 33 | 36 | 19 | 11 | 0 | 0 | 28 | 67 | 21 | 36 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 36 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 24 | 69 | 15 | 36 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 89 | 7 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 30 | 38 | 20 | 10 | 3 | 0 | 34 | 56 | 23 | 36 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 53 | 28 | 15 | 5 | 0 | 0 | 20 | 69 | 16 | 36 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 10 | 92 | 2 | 13 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 13 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 100 | 1 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|------------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| DUBROVNIK | | | | | | | | | | | | | | | | | | |
| | BELFAST INTER | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 4 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 100 | 6 | 9 | |
| | EDINBURGH | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 89 | 4 | 9 | |
| | EDINBURGH | JET2.COM LTD | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 15 | 67 | 47 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 13 | 100 | 4 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 62 | 8 | 8 | 23 | 0 | 0 | 35 | 78 | 13 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 62 | 8 | 8 | 15 | 8 | 0 | 37 | 78 | 22 | 9 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 12 | 9 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 56 | 18 | 9 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 86 | 5 | 14 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 71 | 15 | 14 | |
| | GATWICK | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 77 | 21 | 22 | |
| | GATWICK | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 59 | 32 | 22 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 22 | 11 | 67 | 0 | 0 | 0 | 29 | 67 | 12 | 9 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 78 | 8 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | BRISTOL | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | BRISTOL | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | GLASGOW | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GLASGOW | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL DUBROVNIK | | | | | 430 | 1 | 0 | 63 | 20 | 11 | 5 | 0 | 0 | 17 | 78 | 14 | 14 | |
| DUNDEE | | | | | | | | | | | | | | | | | | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 30 | 4 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 50 | 17 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DUNDEE | STANSTED | LOGANAIR | S | A | 50 | 0 | 0 | 88 | 8 | 2 | 0 | 2 | 0 | 12 | 84 | 8 | 50 |
| | STANSTED | LOGANAIR | S | D | 50 | 0 | 0 | 92 | 4 | 2 | 2 | 0 | 0 | 5 | 90 | 6 | 50 |
| TOTAL DUNDEE | | | | | 112 | 0 | 0 | 90 | 6 | 2 | 1 | 1 | 0 | 8 | 84 | 8 | 8 |
| DURHAM TEES VALLEY | ABERDEEN | EASTERN AIRWAYS | S | A | 73 | 0 | 4 | 84 | 7 | 4 | 5 | 0 | 0 | 11 | 88 | 6 | 84 |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 76 | 0 | 1 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 95 | 4 | 83 |
| | JERSEY | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 23 | 75 | 35 | 4 |
| | JERSEY | FLYBE LTD | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 26 | 50 | 41 | 4 |
| TOTAL DURHAM TEES VALLEY | | | | | 157 | 2 | 5 | 83 | 9 | 4 | 3 | 0 | 0 | 9 | 90 | 7 | 7 |
| DUSSELDORF | JERSEY | AIR BERLIN | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 25 | 43 | 4 |
| | JERSEY | AIR BERLIN | S | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 18 | 25 | 52 | 4 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 73 | 0 | 0 | 89 | 10 | 1 | 0 | 0 | 0 | 5 | 95 | 5 | 73 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 73 | 0 | 0 | 81 | 14 | 4 | 1 | 0 | 0 | 9 | 92 | 9 | 72 |
| | BRISTOL | BMI REGIONAL | S | A | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BRISTOL | BMI REGIONAL | S | D | 27 | 0 | 0 | 81 | 7 | 7 | 4 | 0 | 0 | 11 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 169 | 0 | 2 | 70 | 10 | 11 | 7 | 1 | 1 | 23 | 80 | 11 | 147 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 171 | 0 | 1 | 66 | 14 | 13 | 6 | 0 | 0 | 17 | 79 | 11 | 147 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 19 | 50 | 12 | 23 | 15 | 0 | 0 | 27 | 78 | 8 | 49 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 56 | 11 | 19 | 15 | 0 | 0 | 23 | 88 | 5 | 49 |
| | BIRMINGHAM | FLYBE LTD | S | A | 90 | 0 | 0 | 90 | 4 | 4 | 1 | 0 | 0 | 5 | 75 | 11 | 77 |
| | BIRMINGHAM | FLYBE LTD | S | D | 89 | 0 | 0 | 87 | 7 | 6 | 1 | 0 | 0 | 8 | 66 | 16 | 77 |
| | CARDIFF WALE | FLYBE LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | CARDIFF WALE | FLYBE LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MANCHESTER | FLYBE LTD | S | A | 59 | 0 | 1 | 86 | 8 | 5 | 0 | 0 | 0 | 5 | 83 | 10 | 72 |
| | MANCHESTER | FLYBE LTD | S | D | 59 | 0 | 1 | 71 | 17 | 8 | 3 | 0 | 0 | 12 | 74 | 16 | 72 |
| | BIRMINGHAM | GERMANWINGS | S | A | 80 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 7 | 88 | 7 | 73 |
| | BIRMINGHAM | GERMANWINGS | S | D | 80 | 0 | 0 | 84 | 6 | 9 | 1 | 0 | 0 | 10 | 75 | 13 | 71 |
| | GLASGOW | GERMANWINGS | S | A | 27 | 0 | 0 | 48 | 26 | 22 | 4 | 0 | 0 | 24 | 65 | 14 | 31 |
| | GLASGOW | GERMANWINGS | S | D | 27 | 0 | 0 | 41 | 22 | 30 | 7 | 0 | 0 | 28 | 55 | 16 | 31 |
| | HEATHROW | GERMANWINGS | S | A | 121 | 0 | 2 | 53 | 25 | 16 | 6 | 0 | 1 | 28 | 0 | 0 | 0 |
| | HEATHROW | GERMANWINGS | S | D | 120 | 0 | 2 | 63 | 11 | 20 | 6 | 0 | 1 | 27 | 0 | 0 | 0 |
| | JERSEY | GERMANWINGS | S | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 47 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|-------------------------|-------------------|--------------|----------------|----------|-------------------|----------|------------------|----------------------------|-----------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | | Actual (7) | Plan (8) | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| DUSSELDORF | | | | | | | | | | | | | | | | | | |
| | JERSEY | GERMANWINGS | S | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 |
| | MANCHESTER | GERMANWINGS | S | A | 54 | 0 | 0 | 78 | 13 | 6 | 4 | 0 | 0 | 13 | 75 | 12 | 75 | 75 |
| | MANCHESTER | GERMANWINGS | S | D | 54 | 0 | 0 | 72 | 15 | 9 | 4 | 0 | 0 | 14 | 71 | 13 | 75 | 75 |
| | NEWCASTLE | GERMANWINGS | S | A | 27 | 0 | 0 | 52 | 22 | 22 | 4 | 0 | 0 | 19 | 70 | 11 | 27 | 27 |
| | NEWCASTLE | GERMANWINGS | S | D | 27 | 0 | 0 | 44 | 26 | 26 | 4 | 0 | 0 | 25 | 62 | 16 | 26 | 26 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 17 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 12 | 63 | 13 | 19 | 19 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 11 | 63 | 16 | 19 | 19 |
| TOTAL DUSSELDORF | | | | | 1566 | 1 | 28 | 72 | 13 | 11 | 4 | 0 | 0 | 16 | 77 | 11 | 11 | 11 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| EAST MIDLANDS INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 57 | 0 | 4 | 86 | 5 | 4 | 5 | 0 | 0 | 9 | 88 | 10 | 58 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 58 | 0 | 3 | 86 | 5 | 7 | 2 | 0 | 0 | 8 | 79 | 11 | 58 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 112 | 0 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 10 | 88 | 7 | 110 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 112 | 0 | 0 | 85 | 5 | 6 | 4 | 0 | 0 | 10 | 83 | 10 | 111 | |
| | EDINBURGH | FLYBE LTD | S | A | 72 | 0 | 5 | 79 | 8 | 4 | 7 | 1 | 0 | 14 | 86 | 8 | 79 | |
| | EDINBURGH | FLYBE LTD | S | D | 72 | 0 | 5 | 72 | 13 | 4 | 11 | 0 | 0 | 18 | 76 | 13 | 79 | |
| | GLASGOW | FLYBE LTD | S | A | 74 | 0 | 3 | 91 | 1 | 4 | 4 | 0 | 0 | 6 | 94 | 7 | 80 | |
| | GLASGOW | FLYBE LTD | S | D | 74 | 0 | 3 | 80 | 12 | 1 | 7 | 0 | 0 | 13 | 88 | 10 | 80 | |
| | JERSEY | FLYBE LTD | S | A | 30 | 0 | 1 | 73 | 7 | 7 | 13 | 0 | 0 | 17 | 97 | 3 | 31 | |
| | JERSEY | FLYBE LTD | S | D | 30 | 0 | 1 | 57 | 17 | 3 | 23 | 0 | 0 | 27 | 81 | 11 | 31 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | | | 691 | 0 | 25 | 81 | 8 | 5 | 6 | 0 | 0 | 12 | 85 | 9 | 9 | |
| EDINBURGH | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 189 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 9 | 91 | 4 | 195 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 189 | 0 | 0 | 77 | 7 | 10 | 6 | 0 | 0 | 13 | 85 | 6 | 193 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 114 | 0 | 0 | 61 | 19 | 15 | 5 | 0 | 0 | 18 | 66 | 21 | 114 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 114 | 0 | 0 | 70 | 17 | 7 | 6 | 0 | 0 | 15 | 68 | 19 | 114 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 333 | 0 | 2 | 53 | 19 | 19 | 10 | 1 | 0 | 25 | 72 | 16 | 342 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 335 | 0 | 1 | 60 | 17 | 13 | 9 | 1 | 0 | 22 | 76 | 14 | 343 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 81 | 0 | 0 | 86 | 6 | 4 | 4 | 0 | 0 | 8 | 84 | 12 | 79 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 81 | 0 | 0 | 81 | 9 | 6 | 4 | 0 | 0 | 10 | 84 | 13 | 79 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 99 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 6 | 87 | 6 | 99 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 99 | 0 | 0 | 85 | 9 | 4 | 2 | 0 | 0 | 8 | 84 | 8 | 99 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 121 | 0 | 0 | 51 | 18 | 13 | 16 | 2 | 0 | 32 | 64 | 25 | 120 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 121 | 0 | 0 | 36 | 29 | 21 | 13 | 1 | 0 | 33 | 56 | 30 | 120 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 96 | 0 | 0 | 76 | 8 | 9 | 6 | 0 | 0 | 13 | 74 | 14 | 89 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 96 | 0 | 0 | 76 | 6 | 14 | 4 | 0 | 0 | 15 | 58 | 21 | 89 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 85 | 1 | 0 | 72 | 16 | 11 | 0 | 1 | 0 | 14 | 72 | 14 | 98 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 85 | 0 | 0 | 85 | 11 | 5 | 0 | 0 | 0 | 7 | 73 | 13 | 98 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 110 | 0 | 2 | 69 | 15 | 9 | 5 | 2 | 0 | 19 | 81 | 9 | 112 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 110 | 0 | 2 | 65 | 15 | 13 | 7 | 0 | 0 | 18 | 75 | 15 | 112 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 184 | 0 | 8 | 83 | 8 | 4 | 5 | 1 | 0 | 11 | 83 | 11 | 200 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 187 | 0 | 6 | 57 | 24 | 12 | 7 | 1 | 0 | 22 | 61 | 20 | 202 | |
| | EAST MIDLAND | FLYBE LTD | S | A | 72 | 0 | 5 | 79 | 7 | 4 | 10 | 0 | 0 | 14 | 85 | 9 | 79 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| EDINBURGH | EAST MIDLAND | FLYBE LTD | S | D | 72 | 0 | 5 | 79 | 4 | 7 | 8 | 1 | 0 | 17 | 84 | 10 | 79 |
| | EXETER | FLYBE LTD | S | A | 31 | 0 | 0 | 71 | 10 | 6 | 13 | 0 | 0 | 20 | 0 | 0 | 0 |
| | EXETER | FLYBE LTD | S | D | 31 | 0 | 0 | 68 | 6 | 13 | 13 | 0 | 0 | 24 | 0 | 0 | 0 |
| | JERSEY | FLYBE LTD | S | A | 14 | 0 | 0 | 57 | 14 | 21 | 7 | 0 | 0 | 22 | 25 | 15 | 4 |
| | JERSEY | FLYBE LTD | S | D | 14 | 0 | 0 | 21 | 50 | 14 | 14 | 0 | 0 | 29 | 0 | 35 | 4 |
| | LONDON CITY | FLYBE LTD | S | A | 161 | 0 | 1 | 89 | 9 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | LONDON CITY | FLYBE LTD | S | D | 161 | 0 | 1 | 89 | 9 | 1 | 1 | 1 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | FLYBE LTD | S | A | 103 | 0 | 0 | 81 | 6 | 7 | 7 | 0 | 0 | 13 | 87 | 7 | 104 |
| | MANCHESTER | FLYBE LTD | S | D | 103 | 0 | 0 | 69 | 11 | 10 | 10 | 1 | 0 | 21 | 85 | 9 | 104 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 143 | 0 | 0 | 66 | 18 | 12 | 3 | 1 | 0 | 16 | 81 | 9 | 146 |
| | SOUTHAMPTON | FLYBE LTD | S | D | 143 | 0 | 0 | 63 | 16 | 13 | 7 | 1 | 0 | 20 | 71 | 13 | 147 |
| | CARDIFF WALE | LOGANAIR | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | CARDIFF WALE | LOGANAIR | S | D | 31 | 0 | 0 | 77 | 10 | 10 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 76 | 0 | 0 | 67 | 16 | 14 | 3 | 0 | 0 | 14 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 75 | 0 | 0 | 47 | 25 | 20 | 8 | 0 | 0 | 23 | 0 | 0 | 0 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 185 | 0 | 1 | 82 | 7 | 6 | 5 | 0 | 0 | 10 | 90 | 5 | 186 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 185 | 0 | 1 | 90 | 3 | 3 | 4 | 0 | 0 | 7 | 92 | 5 | 186 |
| TOTAL EDINBURGH | | | | | 4461 | 2 | 36 | 71 | 13 | 10 | 6 | 0 | 0 | 16 | 78 | 12 | 12 |
| EDMONTON | HEATHROW | AIR CANADA | S | A | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 18 | 48 | 26 | 31 |
| | HEATHROW | AIR CANADA | S | D | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 9 | 77 | 8 | 31 |
| TOTAL EDMONTON | | | | | 27 | 0 | 0 | 74 | 19 | 4 | 4 | 0 | 0 | 13 | 66 | 18 | 18 |
| EINDHOVEN | MANCHESTER | RYANAIR | S | A | 18 | 0 | 0 | 22 | 33 | 39 | 6 | 0 | 0 | 39 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 61 | 33 | 0 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 58 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 3 | 78 | 13 | 58 |
| | STANSTED | RYANAIR | S | D | 58 | 0 | 0 | 79 | 16 | 3 | 2 | 0 | 0 | 10 | 71 | 14 | 58 |
| TOTAL EINDHOVEN | | | | | 152 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 11 | 74 | 13 | 13 |
| ENFIDHA - HAMMAMET INTL | MANCHESTER | JET2.COM LTD | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | S | A | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 10 | 44 | 30 | 9 |
| | GATWICK | MONARCH AIRLINES | S | D | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 33 | 35 | 9 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 18 | 9 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|--------------------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| ENFIDHA - HAMMAMET INTL | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 56 | 18 | 9 | |
| | MANCHESTER | NOUVELAIR TUNISIE | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 63 | 13 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 74 | 13 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 13 | | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 4 | 13 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 85 | 7 | 13 | | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 77 | 11 | 13 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 62 | 21 | 13 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 26 | 15 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 8 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 5 | 88 | 7 | 17 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 1 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 76 | 11 | 17 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 5 | 89 | 8 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 78 | 10 | 9 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 56 | 27 | 9 | | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 56 | 30 | 9 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 78 | 20 | 9 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 25 | 4 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 12 | 4 | | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 29 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 83 | 5 | 18 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 85 | 4 | 13 | |
| TOTAL ENFIDHA - HAMMAMET INTL | | | | | 111 | 2 | 1 | 87 | 5 | 5 | 3 | 0 | 0 | 7 | 70 | 19 | 19 | |
| ENTEBBE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 88 | 0 | 6 | 6 | 0 | 0 | 12 | 82 | 4 | 17 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 28 | 56 | 6 | 11 | 0 | 0 | 30 | 61 | 14 | 18 | |
| TOTAL ENTEBBE | | | | | 35 | 0 | 0 | 57 | 29 | 6 | 9 | 0 | 0 | 21 | 71 | 9 | 9 | |
| ERBIL INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | IRAQI AIRWAYS | S | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 77 | 100 | 0 | 3 | |
| | GATWICK | IRAQI AIRWAYS | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | IRAQI AIRWAYS | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| ERBIL INTERNATIONAL | MANCHESTER | IRAQI AIRWAYS | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ERBIL INTERNATIONAL | | | | | 19 | 0 | 0 | 74 | 5 | 11 | 11 | 0 | 0 | 20 | 100 | 0 | 0 | |
| ERFURT | GATWICK | GERMANIA FLUGGESELLSCHAFT | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 9 | 78 | 29 | 9 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 78 | 38 | 9 | |
| TOTAL ERFURT | | | | | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 78 | 34 | 34 | |
| ESBJERG | ABERDEEN | BMI REGIONAL | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 6 | 27 | |
| | ABERDEEN | BMI REGIONAL | S | D | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 81 | 7 | 27 | |
| | ABERDEEN | DENIM AIR | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 57 | 0 | 0 | 0 | |
| | ABERDEEN | DENIM AIR | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 | |
| TOTAL ESBJERG | | | | | 58 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 4 | 82 | 7 | 7 | |
| ESSAOUIRA | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL ESSAOUIRA | | | | | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| EXETER | BELFAST CITY (| FLYBE LTD | S | A | 26 | 0 | 1 | 85 | 8 | 4 | 4 | 0 | 0 | 9 | 84 | 7 | 31 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 26 | 0 | 1 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 94 | 6 | 31 | |
| | EDINBURGH | FLYBE LTD | S | A | 31 | 0 | 0 | 74 | 10 | 6 | 10 | 0 | 0 | 18 | 77 | 10 | 31 | |
| | EDINBURGH | FLYBE LTD | S | D | 31 | 0 | 0 | 61 | 19 | 6 | 13 | 0 | 0 | 23 | 71 | 12 | 31 | |
| | JERSEY | FLYBE LTD | S | A | 33 | 20 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 7 | 85 | 8 | 53 | |
| | JERSEY | FLYBE LTD | S | D | 52 | 1 | 1 | 81 | 6 | 10 | 4 | 0 | 0 | 13 | 75 | 13 | 53 | |
| | LONDON CITY | FLYBE LTD | S | A | 54 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | LONDON CITY | FLYBE LTD | S | D | 54 | 0 | 0 | 94 | 4 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 104 | 0 | 0 | 73 | 21 | 4 | 2 | 0 | 0 | 11 | 84 | 11 | 80 | |
| | MANCHESTER | FLYBE LTD | S | D | 104 | 0 | 0 | 76 | 13 | 7 | 4 | 0 | 0 | 11 | 81 | 11 | 80 | |
| | NEWCASTLE | FLYBE LTD | S | A | 27 | 0 | 0 | 89 | 0 | 4 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE LTD | S | D | 27 | 0 | 0 | 74 | 11 | 4 | 11 | 0 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL EXETER | | | | | 569 | 21 | 3 | 81 | 11 | 5 | 4 | 0 | 0 | 10 | 80 | 11 | 11 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|--------------------------|-----------------------------|---------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|----------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| FARNBOROUGH | | | | | | | | | | | | | | | | | | |
| TOTAL FARNBOROUGH | | | | | 2 | 6 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| FARO | | | | | | | | | | | | | | | | | | |
| BELFAST CITY (| AER LINGUS | | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 90 | 5 | 31 | |
| BELFAST CITY (| AER LINGUS | | S | D | 31 | 0 | 0 | 87 | 0 | 13 | 0 | 0 | 0 | 6 | 94 | 5 | 31 | |
| GLASGOW | BA CITYFLYER LTD | | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 | |
| GLASGOW | BA CITYFLYER LTD | | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 4 | |
| LONDON CITY | BA CITYFLYER LTD | | S | A | 16 | 0 | 0 | 81 | 6 | 0 | 6 | 0 | 6 | 42 | 87 | 8 | 15 | |
| LONDON CITY | BA CITYFLYER LTD | | S | D | 16 | 0 | 0 | 69 | 19 | 6 | 6 | 0 | 0 | 21 | 87 | 4 | 15 | |
| GATWICK | BRITISH AIRWAYS PLC | | S | A | 66 | 0 | 0 | 70 | 17 | 9 | 5 | 0 | 0 | 12 | 66 | 23 | 61 | |
| GATWICK | BRITISH AIRWAYS PLC | | S | D | 66 | 0 | 0 | 47 | 24 | 23 | 6 | 0 | 0 | 23 | 62 | 25 | 61 | |
| HEATHROW | BRITISH AIRWAYS PLC | | S | A | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 28 | 63 | 18 | 8 | |
| HEATHROW | BRITISH AIRWAYS PLC | | S | D | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 32 | 75 | 14 | 8 | |
| BELFAST INTER | EASYJET AIRLINE COMPANY LTD | | S | A | 35 | 0 | 0 | 86 | 6 | 6 | 3 | 0 | 0 | 7 | 90 | 4 | 40 | |
| BELFAST INTER | EASYJET AIRLINE COMPANY LTD | | S | D | 35 | 0 | 0 | 86 | 6 | 3 | 6 | 0 | 0 | 11 | 90 | 6 | 40 | |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | | S | A | 66 | 1 | 0 | 65 | 11 | 17 | 8 | 0 | 0 | 16 | 82 | 13 | 65 | |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | | S | D | 66 | 0 | 0 | 62 | 8 | 18 | 12 | 0 | 0 | 22 | 73 | 18 | 66 | |
| GATWICK | EASYJET AIRLINE COMPANY LTD | | S | A | 159 | 1 | 0 | 58 | 17 | 13 | 11 | 0 | 0 | 21 | 71 | 21 | 138 | |
| GATWICK | EASYJET AIRLINE COMPANY LTD | | S | D | 159 | 0 | 0 | 55 | 18 | 18 | 8 | 0 | 0 | 22 | 67 | 22 | 139 | |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | | S | A | 17 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 8 | 83 | 7 | 18 | |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | | S | D | 17 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 11 | 83 | 6 | 18 | |
| LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | | S | A | 35 | 0 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 6 | 97 | 7 | 35 | |
| LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | | S | D | 35 | 0 | 0 | 86 | 9 | 0 | 6 | 0 | 0 | 8 | 97 | 9 | 35 | |
| LUTON | EASYJET AIRLINE COMPANY LTD | | S | A | 65 | 0 | 0 | 71 | 11 | 5 | 14 | 0 | 0 | 18 | 76 | 14 | 62 | |
| LUTON | EASYJET AIRLINE COMPANY LTD | | S | D | 65 | 0 | 0 | 66 | 11 | 11 | 12 | 0 | 0 | 20 | 68 | 19 | 62 | |
| NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S | A | 21 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 4 | 85 | 13 | 27 | |
| NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S | D | 21 | 0 | 0 | 86 | 10 | 5 | 0 | 0 | 0 | 6 | 85 | 14 | 27 | |
| ABERDEEN | EUROPE AIRPOST | | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| ABERDEEN | EUROPE AIRPOST | | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| GLASGOW | EUROPE AIRPOST | | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| GLASGOW | EUROPE AIRPOST | | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 26 | 0 | 0 | 0 | |
| CARDIFF WALE | FLYBE LTD | | S | A | 12 | 1 | 1 | 67 | 8 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| CARDIFF WALE | FLYBE LTD | | S | D | 13 | 0 | 0 | 46 | 23 | 8 | 23 | 0 | 0 | 28 | 0 | 0 | 0 | |
| EXETER | FLYBE LTD | | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| FARO | | | | | | | | | | | | | | | | | | |
| | EXETER | FLYBE LTD | S | D | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 27 | 0 | 0 | 81 | 7 | 4 | 4 | 0 | 4 | 55 | 83 | 10 | 24 | 24 |
| | SOUTHAMPTON | FLYBE LTD | S | D | 27 | 0 | 0 | 63 | 22 | 11 | 0 | 4 | 0 | 21 | 63 | 21 | 24 | 24 |
| | BELFAST INTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 9 | 100 | 0 | 12 | 12 |
| | BELFAST INTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 14 | 92 | 3 | 12 | 12 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 30 | 0 | 0 | 70 | 17 | 10 | 3 | 0 | 0 | 12 | 77 | 23 | 26 | 26 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 30 | 0 | 0 | 60 | 27 | 7 | 7 | 0 | 0 | 19 | 81 | 18 | 26 | 26 |
| | EDINBURGH | JET2.COM LTD | S | A | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 82 | 6 | 22 | 22 |
| | EDINBURGH | JET2.COM LTD | S | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 86 | 7 | 22 | 22 |
| | GLASGOW | JET2.COM LTD | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 2 | 22 | 22 |
| | GLASGOW | JET2.COM LTD | S | D | 22 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 9 | 82 | 9 | 22 | 22 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 40 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 5 | 86 | 16 | 43 | 43 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 40 | 0 | 0 | 78 | 10 | 10 | 3 | 0 | 0 | 11 | 76 | 20 | 42 | 42 |
| | MANCHESTER | JET2.COM LTD | S | A | 58 | 1 | 0 | 64 | 9 | 16 | 10 | 2 | 0 | 21 | 72 | 9 | 47 | 47 |
| | MANCHESTER | JET2.COM LTD | S | D | 58 | 0 | 0 | 60 | 14 | 14 | 12 | 0 | 0 | 23 | 73 | 21 | 48 | 48 |
| | NEWCASTLE | JET2.COM LTD | S | A | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 4 | 94 | 10 | 31 | 31 |
| | NEWCASTLE | JET2.COM LTD | S | D | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 12 | 90 | 6 | 31 | 31 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 48 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 7 | 93 | 5 | 44 | 44 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 48 | 0 | 0 | 85 | 2 | 8 | 4 | 0 | 0 | 11 | 84 | 10 | 44 | 44 |
| | GATWICK | MONARCH AIRLINES | S | A | 67 | 0 | 0 | 81 | 12 | 6 | 0 | 0 | 1 | 15 | 68 | 24 | 56 | 56 |
| | GATWICK | MONARCH AIRLINES | S | D | 67 | 0 | 0 | 73 | 15 | 7 | 3 | 0 | 1 | 21 | 60 | 34 | 57 | 57 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 22 | 0 | 0 | 73 | 23 | 5 | 0 | 0 | 0 | 10 | 100 | 0 | 14 | 14 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 10 | 79 | 7 | 14 | 14 |
| | LUTON | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 5 | 92 | 2 | 26 | 26 |
| | LUTON | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 71 | 23 | 3 | 3 | 0 | 0 | 13 | 70 | 13 | 27 | 27 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 44 | 0 | 0 | 80 | 9 | 2 | 7 | 2 | 0 | 14 | 91 | 5 | 44 | 44 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 44 | 0 | 0 | 61 | 27 | 7 | 2 | 2 | 0 | 20 | 73 | 18 | 44 | 44 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 35 | 89 | 31 | 9 | 9 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 93 | 1 | 14 | 14 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 9 | 0 | 0 | 44 | 11 | 22 | 11 | 11 | 0 | 42 | 67 | 10 | 9 | 9 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 86 | 6 | 14 | 14 |
| | BIRMINGHAM | RYANAIR | S | A | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 18 | 18 |
| | BIRMINGHAM | RYANAIR | S | D | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 9 | 89 | 7 | 18 | 18 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| FARO | | | | | | | | | | | | | | | | | | |
| | BOURNEMOUT | RYANAIR | S | A | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 13 | |
| | BOURNEMOUT | RYANAIR | S | D | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 8 | 100 | 6 | 13 | |
| | BRISTOL | RYANAIR | S | A | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 6 | 100 | 0 | 35 | |
| | BRISTOL | RYANAIR | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 14 | 91 | 9 | 35 | |
| | EAST MIDLAND | RYANAIR | S | A | 58 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 6 | 89 | 4 | 44 | |
| | EAST MIDLAND | RYANAIR | S | D | 58 | 0 | 0 | 88 | 7 | 5 | 0 | 0 | 0 | 9 | 82 | 10 | 44 | |
| | EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 7 | 87 | 3 | 31 | |
| | EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 85 | 8 | 4 | 4 | 0 | 0 | 13 | 87 | 7 | 31 | |
| | LEEDS BRADFO | RYANAIR | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 1 | 22 | |
| | LEEDS BRADFO | RYANAIR | S | D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 86 | 8 | 22 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 85 | 8 | 26 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 8 | 77 | 11 | 26 | |
| | MANCHESTER | RYANAIR | S | A | 45 | 0 | 0 | 93 | 4 | 0 | 2 | 0 | 0 | 4 | 89 | 11 | 44 | |
| | MANCHESTER | RYANAIR | S | D | 45 | 0 | 0 | 82 | 11 | 2 | 4 | 0 | 0 | 9 | 68 | 24 | 44 | |
| | STANSTED | RYANAIR | S | A | 53 | 0 | 0 | 72 | 11 | 9 | 4 | 0 | 4 | 25 | 80 | 12 | 75 | |
| | STANSTED | RYANAIR | S | D | 53 | 0 | 0 | 60 | 28 | 8 | 4 | 0 | 0 | 17 | 72 | 18 | 75 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 20 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 33 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 5 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 78 | 11 | 9 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 1 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 1 | 5 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 9 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 100 | 0 | 9 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 6 | 5 | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 7 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 75 | 8 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 17 | 78 | 9 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| FARO | | | | | | | | | | | | | | | | | | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 30 | 89 | 8 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 69 | 0 | 15 | 8 | 0 | 8 | 66 | 85 | 4 | 13 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 69 | 8 | 8 | 8 | 0 | 8 | 69 | 77 | 11 | 13 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 5 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 0 | 22 | 100 | 1 | 5 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 7 | 3 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 3 | |
| TOTAL FARO | | | | | 2780 | 6 | 1 | 74 | 12 | 8 | 5 | 0 | 0 | 15 | 81 | 13 | 13 | |
| FEZ | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 78 | 5 | 9 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 9 | 67 | 12 | 9 | |
| TOTAL FEZ | | | | | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 8 | 72 | 8 | 8 | |
| FIGARI | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 33 | 100 | 3 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 100 | 0 | 4 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 99 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 66 | 0 | 0 | 0 | |
| TOTAL FIGARI | | | | | 24 | 1 | 0 | 29 | 21 | 29 | 21 | 0 | 0 | 42 | 57 | 38 | 38 | |
| FLORENCE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 37 | 0 | 0 | 68 | 8 | 11 | 14 | 0 | 0 | 23 | 67 | 35 | 24 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 39 | 0 | 0 | 74 | 3 | 10 | 13 | 0 | 0 | 21 | 80 | 19 | 25 | |
| | LONDON CITY | CITY JET | S | A | 31 | 0 | 0 | 61 | 23 | 6 | 10 | 0 | 0 | 19 | 94 | 3 | 54 | |
| | LONDON CITY | CITY JET | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 0 | 15 | 91 | 5 | 55 | |
| | GATWICK | VUELING AIRLINES | S | A | 31 | 0 | 0 | 35 | 19 | 19 | 16 | 10 | 0 | 58 | 61 | 38 | 31 | |
| | GATWICK | VUELING AIRLINES | S | D | 31 | 0 | 1 | 39 | 19 | 16 | 16 | 10 | 0 | 50 | 47 | 44 | 30 | |
| TOTAL FLORENCE | | | | | 200 | 1 | 1 | 59 | 15 | 12 | 12 | 3 | 0 | 31 | 71 | 27 | 27 | |
| FORT LAUDERDALE | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 5 | 0 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 40 | 71 | 12 | 7 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 37 | 8 | |
| TOTAL FORT LAUDERDALE | | | | | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 26 | 73 | 25 | 25 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | 80 | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 80 | 0 | 0 | 75 | 9 | 10 | 6 | 0 | 0 | 14 | 89 | 5 | 79 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 76 | 0 | 0 | 66 | 14 | 9 | 11 | 0 | 0 | 18 | 78 | 11 | 80 | |
| | BRISTOL | BMI REGIONAL | S | A | 77 | 0 | 0 | 75 | 18 | 5 | 1 | 0 | 0 | 13 | 74 | 14 | 50 | |
| | BRISTOL | BMI REGIONAL | S | D | 77 | 0 | 0 | 92 | 5 | 1 | 1 | 0 | 0 | 7 | 74 | 15 | 50 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 205 | 0 | 0 | 53 | 14 | 23 | 10 | 0 | 0 | 23 | 67 | 26 | 187 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 205 | 0 | 0 | 60 | 17 | 14 | 9 | 0 | 0 | 19 | 70 | 16 | 187 | |
| | BIRMINGHAM | GERMANWINGS | S | A | 87 | 0 | 0 | 80 | 16 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BIRMINGHAM | GERMANWINGS | S | D | 87 | 0 | 0 | 68 | 14 | 17 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | |
| | ABERDEEN | LUFTHANSA | S | A | 93 | 0 | 0 | 81 | 13 | 5 | 1 | 0 | 0 | 10 | 82 | 9 | 92 | |
| | ABERDEEN | LUFTHANSA | S | D | 93 | 0 | 0 | 82 | 11 | 4 | 3 | 0 | 0 | 10 | 68 | 14 | 93 | |
| | BIRMINGHAM | LUFTHANSA | S | A | 37 | 0 | 0 | 68 | 19 | 11 | 3 | 0 | 0 | 16 | 91 | 5 | 122 | |
| | BIRMINGHAM | LUFTHANSA | S | D | 37 | 0 | 0 | 54 | 24 | 14 | 8 | 0 | 0 | 21 | 76 | 12 | 120 | |
| | EDINBURGH | LUFTHANSA | S | A | 62 | 0 | 0 | 53 | 34 | 13 | 0 | 0 | 0 | 17 | 61 | 13 | 62 | |
| | EDINBURGH | LUFTHANSA | S | D | 62 | 0 | 0 | 45 | 39 | 15 | 2 | 0 | 0 | 19 | 42 | 26 | 62 | |
| | HEATHROW | LUFTHANSA | S | A | 371 | 0 | 0 | 67 | 19 | 12 | 2 | 0 | 0 | 14 | 75 | 13 | 366 | |
| | HEATHROW | LUFTHANSA | S | D | 371 | 0 | 0 | 62 | 22 | 12 | 4 | 0 | 0 | 16 | 67 | 16 | 367 | |
| | MANCHESTER | LUFTHANSA | S | A | 124 | 0 | 0 | 63 | 31 | 6 | 1 | 0 | 0 | 14 | 76 | 10 | 121 | |
| | MANCHESTER | LUFTHANSA | S | D | 124 | 0 | 0 | 78 | 17 | 2 | 2 | 0 | 0 | 10 | 81 | 10 | 123 | |
| | LONDON CITY | LUFTHANSA CITY LINE | S | A | 90 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 5 | 91 | 5 | 89 | |
| | LONDON CITY | LUFTHANSA CITY LINE | S | D | 88 | 0 | 0 | 69 | 16 | 11 | 3 | 0 | 0 | 13 | 76 | 13 | 89 | |
| TOTAL FRANKFURT MAIN | | | | | 2446 | 3 | 0 | 68 | 18 | 11 | 4 | 0 | 0 | 15 | 74 | 14 | 14 | |
| FREETOWN | | | | | | | | | | | | | | | | | | |
| FRIEDRICHSHAFEN | | | | | | | | | | | | | | | | | | |
| | LEEDS BRADFO | INTERSKY LUFTFAHRT GMBH | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | SOUTHAMPTON | INTERSKY LUFTFAHRT GMBH | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL FRIEDRICHSHAFEN | | | | | 6 | 1 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 11 | 33 | 22 | 33 | 0 | 0 | 46 | 0 | 0 | 0 | |
| | MANCHESTER | CONDOR | S | A | 8 | 0 | 0 | 63 | 13 | 13 | 0 | 13 | 0 | 41 | 22 | 46 | 9 | |
| | MANCHESTER | CONDOR | S | D | 8 | 0 | 1 | 75 | 0 | 13 | 0 | 13 | 0 | 46 | 33 | 55 | 9 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 78 | 7 | 9 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 16 | 67 | 17 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | 23 | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 70 | 13 | 17 | 0 | 0 | 0 | 12 | 57 | 13 | 14 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 50 | 14 | 32 | 5 | 0 | 0 | 20 | 53 | 19 | 15 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 5 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 4 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 75 | 11 | 4 | |
| | GLASGOW | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 75 | 5 | 4 | |
| | GLASGOW | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 7 | 4 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 19 | 100 | 0 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 0 | 11 | 0 | 29 | 100 | 1 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 18 | 88 | 10 | 8 | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 30 | 50 | 14 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 9 | 5 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 80 | 17 | 5 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 100 | 0 | 9 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 15 | 67 | 11 | 9 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 100 | 1 | 9 | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 16 | 56 | 11 | 9 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 31 | 100 | 0 | 9 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 4 | 4 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 15 | 50 | 23 | 4 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 100 | 1 | 9 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 88 | 5 | 8 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 10 | 88 | 11 | 8 | |
| | EAST MIDLAND | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 78 | 8 | 9 | |
| | EAST MIDLAND | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 78 | 12 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 8 | 100 | 1 | 9 | |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 10 | 100 | 4 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 8 | |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 100 | 9 | 8 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 19 | 89 | 6 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 22 | 56 | 15 | 9 | |
| | LUTON | RYANAIR | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 89 | 10 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| FUERTEVENTURA | LUTON | RYANAIR | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 12 | 67 | 17 | 9 |
| | MANCHESTER | RYANAIR | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 44 | 21 | 9 |
| | MANCHESTER | RYANAIR | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 89 | 9 | 9 |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 9 | 95 | 1 | 22 |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 88 | 0 | 6 | 6 | 0 | 0 | 14 | 91 | 5 | 22 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 100 | 3 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 100 | 3 | 5 |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 4 |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 15 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 10 | 67 | 19 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | D | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 34 | 50 | 38 | 10 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | A | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 5 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | D | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 25 | 67 | 18 | 3 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 89 | 58 | 9 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 18 | 89 | 67 | 9 |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 48 | 80 | 8 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 5 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 5 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 80 | 10 | 5 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 5 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 7 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 3 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 13 | 80 | 11 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 75 | 35 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 50 | 58 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 50 | 30 | 10 | 10 | 0 | 0 | 22 | 93 | 7 | 14 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 55 | 9 | 27 | 9 | 0 | 0 | 26 | 57 | 17 | 14 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 43 | 100 | 1 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 4 |
| TOTAL FUERTEVENTURA | | | | | 548 | 0 | 2 | 76 | 11 | 8 | 5 | 1 | 0 | 14 | 80 | 13 | 13 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Matched | Plan (8) | | | | | | | | | | |
| FUNCHAL | GATWICK | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 1 | 90 | 0 | 5 | 0 | 0 | 5 | 61 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 41 | 32 | 14 | 14 | 0 | 0 | 28 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 21 | 9 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 17 | 9 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 32 | 0 | 0 | 0 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 28 | 0 | 0 | 71 | 18 | 4 | 4 | 4 | 0 | 18 | 86 | 9 | 22 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 28 | 0 | 0 | 29 | 54 | 14 | 4 | 0 | 0 | 24 | 77 | 17 | 22 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | JERSEY | EUROPE AIRPOST | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | JERSEY | EUROPE AIRPOST | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 4 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 82 | 60 | 37 | 5 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 80 | 11 | 5 |
| | GLASGOW | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 4 |
| | GLASGOW | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 10 | 4 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 32 | 63 | 8 | 8 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 88 | 5 | 8 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 11 | 8 |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 88 | 5 | 8 |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 0 | 4 |
| | NEWCASTLE | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 100 | 6 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 21 | 8 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 8 |
| | GATWICK | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 17 | 62 | 49 | 13 |
| | GATWICK | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 6 | 54 | 47 | 13 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 32 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 4 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 75 | 6 | 4 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 100 | 3 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 13 | 100 | 5 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 100 | 0 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 92 | 50 | 12 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|---------------------|----------------|----------|-------------------|----------|------------------|----------------------------|-----------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | | UNMATCHED | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | Actual (7) | Plan (8) | | | | | | | | | |
| FUNCHAL | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 38 | 25 | 26 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 50 | 25 | 0 | 84 | 100 | 2 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 36 | 100 | 1 | 4 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 47 | 75 | 7 | 4 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 100 | 3 | 4 | |
| TOTAL FUNCHAL | | | | | 306 | 0 | 1 | 68 | 16 | 8 | 6 | 1 | 0 | 22 | 78 | 14 | 14 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | |
| GATWICK | BELFAST CITY (| AER LINGUS | S | A | 89 | 0 | 4 | 89 | 4 | 7 | 0 | 0 | 0 | 6 | 80 | 9 | 89 |
| | BELFAST CITY (| AER LINGUS | S | D | 88 | 0 | 1 | 92 | 5 | 2 | 1 | 0 | 0 | 4 | 90 | 6 | 89 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 114 | 0 | 0 | 61 | 21 | 11 | 7 | 0 | 0 | 17 | 67 | 20 | 114 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 114 | 0 | 0 | 73 | 10 | 14 | 4 | 0 | 0 | 15 | 71 | 20 | 114 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 110 | 0 | 0 | 66 | 19 | 7 | 7 | 0 | 0 | 16 | 57 | 21 | 115 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 110 | 0 | 0 | 74 | 14 | 7 | 5 | 0 | 0 | 14 | 66 | 17 | 115 |
| | JERSEY | BRITISH AIRWAYS PLC | S | A | 167 | 0 | 0 | 58 | 25 | 13 | 4 | 1 | 0 | 20 | 67 | 19 | 169 |
| | JERSEY | BRITISH AIRWAYS PLC | S | D | 167 | 0 | 0 | 59 | 22 | 15 | 3 | 1 | 0 | 20 | 71 | 17 | 169 |
| | ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | A | 52 | 0 | 0 | 71 | 12 | 10 | 8 | 0 | 0 | 15 | 73 | 13 | 52 |
| | ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | D | 52 | 0 | 0 | 50 | 27 | 15 | 8 | 0 | 0 | 24 | 60 | 19 | 53 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 151 | 0 | 1 | 38 | 25 | 19 | 19 | 0 | 0 | 33 | 65 | 18 | 141 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 151 | 0 | 1 | 40 | 18 | 20 | 23 | 0 | 0 | 35 | 77 | 16 | 141 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 121 | 0 | 0 | 38 | 27 | 21 | 13 | 1 | 0 | 32 | 63 | 28 | 120 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 121 | 0 | 0 | 55 | 14 | 12 | 17 | 2 | 0 | 30 | 63 | 27 | 120 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 104 | 0 | 0 | 38 | 27 | 26 | 8 | 1 | 0 | 28 | 62 | 25 | 100 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 104 | 0 | 0 | 63 | 13 | 13 | 10 | 1 | 0 | 22 | 68 | 13 | 100 |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | A | 93 | 0 | 0 | 47 | 19 | 24 | 9 | 1 | 0 | 26 | 75 | 13 | 93 |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | D | 93 | 0 | 1 | 40 | 23 | 27 | 10 | 1 | 0 | 31 | 70 | 16 | 93 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 3 | 0 | 2 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 108 | 1 |
| TOTAL GATWICK | | | | | 2005 | 1 | 10 | 57 | 19 | 15 | 9 | 0 | 0 | 22 | 69 | 18 | 18 |
| GAZIANTEP | STANSTED | CORENDON AIRLINES | C | D | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 105 | 0 | 0 | 0 |
| TOTAL GAZIANTEP | | | | | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 105 | 0 | 0 | 0 |
| GDANSK | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 100 | 0 | 9 |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 19 | 100 | 7 | 9 |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 14 | 100 | 2 | 9 |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 11 | 67 | 11 | 9 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 78 | 8 | 9 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 54 | 31 | 15 | 0 | 0 | 0 | 17 | 78 | 12 | 9 |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 100 | 1 | 8 |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 11 | 88 | 8 | 8 |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 20 | 38 | 40 | 8 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| GDANSK | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 38 | 39 | 8 |
| | STANSTED | RYANAIR | S | A | 58 | 0 | 0 | 57 | 21 | 17 | 3 | 2 | 0 | 20 | 84 | 10 | 31 |
| | STANSTED | RYANAIR | S | D | 58 | 0 | 0 | 50 | 33 | 14 | 3 | 0 | 0 | 18 | 87 | 8 | 31 |
| | ABERDEEN | WIZZ AIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ABERDEEN | WIZZ AIR | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | DONCASTER S | WIZZ AIR | S | A | 22 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 14 | 84 | 16 | 19 |
| | DONCASTER S | WIZZ AIR | S | D | 22 | 0 | 0 | 41 | 36 | 18 | 5 | 0 | 0 | 20 | 74 | 23 | 19 |
| | GLASGOW | WIZZ AIR | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 100 | 3 | 8 |
| | GLASGOW | WIZZ AIR | S | D | 13 | 0 | 0 | 54 | 31 | 15 | 0 | 0 | 0 | 14 | 38 | 18 | 8 |
| | LIVERPOOL (JO | WIZZ AIR | S | A | 18 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 79 | 11 | 14 |
| | LIVERPOOL (JO | WIZZ AIR | S | D | 18 | 0 | 0 | 33 | 39 | 22 | 6 | 0 | 0 | 25 | 71 | 15 | 14 |
| | LUTON | WIZZ AIR | S | A | 93 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 11 | 85 | 13 | 79 |
| | LUTON | WIZZ AIR | S | D | 93 | 0 | 0 | 65 | 18 | 13 | 3 | 0 | 1 | 22 | 63 | 24 | 79 |
| TOTAL GDANSK | | | | | 524 | 2 | 0 | 65 | 20 | 11 | 3 | 0 | 0 | 16 | 77 | 15 | 15 |
| GENEVA | HEATHROW | BRITISH AIRWAYS PLC | S | A | 249 | 0 | 0 | 61 | 17 | 15 | 6 | 1 | 0 | 20 | 78 | 14 | 244 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 248 | 0 | 0 | 63 | 17 | 14 | 6 | 1 | 0 | 19 | 82 | 13 | 244 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 44 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 9 | 74 | 11 | 39 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 0 | 91 | 5 | 5 | 0 | 0 | 0 | 6 | 87 | 8 | 39 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 49 | 0 | 0 | 65 | 18 | 10 | 6 | 0 | 0 | 16 | 71 | 21 | 42 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 49 | 0 | 0 | 63 | 14 | 14 | 8 | 0 | 0 | 19 | 79 | 23 | 43 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 84 | 0 | 0 | 27 | 24 | 32 | 17 | 0 | 0 | 35 | 62 | 26 | 89 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 84 | 0 | 0 | 39 | 21 | 30 | 10 | 0 | 0 | 28 | 61 | 28 | 89 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 61 | 16 | 13 | 6 | 3 | 0 | 26 | 74 | 11 | 31 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 87 | 3 | 3 | 3 | 0 | 3 | 20 | 87 | 5 | 31 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 50 | 19 | 19 | 12 | 0 | 0 | 25 | 58 | 26 | 62 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 53 | 26 | 12 | 9 | 0 | 0 | 22 | 58 | 29 | 62 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 45 | 0 | 0 | 58 | 18 | 7 | 16 | 2 | 0 | 29 | 62 | 15 | 39 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 45 | 0 | 0 | 69 | 9 | 4 | 16 | 2 | 0 | 27 | 67 | 13 | 39 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 0 | 88 | 0 | 12 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | EASYJET SWITZERLAND | S | A | 102 | 0 | 0 | 60 | 23 | 13 | 3 | 2 | 0 | 22 | 68 | 21 | 101 |
| | GATWICK | EASYJET SWITZERLAND | S | D | 102 | 0 | 0 | 23 | 27 | 43 | 7 | 0 | 0 | 31 | 41 | 30 | 101 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GENEVA | | | | | | | | | | | | | | | | | |
| | HEATHROW | SWISS AIRLINES | S | A | 144 | 0 | 0 | 67 | 15 | 13 | 4 | 1 | 0 | 16 | 75 | 13 | 150 |
| | HEATHROW | SWISS AIRLINES | S | D | 144 | 0 | 0 | 69 | 14 | 14 | 2 | 1 | 0 | 15 | 78 | 15 | 150 |
| | LONDON CITY | SWISS AIRLINES | S | A | 67 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 6 | 87 | 7 | 102 |
| | LONDON CITY | SWISS AIRLINES | S | D | 67 | 0 | 0 | 75 | 12 | 10 | 3 | 0 | 0 | 13 | 76 | 11 | 101 |
| TOTAL GENEVA | | | | | 1781 | 5 | 0 | 61 | 17 | 15 | 6 | 1 | 0 | 20 | 73 | 17 | 17 |
| GENOA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 35 | 0 | 0 | 46 | 40 | 11 | 3 | 0 | 0 | 19 | 74 | 20 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 35 | 0 | 0 | 60 | 29 | 11 | 0 | 0 | 0 | 13 | 81 | 16 | 31 |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 26 | 41 | 30 | 4 | 0 | 0 | 26 | 41 | 25 | 27 |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 59 | 30 | 11 | 0 | 0 | 0 | 16 | 70 | 14 | 27 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 100 | 8 | 2 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 100 | 7 | 2 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 100 | 0 | 2 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 15 | 2 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 100 | 2 | 2 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 100 | 0 | 2 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 83 | 20 | 6 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | 25 | 6 |
| | GLASGOW | TITAN AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 |
| TOTAL GENOA | | | | | 148 | 0 | 0 | 54 | 30 | 15 | 1 | 0 | 0 | 17 | 70 | 17 | 17 |
| GIBRALTAR | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 39 | 0 | 0 | 49 | 23 | 21 | 8 | 0 | 0 | 23 | 84 | 7 | 38 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 39 | 0 | 0 | 51 | 31 | 10 | 8 | 0 | 0 | 21 | 95 | 3 | 39 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 49 | 0 | 0 | 49 | 16 | 20 | 12 | 2 | 0 | 29 | 66 | 27 | 47 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 49 | 0 | 0 | 55 | 16 | 18 | 10 | 0 | 0 | 21 | 63 | 18 | 48 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 7 | 14 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 5 | 79 | 14 | 14 |
| | LUTON | MONARCH AIRLINES | S | A | 21 | 0 | 0 | 76 | 10 | 14 | 0 | 0 | 0 | 9 | 85 | 20 | 26 |
| | LUTON | MONARCH AIRLINES | S | D | 21 | 0 | 0 | 52 | 19 | 24 | 5 | 0 | 0 | 21 | 50 | 19 | 26 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 5 | 82 | 22 | 17 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 6 | 65 | 12 | 17 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | | | | | | | | | | |
| GIBRALTAR | | | | | | | | | | | | | | | | | |
| TOTAL GIBRALTAR | | | | | 307 | 0 | 0 | 63 | 15 | 15 | 7 | 0 | 0 | 18 | 75 | 15 | 15 |
| GIRONA | | | | | | | | | | | | | | | | | |
| | BOURNEMOUT | RYANAIR | S | A | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 8 | 88 | 14 | 26 |
| | BOURNEMOUT | RYANAIR | S | D | 18 | 0 | 0 | 61 | 33 | 0 | 6 | 0 | 0 | 16 | 73 | 19 | 26 |
| | BRISTOL | RYANAIR | S | A | 23 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 4 | 94 | 5 | 35 | |
| | BRISTOL | RYANAIR | S | D | 23 | 0 | 0 | 78 | 17 | 4 | 0 | 0 | 9 | 80 | 10 | 35 | |
| | LUTON | RYANAIR | S | A | 18 | 0 | 0 | 67 | 6 | 11 | 11 | 6 | 0 | 30 | 59 | 19 | 27 |
| | LUTON | RYANAIR | S | D | 18 | 0 | 0 | 44 | 6 | 22 | 22 | 6 | 0 | 50 | 37 | 23 | 27 |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 8 | 32 | 77 | 8 | 13 |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 77 | 8 | 8 | 0 | 0 | 8 | 43 | 69 | 15 | 13 |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 5 | 26 | 100 | 3 | 31 |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 77 | 9 | 9 | 5 | 0 | 0 | 13 | 58 | 12 | 31 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 44 | 11 | 33 | 0 | 11 | 0 | 39 | 67 | 13 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 29 | 78 | 14 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 19 | 67 | 9 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 44 | 19 | 9 |
| TOTAL GIRONA | | | | | 229 | 1 | 0 | 75 | 10 | 7 | 5 | 1 | 1 | 21 | 74 | 12 | 12 |
| GLASGOW | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 134 | 0 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 9 | 94 | 3 | 117 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 133 | 0 | 0 | 74 | 13 | 5 | 8 | 1 | 0 | 15 | 91 | 6 | 117 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 110 | 0 | 0 | 71 | 15 | 8 | 6 | 0 | 0 | 15 | 63 | 19 | 115 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 110 | 0 | 0 | 66 | 17 | 10 | 6 | 0 | 0 | 16 | 55 | 21 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 280 | 0 | 1 | 63 | 16 | 14 | 6 | 0 | 0 | 18 | 75 | 20 | 252 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 280 | 0 | 2 | 54 | 19 | 20 | 7 | 0 | 0 | 21 | 68 | 19 | 252 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 85 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 7 | 95 | 2 | 88 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 85 | 0 | 0 | 80 | 5 | 12 | 4 | 0 | 0 | 12 | 94 | 3 | 88 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 73 | 0 | 0 | 82 | 8 | 7 | 3 | 0 | 0 | 9 | 90 | 6 | 72 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 73 | 0 | 0 | 81 | 11 | 3 | 5 | 0 | 0 | 9 | 86 | 7 | 72 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 104 | 0 | 0 | 52 | 15 | 23 | 9 | 1 | 0 | 26 | 68 | 16 | 100 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 104 | 0 | 0 | 37 | 30 | 25 | 8 | 1 | 0 | 28 | 58 | 26 | 100 |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 93 | 3 | 14 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| GLASGOW | | | | | | | | | | | | | | | | | | |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 86 | 8 | 14 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 63 | 0 | 1 | 81 | 16 | 2 | 2 | 0 | 0 | 7 | 79 | 15 | 89 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 64 | 0 | 0 | 67 | 25 | 5 | 3 | 0 | 0 | 15 | 68 | 21 | 90 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 72 | 0 | 0 | 71 | 17 | 7 | 6 | 0 | 0 | 13 | 72 | 15 | 76 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 72 | 0 | 0 | 69 | 19 | 7 | 4 | 0 | 0 | 13 | 74 | 15 | 76 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 118 | 0 | 2 | 88 | 6 | 3 | 2 | 1 | 0 | 8 | 88 | 5 | 115 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 118 | 0 | 2 | 86 | 5 | 5 | 3 | 0 | 0 | 8 | 88 | 6 | 116 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 181 | 0 | 5 | 89 | 3 | 4 | 4 | 1 | 0 | 8 | 90 | 7 | 189 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 180 | 0 | 5 | 77 | 11 | 6 | 6 | 0 | 0 | 15 | 78 | 15 | 190 | |
| | BOURNEMOUT | FLYBE LTD | S | A | 54 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | BOURNEMOUT | FLYBE LTD | S | D | 54 | 0 | 0 | 89 | 4 | 2 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | A | 18 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | D | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EAST MIDLAND | FLYBE LTD | S | A | 74 | 0 | 3 | 86 | 5 | 3 | 5 | 0 | 0 | 10 | 94 | 7 | 80 | |
| | EAST MIDLAND | FLYBE LTD | S | D | 74 | 0 | 3 | 86 | 5 | 3 | 5 | 0 | 0 | 9 | 85 | 9 | 80 | |
| | JERSEY | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 50 | 16 | 4 | |
| | JERSEY | FLYBE LTD | S | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 47 | 0 | 37 | 4 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 115 | 1 | 1 | 79 | 9 | 10 | 2 | 0 | 0 | 12 | 84 | 10 | 116 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 116 | 0 | 0 | 60 | 21 | 14 | 5 | 0 | 0 | 19 | 64 | 18 | 116 | |
| | LEEDS BRADFO | LOGANAIR | S | A | 41 | 0 | 0 | 66 | 12 | 5 | 10 | 7 | 0 | 32 | 79 | 15 | 42 | |
| | LEEDS BRADFO | LOGANAIR | S | D | 41 | 0 | 0 | 76 | 2 | 5 | 10 | 7 | 0 | 33 | 83 | 12 | 42 | |
| | MANCHESTER | LOGANAIR | S | A | 73 | 0 | 0 | 68 | 10 | 12 | 10 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | LOGANAIR | S | D | 73 | 0 | 0 | 71 | 12 | 10 | 7 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 76 | 0 | 0 | 78 | 11 | 4 | 5 | 3 | 0 | 19 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 76 | 0 | 0 | 78 | 9 | 8 | 4 | 1 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 100 | 0 | 1 | |
| TOTAL GLASGOW | | | | | 3383 | 6 | 28 | 73 | 12 | 9 | 5 | 0 | 0 | 15 | 79 | 13 | 13 | |
| GLoucestershire | | | | | | | | | | | | | | | | | | |
| | JERSEY | VANAIR EUROPE AS | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 5 | |
| | JERSEY | VANAIR EUROPE AS | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 80 | 8 | 5 | |
| TOTAL GLOUCESTERSHIRE | | | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 90 | 5 | 5 | |
| GOTEBOrg (LANDVETTER) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 50 | 24 | 19 | 6 | 0 | 0 | 20 | 69 | 17 | 62 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|---------------------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| GOTEBORG (LANDVETTER) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 66 | 15 | 11 | 8 | 0 | 0 | 16 | 74 | 15 | 62 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 52 | 26 | 19 | 4 | 0 | 0 | 18 | 93 | 3 | 27 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 26 | 0 | 0 | 35 | 42 | 19 | 4 | 0 | 0 | 23 | 93 | 7 | 27 | |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 85 | 8 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 74 | 15 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | SAS | S | A | 26 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 14 | 81 | 10 | 27 | |
| | HEATHROW | SAS | S | D | 26 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 89 | 7 | 27 | |
| TOTAL GOTEBORG (LANDVETTER) | | | | | 371 | 0 | 0 | 66 | 17 | 13 | 4 | 0 | 0 | 14 | 81 | 11 | 11 | |
| GOTEBORG CITY | | | | | | | | | | | | | | | | | | |
| GRANADA | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 10 | 81 | 5 | 21 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 13 | 0 | 0 | 54 | 15 | 31 | 0 | 0 | 0 | 15 | 71 | 12 | 21 | |
| TOTAL GRANADA | | | | | 26 | 0 | 0 | 65 | 12 | 23 | 0 | 0 | 0 | 13 | 76 | 8 | 8 | |
| GRAND CAYMAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 1 | 83 | 11 | 6 | 0 | 0 | 0 | 6 | 67 | 95 | 18 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 72 | 0 | 11 | 17 | 0 | 0 | 19 | 72 | 8 | 18 | |
| TOTAL GRAND CAYMAN | | | | | 36 | 0 | 1 | 78 | 6 | 8 | 8 | 0 | 0 | 12 | 69 | 51 | 51 | |
| GRAZ | | | | | | | | | | | | | | | | | | |
| TOTAL GRAZ | | | | | 6 | 2 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 33 | 66 | 66 | |
| GRENADA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 89 | 3 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 89 | 8 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 78 | 11 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 12 | 44 | 25 | 9 | |
| TOTAL GRENADA | | | | | 35 | 0 | 0 | 80 | 14 | 3 | 3 | 0 | 0 | 10 | 75 | 12 | 12 | |
| GRONINGEN | | | | | | | | | | | | | | | | | | |
| GUANGZHOU BAIYUN INTER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CHINA SOUTHERN | S | A | 31 | 0 | 0 | 71 | 13 | 6 | 10 | 0 | 0 | 17 | 87 | 9 | 31 | |
| | HEATHROW | CHINA SOUTHERN | S | D | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 2 | 84 | 10 | 31 | |
| TOTAL GUANGZHOU BAIYUN INTERNATIONAL | | | | | 62 | 0 | 0 | 79 | 13 | 3 | 5 | 0 | 0 | 10 | 85 | 9 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-----------------------|-------------------|----------------------|----------------|----------|-------------------|------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GUERNSEY | BRISTOL | AURIGNY AIR SERVICES | S | A | 35 | 0 | 0 | 71 | 17 | 3 | 6 | 3 | 0 | 18 | 52 | 19 | 31 |
| | BRISTOL | AURIGNY AIR SERVICES | S | D | 35 | 0 | 0 | 77 | 11 | 3 | 6 | 3 | 0 | 16 | 61 | 16 | 31 |
| | EAST MIDLAND | AURIGNY AIR SERVICES | S | A | 36 | 0 | 0 | 86 | 3 | 3 | 8 | 0 | 0 | 13 | 74 | 20 | 31 |
| | EAST MIDLAND | AURIGNY AIR SERVICES | S | D | 36 | 0 | 0 | 75 | 11 | 6 | 8 | 0 | 0 | 18 | 68 | 23 | 31 |
| | GATWICK | AURIGNY AIR SERVICES | S | A | 177 | 0 | 1 | 66 | 18 | 7 | 8 | 0 | 0 | 20 | 75 | 15 | 178 |
| | GATWICK | AURIGNY AIR SERVICES | S | D | 177 | 0 | 2 | 44 | 31 | 11 | 12 | 1 | 1 | 35 | 67 | 19 | 178 |
| | LONDON CITY | AURIGNY AIR SERVICES | S | A | 46 | 0 | 0 | 93 | 4 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | LONDON CITY | AURIGNY AIR SERVICES | S | D | 45 | 0 | 1 | 80 | 9 | 4 | 4 | 2 | 0 | 15 | 0 | 0 | 0 |
| | MANCHESTER | AURIGNY AIR SERVICES | S | A | 70 | 0 | 0 | 74 | 10 | 10 | 6 | 0 | 0 | 15 | 76 | 16 | 62 |
| | MANCHESTER | AURIGNY AIR SERVICES | S | D | 70 | 0 | 0 | 70 | 9 | 13 | 7 | 1 | 0 | 20 | 71 | 14 | 62 |
| | STANSTED | AURIGNY AIR SERVICES | S | A | 35 | 0 | 0 | 74 | 14 | 6 | 6 | 0 | 0 | 16 | 83 | 19 | 30 |
| | STANSTED | AURIGNY AIR SERVICES | S | D | 35 | 0 | 0 | 74 | 11 | 9 | 6 | 0 | 0 | 17 | 80 | 18 | 30 |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 128 | 43 | 0 | 74 | 13 | 9 | 4 | 0 | 0 | 15 | 77 | 13 | 176 |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 160 | 13 | 0 | 79 | 13 | 3 | 4 | 1 | 0 | 13 | 80 | 12 | 176 |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | A | 81 | 31 | 1 | 89 | 4 | 5 | 2 | 0 | 0 | 8 | 93 | 7 | 81 |
| | SOUTHAMPTON | BLUE ISLANDS LIMITED | S | D | 108 | 5 | 2 | 86 | 5 | 6 | 3 | 1 | 0 | 10 | 86 | 7 | 81 |
| | BIRMINGHAM | FLYBE LTD | S | A | 23 | 0 | 0 | 74 | 0 | 0 | 22 | 4 | 0 | 38 | 75 | 14 | 4 |
| | BIRMINGHAM | FLYBE LTD | S | D | 31 | 0 | 0 | 65 | 19 | 13 | 3 | 0 | 0 | 16 | 71 | 28 | 31 |
| | EXETER | FLYBE LTD | S | A | 6 | 20 | 3 | 83 | 17 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | EXETER | FLYBE LTD | S | D | 31 | 0 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 33 | 0 | 2 | 76 | 15 | 3 | 6 | 0 | 0 | 13 | 74 | 17 | 121 |
| | SOUTHAMPTON | FLYBE LTD | S | D | 34 | 0 | 1 | 88 | 3 | 6 | 3 | 0 | 0 | 10 | 72 | 18 | 122 |
| TOTAL GUERNSEY | | | | | 1432 | 114 | 14 | 73 | 13 | 7 | 6 | 1 | 0 | 17 | 75 | 15 | 15 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|--------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| HAHN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 12 | 85 | 19 | 13 | |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 9 | 86 | 35 | 14 | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 85 | 8 | 5 | 0 | 2 | 0 | 10 | 84 | 9 | 56 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 69 | 16 | 13 | 2 | 0 | 0 | 14 | 59 | 17 | 58 | |
| TOTAL HAHN | | | | | 150 | 1 | 0 | 79 | 11 | 8 | 2 | 1 | 0 | 12 | 74 | 16 | 16 | |
| HALIFAX INT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 90 | 0 | 3 | 7 | 0 | 0 | 9 | 93 | 5 | 30 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 77 | 10 | 10 | 3 | 0 | 0 | 12 | 81 | 13 | 31 | |
| | GATWICK | AIR TRANSAT | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 4 | 5 | |
| | GATWICK | AIR TRANSAT | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 8 | 5 | |
| TOTAL HALIFAX INT | | | | | 79 | 0 | 0 | 87 | 4 | 5 | 4 | 0 | 0 | 9 | 83 | 9 | 9 | |
| HAMBURG | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 25 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | BRISTOL | BMI REGIONAL | S | A | 27 | 0 | 0 | 63 | 11 | 22 | 4 | 0 | 0 | 16 | 90 | 8 | 50 | |
| | BRISTOL | BMI REGIONAL | S | D | 27 | 0 | 0 | 70 | 19 | 11 | 0 | 0 | 0 | 11 | 88 | 9 | 50 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 155 | 0 | 0 | 62 | 15 | 17 | 6 | 0 | 0 | 17 | 84 | 9 | 154 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 155 | 0 | 0 | 67 | 13 | 17 | 3 | 0 | 0 | 14 | 84 | 9 | 154 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 21 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 10 | 82 | 8 | 17 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 21 | 0 | 0 | 81 | 5 | 5 | 10 | 0 | 0 | 13 | 82 | 9 | 17 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 45 | 0 | 2 | 69 | 13 | 11 | 2 | 4 | 0 | 24 | 93 | 3 | 44 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 45 | 0 | 0 | 42 | 31 | 18 | 9 | 0 | 0 | 23 | 70 | 14 | 44 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 67 | 15 | 19 | 0 | 0 | 0 | 15 | 78 | 22 | 27 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 81 | 7 | 11 | 0 | 0 | 0 | 8 | 70 | 22 | 27 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 63 | 19 | 15 | 4 | 0 | 0 | 18 | 74 | 11 | 27 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 81 | 4 | 11 | 4 | 0 | 0 | 11 | 85 | 5 | 27 | |
| | BIRMINGHAM | GERMANWINGS | S | A | 27 | 0 | 0 | 81 | 7 | 4 | 7 | 0 | 0 | 12 | 100 | 1 | 27 | |
| | BIRMINGHAM | GERMANWINGS | S | D | 27 | 0 | 0 | 78 | 4 | 11 | 7 | 0 | 0 | 13 | 93 | 4 | 27 | |
| | HEATHROW | GERMANWINGS | S | A | 85 | 0 | 0 | 76 | 15 | 5 | 4 | 0 | 0 | 11 | 84 | 12 | 85 | |
| | HEATHROW | GERMANWINGS | S | D | 85 | 0 | 0 | 64 | 22 | 11 | 4 | 0 | 0 | 14 | 72 | 16 | 85 | |
| | MANCHESTER | GERMANWINGS | S | A | 49 | 0 | 0 | 65 | 31 | 2 | 0 | 2 | 0 | 16 | 96 | 5 | 49 | |
| | MANCHESTER | GERMANWINGS | S | D | 49 | 0 | 0 | 71 | 18 | 6 | 2 | 2 | 0 | 15 | 90 | 5 | 48 | |
| | SOUTHAMPTON | VLM (BELGIUM) | S | A | 15 | 0 | 0 | 73 | 7 | 7 | 13 | 0 | 0 | 15 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-----------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|----|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| HAMBURG | | | | | | | | | | | | | | | | | | |
| | SOUTHAMPTON | VLM (BELGIUM) | S | D | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | | | 1007 | 0 | 2 | 70 | 15 | 11 | 4 | 0 | 0 | 14 | 84 | 10 | 10 | |
| HANOI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | VIETNAM AIRLINES | S | A | 13 | 0 | 0 | 31 | 23 | 15 | 15 | 0 | 15 | 106 | 0 | 0 | 0 | 0 |
| | HEATHROW | VIETNAM AIRLINES | S | D | 13 | 0 | 0 | 31 | 23 | 31 | 0 | 15 | 0 | 54 | 0 | 0 | 0 | 0 |
| TOTAL HANOI | | | | | 26 | 0 | 0 | 31 | 23 | 23 | 8 | 8 | 8 | 80 | 39 | 39 | 39 | |
| HANOVER | | | | | | | | | | | | | | | | | | |
| | JERSEY | AIR BERLIN | S | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 50 | 15 | 4 | 4 |
| | JERSEY | AIR BERLIN | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 9 | 4 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 91 | 0 | 0 | 75 | 9 | 12 | 4 | 0 | 0 | 13 | 85 | 6 | 93 | 93 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 91 | 0 | 0 | 71 | 13 | 13 | 2 | 0 | 0 | 12 | 81 | 9 | 93 | 93 |
| | BIRMINGHAM | DANISH AIR TRANSPORT | C | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | DANISH AIR TRANSPORT | C | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE LTD | S | A | 31 | 0 | 0 | 77 | 6 | 13 | 3 | 0 | 0 | 12 | 82 | 7 | 50 | 50 |
| | BIRMINGHAM | FLYBE LTD | S | D | 31 | 0 | 0 | 52 | 19 | 26 | 3 | 0 | 0 | 24 | 56 | 22 | 50 | 50 |
| | MANCHESTER | FLYBE LTD | S | A | 27 | 0 | 0 | 89 | 0 | 7 | 4 | 0 | 0 | 6 | 68 | 14 | 31 | 31 |
| | MANCHESTER | FLYBE LTD | S | D | 27 | 0 | 0 | 63 | 22 | 11 | 4 | 0 | 0 | 15 | 74 | 17 | 31 | 31 |
| | STANSTED | GERMANWINGS | S | A | 27 | 0 | 0 | 67 | 22 | 7 | 0 | 4 | 0 | 19 | 81 | 9 | 54 | 54 |
| | STANSTED | GERMANWINGS | S | D | 27 | 0 | 0 | 70 | 22 | 0 | 4 | 4 | 0 | 18 | 85 | 9 | 54 | 54 |
| TOTAL HANOVER | | | | | 380 | 2 | 0 | 73 | 13 | 11 | 3 | 1 | 0 | 13 | 78 | 11 | 11 | |
| HASSI MESSAOUD | | | | | | | | | | | | | | | | | | |
| | STANSTED | TITAN AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | STANSTED | TITAN AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| TOTAL HASSI MESSAOUD | | | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 56 | 17 | 17 | |
| HAUGESUND | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 78 | 9 | 9 | 9 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 9 | 78 | 12 | 9 | 9 |
| TOTAL HAUGESUND | | | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 71 | 11 | 11 | |
| HAVANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 29 | 89 | 7 | 9 | 9 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 33 | 0 | 44 | 22 | 0 | 0 | 42 | 33 | 27 | 9 | 9 |
| TOTAL HAVANA | | | | | 18 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 35 | 61 | 17 | 17 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| HAWARDEN | | | | | | | | | | | | | | | | | | |
| | BRISTOL | BMI REGIONAL | C | A | 23 | 0 | 0 | 91 | 0 | 9 | 0 | 0 | 0 | 3 | 100 | 0 | 23 | |
| | BRISTOL | BMI REGIONAL | C | D | 26 | 1 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 4 | 96 | 1 | 26 | |
| TOTAL HAWARDEN | | | | | 49 | 1 | 0 | 94 | 0 | 4 | 2 | 0 | 0 | 4 | 98 | 1 | 1 | |
| HEATHROW | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (| AER LINGUS | S | A | 93 | 0 | 0 | 88 | 9 | 2 | 0 | 1 | 0 | 7 | 85 | 7 | 93 | |
| | BELFAST CITY (| AER LINGUS | S | D | 93 | 0 | 0 | 90 | 8 | 1 | 0 | 1 | 0 | 7 | 89 | 6 | 93 | |
| | ABERDEEN | BRITISH AIRWAYS PLC | S | A | 242 | 0 | 2 | 57 | 16 | 18 | 9 | 0 | 0 | 22 | 73 | 17 | 249 | |
| | ABERDEEN | BRITISH AIRWAYS PLC | S | D | 242 | 0 | 2 | 65 | 15 | 13 | 7 | 0 | 0 | 21 | 73 | 15 | 248 | |
| | BELFAST CITY (| BRITISH AIRWAYS PLC | S | A | 181 | 0 | 6 | 55 | 23 | 14 | 8 | 0 | 0 | 21 | 71 | 16 | 177 | |
| | BELFAST CITY (| BRITISH AIRWAYS PLC | S | D | 180 | 0 | 7 | 68 | 13 | 14 | 4 | 0 | 0 | 15 | 77 | 12 | 177 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 335 | 0 | 1 | 43 | 23 | 21 | 12 | 1 | 0 | 28 | 68 | 19 | 343 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 333 | 0 | 1 | 52 | 20 | 18 | 9 | 1 | 0 | 24 | 72 | 16 | 342 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 280 | 0 | 1 | 40 | 28 | 23 | 10 | 0 | 0 | 28 | 54 | 24 | 252 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 280 | 0 | 1 | 63 | 15 | 16 | 6 | 0 | 0 | 19 | 73 | 19 | 252 | |
| | LEEDS BRADFO | BRITISH AIRWAYS PLC | S | A | 80 | 0 | 9 | 66 | 18 | 13 | 4 | 0 | 0 | 17 | 80 | 11 | 87 | |
| | LEEDS BRADFO | BRITISH AIRWAYS PLC | S | D | 81 | 0 | 8 | 69 | 14 | 11 | 6 | 0 | 0 | 15 | 83 | 8 | 87 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 235 | 0 | 1 | 39 | 28 | 26 | 7 | 1 | 0 | 28 | 63 | 19 | 263 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 235 | 0 | 1 | 58 | 21 | 16 | 5 | 0 | 0 | 18 | 78 | 11 | 263 | |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 171 | 0 | 1 | 57 | 23 | 10 | 11 | 0 | 0 | 22 | 74 | 19 | 172 | |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 172 | 0 | 0 | 65 | 13 | 11 | 10 | 0 | 0 | 20 | 82 | 11 | 172 | |
| | ABERDEEN | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 93 | 0 | 0 | 94 | 2 | 4 | 0 | 0 | 0 | 5 | 89 | 5 | 93 | |
| | ABERDEEN | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 93 | 0 | 0 | 87 | 9 | 3 | 1 | 0 | 0 | 7 | 84 | 7 | 93 | |
| | EDINBURGH | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 185 | 0 | 1 | 86 | 6 | 3 | 4 | 0 | 0 | 9 | 88 | 7 | 186 | |
| | EDINBURGH | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 185 | 0 | 1 | 82 | 7 | 6 | 4 | 0 | 0 | 10 | 91 | 5 | 186 | |
| TOTAL HEATHROW | | | | | 3789 | 2 | 43 | 61 | 17 | 14 | 7 | 0 | 0 | 19 | 75 | 14 | 14 | |
| HELSINKI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 65 | 21 | 6 | 8 | 0 | 0 | 17 | 82 | 10 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 68 | 16 | 10 | 6 | 0 | 0 | 15 | 82 | 9 | 61 | |
| | HEATHROW | FINNAIR | S | A | 155 | 0 | 0 | 77 | 16 | 6 | 1 | 0 | 0 | 9 | 84 | 7 | 155 | |
| | HEATHROW | FINNAIR | S | D | 155 | 0 | 0 | 81 | 14 | 6 | 0 | 0 | 0 | 7 | 77 | 10 | 155 | |
| | MANCHESTER | FINNAIR | S | A | 62 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 90 | 6 | 62 | |
| | MANCHESTER | FINNAIR | S | D | 62 | 0 | 0 | 71 | 24 | 5 | 0 | 0 | 0 | 11 | 85 | 8 | 62 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 58 | 0 | 0 | 83 | 12 | 5 | 0 | 0 | 0 | 9 | 93 | 6 | 58 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|---------------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | | | | | | | | | | |
| HELSINKI | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 58 | 0 | 0 | 48 | 19 | 26 | 7 | 0 | 0 | 22 | 76 | 27 | 58 |
| TOTAL HELSINKI | | | | | 674 | 1 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 11 | 83 | 10 | 10 |
| HERAKLION | BELFAST INTER | AEGEAN AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 50 | 16 | 4 |
| | BELFAST INTER | AEGEAN AIRLINES | C | D | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 0 | 29 | 4 |
| | EXETER | AEGEAN AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 38 | 0 | 0 | 0 |
| | EXETER | AEGEAN AIRLINES | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 58 | 0 | 0 | 0 |
| | GATWICK | AEGEAN AIRLINES | S | A | 23 | 0 | 0 | 87 | 9 | 0 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | AEGEAN AIRLINES | S | D | 23 | 0 | 0 | 74 | 9 | 13 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 44 | 28 | 22 | 6 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MANCHESTER | CONDOR | S | A | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 71 | 0 | 0 | 0 |
| | MANCHESTER | CONDOR | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 29 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 11 | 0 | 26 | 78 | 10 | 9 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 0 | 11 | 0 | 38 | 89 | 9 | 9 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 67 | 10 | 9 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 56 | 14 | 9 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 52 | 18 | 18 | 13 | 0 | 0 | 27 | 69 | 18 | 59 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 31 | 37 | 19 | 13 | 0 | 0 | 30 | 61 | 22 | 59 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 44 | 11 | 11 | 22 | 11 | 0 | 46 | 67 | 23 | 9 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 22 | 22 | 22 | 22 | 11 | 0 | 58 | 67 | 22 | 9 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 46 | 38 | 0 | 8 | 8 | 0 | 31 | 86 | 14 | 14 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 43 | 29 | 7 | 14 | 7 | 0 | 36 | 86 | 12 | 14 |
| | MANCHESTER | ENTER AIR | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | A | 12 | 0 | 0 | 67 | 8 | 8 | 8 | 8 | 0 | 29 | 62 | 18 | 13 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | D | 13 | 0 | 0 | 54 | 15 | 0 | 23 | 8 | 0 | 41 | 46 | 28 | 13 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 8 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 33 | 9 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 20 | 44 | 28 | 9 |
| | GLASGOW | JET2.COM LTD | S | A | 12 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 15 | 50 | 26 | 12 |
| | GLASGOW | JET2.COM LTD | S | D | 13 | 0 | 0 | 38 | 46 | 15 | 0 | 0 | 0 | 21 | 54 | 22 | 13 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| HERAKLION | | | | | | | | | | | | | | | | | | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 13 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 23 | 85 | 34 | 13 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 13 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 20 | 85 | 41 | 13 | |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 77 | 8 | 0 | 15 | 0 | 0 | 17 | 76 | 14 | 17 | |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 46 | 23 | 15 | 15 | 0 | 0 | 30 | 68 | 24 | 19 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 5 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 100 | 0 | 9 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 16 | 78 | 9 | 9 | |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 13 | 5 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 19 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 7 | 44 | 24 | 9 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 12 | 44 | 37 | 9 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 3 | 5 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 16 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 63 | 35 | 16 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 16 | 0 | 0 | 56 | 25 | 19 | 0 | 0 | 0 | 15 | 53 | 41 | 17 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 78 | 22 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 14 | 78 | 18 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 79 | 16 | 14 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 19 | 57 | 26 | 14 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 12 | 5 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 80 | 19 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 88 | 2 | 8 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 22 | 44 | 33 | 0 | 0 | 0 | 24 | 78 | 9 | 9 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 16 | 100 | 1 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 80 | 5 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 80 | 10 | 5 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 100 | 1 | 9 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 20 | 78 | 8 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 18 | 1 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 11 | 79 | 18 | 19 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| HERAKLION | GATWICK | THOMSON AIRWAYS LTD | C | D | 19 | 0 | 0 | 37 | 21 | 37 | 5 | 0 | 0 | 27 | 55 | 33 | 20 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 4 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 80 | 9 | 5 |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 50 | 16 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 40 | 25 | 24 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 65 | 24 | 12 | 0 | 0 | 0 | 13 | 61 | 25 | 18 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 18 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 61 | 26 | 18 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 0 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 100 | 4 | 5 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 83 | 17 | 6 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 23 | 67 | 19 | 6 |
| TOTAL HERAKLION | | | | | 792 | 1 | 1 | 61 | 21 | 11 | 6 | 1 | 0 | 20 | 70 | 19 | 19 |
| HO CHI MINH CITY | HEATHROW | VIETNAM AIRLINES | S | A | 9 | 0 | 0 | 67 | 0 | 0 | 22 | 0 | 11 | 72 | 0 | 0 | 0 |
| | HEATHROW | VIETNAM AIRLINES | S | D | 9 | 0 | 0 | 67 | 22 | 0 | 0 | 11 | 0 | 29 | 0 | 0 | 0 |
| TOTAL HO CHI MINH CITY | | | | | 18 | 0 | 0 | 67 | 11 | 0 | 11 | 6 | 6 | 50 | 67 | 52 | 52 |
| HOLGUIN (FRANK PAIS) | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 7 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 17 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 75 | 8 | 4 |
| TOTAL HOLGUIN (FRANK PAIS) | | | | | 27 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 5 | 79 | 8 | 8 |
| HONG KONG (CHEK LAP KOK) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 81 | 8 | 10 | 2 | 0 | 0 | 9 | 90 | 19 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 58 | 19 | 16 | 5 | 2 | 0 | 23 | 52 | 41 | 62 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | A | 155 | 0 | 0 | 63 | 15 | 13 | 10 | 0 | 0 | 18 | 76 | 13 | 155 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 155 | 0 | 0 | 72 | 16 | 8 | 3 | 1 | 0 | 13 | 80 | 8 | 155 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | A | 17 | 0 | 0 | 65 | 24 | 12 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 84 | 6 | 3 | 3 | 0 | 3 | 33 | 97 | 1 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 7 | 94 | 3 | 31 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|----------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| HONG KONG (CHEK LAP KOK) | | | | | 530 | 0 | 0 | 71 | 14 | 10 | 5 | 0 | 0 | 16 | 78 | 15 | 15 |
| HOUSTON | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 78 | 8 | 8 | 3 | 0 | 2 | 35 | 82 | 8 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 66 | 20 | 10 | 3 | 0 | 0 | 16 | 65 | 16 | 62 |
| | HEATHROW | UNITED AIRLINES | S | A | 91 | 0 | 1 | 70 | 9 | 10 | 10 | 1 | 0 | 19 | 75 | 14 | 93 |
| | HEATHROW | UNITED AIRLINES | S | D | 91 | 0 | 4 | 68 | 10 | 11 | 10 | 1 | 0 | 21 | 78 | 19 | 92 |
| TOTAL HOUSTON | | | | | 300 | 0 | 5 | 70 | 11 | 10 | 7 | 1 | 0 | 22 | 75 | 15 | 15 |
| HUMBERSIDE | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 79 | 0 | 2 | 87 | 11 | 0 | 1 | 0 | 0 | 6 | 72 | 14 | 82 |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 79 | 0 | 1 | 87 | 9 | 1 | 3 | 0 | 0 | 6 | 82 | 10 | 82 |
| | JERSEY | FLYBE LTD | S | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 61 | 100 | 4 | 4 |
| | JERSEY | FLYBE LTD | S | D | 3 | 0 | 1 | 0 | 33 | 67 | 0 | 0 | 0 | 35 | 25 | 27 | 4 |
| TOTAL HUMBERSIDE | | | | | 165 | 2 | 4 | 84 | 10 | 3 | 2 | 0 | 0 | 8 | 76 | 12 | 12 |
| HURGHADA | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 88 | 13 | 8 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 22 | 33 | 33 | 11 | 0 | 0 | 30 | 75 | 20 | 8 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 27 | 89 | 8 | 9 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 24 | 44 | 24 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 78 | 14 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 44 | 26 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 1 | 0 | 89 | 0 | 0 | 0 | 0 | 11 | 144 | 78 | 20 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 56 | 47 | 9 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 11 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 75 | 28 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 17 | 63 | 24 | 8 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 31 | 38 | 31 | 8 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 13 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 12 | 50 | 27 | 4 |
| TOTAL HURGHADA | | | | | 123 | 1 | 0 | 69 | 16 | 10 | 4 | 0 | 1 | 25 | 67 | 24 | 24 |
| HYDERABAD (RAJIV GHANDI) | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|-----------------------------------------|-------------------|---------------------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| HYDERABAD (RAJIV GHANDI) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 10 | 87 | 9 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 30 | 23 | 17 | 30 | 0 | 0 | 44 | 32 | 42 | 31 |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | | | 60 | 0 | 0 | 55 | 17 | 13 | 15 | 0 | 0 | 27 | 60 | 25 | 25 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IASI | LUTON | TAROM | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 10 | 100 | 0 | 9 |
| | LUTON | TAROM | S | D | 8 | 0 | 0 | 25 | 13 | 63 | 0 | 0 | 0 | 30 | 89 | 5 | 9 |
| TOTAL IASI | | | | | 16 | 0 | 0 | 56 | 6 | 38 | 0 | 0 | 0 | 20 | 94 | 2 | 2 |
| IBIZA | EDINBURGH | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 7 | 100 | 6 | 4 | |
| | EDINBURGH | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 4 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 82 | 0 | 0 | 66 | 11 | 9 | 15 | 0 | 23 | 74 | 14 | 77 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 84 | 0 | 0 | 63 | 14 | 11 | 12 | 0 | 19 | 76 | 15 | 78 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 49 | 0 | 0 | 61 | 12 | 20 | 6 | 0 | 21 | 73 | 15 | 48 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 50 | 0 | 0 | 58 | 20 | 18 | 4 | 0 | 19 | 67 | 17 | 49 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 53 | 18 | 24 | 6 | 0 | 23 | 61 | 15 | 18 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 71 | 12 | 18 | 0 | 0 | 12 | 94 | 2 | 18 | |
| | MANCHESTER | CONDOR | S | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 115 | 75 | 7 | 4 |
| | MANCHESTER | CONDOR | S | D | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 118 | 75 | 12 | 4 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 10 | 100 | 3 | 4 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 11 | 100 | 4 | 4 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 8 | 100 | 2 | 9 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 5 | 100 | 1 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 79 | 0 | 2 | 58 | 15 | 18 | 9 | 0 | 22 | 69 | 23 | 67 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 80 | 0 | 0 | 56 | 16 | 20 | 8 | 0 | 21 | 64 | 23 | 67 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 16 | 38 | 39 | 21 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 50 | 27 | 8 | 15 | 0 | 25 | 50 | 38 | 22 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 53 | 0 | 0 | 83 | 8 | 4 | 6 | 0 | 10 | 75 | 11 | 53 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 53 | 0 | 0 | 87 | 4 | 4 | 6 | 0 | 10 | 85 | 8 | 53 | |
| | MANCHESTER | ENTER AIR | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | MANCHESTER | ENTER AIR | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 37 | 0 | 0 | 0 | |
| | ABERDEEN | EUROPE AIRPOST | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | ABERDEEN | EUROPE AIRPOST | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GLASGOW | EUROPE AIRPOST | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GLASGOW | EUROPE AIRPOST | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | BIRMINGHAM | GERMANIA FLUGGESELLSCHAFT | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | BIRMINGHAM | GERMANIA FLUGGESELLSCHAFT | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 26 | 33 | 19 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| IBIZA | | | | | | | | | | | | | | | | | | |
| | BELFAST INTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 13 | 89 | 4 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 27 | 0 | 0 | 70 | 19 | 11 | 0 | 0 | 0 | 11 | 38 | 26 | 13 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 27 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 10 | 85 | 12 | 13 | |
| | EDINBURGH | JET2.COM LTD | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 57 | 14 | 14 | |
| | EDINBURGH | JET2.COM LTD | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 79 | 9 | 14 | |
| | GLASGOW | JET2.COM LTD | S | A | 22 | 0 | 0 | 45 | 9 | 27 | 18 | 0 | 0 | 34 | 53 | 26 | 17 | |
| | GLASGOW | JET2.COM LTD | S | D | 22 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 14 | 71 | 12 | 17 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 7 | 87 | 6 | 31 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 7 | 90 | 7 | 31 | |
| | MANCHESTER | JET2.COM LTD | S | A | 40 | 0 | 0 | 70 | 13 | 3 | 15 | 0 | 0 | 19 | 77 | 18 | 31 | |
| | MANCHESTER | JET2.COM LTD | S | D | 40 | 0 | 0 | 68 | 10 | 15 | 8 | 0 | 0 | 21 | 71 | 18 | 31 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 26 | 0 | 0 | 73 | 12 | 15 | 0 | 0 | 0 | 12 | 58 | 18 | 26 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 26 | 0 | 0 | 73 | 8 | 19 | 0 | 0 | 0 | 13 | 85 | 10 | 26 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 10 | 96 | 2 | 26 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 7 | 88 | 5 | 26 | |
| | GATWICK | MONARCH AIRLINES | S | A | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 7 | 65 | 11 | 23 | |
| | GATWICK | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 4 | 65 | 24 | 23 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 25 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 5 | 90 | 4 | 21 | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 76 | 11 | 21 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 20 | 78 | 7 | 9 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 39 | 38 | 42 | 8 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 16 | 63 | 24 | 8 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 89 | 3 | 9 | |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 11 | 79 | 8 | 14 | |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 11 | 79 | 12 | 14 | |
| | BRISTOL | RYANAIR | S | A | 14 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 18 | 92 | 3 | 13 | |
| | BRISTOL | RYANAIR | S | D | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 11 | 69 | 14 | 13 | |
| | EAST MIDLAND | RYANAIR | S | A | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 5 | 53 | 22 | 17 | |
| | EAST MIDLAND | RYANAIR | S | D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 56 | 16 | 18 | |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 14 | 78 | 18 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 67 | 14 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 14 | 0 | 0 | 79 | 0 | 14 | 7 | 0 | 0 | 13 | 85 | 8 | 13 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 12 | 100 | 4 | 13 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| IBIZA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR | | S A | 17 | 0 | 0 | 71 | 12 | 12 | 6 | 0 | 0 | 16 | 41 | 28 | 22 | |
| | MANCHESTER | RYANAIR | | S D | 17 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 12 | 82 | 11 | 22 | |
| | STANSTED | RYANAIR | | S A | 39 | 0 | 0 | 77 | 10 | 3 | 10 | 0 | 0 | 14 | 49 | 25 | 51 | |
| | STANSTED | RYANAIR | | S D | 39 | 0 | 0 | 77 | 13 | 8 | 3 | 0 | 0 | 13 | 75 | 13 | 52 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 5 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 39 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 47 | 5 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | | C A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 4 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 19 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 5 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 6 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 78 | 15 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 11 | 89 | 4 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | | C A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 89 | 3 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | | C D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 12 | 89 | 6 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 20 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 27 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | | C A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 78 | 6 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | | C D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 78 | 12 | 9 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 5 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | | C D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 5 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 5 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C A | 12 | 0 | 0 | 75 | 8 | 8 | 8 | 0 | 0 | 18 | 88 | 10 | 17 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C D | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 23 | 88 | 12 | 17 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 80 | 13 | 5 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 13 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | | C A | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 8 | 79 | 6 | 14 | |
| | BRISTOL | THOMSON AIRWAYS LTD | | C D | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 11 | 86 | 9 | 14 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | | C A | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 7 | 92 | 6 | 13 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|---------------------------|-------------------|-------------|----------------------------|-----------|------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IBIZA | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 13 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 8 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 7 | 88 | 7 | 8 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 62 | 8 | 15 | 15 | 0 | 0 | 20 | 77 | 7 | 13 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 9 | 85 | 7 | 13 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 5 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 0 | 5 |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 23 | 0 | 0 | 70 | 9 | 17 | 4 | 0 | 0 | 15 | 58 | 23 | 24 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 27 | 0 | 0 | 63 | 19 | 11 | 7 | 0 | 0 | 17 | 56 | 25 | 25 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 26 | 56 | 23 | 9 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 12 | 67 | 18 | 9 |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 29 | 100 | 0 | 5 |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 22 | 78 | 8 | 9 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 19 | 100 | 3 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 25 | 0 | 0 | 64 | 20 | 12 | 4 | 0 | 0 | 16 | 65 | 22 | 26 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 28 | 0 | 0 | 71 | 25 | 0 | 4 | 0 | 0 | 14 | 67 | 19 | 27 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 10 | 69 | 11 | 13 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 12 | 92 | 4 | 12 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 54 | 15 | 15 | 15 | 0 | 0 | 23 | 67 | 11 | 6 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 20 | 83 | 9 | 6 |
| TOTAL IBIZA | | | | | 1925 | 7 | 2 | 73 | 12 | 10 | 6 | 0 | 0 | 15 | 76 | 14 | 14 |
| ILHA DO SAL C.VERDE | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | HI FLY | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GATWICK | HI FLY | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 134 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 13 | 0 | 1 | 85 | 15 | 0 | 0 | 0 | 0 | 8 | 63 | 43 | 8 |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 14 | 0 | 0 | 50 | 43 | 7 | 0 | 0 | 0 | 16 | 67 | 28 | 9 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Plan (8) | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 12 | 100 | 3 | 5 |
| TOTAL ILHA DO SAL C.VERDE | | | | | 58 | 0 | 1 | 69 | 19 | 10 | 0 | 2 | 0 | 15 | 78 | 23 | 23 |
| INGOLSTADT-MANCHING | | | | | | | | | | | | | | | | | |
| INNSBRUCK | EDINBURGH | AUSTRIAN AIRLINES | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | EDINBURGH | AUSTRIAN AIRLINES | C | D | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | BIRMINGHAM | DENIM AIR | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| | BIRMINGHAM | DENIM AIR | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 103 | 0 | 0 | 0 |
| | MANCHESTER | DENIM AIR | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| | MANCHESTER | DENIM AIR | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 61 | 11 | 22 | 0 | 6 | 0 | 28 | 55 | 32 | 11 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 50 | 28 | 11 | 11 | 0 | 0 | 23 | 55 | 27 | 11 |
| | MANCHESTER | FLYBE LTD | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 4 | 50 | 31 | 8 | 8 |
| | MANCHESTER | FLYBE LTD | C | D | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 18 | 38 | 45 | 8 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 78 | 9 | 9 |
| | BRISTOL | TYROLEAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 2 | 4 |
| | BRISTOL | TYROLEAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 17 | 50 | 12 | 4 |
| TOTAL INNSBRUCK | | | | | 100 | 0 | 0 | 59 | 22 | 13 | 4 | 1 | 1 | 22 | 71 | 19 | 19 |
| INVERNESS | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 77 | 10 | 6 | 3 | 3 | 0 | 17 | 81 | 13 | 31 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 71 | 13 | 10 | 6 | 0 | 0 | 17 | 84 | 10 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 67 | 0 | 0 | 63 | 9 | 16 | 10 | 1 | 0 | 23 | 68 | 31 | 62 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 67 | 0 | 0 | 36 | 21 | 27 | 16 | 0 | 0 | 30 | 44 | 36 | 62 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 71 | 19 | 3 | 6 | 0 | 0 | 15 | 65 | 15 | 31 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 13 | 65 | 14 | 31 |
| | BELFAST CITY (| FLYBE LTD | S | A | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 6 | 81 | 9 | 27 |
| | BELFAST CITY (| FLYBE LTD | S | D | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 7 | 85 | 10 | 27 |
| | BIRMINGHAM | FLYBE LTD | S | A | 31 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 5 | 75 | 11 | 44 |
| | BIRMINGHAM | FLYBE LTD | S | D | 31 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 10 | 49 | 27 | 45 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|----------------------------------|-------------------|------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| INVERNESS | | | | | | | | | | | | | | | | | | |
| | JERSEY | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 25 | 25 | 4 | |
| | JERSEY | FLYBE LTD | S | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 33 | 0 | 37 | 4 | |
| | MANCHESTER | FLYBE LTD | S | A | 83 | 1 | 0 | 52 | 24 | 13 | 10 | 1 | 0 | 26 | 88 | 8 | 58 | |
| | MANCHESTER | FLYBE LTD | S | D | 84 | 0 | 0 | 35 | 31 | 23 | 12 | 0 | 0 | 32 | 64 | 17 | 58 | |
| TOTAL INVERNESS | | | | | 550 | 9 | 0 | 61 | 17 | 14 | 8 | 1 | 0 | 21 | 68 | 19 | 19 | |
| IRELAND WEST(KNOCK) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AER LINGUS | S | A | 31 | 0 | 0 | 42 | 6 | 35 | 16 | 0 | 0 | 32 | 77 | 21 | 31 | |
| | GATWICK | AER LINGUS | S | D | 31 | 0 | 0 | 55 | 19 | 23 | 3 | 0 | 0 | 18 | 68 | 23 | 31 | |
| | MANCHESTER | FLYBE LTD | S | A | 22 | 0 | 0 | 59 | 14 | 18 | 5 | 0 | 5 | 41 | 68 | 24 | 31 | |
| | MANCHESTER | FLYBE LTD | S | D | 22 | 0 | 0 | 77 | 5 | 9 | 9 | 0 | 0 | 20 | 61 | 22 | 31 | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 1 | 85 | 8 | 0 | 0 | 8 | 0 | 24 | 85 | 9 | 13 | |
| | BRISTOL | RYANAIR | S | D | 14 | 0 | 0 | 86 | 7 | 0 | 0 | 7 | 0 | 25 | 92 | 5 | 13 | |
| | EAST MIDLAND | RYANAIR | S | A | 23 | 0 | 0 | 57 | 26 | 13 | 4 | 0 | 0 | 19 | 77 | 10 | 22 | |
| | EAST MIDLAND | RYANAIR | S | D | 23 | 0 | 0 | 48 | 26 | 22 | 4 | 0 | 0 | 22 | 73 | 13 | 22 | |
| | LIVERPOOL (JO) | RYANAIR | S | A | 21 | 0 | 0 | 71 | 19 | 5 | 5 | 0 | 0 | 16 | 84 | 8 | 31 | |
| | LIVERPOOL (JO) | RYANAIR | S | D | 21 | 0 | 0 | 62 | 33 | 5 | 0 | 0 | 0 | 12 | 77 | 9 | 31 | |
| | LUTON | RYANAIR | S | A | 40 | 0 | 0 | 88 | 8 | 3 | 3 | 0 | 0 | 6 | 76 | 9 | 38 | |
| | LUTON | RYANAIR | S | D | 40 | 0 | 0 | 78 | 20 | 0 | 3 | 0 | 0 | 10 | 74 | 12 | 39 | |
| | STANSTED | RYANAIR | S | A | 49 | 0 | 0 | 86 | 8 | 4 | 2 | 0 | 0 | 7 | 73 | 14 | 48 | |
| | STANSTED | RYANAIR | S | D | 49 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 7 | 81 | 11 | 48 | |
| TOTAL IRELAND WEST(KNOCK) | | | | | 399 | 1 | 1 | 71 | 14 | 10 | 4 | 1 | 0 | 16 | 75 | 15 | 15 | |
| IRKUTSK | | | | | | | | | | | | | | | | | | |
| ISLAMABAD | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | PAKISTAN INTL AIRLINES | S | A | 13 | 0 | 0 | 77 | 8 | 0 | 8 | 8 | 0 | 28 | 43 | 27 | 14 | |
| | BIRMINGHAM | PAKISTAN INTL AIRLINES | S | D | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 25 | 57 | 27 | 14 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 17 | 0 | 0 | 47 | 41 | 12 | 0 | 0 | 0 | 18 | 41 | 47 | 17 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 17 | 0 | 0 | 71 | 12 | 6 | 12 | 0 | 0 | 16 | 59 | 25 | 17 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 21 | 0 | 0 | 62 | 5 | 14 | 14 | 0 | 5 | 58 | 71 | 30 | 14 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 21 | 0 | 0 | 43 | 19 | 14 | 19 | 0 | 5 | 69 | 56 | 28 | 16 | |
| | GATWICK | TITAN AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 32 | 0 | 22 | 1 | |
| TOTAL ISLAMABAD | | | | | 104 | 0 | 0 | 59 | 16 | 11 | 12 | 1 | 2 | 39 | 54 | 31 | 31 | |
| ISLAY | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|---------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ISLAY | GLASGOW | LOGANAIR | S | A | 56 | 0 | 0 | 73 | 9 | 11 | 7 | 0 | 0 | 16 | 87 | 7 | 54 |
| | GLASGOW | LOGANAIR | S | D | 56 | 0 | 0 | 68 | 11 | 4 | 18 | 0 | 0 | 22 | 87 | 9 | 54 |
| TOTAL ISLAY | | | | | 112 | 0 | 0 | 71 | 10 | 7 | 13 | 0 | 0 | 19 | 87 | 8 | 8 |
| ISLE OF MAN | LONDON CITY | BA CITYFLYER LTD | S | A | 86 | 0 | 0 | 92 | 2 | 2 | 1 | 1 | 1 | 22 | 94 | 2 | 84 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 86 | 0 | 0 | 90 | 2 | 3 | 1 | 2 | 1 | 25 | 92 | 3 | 84 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 51 | 0 | 0 | 41 | 33 | 18 | 6 | 2 | 0 | 25 | 73 | 27 | 45 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 51 | 0 | 0 | 43 | 27 | 20 | 8 | 2 | 0 | 27 | 71 | 27 | 45 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 84 | 6 | 3 | 6 | 0 | 0 | 11 | 94 | 2 | 31 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 1 | 0 | 84 | 3 | 6 | 6 | 0 | 0 | 11 | 90 | 3 | 31 |
| | JERSEY | ESTONIAN AIR | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE LTD | S | A | 33 | 1 | 1 | 91 | 3 | 3 | 3 | 0 | 0 | 9 | 89 | 8 | 35 |
| | BIRMINGHAM | FLYBE LTD | S | D | 35 | 0 | 0 | 60 | 17 | 9 | 14 | 0 | 0 | 20 | 66 | 21 | 35 |
| | LIVERPOOL (JO | FLYBE LTD | S | A | 84 | 0 | 1 | 79 | 10 | 6 | 6 | 0 | 0 | 12 | 79 | 9 | 81 |
| | LIVERPOOL (JO | FLYBE LTD | S | D | 84 | 0 | 1 | 75 | 13 | 6 | 6 | 0 | 0 | 14 | 76 | 12 | 80 |
| | MANCHESTER | FLYBE LTD | S | A | 135 | 0 | 1 | 77 | 7 | 8 | 8 | 0 | 0 | 15 | 71 | 16 | 136 |
| | MANCHESTER | FLYBE LTD | S | D | 133 | 0 | 2 | 70 | 11 | 12 | 8 | 0 | 0 | 17 | 65 | 17 | 136 |
| | STANSTED | FLYBE LTD | S | A | 77 | 0 | 1 | 84 | 4 | 5 | 6 | 0 | 0 | 13 | 0 | 0 | 0 |
| | STANSTED | FLYBE LTD | S | D | 77 | 0 | 1 | 83 | 5 | 6 | 5 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BELFAST CITY (| VANAIR EUROPE AS | S | A | 42 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 4 | 84 |
| | BELFAST CITY (| VANAIR EUROPE AS | S | D | 50 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 2 | 92 | 5 | 84 |
| | GLASGOW | VANAIR EUROPE AS | S | A | 49 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 3 | 94 | 5 | 16 |
| | GLASGOW | VANAIR EUROPE AS | S | D | 49 | 0 | 0 | 96 | 0 | 0 | 2 | 2 | 0 | 8 | 94 | 3 | 16 |
| | NEWCASTLE | VANAIR EUROPE AS | S | A | 19 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 8 |
| | NEWCASTLE | VANAIR EUROPE AS | S | D | 19 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 8 |
| TOTAL ISLE OF MAN | | | | | 1262 | 3 | 26 | 80 | 8 | 6 | 5 | 0 | 0 | 14 | 82 | 10 | 10 |
| ISLES OF SCILLY (ST.MARYS | | | | | | | | | | | | | | | | | |
| ISTANBUL | LUTON | ATLASJET INTERNATIONAL | S | A | 38 | 0 | 0 | 53 | 32 | 16 | 0 | 0 | 0 | 17 | 90 | 4 | 31 |
| | LUTON | ATLASJET INTERNATIONAL | S | D | 38 | 0 | 0 | 18 | 34 | 32 | 16 | 0 | 0 | 36 | 32 | 27 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 51 | 23 | 16 | 11 | 0 | 0 | 25 | 77 | 10 | 91 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|---------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Matched | Unmatched |
| ISTANBUL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 61 | 18 | 10 | 11 | 0 | 0 | 23 | 78 | 10 | 92 | |
| | BIRMINGHAM | THY TURKISH AIRLINES | S | A | 53 | 0 | 0 | 75 | 21 | 4 | 0 | 0 | 0 | 10 | 98 | 1 | 44 | |
| | BIRMINGHAM | THY TURKISH AIRLINES | S | D | 53 | 0 | 0 | 68 | 25 | 8 | 0 | 0 | 0 | 14 | 86 | 7 | 44 | |
| | EDINBURGH | THY TURKISH AIRLINES | S | A | 40 | 0 | 0 | 78 | 15 | 8 | 0 | 0 | 0 | 8 | 90 | 4 | 39 | |
| | EDINBURGH | THY TURKISH AIRLINES | S | D | 40 | 0 | 0 | 68 | 23 | 5 | 5 | 0 | 0 | 14 | 92 | 9 | 39 | |
| | GATWICK | THY TURKISH AIRLINES | S | A | 93 | 0 | 0 | 63 | 24 | 13 | 0 | 0 | 0 | 13 | 91 | 5 | 93 | |
| | GATWICK | THY TURKISH AIRLINES | S | D | 93 | 0 | 0 | 47 | 24 | 26 | 2 | 1 | 0 | 23 | 86 | 7 | 93 | |
| | HEATHROW | THY TURKISH AIRLINES | S | A | 136 | 0 | 0 | 60 | 18 | 16 | 5 | 0 | 0 | 18 | 79 | 11 | 136 | |
| | HEATHROW | THY TURKISH AIRLINES | S | D | 136 | 0 | 0 | 54 | 19 | 18 | 9 | 0 | 0 | 22 | 61 | 15 | 136 | |
| | MANCHESTER | THY TURKISH AIRLINES | S | A | 93 | 0 | 0 | 56 | 29 | 13 | 2 | 0 | 0 | 16 | 82 | 6 | 62 | |
| | MANCHESTER | THY TURKISH AIRLINES | S | D | 93 | 0 | 0 | 54 | 31 | 12 | 3 | 0 | 0 | 18 | 79 | 9 | 62 | |
| TOTAL ISTANBUL | | | | | 1092 | 0 | 0 | 57 | 23 | 15 | 5 | 0 | 0 | 19 | 79 | 9 | 9 | |
| ISTANBUL (SABIHA GOKCEN) | | | | | | | | | | | | | | | | | | |
| | GATWICK | PEGASUS AIRLINES | S | A | 27 | 0 | 0 | 67 | 19 | 15 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | PEGASUS AIRLINES | S | D | 27 | 0 | 0 | 4 | 19 | 33 | 44 | 0 | 0 | 54 | 0 | 0 | 0 | |
| | STANSTED | PEGASUS AIRLINES | S | A | 70 | 0 | 0 | 71 | 14 | 10 | 4 | 0 | 0 | 12 | 69 | 14 | 71 | |
| | STANSTED | PEGASUS AIRLINES | S | D | 73 | 0 | 0 | 25 | 15 | 19 | 38 | 0 | 3 | 64 | 44 | 24 | 75 | |
| | GATWICK | THY TURKISH AIRLINES | S | A | 31 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 11 | 77 | 9 | 31 | |
| | GATWICK | THY TURKISH AIRLINES | S | D | 31 | 0 | 0 | 55 | 29 | 16 | 0 | 0 | 0 | 17 | 74 | 12 | 31 | |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | | | 262 | 2 | 0 | 48 | 18 | 16 | 17 | 0 | 1 | 32 | 62 | 16 | 16 | |
| IZMIR (ADNAN MENDERES) | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 55 | 32 | 5 | 9 | 0 | 0 | 21 | 72 | 11 | 18 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 45 | 41 | 5 | 9 | 0 | 0 | 24 | 67 | 15 | 18 | |
| | STANSTED | PEGASUS AIRLINES | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 7 | 13 | |
| | STANSTED | PEGASUS AIRLINES | S | D | 13 | 0 | 0 | 46 | 23 | 31 | 0 | 0 | 0 | 23 | 69 | 16 | 13 | |
| | LUTON | SUNEXPRESS | S | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | LUTON | SUNEXPRESS | S | D | 6 | 0 | 0 | 17 | 17 | 67 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 75 | 25 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 25 | 40 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 18 | 67 | 122 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 33 | 56 | 0 | 11 | 0 | 0 | 30 | 56 | 123 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 78 | 13 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 14 | 56 | 30 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|-------------------------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| IZMIR (ADNAN MENDERES) | | | | | | | | | | | | | | | | | | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 100 | 0 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 32 | 25 | 57 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 50 | 56 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 50 | 21 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 28 | 75 | 10 | 4 | |
| TOTAL IZMIR (ADNAN MENDERES) | | | | | 160 | 0 | 0 | 61 | 23 | 13 | 4 | 0 | 0 | 17 | 69 | 31 | 31 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|---------------------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| JAKARTA (SOEKARNO-HATT) | | | | | | | | | | | | | | | | | | |
| | GATWICK | GARUDA INDONESIA | S | A | 19 | 0 | 0 | 79 | 0 | 16 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | GARUDA INDONESIA | S | D | 19 | 0 | 0 | 63 | 21 | 11 | 5 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | | | 38 | 0 | 0 | 71 | 11 | 13 | 5 | 0 | 0 | 16 | 0 | 0 | 0 | |
| JEDDAH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 1 | 28 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 10 | 75 | 10 | 28 | | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 31 | 0 | 0 | 55 | 29 | 13 | 3 | 0 | 17 | 84 | 12 | 31 | | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 7 | 87 | 5 | 31 | | |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | A | 17 | 0 | 0 | 59 | 35 | 0 | 6 | 0 | 14 | 100 | 2 | 14 | | |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | D | 17 | 0 | 0 | 59 | 18 | 18 | 0 | 0 | 6 | 105 | 50 | 17 | 14 | |
| TOTAL JEDDAH | | | | | 147 | 3 | 0 | 72 | 20 | 5 | 1 | 0 | 1 | 21 | 76 | 13 | 13 | |
| JERBA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 52 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 22 | 60 | 9 | 5 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | |
| TOTAL JERBA | | | | | 11 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 7 | 54 | 74 | 74 | | |
| JEREZ | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 56 | 17 | 22 | 6 | 0 | 19 | 35 | 28 | 17 | | |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 22 | 71 | 17 | 17 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 15 | 75 | 25 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 17 | 75 | 23 | 4 | | |
| TOTAL JEREZ | | | | | 46 | 0 | 0 | 57 | 13 | 24 | 7 | 0 | 20 | 57 | 23 | 23 | | |
| JERSEY | | | | | | | | | | | | | | | | | | |
| | BRISTOL | BLUE ISLANDS LIMITED | S | A | 54 | 0 | 0 | 72 | 17 | 9 | 2 | 0 | 11 | 81 | 13 | 54 | | |
| | BRISTOL | BLUE ISLANDS LIMITED | S | D | 53 | 0 | 0 | 62 | 26 | 9 | 2 | 0 | 15 | 78 | 14 | 54 | | |
| | LONDON CITY | BLUE ISLANDS LIMITED | S | A | 72 | 0 | 1 | 93 | 4 | 3 | 0 | 0 | 3 | 88 | 7 | 50 | | |
| | LONDON CITY | BLUE ISLANDS LIMITED | S | D | 72 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 7 | 86 | 8 | 50 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 167 | 0 | 0 | 62 | 21 | 14 | 3 | 1 | 18 | 74 | 16 | 169 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 167 | 0 | 0 | 63 | 20 | 14 | 3 | 1 | 19 | 64 | 19 | 169 | | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 89 | 9 | 9 | | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 5 | 89 | 5 | 9 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 93 | 0 | 0 | 49 | 17 | 26 | 6 | 1 | 24 | 76 | 12 | 93 | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|---|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | 93 | 0 | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| JERSEY | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 93 | 0 | 0 | 46 | 22 | 22 | 10 | 1 | 0 | 26 | 74 | 13 | 93 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 4 | 14 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 3 | 14 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 48 | 0 | 0 | 81 | 13 | 0 | 4 | 2 | 0 | 15 | 64 | 19 | 39 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 48 | 0 | 0 | 79 | 19 | 0 | 2 | 0 | 0 | 9 | 77 | 17 | 39 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 67 | 26 | 9 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 89 | 22 | 9 | |
| | ABERDEEN | FLYBE LTD | S | A | 4 | 1 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 29 | 100 | 3 | 4 | |
| | ABERDEEN | FLYBE LTD | S | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 34 | 75 | 6 | 4 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 66 | 0 | 0 | 83 | 6 | 5 | 6 | 0 | 0 | 10 | 87 | 10 | 70 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 58 | 0 | 0 | 66 | 17 | 7 | 10 | 0 | 0 | 27 | 86 | 11 | 43 | |
| | BOURNEMOUT | FLYBE LTD | S | A | 35 | 0 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | BOURNEMOUT | FLYBE LTD | S | D | 35 | 0 | 0 | 83 | 9 | 6 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 12 | 100 | 4 | 4 | |
| | CARDIFF WALE | FLYBE LTD | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 50 | 14 | 4 | |
| | DONCASTER S | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 75 | 19 | 4 | |
| | DONCASTER S | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 75 | 22 | 4 | |
| | DURHAM TEES | FLYBE LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 50 | 35 | 4 | |
| | DURHAM TEES | FLYBE LTD | S | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 31 | 50 | 35 | 4 | |
| | EAST MIDLAND | FLYBE LTD | S | A | 30 | 0 | 1 | 73 | 3 | 10 | 13 | 0 | 0 | 18 | 90 | 6 | 31 | |
| | EAST MIDLAND | FLYBE LTD | S | D | 30 | 0 | 1 | 67 | 13 | 3 | 17 | 0 | 0 | 20 | 94 | 6 | 31 | |
| | EDINBURGH | FLYBE LTD | S | A | 14 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 18 | 25 | 18 | 4 | |
| | EDINBURGH | FLYBE LTD | S | D | 14 | 0 | 0 | 57 | 14 | 21 | 7 | 0 | 0 | 24 | 50 | 17 | 4 | |
| | EXETER | FLYBE LTD | S | A | 28 | 3 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 25 | 1 | 1 | 96 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GLASGOW | FLYBE LTD | S | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 36 | 25 | 24 | 4 | |
| | GLASGOW | FLYBE LTD | S | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 32 | 50 | 18 | 4 | |
| | LEEDS BRADFO | FLYBE LTD | S | D | 48 | 0 | 0 | 90 | 6 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 49 | 0 | 0 | 84 | 2 | 8 | 4 | 2 | 0 | 16 | 77 | 21 | 39 | |
| | MANCHESTER | FLYBE LTD | S | D | 49 | 0 | 0 | 80 | 10 | 4 | 4 | 2 | 0 | 16 | 67 | 22 | 39 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 145 | 0 | 2 | 86 | 7 | 3 | 3 | 0 | 1 | 18 | 78 | 13 | 137 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 146 | 0 | 2 | 84 | 8 | 5 | 4 | 0 | 0 | 10 | 73 | 14 | 136 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 5 | 50 | 17 | 14 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|---------------------------|-------------------|-----------------------------|-------------------|-------------|----------------------------|----------|------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| JERSEY | LEEDS BRADFO | JET2.COM LTD | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 79 | 8 | 14 |
| TOTAL JERSEY | | | | | 1801 | 5 | 8 | 74 | 12 | 9 | 4 | 0 | 0 | 15 | 78 | 13 | 13 |
| JOENSUU | | | | | | | | | | | | | | | | | |
| JOHANNESBURG | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 3 | 92 | 11 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 55 | 21 | 13 | 11 | 0 | 0 | 24 | 47 | 44 | 62 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 62 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 90 | 5 | 62 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 62 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 87 | 5 | 62 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 84 | 10 | 0 | 0 | 3 | 3 | 35 | 97 | 1 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 68 | 19 | 6 | 0 | 0 | 6 | 75 | 97 | 4 | 31 |
| TOTAL JOHANNESBURG | | | | | 310 | 0 | 0 | 82 | 11 | 4 | 2 | 0 | 1 | 18 | 83 | 14 | 14 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| KALAMATA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 32 | 25 | 16 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 0 | 4 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 0 | 53 | 18 | 18 | 12 | 0 | 0 | 24 | 92 | 7 | 12 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 17 | 0 | 0 | 59 | 29 | 0 | 12 | 0 | 0 | 21 | 92 | 3 | 12 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 48 | 50 | 79 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 27 | 50 | 85 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 50 | 31 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 15 | 50 | 49 | 4 | |
| TOTAL KALAMATA | | | | | 66 | 0 | 0 | 48 | 30 | 14 | 8 | 0 | 0 | 23 | 73 | 23 | 23 | |
| KANSAS CITY | | | | | | | | | | | | | | | | | | |
| KARACHI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 7 | 0 | 0 | 29 | 14 | 14 | 43 | 0 | 0 | 50 | 25 | 71 | 8 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 14 | 0 | 0 | 43 | 21 | 7 | 29 | 0 | 0 | 34 | 63 | 14 | 8 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | |
| TOTAL KARACHI | | | | | 23 | 0 | 0 | 35 | 17 | 17 | 30 | 0 | 0 | 40 | 44 | 42 | 42 | |
| KARLSRUHE/BADEN BADEN | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 0 | 3 | 0 | 10 | 88 | 4 | 17 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 61 | 19 | 16 | 3 | 0 | 0 | 17 | 94 | 9 | 17 | |
| TOTAL KARLSRUHE/BADEN BADEN | | | | | 62 | 0 | 0 | 77 | 11 | 8 | 2 | 2 | 0 | 13 | 91 | 7 | 7 | |
| KATOWICE | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 63 | 11 | 8 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 16 | 25 | 23 | 8 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 71 | 23 | 3 | 3 | 0 | 0 | 12 | 77 | 20 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 10 | 71 | 14 | 31 | |
| | BELFAST INTER | WIZZ AIR | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | BELFAST INTER | WIZZ AIR | S | D | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | BRISTOL | WIZZ AIR | S | A | 12 | 0 | 0 | 58 | 17 | 17 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | BRISTOL | WIZZ AIR | S | D | 12 | 0 | 0 | 25 | 42 | 25 | 8 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | DONCASTER S | WIZZ AIR | S | A | 23 | 0 | 0 | 70 | 17 | 9 | 4 | 0 | 0 | 14 | 71 | 18 | 17 | |
| | DONCASTER S | WIZZ AIR | S | D | 23 | 0 | 0 | 39 | 48 | 4 | 9 | 0 | 0 | 21 | 71 | 21 | 17 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|-----------------------|-------------------|-----------------------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| KATOWICE | | | | | | | | | | | | | | | | | | |
| | GLASGOW | WIZZ AIR | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GLASGOW | WIZZ AIR | S | D | 9 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 93 | 0 | 0 | 75 | 10 | 5 | 8 | 2 | 0 | 19 | 89 | 15 | 62 | |
| | LUTON | WIZZ AIR | S | D | 93 | 0 | 0 | 43 | 28 | 12 | 13 | 4 | 0 | 36 | 44 | 36 | 62 | |
| TOTAL KATOWICE | | | | | 370 | 0 | 0 | 60 | 21 | 10 | 7 | 2 | 0 | 21 | 67 | 22 | 22 | |
| KAUNAS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 2 | 9 | |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 89 | 3 | 9 | |
| | BRISTOL | RYANAIR | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 88 | 5 | 8 | |
| | BRISTOL | RYANAIR | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 11 | 88 | 11 | 8 | |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 78 | 5 | 9 | |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 15 | 67 | 11 | 9 | |
| | GATWICK | RYANAIR | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 22 | |
| | GATWICK | RYANAIR | S | D | 14 | 0 | 0 | 50 | 36 | 14 | 0 | 0 | 0 | 17 | 55 | 20 | 22 | |
| | LUTON | RYANAIR | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 55 | 27 | 31 | |
| | LUTON | RYANAIR | S | D | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 10 | 29 | 38 | 31 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 82 | 6 | 34 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 8 | 69 | 10 | 35 | |
| TOTAL KAUNAS | | | | | 184 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 7 | 69 | 15 | 15 | |
| KAVALA | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 3 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 78 | 5 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 22 | 67 | 14 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 4 | |
| TOTAL KAVALA | | | | | 38 | 0 | 0 | 79 | 11 | 8 | 3 | 0 | 0 | 9 | 88 | 5 | 5 | |
| KAZAN | | | | | | | | | | | | | | | | | | |
| KEFALLINIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 26 | 15 | 41 | 19 | 0 | 0 | 37 | 67 | 19 | 21 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 30 | 7 | 44 | 19 | 0 | 0 | 39 | 62 | 19 | 21 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|----|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| KEFALLINIA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | ENTER AIR | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | ENTER AIR | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 57 | 0 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 52 | 0 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE LTD | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE LTD | C | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 8 | 0 | 0 | 25 | 0 | 38 | 38 | 0 | 0 | 65 | 75 | 15 | 4 | 4 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 8 | 0 | 0 | 25 | 0 | 13 | 63 | 0 | 0 | 74 | 75 | 12 | 4 | 4 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 49 | 50 | 12 | 4 | 4 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 53 | 50 | 15 | 4 | 4 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 32 | 0 | 0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 36 | 0 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 5 | 5 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 0 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 80 | 5 | 5 | 5 |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 54 | 16 | 13 | 13 |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 62 | 15 | 13 | 13 |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 40 | 50 | 16 | 4 | 4 |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 58 | 50 | 14 | 4 | 4 |
| | MANCHESTER | SMALL PLANET AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 |
| | MANCHESTER | SMALL PLANET AIRLINES | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 48 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 5 | 5 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 31 | 60 | 9 | 5 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 10 | 89 | 6 | 9 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 89 | 6 | 9 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 22 | 44 | 48 | 9 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 41 | 22 | 66 | 9 | 9 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 21 | 4 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|-------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|---------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| KEFALLINIA | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 29 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 39 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 15 | 0 | 67 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 28 | 80 | 10 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 11 | 22 | 44 | 22 | 0 | 0 | 44 | 60 | 24 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 23 | 60 | 147 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 40 | 80 | 13 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 80 | 11 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 60 | 25 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 38 | 23 | 31 | 8 | 0 | 0 | 33 | 79 | 8 | 14 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 23 | 38 | 15 | 23 | 0 | 0 | 42 | 57 | 17 | 14 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 19 | 5 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 40 | 29 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 59 | 24 | 6 | 12 | 0 | 0 | 20 | 83 | 7 | 18 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 47 | 18 | 18 | 18 | 0 | 0 | 30 | 74 | 17 | 19 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 100 | 3 | 5 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 34 | 80 | 11 | 5 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 100 | 4 | 3 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 40 | 100 | 0 | 3 | |
| TOTAL KEFALLINIA | | | | | 377 | 0 | 0 | 45 | 16 | 24 | 14 | 0 | 0 | 30 | 67 | 19 | 19 | |
| KEFLAVIK | | | | | | | | | | | | | | | | | | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 9 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 19 | 89 | 6 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 24 | 78 | 9 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 72 | 28 | 0 | 0 | 0 | 0 | 7 | 84 | 15 | 19 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 12 | 72 | 14 | 18 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 21 | 93 | 6 | 14 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 77 | 8 | 8 | 0 | 8 | 0 | 21 | 100 | 4 | 14 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------------|-------------------|--------------------------------|-------------------|-------------|---------------|----------|-----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|--|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | | |
| KEFLAVIK | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | ICELANDAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | ICELANDAIR | S | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | |
| | GATWICK | ICELANDAIR | S | A | 26 | 0 | 0 | 35 | 42 | 19 | 4 | 0 | 0 | 21 | 56 | 19 | 18 | 18 | |
| | GATWICK | ICELANDAIR | S | D | 26 | 0 | 0 | 46 | 27 | 23 | 4 | 0 | 0 | 22 | 50 | 20 | 18 | 18 | |
| | GLASGOW | ICELANDAIR | S | A | 23 | 0 | 0 | 39 | 22 | 4 | 35 | 0 | 0 | 60 | 36 | 51 | 22 | 22 | |
| | GLASGOW | ICELANDAIR | S | D | 22 | 0 | 0 | 73 | 5 | 18 | 5 | 0 | 0 | 16 | 68 | 16 | 22 | 22 | |
| | HEATHROW | ICELANDAIR | S | A | 62 | 0 | 0 | 45 | 32 | 21 | 2 | 0 | 0 | 18 | 56 | 22 | 62 | 62 | |
| | HEATHROW | ICELANDAIR | S | D | 62 | 0 | 0 | 39 | 24 | 32 | 5 | 0 | 0 | 24 | 57 | 21 | 61 | 61 | |
| | MANCHESTER | ICELANDAIR | S | A | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 10 | 62 | 27 | 13 | 13 | |
| | MANCHESTER | ICELANDAIR | S | D | 14 | 0 | 0 | 71 | 7 | 21 | 0 | 0 | 0 | 12 | 77 | 18 | 13 | 13 | |
| | GATWICK | WOW AIR | S | A | 36 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 11 | 93 | 5 | 44 | 44 | |
| | GATWICK | WOW AIR | S | D | 36 | 0 | 0 | 58 | 36 | 3 | 3 | 0 | 0 | 15 | 89 | 7 | 44 | 44 | |
| TOTAL KEFLAVIK | | | | | 475 | 2 | 0 | 57 | 23 | 14 | 5 | 0 | 0 | 19 | 71 | 19 | 19 | 19 | |
| KERRY COUNTY | | | | | | | | | | | | | | | | | | | |
| | LUTON | RYANAIR | S | A | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 11 | 87 | 8 | 31 | 31 | |
| | LUTON | RYANAIR | S | D | 31 | 0 | 0 | 74 | 16 | 3 | 3 | 3 | 0 | 15 | 87 | 9 | 31 | 31 | |
| | STANSTED | RYANAIR | S | A | 23 | 0 | 0 | 61 | 9 | 17 | 13 | 0 | 0 | 22 | 86 | 10 | 22 | 22 | |
| | STANSTED | RYANAIR | S | D | 23 | 0 | 0 | 70 | 4 | 22 | 4 | 0 | 0 | 17 | 86 | 11 | 22 | 22 | |
| TOTAL KERRY COUNTY | | | | | 108 | 0 | 0 | 74 | 8 | 11 | 6 | 1 | 0 | 16 | 87 | 9 | 9 | 9 | |
| KIEV (BORISPOL) | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 47 | 43 | 10 | 0 | 0 | 0 | 18 | 80 | 12 | 25 | 25 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 4 | 88 | 7 | 25 | 25 | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | A | 61 | 0 | 0 | 34 | 44 | 20 | 2 | 0 | 0 | 23 | 65 | 15 | 54 | 54 | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | D | 61 | 0 | 0 | 41 | 11 | 30 | 16 | 2 | 0 | 33 | 32 | 32 | 53 | 53 | |
| TOTAL KIEV (BORISPOL) | | | | | 183 | 0 | 0 | 48 | 27 | 19 | 6 | 1 | 0 | 22 | 60 | 19 | 19 | 19 | |
| KIEV (ZHULYANY) | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 62 | 12 | 13 | 13 | |
| | LUTON | WIZZ AIR | S | D | 9 | 0 | 0 | 33 | 56 | 11 | 0 | 0 | 0 | 21 | 54 | 18 | 13 | 13 | |
| TOTAL KIEV (ZHULYANY) | | | | | 18 | 0 | 0 | 61 | 33 | 6 | 0 | 0 | 0 | 12 | 58 | 15 | 15 | 15 | |
| KINGSTON | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 71 | 12 | 18 | 0 | 0 | 0 | 12 | 50 | 35 | 18 | 18 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| KINGSTON | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 41 | 24 | 18 | 18 | 0 | 0 | 29 | 18 | 32 | 17 |
| TOTAL KINGSTON | | | | | 34 | 0 | 0 | 56 | 18 | 18 | 9 | 0 | 0 | 21 | 34 | 34 | 34 |
| KIRKWALL | ABERDEEN | LOGANAIR | S | A | 94 | 0 | 1 | 88 | 9 | 2 | 0 | 1 | 0 | 7 | 81 | 8 | 93 |
| | ABERDEEN | LOGANAIR | S | D | 94 | 0 | 0 | 67 | 23 | 9 | 0 | 1 | 0 | 15 | 73 | 13 | 93 |
| | EDINBURGH | LOGANAIR | S | A | 90 | 0 | 1 | 79 | 9 | 7 | 6 | 0 | 0 | 12 | 82 | 9 | 89 |
| | EDINBURGH | LOGANAIR | S | D | 89 | 0 | 0 | 66 | 13 | 12 | 8 | 0 | 0 | 19 | 70 | 17 | 89 |
| | GLASGOW | LOGANAIR | S | A | 31 | 0 | 0 | 55 | 19 | 13 | 10 | 3 | 0 | 25 | 71 | 15 | 31 |
| | GLASGOW | LOGANAIR | S | D | 31 | 0 | 0 | 58 | 26 | 3 | 10 | 3 | 0 | 24 | 84 | 7 | 31 |
| TOTAL KIRKWALL | | | | | 429 | 0 | 2 | 72 | 15 | 7 | 4 | 1 | 0 | 15 | 76 | 12 | 12 |
| KOBLENZ | | | | | | | | | | | | | | | | | |
| KOS | HEATHROW | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 86 | 4 | 7 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | CONDOR | S | A | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 65 | 75 | 7 | 4 |
| | MANCHESTER | CONDOR | S | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 59 | 75 | 13 | 4 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 2 | 65 | 24 | 6 | 6 | 0 | 0 | 13 | 62 | 17 | 21 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 17 | 0 | 0 | 41 | 29 | 24 | 6 | 0 | 0 | 25 | 57 | 20 | 21 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 12 | 44 | 32 | 9 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 25 | 56 | 25 | 9 |
| | MANCHESTER | ENTER AIR | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 80 | 10 | 5 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 51 | 100 | 1 | 4 |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 73 | 50 | 16 | 4 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 80 | 10 | 5 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 20 | 5 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 5 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 19 | 89 | 5 | 9 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| KOS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 56 | 0 | 44 | 0 | 0 | 0 | 25 | 67 | 19 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 21 | 75 | 16 | 4 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 18 | 75 | 10 | 4 | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 19 | 44 | 15 | 9 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 22 | 78 | 11 | 9 | |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 5 | 0 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 53 | 33 | 25 | 6 | |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 41 | 33 | 33 | 6 | |
| | MANCHESTER | SMALL PLANET AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 26 | 2 | |
| | MANCHESTER | SMALL PLANET AIRLINES | C | D | 3 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 67 | 13 | 3 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 78 | 17 | 9 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 78 | 27 | 9 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 5 | 5 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 32 | 56 | 71 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 31 | 44 | 88 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 75 | 11 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 18 | 100 | 1 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 37 | 80 | 19 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 39 | 60 | 33 | 5 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 100 | 10 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 100 | 2 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 20 | 80 | 7 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 80 | 12 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 80 | 17 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 18 | 100 | 1 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 6 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 4 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 34 | 60 | 22 | 5 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 34 | 60 | 13 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 23 | 0 | 0 | 70 | 4 | 13 | 13 | 0 | 0 | 21 | 78 | 15 | 23 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 24 | 0 | 0 | 58 | 21 | 13 | 8 | 0 | 0 | 21 | 70 | 13 | 23 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| KOS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 11 | 81 | 26 | 16 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 18 | 0 | 0 | 28 | 44 | 28 | 0 | 0 | 0 | 23 | 63 | 26 | 16 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 4 | 80 | 3 | 5 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 8 | 60 | 8 | 5 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 14 | 4 | | |
| TOTAL KOS | | | | | 420 | 0 | 3 | 62 | 20 | 11 | 7 | 0 | 0 | 18 | 73 | 17 | 17 | |
| KOSICE | | | | | | | | | | | | | | | | | | |
| | DONCASTER S | WIZZ AIR | S | A | 8 | 0 | 1 | 38 | 0 | 50 | 13 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | DONCASTER S | WIZZ AIR | S | D | 9 | 0 | 0 | 11 | 22 | 22 | 33 | 11 | 0 | 61 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 44 | 0 | 0 | 93 | 2 | 2 | 2 | 0 | 0 | 5 | 84 | 12 | 45 | |
| | LUTON | WIZZ AIR | S | D | 44 | 0 | 0 | 48 | 27 | 18 | 7 | 0 | 0 | 22 | 58 | 21 | 45 | |
| TOTAL KOSICE | | | | | 105 | 0 | 1 | 63 | 14 | 14 | 8 | 1 | 0 | 19 | 71 | 16 | 16 | |
| KRAKOW | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 33 | 33 | 17 | 11 | 6 | 0 | 40 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 3 | 86 | 12 | 14 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 93 | 11 | 14 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 83 | 7 | 12 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 10 | 92 | 8 | 12 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 21 | 0 | 0 | 86 | 5 | 0 | 10 | 0 | 0 | 13 | 88 | 8 | 17 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 21 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 8 | 94 | 2 | 17 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 52 | 26 | 19 | 3 | 0 | 0 | 22 | 61 | 15 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 9 | 74 | 12 | 31 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 92 | 3 | 13 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 13 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 11 | 75 | 25 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 75 | 20 | 8 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 19 | 100 | 0 | 9 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 100 | 3 | 9 | |
| | EAST MIDLAND | RYANAIR | S | A | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 10 | 100 | 0 | 9 | |
| | EAST MIDLAND | RYANAIR | S | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 6 | 89 | 7 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 62 | 15 | 8 | 15 | 0 | 0 | 22 | 79 | 6 | 14 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|------------------------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|-----------|------------------------|----------------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------------|
| | | | | | MATCHED | UNMATCHED | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| KRAKOW | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 18 | 93 | 6 | 14 |
| | LEEDS BRADFO | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 14 |
| | LEEDS BRADFO | RYANAIR | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 86 | 10 | 14 |
| | LIVERPOOL (JO | RYANAIR | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 26 | 9 |
| | LIVERPOOL (JO | RYANAIR | S | D | 14 | 0 | 0 | 64 | 29 | 0 | 7 | 0 | 0 | 16 | 67 | 15 | 9 |
| | MANCHESTER | RYANAIR | S | A | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 8 | 79 | 8 | 14 |
| | MANCHESTER | RYANAIR | S | D | 14 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 16 | 71 | 13 | 14 |
| | STANSTED | RYANAIR | S | A | 71 | 0 | 0 | 86 | 6 | 4 | 1 | 1 | 1 | 19 | 80 | 17 | 54 |
| | STANSTED | RYANAIR | S | D | 71 | 0 | 0 | 59 | 27 | 11 | 3 | 0 | 0 | 15 | 67 | 19 | 54 |
| TOTAL KRAKOW | | | | | 542 | 0 | 0 | 76 | 15 | 6 | 3 | 0 | 0 | 13 | 81 | 11 | 11 |
| KRISTIANSUND (KUERNBER | | | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 0 | 0 | 3 | 26 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 81 | 10 | 3 | 3 | 0 | 3 | 42 | 0 | 0 | 0 |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | S | A | 62 | 0 | 1 | 74 | 6 | 13 | 6 | 0 | 0 | 14 | 76 | 12 | 62 |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | S | D | 62 | 0 | 0 | 61 | 31 | 8 | 0 | 0 | 0 | 12 | 73 | 11 | 62 |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 187 | 0 | 1 | 74 | 14 | 8 | 3 | 0 | 1 | 20 | 74 | 11 | 11 |
| KUWAIT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 58 | 26 | 3 | 13 | 0 | 0 | 23 | 87 | 6 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 61 | 26 | 0 | 13 | 0 | 0 | 26 | 63 | 19 | 30 |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 31 | 0 | 0 | 29 | 45 | 23 | 3 | 0 | 0 | 24 | 55 | 34 | 31 |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 31 | 0 | 0 | 74 | 19 | 6 | 0 | 0 | 0 | 9 | 60 | 18 | 30 |
| TOTAL KUWAIT | | | | | 124 | 3 | 0 | 56 | 29 | 8 | 7 | 0 | 0 | 20 | 66 | 19 | 19 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|--------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Plan (8) | | | | | | | | | | | |
| LA CORUNA | HEATHROW | VUELING AIRLINES | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 7 | 77 | 17 | 31 |
| | HEATHROW | VUELING AIRLINES | S | D | 31 | 0 | 0 | 58 | 19 | 13 | 10 | 0 | 0 | 21 | 65 | 26 | 31 |
| TOTAL LA CORUNA | | | | | 62 | 0 | 0 | 74 | 11 | 10 | 5 | 0 | 0 | 14 | 71 | 22 | 22 |
| LA ROCHELLE | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 79 | 10 | 14 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 6 | 79 | 10 | 14 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 2 | 42 | 23 | 23 | 12 | 0 | 0 | 28 | 78 | 15 | 18 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 42 | 35 | 15 | 8 | 0 | 0 | 23 | 67 | 17 | 18 |
| | BIRMINGHAM | FLYBE LTD | S | A | 10 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 6 |
| | BIRMINGHAM | FLYBE LTD | S | D | 10 | 0 | 2 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 67 | 19 | 6 |
| | MANCHESTER | FLYBE LTD | S | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 7 |
| | MANCHESTER | FLYBE LTD | S | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 3 | 71 | 11 | 7 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 17 | 0 | 0 | 71 | 12 | 12 | 6 | 0 | 0 | 21 | 94 | 7 | 18 |
| | SOUTHAMPTON | FLYBE LTD | S | D | 17 | 0 | 0 | 59 | 24 | 12 | 6 | 0 | 0 | 19 | 83 | 7 | 18 |
| | EAST MIDLAND | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 12 | 56 | 15 | 9 |
| | EAST MIDLAND | RYANAIR | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 100 | 11 | 9 |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 7 | 62 | 16 | 26 |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 73 | 11 | 26 |
| TOTAL LA ROCHELLE | | | | | 196 | 0 | 6 | 71 | 16 | 9 | 4 | 0 | 0 | 14 | 75 | 11 | 11 |
| LAGOS | HEATHROW | ARIK AIR | S | A | 31 | 0 | 0 | 71 | 13 | 6 | 10 | 0 | 0 | 14 | 71 | 21 | 31 |
| | HEATHROW | ARIK AIR | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 84 | 11 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 7 | 65 | 24 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 39 | 35 | 19 | 6 | 0 | 0 | 23 | 29 | 24 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 6 | 84 | 7 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 6 | 77 | 12 | 31 |
| TOTAL LAGOS | | | | | 186 | 0 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 9 | 68 | 16 | 16 |
| LAHORE | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 19 | 0 | 0 | 21 | 11 | 47 | 11 | 11 | 0 | 69 | 53 | 23 | 17 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 12 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 88 | 8 | 17 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 16 | 0 | 0 | 38 | 38 | 0 | 25 | 0 | 0 | 40 | 40 | 31 | 20 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 10 | 0 | 0 | 30 | 30 | 20 | 20 | 0 | 0 | 35 | 56 | 17 | 9 |
| TOTAL LAHORE | | | | | 57 | 0 | 0 | 37 | 26 | 19 | 14 | 4 | 0 | 43 | 59 | 21 | 21 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LAMETIA-TERME | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 10 | 50 | 20 | 22 |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 73 | 13 | 22 |
| TOTAL LAMETIA-TERME | | | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 7 | 61 | 17 | 17 |
| LARNACA | HEATHROW | AEGEAN AIRLINES | S | A | 31 | 0 | 0 | 61 | 19 | 13 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| | HEATHROW | AEGEAN AIRLINES | S | D | 31 | 0 | 0 | 42 | 32 | 23 | 3 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 31 | 8 | 38 | 23 | 0 | 0 | 42 | 10 | 48 | 20 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 15 | 15 | 31 | 38 | 0 | 0 | 54 | 14 | 50 | 21 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 1 | 28 | 39 | 21 | 11 | 0 | 2 | 46 | 74 | 24 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 69 | 10 | 12 | 7 | 2 | 0 | 19 | 58 | 30 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 1 | 52 | 23 | 23 | 3 | 0 | 0 | 22 | 90 | 4 | 29 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 26 | 23 | 32 | 19 | 0 | 0 | 35 | 70 | 15 | 30 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 5 | 9 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 78 | 14 | 9 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 12 | 80 | 7 | 5 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 20 | 100 | 7 | 5 |
| | GLASGOW | JET2.COM LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GLASGOW | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 44 | 34 | 9 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 33 | 42 | 9 |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 19 | 56 | 75 | 9 |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 31 | 23 | 46 | 0 | 0 | 0 | 27 | 78 | 46 | 9 |
| | NEWCASTLE | JET2.COM LTD | S | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 31 | 0 | 0 | 0 |
| | NEWCASTLE | JET2.COM LTD | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 23 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 91 | 8 | 22 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 23 | 0 | 0 | 61 | 30 | 9 | 0 | 0 | 0 | 12 | 77 | 9 | 22 |
| | GATWICK | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 23 | 38 | 44 | 13 |
| | GATWICK | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 31 | 57 | 13 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 100 | 0 | 9 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 33 | 67 | 11 | 9 |
| | LUTON | MONARCH AIRLINES | S | A | 17 | 0 | 1 | 76 | 18 | 6 | 0 | 0 | 0 | 8 | 83 | 4 | 18 |
| | LUTON | MONARCH AIRLINES | S | D | 17 | 0 | 0 | 35 | 41 | 18 | 0 | 6 | 0 | 41 | 56 | 21 | 18 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 32 | 4 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 75 | 13 | 4 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 40 | 23 | 5 | |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 13 | 60 | 12 | 5 | |
| | MANCHESTER | SMALL PLANET AIRLINES | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 40 | 12 | 5 | |
| | MANCHESTER | SMALL PLANET AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 20 | 23 | 5 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 5 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 78 | 11 | 9 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 56 | 18 | 9 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 100 | 7 | 5 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 4 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 9 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 14 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 50 | 29 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 27 | 89 | 5 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 25 | 78 | 9 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 8 | 1 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 19 | 78 | 9 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 33 | 33 | 11 | 22 | 0 | 0 | 28 | 67 | 19 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 7 | 78 | 12 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 14 | 0 | 0 | 50 | 29 | 7 | 14 | 0 | 0 | 23 | 33 | 34 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 78 | 6 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 14 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 13 | 78 | 15 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 38 | 100 | 0 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 7 | 0 | 0 | 29 | 43 | 0 | 29 | 0 | 0 | 42 | 100 | 5 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 17 | 75 | 8 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 9 | 75 | 20 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 75 | 7 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 27 | 25 | 22 | 4 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 75 | 19 | 4 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 50 | 28 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 47 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 52 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 11 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 11 | 29 | 29 | 17 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 36 | 27 | 27 | 9 | 0 | 0 | 27 | 39 | 32 | 18 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 4 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 8 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 25 | 60 | 17 | 5 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 41 | 60 | 16 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 50 | 29 | 0 | 14 | 7 | 0 | 35 | 56 | 15 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 14 | 50 | 29 | 7 | 0 | 0 | 29 | 33 | 20 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 0 | 25 | 108 | 100 | 4 | 4 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 100 | 2 | 4 | |
| TOTAL LARNACA | | | | | 802 | 1 | 3 | 57 | 22 | 13 | 7 | 0 | 0 | 21 | 66 | 19 | 19 | |
| LAS PALMAS | | | | | | | | | | | | | | | | | | |
| | EXETER | AIR EUROPA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | EXETER | AIR EUROPA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 28 | 0 | 0 | 68 | 11 | 14 | 7 | 0 | 0 | 15 | 67 | 16 | 18 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 48 | 22 | 15 | 15 | 0 | 0 | 26 | 39 | 26 | 18 | |
| | HEATHROW | IBERIA | S | A | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BELFAST INTER | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 3 | 4 | |
| | GLASGOW | JET2.COM LTD | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 119 | 9 | |
| | GLASGOW | JET2.COM LTD | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 10 | 56 | 11 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 8 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 89 | 4 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 62 | 8 | 23 | 8 | 0 | 0 | 20 | 62 | 21 | 13 | |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 54 | 8 | 31 | 8 | 0 | 0 | 21 | 71 | 12 | 14 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 75 | 256 | 4 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 41 | 50 | 53 | 4 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 11 | 13 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| LAS PALMAS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 77 | 25 | 13 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 83 | 4 | 18 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 18 | 0 | 0 | 56 | 28 | 11 | 6 | 0 | 0 | 17 | 76 | 40 | 17 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 9 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 14 | 89 | 5 | 9 | |
| | BOURNEMOUT | RYANAIR | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 | |
| | BOURNEMOUT | RYANAIR | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 24 | 4 | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 100 | 0 | 14 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 79 | 8 | 14 | |
| | EAST MIDLAND | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 9 | |
| | EAST MIDLAND | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 33 | 21 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 11 | 78 | 7 | 9 | |
| | EDINBURGH | RYANAIR | S | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 17 | 78 | 8 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 100 | 0 | 4 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 10 | 4 | |
| | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 10 | 100 | 0 | 8 | |
| | LUTON | RYANAIR | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 22 | 100 | 5 | 8 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 5 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 14 | 78 | 14 | 9 | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 96 | 2 | 23 | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 14 | 74 | 9 | 23 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 80 | 9 | 5 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 100 | 8 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 12 | 88 | 2 | 8 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | D | 11 | 0 | 0 | 82 | 9 | 0 | 9 | 0 | 0 | 23 | 78 | 31 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | A | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 8 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 30 | 10 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 48 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LAS PALMAS | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 100 | 1 | 4 |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 31 | 75 | 9 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 10 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 18 | 100 | 4 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 17 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 20 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 26 | 50 | 13 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 24 | 75 | 11 | 4 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 53 | 4 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 25 | 72 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 22 | 0 | 0 | 68 | 23 | 9 | 0 | 0 | 0 | 11 | 57 | 19 | 21 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 22 | 0 | 0 | 64 | 23 | 14 | 0 | 0 | 0 | 14 | 68 | 18 | 22 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 75 | 10 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 75 | 17 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 13 | 50 | 24 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 50 | 18 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 64 | 29 | 7 | 0 | 0 | 0 | 9 | 56 | 18 | 16 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 15 | 0 | 0 | 80 | 13 | 7 | 0 | 0 | 0 | 9 | 65 | 20 | 17 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 44 | 100 | 1 | 3 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 56 | 67 | 6 | 3 |
| TOTAL LAS PALMAS | | | | | 639 | 0 | 1 | 77 | 11 | 8 | 4 | 0 | 0 | 11 | 78 | 17 | 17 |
| LAS VEGAS | GATWICK | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 58 | 17 | 0 | 8 | 17 | 0 | 57 | 75 | 25 | 12 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 67 | 17 | 0 | 8 | 8 | 0 | 47 | 54 | 22 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 61 | 19 | 10 | 10 | 0 | 0 | 17 | 35 | 26 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 35 | 19 | 35 | 10 | 0 | 0 | 32 | 52 | 22 | 31 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 55 | 0 | 0 | 0 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 66 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 12 | 100 | 1 | 8 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 71 | 10 | 7 |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|-----------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| LAS VEGAS | | | | | | | | | | | | | | | | | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 68 | 10 | 13 | 6 | 3 | 0 | 24 | 58 | 16 | 31 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 61 | 16 | 6 | 16 | 0 | 0 | 25 | 58 | 22 | 31 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 11 | 50 | 48 | 8 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 56 | 24 | 9 | |
| TOTAL LAS VEGAS | | | | | 198 | 0 | 0 | 61 | 13 | 14 | 10 | 2 | 0 | 27 | 56 | 22 | 22 | |
| LE TOUQUET | | | | | | | | | | | | | | | | | | |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 81 | 0 | 0 | 65 | 15 | 15 | 5 | 0 | 0 | 17 | 78 | 11 | 87 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 81 | 0 | 0 | 74 | 14 | 10 | 2 | 0 | 0 | 12 | 85 | 7 | 87 | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 27 | 4 | 0 | 56 | 11 | 19 | 15 | 0 | 0 | 23 | 83 | 11 | 23 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 28 | 2 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 73 | 13 | 26 | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | A | 23 | 0 | 5 | 78 | 4 | 13 | 4 | 0 | 0 | 14 | 59 | 17 | 61 | |
| | SOUTHAMPTON | EASTERN AIRWAYS | S | D | 26 | 0 | 0 | 77 | 12 | 8 | 4 | 0 | 0 | 11 | 75 | 18 | 28 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 112 | 0 | 0 | 91 | 4 | 2 | 3 | 0 | 0 | 5 | 89 | 5 | 112 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 112 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 7 | 87 | 8 | 112 | |
| | JERSEY | FLYBE LTD | S | D | 47 | 0 | 0 | 81 | 6 | 6 | 6 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 75 | 2 | 0 | 88 | 4 | 3 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 75 | 1 | 0 | 81 | 7 | 5 | 7 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | JERSEY | JET2.COM LTD | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 79 | 8 | 14 | |
| | JERSEY | JET2.COM LTD | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 9 | 36 | 22 | 14 | |
| | GLASGOW | LOGANAIR | S | A | 41 | 0 | 0 | 76 | 2 | 5 | 10 | 7 | 0 | 31 | 83 | 12 | 42 | |
| | GLASGOW | LOGANAIR | S | D | 41 | 0 | 0 | 59 | 20 | 5 | 10 | 7 | 0 | 35 | 81 | 14 | 42 | |
| TOTAL LEEDS BRADFORD | | | | | 796 | 14 | 5 | 80 | 8 | 6 | 5 | 1 | 0 | 12 | 80 | 10 | 10 | |
| LEIPZIG | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 71 | 11 | 14 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 8 | 71 | 11 | 14 | |
| TOTAL LEIPZIG | | | | | 34 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 6 | 71 | 11 | 11 | |
| LEMNOS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 4 | |
| TOTAL LEMNOS | | | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 81 | 12 | 12 | |
| LIEGE | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| LILLE | | | | | | | | | | | | | | | | | | |
| LIMOGES | | | | | | | | | | | | | | | | | | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 20 | 0 | 0 | 80 | 5 | 10 | 5 | 0 | 0 | 14 | 71 | 35 | 21 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 20 | 0 | 0 | 70 | 10 | 15 | 5 | 0 | 0 | 19 | 67 | 29 | 21 | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 18 | 9 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 11 | 9 | |
| | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 78 | 8 | 18 | |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 79 | 8 | 19 | |
| | LEEDS BRADFO | RYANAIR | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 78 | 8 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 100 | 5 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 14 | 0 | 0 | 64 | 21 | 7 | 7 | 0 | 0 | 16 | 82 | 21 | 17 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 14 | 0 | 0 | 64 | 14 | 21 | 0 | 0 | 0 | 15 | 100 | 3 | 17 | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 7 | 69 | 17 | 36 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 8 | 86 | 12 | 36 | |
| TOTAL LIMOGES | | | | | 192 | 0 | 0 | 81 | 11 | 7 | 2 | 0 | 0 | 10 | 77 | 16 | 16 | |
| LINZ | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 0 | 8 | 0 | 20 | 86 | 10 | 14 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 10 | 71 | 14 | 14 | |
| TOTAL LINZ | | | | | 26 | 0 | 0 | 88 | 8 | 0 | 0 | 4 | 0 | 15 | 77 | 12 | 12 | |
| LISBON | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PORTUGAL | S | A | 45 | 0 | 0 | 58 | 31 | 9 | 2 | 0 | 0 | 16 | 56 | 18 | 39 | |
| | GATWICK | AIR PORTUGAL | S | D | 45 | 0 | 0 | 29 | 33 | 29 | 9 | 0 | 0 | 28 | 41 | 29 | 39 | |
| | HEATHROW | AIR PORTUGAL | S | A | 195 | 0 | 0 | 74 | 15 | 8 | 3 | 1 | 0 | 13 | 45 | 28 | 191 | |
| | HEATHROW | AIR PORTUGAL | S | D | 195 | 0 | 0 | 81 | 13 | 4 | 1 | 1 | 0 | 10 | 54 | 25 | 191 | |
| | MANCHESTER | AIR PORTUGAL | S | A | 50 | 0 | 0 | 78 | 6 | 12 | 4 | 0 | 0 | 14 | 42 | 32 | 45 | |
| | MANCHESTER | AIR PORTUGAL | S | D | 50 | 0 | 0 | 58 | 16 | 22 | 4 | 0 | 0 | 22 | 16 | 49 | 45 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 91 | 0 | 0 | 52 | 26 | 10 | 11 | 1 | 0 | 26 | 72 | 13 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 91 | 0 | 2 | 58 | 20 | 19 | 2 | 1 | 0 | 20 | 75 | 10 | 93 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 68 | 5 | 18 | 9 | 0 | 0 | 17 | 95 | 6 | 19 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 77 | 5 | 14 | 5 | 0 | 0 | 15 | 68 | 10 | 19 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 9 | 100 | 2 | 14 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 0 | 15 | 0 | 0 | 0 | 9 | 93 | 3 | 14 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 53 | 0 | 0 | 62 | 6 | 19 | 13 | 0 | 0 | 21 | 61 | 22 | 51 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 53 | 0 | 0 | 49 | 23 | 19 | 8 | 2 | 0 | 29 | 51 | 33 | 51 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|--------------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LISBON | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 0 | 13 | 76 | 25 | 17 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 11 | 82 | 26 | 17 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 74 | 10 | 16 | 0 | 0 | 0 | 11 | 91 | 5 | 43 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 65 | 24 | 6 | 5 | 0 | 0 | 14 | 93 | 6 | 43 |
| | MANCHESTER | RYANAIR | S | A | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 82 | 9 | 17 |
| | MANCHESTER | RYANAIR | S | D | 23 | 0 | 0 | 65 | 17 | 17 | 0 | 0 | 0 | 14 | 53 | 15 | 17 |
| | STANSTED | RYANAIR | S | A | 93 | 0 | 0 | 86 | 4 | 4 | 5 | 0 | 0 | 10 | 65 | 16 | 62 |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 10 | 77 | 13 | 62 |
| | BIRMINGHAM | TITAN AIRWAYS LTD | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | TITAN AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | TITAN AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | TITAN AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| TOTAL LISBON | | | | | 1344 | 1 | 2 | 70 | 15 | 11 | 4 | 0 | 0 | 15 | 61 | 21 | 21 |
| LIVERPOOL (JOHN LENNON) | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 124 | 0 | 0 | 90 | 4 | 3 | 3 | 0 | 0 | 7 | 89 | 9 | 131 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 124 | 0 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 9 | 88 | 12 | 131 |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | A | 48 | 0 | 0 | 88 | 10 | 0 | 2 | 0 | 0 | 5 | 77 | 13 | 39 |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | D | 48 | 0 | 0 | 75 | 15 | 4 | 4 | 2 | 0 | 18 | 59 | 22 | 39 |
| | BELFAST CITY (| FLYBE LTD | S | A | 103 | 0 | 5 | 80 | 13 | 3 | 4 | 1 | 0 | 14 | 0 | 0 | 0 |
| | BELFAST CITY (| FLYBE LTD | S | D | 103 | 0 | 5 | 84 | 9 | 1 | 6 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL LIVERPOOL (JOHN LENNON) | | | | | 551 | 1 | 10 | 84 | 8 | 3 | 4 | 0 | 0 | 10 | 83 | 12 | 12 |
| LJUBLJANA | GATWICK | ADRIA AIRWAYS | S | A | 9 | 0 | 2 | 44 | 44 | 11 | 0 | 0 | 0 | 17 | 89 | 10 | 9 |
| | GATWICK | ADRIA AIRWAYS | S | D | 10 | 0 | 2 | 30 | 50 | 20 | 0 | 0 | 0 | 21 | 89 | 10 | 9 |
| | MANCHESTER | ADRIA AIRWAYS | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 9 |
| | MANCHESTER | ADRIA AIRWAYS | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 21 | 100 | 4 | 9 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 65 | 19 | 10 | 6 | 0 | 0 | 17 | 87 | 7 | 31 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 68 | 23 | 3 | 6 | 0 | 0 | 14 | 81 | 9 | 31 |
| | LUTON | WIZZ AIR | S | A | 17 | 0 | 0 | 65 | 18 | 12 | 6 | 0 | 0 | 14 | 71 | 21 | 14 |
| | LUTON | WIZZ AIR | S | D | 17 | 0 | 0 | 41 | 35 | 12 | 12 | 0 | 0 | 27 | 57 | 27 | 14 |
| TOTAL LJUBLJANA | | | | | 133 | 0 | 4 | 59 | 26 | 9 | 6 | 0 | 0 | 17 | 83 | 11 | 11 |
| LODZ LUBLINEK | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 77 | 12 | 13 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| LODZ LUBLINEK | | | | | | | | | | | | | | | | | | |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 8 | 69 | 20 | 13 | |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 65 | 8 | 19 | 0 | 4 | 4 | 40 | 59 | 24 | 27 | |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 73 | 12 | 12 | 4 | 0 | 0 | 12 | 63 | 21 | 27 | |
| TOTAL LODZ LUBLINEK | | | | | 78 | 0 | 0 | 76 | 10 | 10 | 1 | 1 | 1 | 19 | 65 | 21 | 21 | |
| LONDON CITY | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | BA CITYFLYER LTD | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 8 | 85 | 9 | 66 | |
| | ABERDEEN | BA CITYFLYER LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 6 | 66 | |
| | EDINBURGH | BA CITYFLYER LTD | S | A | 189 | 0 | 0 | 75 | 11 | 7 | 7 | 0 | 0 | 12 | 86 | 5 | 193 | |
| | EDINBURGH | BA CITYFLYER LTD | S | D | 189 | 0 | 0 | 80 | 9 | 7 | 3 | 0 | 0 | 10 | 89 | 5 | 195 | |
| | GLASGOW | BA CITYFLYER LTD | S | A | 133 | 0 | 0 | 75 | 11 | 7 | 7 | 1 | 0 | 15 | 91 | 5 | 117 | |
| | GLASGOW | BA CITYFLYER LTD | S | D | 135 | 0 | 0 | 79 | 10 | 5 | 5 | 0 | 0 | 11 | 92 | 4 | 117 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | A | 72 | 0 | 0 | 75 | 14 | 8 | 3 | 0 | 0 | 13 | 84 | 10 | 50 | |
| | JERSEY | BLUE ISLANDS LIMITED | S | D | 73 | 0 | 0 | 89 | 5 | 5 | 0 | 0 | 0 | 6 | 76 | 10 | 50 | |
| | ABERDEEN | FLYBE LTD | S | A | 77 | 0 | 0 | 95 | 4 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | ABERDEEN | FLYBE LTD | S | D | 77 | 0 | 0 | 82 | 17 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 103 | 0 | 1 | 88 | 7 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 104 | 0 | 0 | 86 | 10 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | EDINBURGH | FLYBE LTD | S | A | 162 | 0 | 0 | 96 | 1 | 0 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | |
| | EDINBURGH | FLYBE LTD | S | D | 162 | 0 | 0 | 89 | 5 | 5 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | A | 54 | 0 | 0 | 91 | 7 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 54 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL LONDON CITY | | | | | 1594 | 0 | 1 | 84 | 8 | 5 | 3 | 0 | 0 | 9 | 88 | 6 | 6 | |
| LOS ANGELES INTERNATION | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 62 | 0 | 0 | 74 | 13 | 5 | 6 | 2 | 0 | 16 | 81 | 17 | 31 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 62 | 0 | 0 | 63 | 24 | 10 | 2 | 2 | 0 | 18 | 74 | 14 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 65 | 15 | 13 | 6 | 2 | 0 | 19 | 63 | 17 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 35 | 37 | 19 | 6 | 2 | 0 | 28 | 39 | 29 | 62 | |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 48 | 32 | 13 | 6 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 84 | 6 | 3 | 3 | 3 | 0 | 13 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 5 | 67 | 177 | 9 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 18 | 0 | 1 | 33 | 44 | 11 | 6 | 6 | 0 | 33 | 56 | 81 | 9 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 90 | 5 | 30 | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 0 | 8 | 77 | 13 | 30 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| LOS ANGELES INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 61 | 0 | 1 | 80 | 10 | 5 | 3 | 2 | 0 | 11 | 85 | 7 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 62 | 0 | 0 | 66 | 8 | 13 | 10 | 3 | 0 | 26 | 60 | 23 | 62 | |
| TOTAL LOS ANGELES INTERNATIONAL | | | | | 531 | 4 | 2 | 66 | 18 | 10 | 5 | 2 | 0 | 18 | 67 | 22 | 22 | |
| LOS CABOS | | | | | | | | | | | | | | | | | | |
| LUANDA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 14 | 56 | 29 | 9 | |
| TOTAL LUANDA | | | | | 17 | 0 | 1 | 71 | 18 | 12 | 0 | 0 | 0 | 9 | 78 | 16 | 16 | |
| LUBLIN (PORT LOTNICZY) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 63 | 13 | 16 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 65 | 11 | 17 | |
| | LUTON | WIZZ AIR | S | A | 31 | 0 | 0 | 90 | 3 | 3 | 0 | 0 | 3 | 18 | 62 | 35 | 13 | |
| | LUTON | WIZZ AIR | S | D | 31 | 0 | 0 | 29 | 52 | 16 | 3 | 0 | 0 | 22 | 23 | 50 | 13 | |
| TOTAL LUBLIN (PORT LOTNICZY) | | | | | 96 | 0 | 0 | 71 | 21 | 6 | 1 | 0 | 1 | 15 | 54 | 26 | 26 | |
| LUGANO | | | | | | | | | | | | | | | | | | |
| LUTON | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 8 | 70 | 18 | 30 | |
| | ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 65 | 30 | 4 | 0 | 0 | 0 | 13 | 39 | 25 | 31 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 105 | 0 | 0 | 64 | 18 | 10 | 8 | 0 | 0 | 17 | 83 | 10 | 81 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 105 | 0 | 0 | 53 | 20 | 16 | 10 | 0 | 0 | 22 | 77 | 14 | 81 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 96 | 0 | 0 | 67 | 15 | 14 | 5 | 0 | 0 | 17 | 56 | 22 | 89 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 96 | 0 | 0 | 76 | 6 | 11 | 6 | 0 | 0 | 15 | 71 | 16 | 89 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 64 | 0 | 0 | 73 | 20 | 3 | 3 | 0 | 0 | 12 | 73 | 19 | 89 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 64 | 0 | 0 | 80 | 14 | 3 | 3 | 0 | 0 | 10 | 79 | 16 | 89 | |
| TOTAL LUTON | | | | | 580 | 4 | 0 | 68 | 16 | 10 | 6 | 0 | 0 | 16 | 71 | 17 | 17 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 73 | 6 | 13 | 8 | 0 | 0 | 14 | 84 | 7 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 71 | 13 | 8 | 8 | 0 | 0 | 14 | 87 | 6 | 62 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 29 | 85 | 12 | 27 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 21 | 67 | 13 | 27 | |
| | LONDON CITY | LUXAIR | S | A | 151 | 0 | 0 | 95 | 2 | 1 | 1 | 1 | 0 | 4 | 88 | 6 | 129 | |
| | LONDON CITY | LUXAIR | S | D | 151 | 0 | 0 | 90 | 7 | 2 | 1 | 1 | 0 | 6 | 81 | 8 | 128 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|-------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------------|----------|
| | | | | | MATCHED | UNMATCHED | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | |
| TOTAL LUXEMBOURG | | | | | 462 | 0 | 0 | 84 | 7 | 5 | 3 | 0 | 0 | 9 | 84 | 8 | 8 | |
| LUXOR | | | | | | | | | | | | | | | | | | |
| | HEATHROW | EGYPT AIR | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 75 | 8 | 4 | |
| | HEATHROW | EGYPT AIR | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 23 | 4 | |
| TOTAL LUXOR | | | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 72 | 15 | 15 | |
| LYON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 55 | 25 | 14 | 6 | 0 | 0 | 19 | 77 | 14 | 92 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 71 | 15 | 9 | 4 | 1 | 0 | 14 | 79 | 13 | 92 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 100 | 3 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 20 | 89 | 5 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 55 | 10 | 16 | 9 | 9 | 2 | 50 | 76 | 17 | 58 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 21 | 22 | 38 | 19 | 0 | 0 | 41 | 50 | 25 | 58 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 48 | 13 | 26 | 13 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 65 | 4 | 26 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 31 | 0 | 0 | 48 | 32 | 16 | 3 | 0 | 0 | 19 | 41 | 21 | 27 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 31 | 0 | 0 | 58 | 29 | 10 | 3 | 0 | 0 | 17 | 44 | 23 | 27 | |
| TOTAL LYON | | | | | 429 | 2 | 0 | 54 | 19 | 18 | 7 | 1 | 0 | 25 | 69 | 16 | 16 | |
| LYON(BRON) | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| MAASTRICHT | | | | | | | | | | | | | | | | | | |
| MADRID | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | AIR EUROPA | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 4 | |
| | EDINBURGH | AIR EUROPA | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 31 | 75 | 9 | 4 | |
| | GATWICK | AIR EUROPA | S | A | 62 | 0 | 0 | 74 | 16 | 5 | 5 | 0 | 0 | 13 | 81 | 12 | 62 | |
| | GATWICK | AIR EUROPA | S | D | 62 | 0 | 0 | 48 | 27 | 19 | 5 | 0 | 0 | 22 | 58 | 22 | 62 | |
| | GLASGOW | AIR NOSTRUM | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 18 | 3 | |
| | GLASGOW | AIR NOSTRUM | C | D | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 42 | 67 | 18 | 3 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 48 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 3 | 98 | 2 | 50 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 49 | 0 | 0 | 63 | 16 | 8 | 8 | 4 | 0 | 26 | 78 | 12 | 50 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 147 | 1 | 1 | 48 | 23 | 17 | 10 | 1 | 1 | 29 | 76 | 14 | 152 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 147 | 0 | 3 | 60 | 18 | 12 | 9 | 1 | 0 | 20 | 73 | 13 | 152 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 19 | 0 | 0 | 26 | 32 | 32 | 11 | 0 | 0 | 30 | 41 | 37 | 17 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 19 | 0 | 0 | 21 | 32 | 42 | 5 | 0 | 0 | 31 | 76 | 28 | 17 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 40 | 0 | 0 | 73 | 5 | 13 | 10 | 0 | 0 | 18 | 74 | 14 | 31 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 40 | 0 | 0 | 63 | 23 | 5 | 10 | 0 | 0 | 21 | 77 | 11 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 122 | 0 | 3 | 36 | 18 | 25 | 19 | 2 | 0 | 40 | 58 | 22 | 126 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 122 | 0 | 0 | 16 | 29 | 32 | 20 | 4 | 0 | 50 | 53 | 27 | 127 | |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 56 | 22 | 15 | 7 | 0 | 0 | 18 | 67 | 29 | 27 | |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 63 | 26 | 4 | 7 | 0 | 0 | 18 | 81 | 16 | 27 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 13 | 45 | 23 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 71 | 16 | 6 | 6 | 0 | 0 | 13 | 65 | 18 | 31 | |
| | HEATHROW | IBERIA | S | A | 243 | 0 | 0 | 88 | 6 | 5 | 1 | 0 | 0 | 7 | 89 | 6 | 248 | |
| | HEATHROW | IBERIA | S | D | 241 | 0 | 0 | 69 | 18 | 11 | 2 | 0 | 0 | 13 | 68 | 15 | 248 | |
| | EDINBURGH | IBERIA EXPRESS | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | EDINBURGH | IBERIA EXPRESS | S | D | 22 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | IBERIA EXPRESS | S | A | 62 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GATWICK | IBERIA EXPRESS | S | D | 62 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | BIRMINGHAM | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | BIRMINGHAM | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 45 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 5 | 87 | 7 | 31 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 45 | 0 | 0 | 60 | 22 | 18 | 0 | 0 | 0 | 16 | 68 | 11 | 31 | |
| | MANCHESTER | RYANAIR | S | A | 23 | 0 | 0 | 17 | 30 | 35 | 17 | 0 | 0 | 39 | 63 | 28 | 27 | |
| | MANCHESTER | RYANAIR | S | D | 23 | 0 | 0 | 65 | 17 | 13 | 4 | 0 | 0 | 19 | 52 | 27 | 27 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MADRID | STANSTED | RYANAIR | S | A | 124 | 0 | 0 | 74 | 11 | 10 | 2 | 0 | 2 | 19 | 73 | 14 | 62 |
| | STANSTED | RYANAIR | S | D | 124 | 0 | 0 | 63 | 17 | 16 | 4 | 0 | 0 | 18 | 47 | 26 | 62 |
| TOTAL MADRID | | | | | 2068 | 4 | 7 | 64 | 16 | 13 | 6 | 1 | 0 | 19 | 71 | 16 | 16 |
| MAHON | EDINBURGH | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 |
| | EDINBURGH | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 16 | 4 |
| | GLASGOW | BA CITYFLYER LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 22 | 8 |
| | GLASGOW | BA CITYFLYER LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 34 | 8 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 12 | 94 | 4 | 16 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 27 | 88 | 4 | 16 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 10 | 79 | 7 | 14 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 13 | 57 | 15 | 14 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 63 | 0 | 0 | 41 | 21 | 25 | 11 | 2 | 0 | 31 | 74 | 17 | 47 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 63 | 0 | 0 | 46 | 17 | 29 | 6 | 2 | 0 | 27 | 60 | 22 | 47 |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 63 | 19 | 16 |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | D | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 75 | 10 | 16 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 29 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 71 | 12 | 28 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 29 | 0 | 0 | 66 | 24 | 10 | 0 | 0 | 0 | 11 | 64 | 12 | 28 |
| | BELFAST INTER | JET2.COM LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 5 |
| | BELFAST INTER | JET2.COM LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 0 | 5 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 17 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 10 | 56 | 41 | 18 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 8 | 61 | 39 | 18 |
| | EDINBURGH | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 22 | 75 | 6 | 4 |
| | EDINBURGH | JET2.COM LTD | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | 7 | 4 |
| | GLASGOW | JET2.COM LTD | S | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 78 | 6 | 9 |
| | GLASGOW | JET2.COM LTD | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 9 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 17 | 0 | 0 | 71 | 6 | 18 | 6 | 0 | 0 | 15 | 71 | 16 | 17 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 17 | 0 | 0 | 65 | 24 | 6 | 6 | 0 | 0 | 22 | 94 | 7 | 17 |
| | MANCHESTER | JET2.COM LTD | S | A | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 10 | 93 | 11 | 14 |
| | MANCHESTER | JET2.COM LTD | S | D | 17 | 0 | 0 | 71 | 12 | 12 | 6 | 0 | 0 | 13 | 93 | 11 | 14 |
| | NEWCASTLE | JET2.COM LTD | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 100 | 1 | 13 |
| | NEWCASTLE | JET2.COM LTD | S | D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 8 | 100 | 7 | 13 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 19 | 0 | 0 | 84 | 0 | 11 | 5 | 0 | 0 | 12 | 100 | 0 | 17 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| MAHON | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 19 | 0 | 0 | 74 | 5 | 16 | 5 | 0 | 0 | 21 | 82 | 8 | 17 | |
| | GATWICK | MONARCH AIRLINES | S | A | 27 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 14 | 89 | 10 | 18 | |
| | GATWICK | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 70 | 15 | 4 | 11 | 0 | 0 | 21 | 83 | 22 | 18 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 12 | 75 | 9 | 8 | |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 6 | 8 | |
| | LUTON | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 92 | 5 | 13 | |
| | LUTON | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 44 | 17 | 39 | 0 | 0 | 0 | 19 | 31 | 18 | 13 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 67 | 22 | 6 | 0 | 6 | 0 | 20 | 88 | 4 | 17 | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 78 | 11 | 6 | 0 | 6 | 0 | 22 | 88 | 5 | 17 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 31 | 60 | 13 | 5 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 25 | 100 | 4 | 5 | |
| | EAST MIDLAND | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 9 | |
| | EAST MIDLAND | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 6 | 9 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 73 | 8 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 75 | 21 | 8 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 8 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 8 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 8 | 4 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 8 | 8 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 88 | 15 | 8 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 14 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 21 | 54 | 33 | 13 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 15 | 0 | 0 | 73 | 13 | 0 | 13 | 0 | 0 | 23 | 38 | 40 | 13 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 80 | 6 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 7 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 7 | 67 | 78 | 12 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 6 | 58 | 81 | 12 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 100 | 0 | 8 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 14 | 100 | 0 | 8 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 8 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | 5 | 8 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 5 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 8 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------|---------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| MAHON | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 22 | 67 | 11 | 9 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 30 | 56 | 18 | 9 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 50 | 27 | 4 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 25 | 20 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 5 | 75 | 37 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 46 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 100 | 2 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 19 | 75 | 9 | 4 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 6 | 9 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 100 | 5 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 12 | 78 | 11 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 78 | 9 | 9 |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 25 | 0 | 0 | 60 | 20 | 8 | 12 | 0 | 0 | 23 | 75 | 17 | 28 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 25 | 0 | 0 | 60 | 12 | 12 | 16 | 0 | 0 | 24 | 71 | 18 | 31 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 17 | 89 | 3 | 9 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 19 | 89 | 7 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 28 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 8 | 85 | 12 | 27 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 28 | 0 | 0 | 57 | 32 | 11 | 0 | 0 | 0 | 13 | 59 | 19 | 27 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 8 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 80 | 11 | 5 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 71 | 11 | 7 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 86 | 14 | 7 |
| TOTAL MAHON | | | | | 1118 | 0 | 0 | 75 | 13 | 8 | 4 | 0 | 0 | 13 | 78 | 15 | 15 |
| MALAGA | BELFAST CITY (| AER LINGUS | S | A | 30 | 0 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 94 | 4 | 31 |
| | BELFAST CITY (| AER LINGUS | S | D | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 7 | 94 | 6 | 31 |
| | ABERDEEN | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 4 |
| | ABERDEEN | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 4 | 4 |
| | GLASGOW | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 4 |
| | GLASGOW | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 21 | 4 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 35 | 0 | 0 | 71 | 17 | 9 | 3 | 0 | 0 | 12 | 87 | 5 | 30 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| MALAGA | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 35 | 0 | 0 | 60 | 26 | 11 | 3 | 0 | 0 | 15 | 80 | 7 | 30 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 120 | 0 | 0 | 67 | 10 | 18 | 6 | 0 | 0 | 18 | 66 | 22 | 125 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 122 | 0 | 0 | 60 | 12 | 16 | 11 | 0 | 0 | 24 | 65 | 23 | 126 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 37 | 56 | 19 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 33 | 33 | 11 | 11 | 11 | 0 | 44 | 50 | 20 | 8 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 83 | 8 | 35 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 97 | 5 | 35 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 79 | 10 | 10 | 2 | 0 | 0 | 10 | 94 | 4 | 62 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 81 | 6 | 8 | 5 | 0 | 0 | 12 | 94 | 5 | 62 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 169 | 0 | 5 | 38 | 22 | 23 | 17 | 1 | 0 | 32 | 71 | 21 | 173 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 169 | 0 | 0 | 42 | 20 | 25 | 13 | 1 | 0 | 29 | 66 | 20 | 173 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 77 | 6 | 13 | 0 | 3 | 0 | 16 | 94 | 2 | 31 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 90 | 16 | 31 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 87 | 4 | 31 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 66 | 0 | 0 | 79 | 14 | 2 | 6 | 0 | 0 | 11 | 82 | 11 | 65 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 66 | 0 | 0 | 67 | 21 | 6 | 6 | 0 | 0 | 15 | 64 | 24 | 66 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 0 | 65 | 15 | 12 | 8 | 0 | 0 | 14 | 88 | 15 | 26 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 62 | 23 | 12 | 4 | 0 | 0 | 15 | 88 | 16 | 26 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 7 | 87 | 13 | 31 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 70 | 26 | 4 | 0 | 0 | 0 | 10 | 94 | 17 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 39 | 0 | 0 | 79 | 8 | 5 | 8 | 0 | 0 | 13 | 87 | 10 | 39 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 39 | 0 | 0 | 74 | 10 | 10 | 5 | 0 | 0 | 13 | 97 | 2 | 39 | |
| | EXETER | FLYBE LTD | S | A | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 31 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 0 | 10 | 74 | 15 | 31 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 11 | 68 | 22 | 31 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 89 | 23 | 9 | |
| | BELFAST INTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 10 | 78 | 27 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 40 | 0 | 0 | 93 | 5 | 3 | 0 | 0 | 0 | 5 | 81 | 13 | 26 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 40 | 0 | 0 | 83 | 13 | 5 | 0 | 0 | 0 | 9 | 88 | 7 | 26 | |
| | EDINBURGH | JET2.COM LTD | S | A | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 15 | 62 | 36 | 21 | |
| | EDINBURGH | JET2.COM LTD | S | D | 18 | 0 | 0 | 72 | 0 | 22 | 6 | 0 | 0 | 17 | 81 | 32 | 21 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| MALAGA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | JET2.COM LTD | S | A | 22 | 0 | 0 | 77 | 14 | 5 | 5 | 0 | 0 | 13 | 57 | 19 | 21 | |
| | GLASGOW | JET2.COM LTD | S | D | 22 | 0 | 0 | 55 | 32 | 9 | 5 | 0 | 0 | 20 | 95 | 3 | 21 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 53 | 0 | 0 | 89 | 6 | 4 | 2 | 0 | 0 | 6 | 77 | 18 | 57 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 53 | 0 | 0 | 85 | 8 | 6 | 2 | 0 | 0 | 7 | 80 | 15 | 56 | |
| | MANCHESTER | JET2.COM LTD | S | A | 34 | 0 | 0 | 68 | 12 | 12 | 9 | 0 | 0 | 18 | 71 | 16 | 31 | |
| | MANCHESTER | JET2.COM LTD | S | D | 34 | 0 | 0 | 44 | 32 | 9 | 15 | 0 | 0 | 26 | 75 | 12 | 32 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 30 | 0 | 0 | 63 | 23 | 10 | 0 | 3 | 0 | 18 | 90 | 7 | 31 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 30 | 0 | 0 | 53 | 33 | 7 | 7 | 0 | 0 | 19 | 97 | 6 | 31 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 53 | 0 | 0 | 83 | 6 | 8 | 2 | 0 | 2 | 17 | 88 | 5 | 49 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 54 | 0 | 0 | 67 | 19 | 11 | 4 | 0 | 0 | 16 | 69 | 13 | 49 | |
| | GATWICK | MONARCH AIRLINES | S | A | 53 | 0 | 1 | 64 | 17 | 17 | 2 | 0 | 0 | 14 | 76 | 23 | 49 | |
| | GATWICK | MONARCH AIRLINES | S | D | 53 | 0 | 0 | 70 | 26 | 4 | 0 | 0 | 0 | 12 | 57 | 29 | 49 | |
| | LUTON | MONARCH AIRLINES | S | A | 27 | 0 | 0 | 85 | 11 | 0 | 0 | 4 | 0 | 10 | 87 | 11 | 30 | |
| | LUTON | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 70 | 11 | 15 | 0 | 4 | 0 | 20 | 57 | 24 | 30 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 51 | 0 | 0 | 76 | 8 | 12 | 4 | 0 | 0 | 12 | 66 | 15 | 50 | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 51 | 0 | 0 | 55 | 24 | 18 | 4 | 0 | 0 | 20 | 76 | 14 | 50 | |
| | BIRMINGHAM | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BIRMINGHAM | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | D | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 81 | 8 | 31 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 63 | 9 | 8 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 31 | 0 | 0 | 48 | 35 | 16 | 0 | 0 | 0 | 17 | 87 | 8 | 31 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 88 | 4 | 8 | |
| | BIRMINGHAM | RYANAIR | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 31 | |
| | BIRMINGHAM | RYANAIR | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 97 | 5 | 31 | |
| | BOURNEMOUT | RYANAIR | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 7 | 18 | |
| | BOURNEMOUT | RYANAIR | S | D | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 8 | 78 | 13 | 18 | |
| | BRISTOL | RYANAIR | S | A | 31 | 0 | 0 | 81 | 6 | 6 | 3 | 3 | 0 | 17 | 81 | 10 | 31 | |
| | BRISTOL | RYANAIR | S | D | 31 | 0 | 0 | 71 | 13 | 6 | 6 | 3 | 0 | 26 | 84 | 13 | 31 | |
| | EAST MIDLAND | RYANAIR | S | A | 53 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 6 | 87 | 7 | 52 | |
| | EAST MIDLAND | RYANAIR | S | D | 53 | 0 | 0 | 91 | 6 | 4 | 0 | 0 | 0 | 7 | 85 | 9 | 52 | |
| | EDINBURGH | RYANAIR | S | A | 27 | 0 | 0 | 74 | 19 | 7 | 0 | 0 | 0 | 9 | 84 | 8 | 31 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|----------------------|-------------------|---------------------|-------------------|-------------|---------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MALAGA | EDINBURGH | RYANAIR | S | D | 27 | 0 | 0 | 67 | 26 | 7 | 0 | 0 | 0 | 11 | 77 | 10 | 31 |
| | LEEDS BRADFO | RYANAIR | S | A | 31 | 0 | 0 | 90 | 3 | 3 | 0 | 3 | 0 | 11 | 97 | 2 | 31 |
| | LEEDS BRADFO | RYANAIR | S | D | 31 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 90 | 7 | 31 |
| | LIVERPOOL (JO | RYANAIR | S | A | 31 | 0 | 0 | 52 | 23 | 16 | 6 | 3 | 0 | 30 | 97 | 3 | 39 |
| | LIVERPOOL (JO | RYANAIR | S | D | 31 | 0 | 0 | 68 | 10 | 16 | 3 | 0 | 3 | 38 | 95 | 6 | 39 |
| | MANCHESTER | RYANAIR | S | A | 45 | 0 | 0 | 78 | 9 | 7 | 7 | 0 | 0 | 12 | 89 | 7 | 54 |
| | MANCHESTER | RYANAIR | S | D | 45 | 0 | 0 | 67 | 22 | 9 | 2 | 0 | 0 | 13 | 76 | 29 | 54 |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 56 | 19 | 11 | 10 | 0 | 3 | 35 | 72 | 14 | 79 |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 60 | 23 | 11 | 6 | 0 | 0 | 20 | 77 | 12 | 79 |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 75 | 8 | 4 |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 100 | 9 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 9 | 75 | 50 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 16 | 89 | 5 | 9 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 100 | 2 | 9 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 19 | 89 | 7 | 9 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 30 | 50 | 10 | 10 | 0 | 0 | 23 | 100 | 7 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 8 | 100 | 5 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 100 | 1 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 9 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 60 | 9 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 56 | 22 | 11 | 6 | 0 | 6 | 62 | 56 | 22 | 18 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 11 | 94 | 6 | 18 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 100 | 3 | 4 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 6 | 4 |
| | CARDIFF WALE | VUELING AIRLINES | S | A | 13 | 0 | 0 | 85 | 0 | 15 | 0 | 0 | 0 | 6 | 85 | 5 | 13 |
| | CARDIFF WALE | VUELING AIRLINES | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 13 | 57 | 12 | 14 |
| TOTAL MALAGA | | | | | 3217 | 4 | 7 | 71 | 14 | 10 | 5 | 0 | 0 | 16 | 80 | 14 | 14 |
| MALMO | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| MALTA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR MALTA | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 89 | 12 | 9 | |
| | BIRMINGHAM | AIR MALTA | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 89 | 14 | 9 | |
| | BRISTOL | AIR MALTA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 36 | 5 | |
| | BRISTOL | AIR MALTA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 33 | 5 | |
| | CARDIFF WALE | AIR MALTA | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 100 | 1 | 5 | |
| | CARDIFF WALE | AIR MALTA | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 3 | 5 | |
| | EXETER | AIR MALTA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | EXETER | AIR MALTA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | AIR MALTA | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 3 | 94 | 4 | 31 | |
| | GATWICK | AIR MALTA | S | D | 31 | 0 | 0 | 68 | 19 | 13 | 0 | 0 | 0 | 13 | 81 | 9 | 31 | |
| | GLASGOW | AIR MALTA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 5 | |
| | GLASGOW | AIR MALTA | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 5 | |
| | HEATHROW | AIR MALTA | S | A | 67 | 0 | 0 | 85 | 10 | 3 | 1 | 0 | 0 | 7 | 92 | 4 | 66 | |
| | HEATHROW | AIR MALTA | S | D | 67 | 0 | 0 | 78 | 15 | 4 | 3 | 0 | 0 | 10 | 92 | 6 | 66 | |
| | MANCHESTER | AIR MALTA | S | A | 18 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 6 | 65 | 15 | 17 | |
| | MANCHESTER | AIR MALTA | S | D | 18 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 10 | 47 | 23 | 17 | |
| | NEWCASTLE | AIR MALTA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 5 | |
| | NEWCASTLE | AIR MALTA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 5 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 61 | 6 | 23 | 10 | 0 | 0 | 20 | 68 | 17 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 16 | 26 | 6 | 0 | 0 | 25 | 71 | 17 | 31 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 16 | 89 | 11 | 9 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 31 | 89 | 7 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 44 | 0 | 0 | 68 | 14 | 16 | 2 | 0 | 0 | 16 | 64 | 21 | 45 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 0 | 75 | 16 | 7 | 2 | 0 | 0 | 11 | 73 | 20 | 45 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 1 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 67 | 12 | 27 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 85 | 5 | 27 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 4 | 9 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 89 | 9 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GLASGOW | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GLASGOW | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| MALTA | | | | | | | | | | | | | | | | | | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 88 | 8 | 8 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 14 | 75 | 9 | 8 | |
| | BOURNEMOUT | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 100 | 0 | 9 | |
| | BOURNEMOUT | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 9 | 9 | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 2 | 13 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 77 | 9 | 13 | |
| | EAST MIDLAND | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | EAST MIDLAND | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | S | A | 17 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 10 | 77 | 6 | 22 | |
| | EDINBURGH | RYANAIR | S | D | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 9 | 77 | 11 | 22 | |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 56 | 20 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 78 | 13 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 6 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 56 | 12 | 9 | |
| | LUTON | RYANAIR | S | A | 36 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 4 | 89 | 5 | 36 | |
| | LUTON | RYANAIR | S | D | 36 | 0 | 0 | 58 | 19 | 22 | 0 | 0 | 0 | 18 | 81 | 7 | 36 | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 0 | 6 | 77 | 12 | 26 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 11 | 81 | 9 | 26 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 4 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 9 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 100 | 3 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 100 | 0 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 19 | 80 | 11 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 37 | 80 | 12 | 5 | |
| TOTAL MALTA | | | | | 863 | 2 | 1 | 80 | 11 | 7 | 2 | 0 | 0 | 10 | 81 | 10 | 10 | |
| MANCHESTER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 235 | 0 | 1 | 54 | 19 | 19 | 7 | 0 | 0 | 21 | 74 | 13 | 263 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 235 | 0 | 1 | 63 | 16 | 16 | 5 | 0 | 0 | 18 | 79 | 11 | 263 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MANCHESTER | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 63 | 0 | 0 | 83 | 3 | 10 | 5 | 0 | 0 | 10 | 76 | 10 | 62 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 63 | 0 | 0 | 79 | 6 | 10 | 5 | 0 | 0 | 12 | 77 | 10 | 62 |
| | ABERDEEN | FLYBE LTD | S | A | 139 | 0 | 0 | 84 | 8 | 3 | 4 | 1 | 0 | 11 | 80 | 11 | 148 |
| | ABERDEEN | FLYBE LTD | S | D | 139 | 0 | 0 | 80 | 9 | 6 | 5 | 1 | 0 | 14 | 74 | 16 | 148 |
| | BELFAST CITY (| FLYBE LTD | S | A | 204 | 0 | 1 | 79 | 6 | 9 | 4 | 0 | 0 | 14 | 82 | 10 | 205 |
| | BELFAST CITY (| FLYBE LTD | S | D | 203 | 0 | 2 | 82 | 5 | 8 | 4 | 0 | 0 | 12 | 81 | 10 | 205 |
| | BOURNEMOUT | FLYBE LTD | S | A | 54 | 0 | 0 | 81 | 7 | 6 | 6 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BOURNEMOUT | FLYBE LTD | S | D | 54 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | EDINBURGH | FLYBE LTD | S | A | 103 | 0 | 1 | 73 | 10 | 8 | 9 | 1 | 0 | 19 | 86 | 7 | 104 |
| | EDINBURGH | FLYBE LTD | S | D | 103 | 0 | 1 | 78 | 10 | 5 | 8 | 0 | 0 | 15 | 86 | 8 | 104 |
| | EXETER | FLYBE LTD | S | A | 104 | 0 | 0 | 73 | 15 | 7 | 5 | 0 | 0 | 13 | 0 | 0 | 0 |
| | EXETER | FLYBE LTD | S | D | 104 | 0 | 0 | 78 | 15 | 5 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| | JERSEY | FLYBE LTD | S | A | 49 | 0 | 0 | 84 | 6 | 2 | 6 | 2 | 0 | 17 | 67 | 20 | 39 |
| | JERSEY | FLYBE LTD | S | D | 49 | 0 | 0 | 61 | 22 | 8 | 6 | 2 | 0 | 23 | 59 | 30 | 39 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 107 | 0 | 3 | 79 | 16 | 4 | 2 | 0 | 0 | 9 | 78 | 12 | 135 |
| | SOUTHAMPTON | FLYBE LTD | S | D | 107 | 0 | 3 | 74 | 14 | 9 | 3 | 0 | 0 | 12 | 81 | 10 | 135 |
| | GLASGOW | LOGANAIR | S | A | 73 | 0 | 0 | 71 | 11 | 10 | 8 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | D | 73 | 0 | 0 | 66 | 15 | 11 | 7 | 1 | 0 | 21 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | | | 2268 | 4 | 14 | 74 | 12 | 9 | 5 | 0 | 0 | 15 | 81 | 10 | 10 |
| MANILA | HEATHROW | PHILIPPINE AIRLINES | S | A | 18 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 109 | 9 |
| | HEATHROW | PHILIPPINE AIRLINES | S | D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 64 | 71 | 22 |
| TOTAL MANILA | | | | | 36 | 0 | 2 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 71 | 82 | 82 |
| MARIEHAMN | | | | | | | | | | | | | | | | | |
| MARRAKESH | GATWICK | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 59 | 18 | 14 | 9 | 0 | 0 | 19 | 73 | 14 | 22 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 32 | 23 | 27 | 18 | 0 | 0 | 32 | 82 | 15 | 22 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 26 | 89 | 4 | 9 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 63 | 25 | 0 | 0 | 13 | 0 | 39 | 78 | 14 | 9 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 35 | 0 | 0 | 80 | 9 | 11 | 0 | 0 | 0 | 11 | 94 | 2 | 35 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 66 | 17 | 14 | 3 | 0 | 0 | 16 | 83 | 10 | 35 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MARRAKESH | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 18 | 89 | 21 | 9 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 23 | 78 | 30 | 9 |
| | LUTON | RYANAIR | S | A | 22 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 14 | 76 | 29 | 17 |
| | LUTON | RYANAIR | S | D | 22 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 12 | 76 | 29 | 17 |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 4 | 93 | 4 | 14 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 6 | 50 | 18 | 14 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 10 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 32 | 75 | 12 | 8 |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 44 | 11 | 11 | 33 | 0 | 0 | 36 | 67 | 16 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 14 | 88 | 6 | 8 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 14 | 78 | 10 | 9 |
| TOTAL MARRAKESH | | | | | 315 | 0 | 0 | 74 | 10 | 10 | 6 | 1 | 0 | 15 | 80 | 13 | 13 |
| MARSA ALAM | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 80 | 12 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 0 | 16 | 20 | 29 | 5 |
| TOTAL MARSA ALAM | | | | | 10 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 50 | 21 | 21 |
| MARSEILLE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 56 | 23 | 13 | 8 | 1 | 0 | 22 | 67 | 20 | 92 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 71 | 17 | 10 | 1 | 1 | 0 | 14 | 77 | 13 | 92 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 12 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 64 | 12 | 14 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 86 | 10 | 14 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 63 | 0 | 0 | 19 | 29 | 30 | 21 | 2 | 0 | 44 | 58 | 35 | 52 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 63 | 0 | 0 | 38 | 30 | 14 | 16 | 2 | 0 | 34 | 65 | 27 | 52 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 44 | 0 | 44 | 11 | 0 | 0 | 35 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 29 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 10 | 93 | 9 | 14 |
| | EDINBURGH | RYANAIR | S | D | 14 | 0 | 0 | 64 | 29 | 7 | 0 | 0 | 0 | 14 | 64 | 17 | 14 |
| | STANSTED | RYANAIR | S | A | 40 | 0 | 0 | 90 | 5 | 3 | 3 | 0 | 0 | 5 | 50 | 33 | 40 |
| | STANSTED | RYANAIR | S | D | 40 | 0 | 0 | 58 | 30 | 10 | 3 | 0 | 0 | 17 | 63 | 20 | 40 |
| TOTAL MARSEILLE | | | | | 463 | 0 | 0 | 57 | 21 | 14 | 8 | 1 | 0 | 22 | 67 | 21 | 21 |
| MAURITIUS | HEATHROW | AIR MAURITIUS LTD | S | A | 17 | 0 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 17 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MAURITIUS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR MAURITIUS LTD | S | D | 17 | 0 | 1 | 53 | 29 | 12 | 6 | 0 | 0 | 18 | 71 | 10 | 17 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 8 | 43 | 77 | 11 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 1 | 0 | 85 | 8 | 8 | 0 | 0 | 6 | 21 | 30 | 14 | | |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 43 | 50 | 34 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 88 | 50 | 19 | 4 | |
| TOTAL MAURITIUS | | | | | 68 | 1 | 2 | 71 | 15 | 6 | 7 | 0 | 1 | 22 | 67 | 14 | 14 | |
| MELBOURNE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | QANTAS | S | A | 31 | 0 | 0 | 65 | 16 | 6 | 6 | 0 | 6 | 63 | 81 | 10 | 31 | |
| | HEATHROW | QANTAS | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 68 | 43 | 31 | |
| TOTAL MELBOURNE | | | | | 62 | 0 | 0 | 79 | 11 | 3 | 3 | 0 | 3 | 34 | 74 | 26 | 26 | |
| MEMMINGEN ALLGAU | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 50 | 21 | 22 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 55 | 19 | 22 | |
| TOTAL MEMMINGEN ALLGAU | | | | | 55 | 0 | 0 | 84 | 13 | 4 | 0 | 0 | 0 | 9 | 52 | 20 | 20 | |
| MEXICO CITY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROMEXICO | S | A | 22 | 0 | 0 | 50 | 27 | 14 | 9 | 0 | 0 | 19 | 69 | 16 | 13 | |
| | HEATHROW | AEROMEXICO | S | D | 22 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 5 | 77 | 10 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 19 | 6 | 0 | 3 | 0 | 16 | 59 | 33 | 27 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 19 | 13 | 3 | 0 | 0 | 15 | 58 | 38 | 26 | |
| TOTAL MEXICO CITY | | | | | 106 | 0 | 0 | 68 | 19 | 9 | 3 | 1 | 0 | 14 | 63 | 28 | 28 | |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 62 | 0 | 0 | 60 | 15 | 18 | 6 | 2 | 0 | 22 | 69 | 22 | 61 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 62 | 0 | 0 | 65 | 19 | 8 | 6 | 2 | 0 | 21 | 69 | 15 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 1 | 68 | 11 | 13 | 6 | 0 | 2 | 60 | 65 | 19 | 63 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 50 | 29 | 13 | 6 | 0 | 2 | 43 | 69 | 16 | 62 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 65 | 14 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 55 | 13 | 23 | 10 | 0 | 0 | 24 | 61 | 26 | 31 | |
| TOTAL MIAMI INTERNATIONAL | | | | | 327 | 0 | 1 | 63 | 18 | 12 | 6 | 1 | 1 | 31 | 67 | 18 | 18 | |
| MIKONOS | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 16 | 0 | 0 | 63 | 6 | 6 | 25 | 0 | 0 | 29 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|-----------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| MIKONOS | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 18 | 0 | 0 | 56 | 11 | 17 | 17 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 30 | 56 | 11 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 19 | 67 | 9 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 44 | 0 | 0 | 39 | 27 | 14 | 20 | 0 | 0 | 36 | 59 | 46 | 29 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 0 | 39 | 30 | 16 | 16 | 0 | 0 | 30 | 62 | 24 | 29 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 39 | 56 | 28 | 9 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 22 | 33 | 22 | 22 | 0 | 0 | 42 | 33 | 29 | 9 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 22 | 22 | 22 | 33 | 0 | 0 | 43 | 89 | 6 | 9 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 22 | 89 | 8 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 51 | 50 | 15 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 49 | 75 | 17 | 4 | |
| TOTAL MIKONOS | | | | | 184 | 0 | 0 | 40 | 23 | 18 | 19 | 0 | 0 | 33 | 63 | 25 | 25 | |
| MILAN (LINATE) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALITALIA (CAI) | S | A | 62 | 0 | 0 | 53 | 15 | 26 | 6 | 0 | 0 | 23 | 71 | 12 | 58 | |
| | HEATHROW | ALITALIA (CAI) | S | D | 62 | 0 | 0 | 63 | 16 | 16 | 5 | 0 | 0 | 17 | 69 | 11 | 58 | |
| | LONDON CITY | ALITALIA (CAI) | S | A | 97 | 0 | 0 | 91 | 2 | 4 | 3 | 0 | 0 | 6 | 95 | 3 | 96 | |
| | LONDON CITY | ALITALIA (CAI) | S | D | 97 | 0 | 0 | 72 | 16 | 7 | 4 | 0 | 0 | 14 | 74 | 11 | 96 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 194 | 0 | 0 | 48 | 26 | 16 | 9 | 0 | 0 | 24 | 76 | 18 | 192 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 194 | 0 | 0 | 65 | 16 | 10 | 8 | 0 | 0 | 17 | 78 | 15 | 192 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 13 | 42 | 23 | 23 | 0 | 0 | 38 | 39 | 34 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 26 | 39 | 19 | 16 | 0 | 0 | 31 | 52 | 24 | 31 | |
| TOTAL MILAN (LINATE) | | | | | 768 | 3 | 0 | 60 | 19 | 13 | 8 | 0 | 0 | 19 | 75 | 14 | 14 | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GLASGOW | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | BRISTOL | BMI REGIONAL | S | A | 17 | 0 | 0 | 41 | 35 | 24 | 0 | 0 | 0 | 20 | 68 | 19 | 22 | |
| | BRISTOL | BMI REGIONAL | S | D | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 14 | 86 | 8 | 21 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 111 | 0 | 0 | 44 | 23 | 25 | 8 | 0 | 0 | 25 | 70 | 28 | 87 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 110 | 0 | 0 | 56 | 16 | 20 | 7 | 0 | 0 | 20 | 74 | 13 | 87 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 45 | 0 | 0 | 78 | 13 | 9 | 0 | 0 | 0 | 9 | 73 | 12 | 44 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 45 | 0 | 0 | 49 | 33 | 16 | 2 | 0 | 0 | 19 | 59 | 21 | 44 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 162 | 0 | 1 | 39 | 24 | 24 | 12 | 1 | 0 | 34 | 53 | 28 | 154 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 162 | 0 | 0 | 32 | 23 | 30 | 14 | 1 | 0 | 36 | 41 | 32 | 155 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------------|-------------------|--------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 45 | 1 | 0 | 36 | 16 | 29 | 18 | 2 | 0 | 41 | 30 | 43 | 33 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 45 | 0 | 0 | 42 | 20 | 22 | 13 | 2 | 0 | 35 | 38 | 37 | 32 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 62 | 0 | 0 | 82 | 3 | 11 | 3 | 0 | 0 | 9 | 75 | 12 | 61 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 62 | 0 | 0 | 73 | 16 | 5 | 6 | 0 | 0 | 15 | 67 | 17 | 63 | |
| | CARDIFF WALE | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 40 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 88 | 12 | 40 | |
| | MANCHESTER | FLYBE LTD | S | D | 40 | 0 | 0 | 73 | 13 | 10 | 5 | 0 | 0 | 14 | 78 | 16 | 40 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 8 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | | | 995 | 1 | 3 | 53 | 19 | 20 | 8 | 1 | 0 | 24 | 61 | 25 | 25 | |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 90 | 4 | 30 | |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 6 | 90 | 6 | 30 | |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 62 | 0 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | 4 | 90 | 5 | 5 | |
| MINSK INT'L | | | | | | | | | | | | | | | | | | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 18 | 0 | 0 | 17 | 39 | 33 | 11 | 0 | 0 | 35 | 41 | 20 | 17 | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 18 | 0 | 0 | 22 | 6 | 56 | 17 | 0 | 0 | 44 | 6 | 38 | 17 | |
| | MANCHESTER | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 4 | |
| | MANCHESTER | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 50 | 19 | 4 | |
| TOTAL MINSK INT'L | | | | | 46 | 0 | 0 | 33 | 22 | 35 | 11 | 0 | 0 | 32 | 36 | 24 | 24 | |
| MOLINE (QUAD CITY) | | | | | | | | | | | | | | | | | | |
| MONASTIR | | | | | | | | | | | | | | | | | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL MONASTIR | | | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 69 | 29 | 29 | |
| MONROVIA (ROBERTS) | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 6 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 100 | 6 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MONTEGO BAY | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 50 | 30 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 16 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 138 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 13 | 22 | 111 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 0 | 59 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 26 | 0 | 63 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 13 | 0 | 0 | 62 | 8 | 23 | 8 | 0 | 0 | 20 | 54 | 20 | 13 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 14 | 0 | 0 | 7 | 14 | 43 | 36 | 0 | 0 | 50 | 15 | 41 | 13 | |
| TOTAL MONTEGO BAY | | | | | 89 | 0 | 0 | 65 | 15 | 11 | 9 | 0 | 0 | 19 | 30 | 55 | 55 | |
| MONTPELLIER | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 56 | 0 | 0 | 48 | 25 | 18 | 7 | 2 | 0 | 25 | 62 | 23 | 47 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 56 | 0 | 1 | 48 | 23 | 20 | 7 | 2 | 0 | 26 | 68 | 24 | 47 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 16 | 0 | 0 | 69 | 19 | 6 | 6 | 0 | 0 | 13 | 72 | 23 | 18 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 16 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 13 | 67 | 25 | 18 | |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 0 | 33 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 9 | 22 | 21 | 9 | |
| TOTAL MONTPELLIER | | | | | 162 | 0 | 1 | 57 | 20 | 14 | 7 | 1 | 0 | 21 | 59 | 24 | 24 | |
| MONTREAL (DORVAL) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 74 | 19 | 3 | 0 | 0 | 3 | 21 | 90 | 5 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 10 | 65 | 13 | 31 | |
| | GATWICK | AIR TRANSAT | S | A | 9 | 0 | 0 | 33 | 11 | 44 | 0 | 11 | 0 | 50 | 40 | 23 | 5 | |
| | GATWICK | AIR TRANSAT | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 0 | 11 | 0 | 30 | 80 | 7 | 5 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 58 | 16 | 6 | 16 | 3 | 0 | 32 | 68 | 14 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 45 | 23 | 13 | 19 | 0 | 0 | 34 | 58 | 17 | 31 | |
| TOTAL MONTREAL (DORVAL) | | | | | 143 | 1 | 0 | 64 | 15 | 10 | 8 | 2 | 1 | 26 | 69 | 13 | 13 | |
| MOSCOW (DOMODEDOVO) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 1 | 74 | 18 | 7 | 0 | 1 | 0 | 12 | 80 | 7 | 87 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 2 | 83 | 11 | 5 | 1 | 0 | 0 | 8 | 78 | 11 | 87 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 8 | 76 | 14 | 62 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 8 | 68 | 21 | 62 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 32 | 100 | 2 | 9 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 24 | 89 | 4 | 9 | |
| TOTAL MOSCOW (DOMODEDOVO) | | | | | 255 | 0 | 3 | 78 | 14 | 6 | 2 | 0 | 0 | 11 | 77 | 12 | 12 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|------------------------------------|-------------------|------------|-----------------------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | | HEATHROW | AEROFLOT | S | A | 91 | 0 | 0 | 64 | 25 | 8 | 3 | 0 | 0 | 14 | 89 | 4 | 90 |
| | | HEATHROW | AEROFLOT | S | D | 91 | 0 | 0 | 74 | 18 | 4 | 4 | 0 | 0 | 12 | 81 | 8 | 90 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | | | | 182 | 1 | 0 | 69 | 21 | 6 | 4 | 0 | 0 | 13 | 85 | 6 | 6 |
| MOSCOW (VNUKOVO) | | HEATHROW | TRANSAERO AIRLINES | S | A | 60 | 0 | 0 | 48 | 23 | 13 | 13 | 2 | 0 | 31 | 90 | 4 | 59 |
| | | HEATHROW | TRANSAERO AIRLINES | S | D | 59 | 0 | 1 | 64 | 17 | 7 | 7 | 5 | 0 | 26 | 80 | 10 | 59 |
| TOTAL MOSCOW (VNUKOVO) | | | | | | 119 | 6 | 1 | 56 | 20 | 10 | 10 | 3 | 0 | 29 | 85 | 7 | 7 |
| MUMBAI | | HEATHROW | AIR INDIA | S | A | 31 | 0 | 0 | 81 | 10 | 0 | 3 | 0 | 6 | 36 | 81 | 11 | 31 |
| | | HEATHROW | AIR INDIA | S | D | 31 | 0 | 0 | 68 | 16 | 3 | 6 | 3 | 3 | 39 | 74 | 33 | 31 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 81 | 15 | 5 | 0 | 0 | 0 | 8 | 67 | 16 | 61 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 73 | 18 | 8 | 2 | 0 | 0 | 12 | 58 | 21 | 62 |
| | | HEATHROW | JET AIRWAYS | S | A | 62 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 6 | 87 | 5 | 62 |
| | | HEATHROW | JET AIRWAYS | S | D | 62 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 5 | 94 | 5 | 63 |
| TOTAL MUMBAI | | | | | | 310 | 0 | 0 | 83 | 11 | 3 | 2 | 0 | 1 | 14 | 79 | 12 | 12 |
| MUNICH | | BRISTOL | BMI REGIONAL | S | A | 53 | 0 | 0 | 66 | 23 | 9 | 2 | 0 | 0 | 14 | 81 | 8 | 27 |
| | | BRISTOL | BMI REGIONAL | S | D | 54 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 9 | 96 | 3 | 27 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 174 | 0 | 0 | 63 | 15 | 14 | 7 | 1 | 0 | 20 | 80 | 13 | 175 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 174 | 0 | 0 | 67 | 13 | 14 | 6 | 0 | 0 | 17 | 79 | 10 | 175 |
| | | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 58 | 19 | 10 | 13 | 0 | 0 | 22 | 81 | 11 | 31 |
| | | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 58 | 23 | 6 | 13 | 0 | 0 | 25 | 74 | 12 | 31 |
| | | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 67 | 0 | 4 | 45 | 15 | 19 | 21 | 0 | 0 | 33 | 65 | 17 | 72 |
| | | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 67 | 0 | 0 | 52 | 13 | 16 | 18 | 0 | 0 | 29 | 69 | 15 | 72 |
| | | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| | | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 50 | 33 | 11 | 6 | 0 | 0 | 26 | 0 | 0 | 0 |
| | | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 13 | 59 | 16 | 17 |
| | | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 9 | 71 | 11 | 17 |
| | | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 65 | 13 | 10 | 10 | 3 | 0 | 26 | 77 | 9 | 31 |
| | | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 84 | 3 | 6 | 3 | 3 | 0 | 17 | 97 | 3 | 31 |
| | | BIRMINGHAM | LUFTHANSA | S | A | 6 | 1 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 25 | 0 | 0 | 0 |
| | | BIRMINGHAM | LUFTHANSA | S | D | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 19 | 0 | 0 | 0 |
| | | GLASGOW | LUFTHANSA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|---|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MUNICH | GLASGOW | LUFTHANSA | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 244 | 0 | 0 | 64 | 24 | 11 | 1 | 0 | 0 | 14 | 79 | 10 | 243 | |
| | HEATHROW | LUFTHANSA | S | D | 244 | 0 | 0 | 73 | 17 | 8 | 2 | 0 | 0 | 11 | 75 | 12 | 243 | |
| | JERSEY | LUFTHANSA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 16 | 4 | |
| | JERSEY | LUFTHANSA | S | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 25 | 22 | 4 | |
| | MANCHESTER | LUFTHANSA | S | A | 89 | 0 | 0 | 65 | 24 | 7 | 4 | 0 | 0 | 16 | 82 | 8 | 89 | |
| | MANCHESTER | LUFTHANSA | S | D | 89 | 0 | 0 | 72 | 22 | 4 | 1 | 0 | 0 | 11 | 83 | 8 | 89 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 79 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 92 | 5 | 85 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 79 | 0 | 0 | 85 | 13 | 1 | 1 | 0 | 0 | 8 | 91 | 6 | 85 | |
| TOTAL MUNICH | | | | | 1645 | 3 | 4 | 68 | 17 | 10 | 5 | 0 | 0 | 16 | 79 | 10 | 10 | |
| MURCIA SAN JAVIER | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 8 | 94 | 3 | 31 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 6 | 90 | 5 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 51 | 0 | 0 | 57 | 16 | 14 | 14 | 0 | 0 | 26 | 84 | 13 | 50 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 51 | 0 | 0 | 57 | 18 | 16 | 10 | 0 | 0 | 25 | 82 | 9 | 50 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 78 | 5 | 9 | |
| | BELFAST INTER | JET2.COM LTD | S | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 13 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 12 | 86 | 7 | 14 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 11 | 86 | 8 | 14 | |
| | EDINBURGH | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 100 | 1 | 14 | |
| | EDINBURGH | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 14 | 100 | 3 | 14 | |
| | GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 8 | 75 | 18 | 8 | |
| | GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 21 | 75 | 20 | 8 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 86 | 5 | 22 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 5 | 91 | 6 | 22 | |
| | MANCHESTER | JET2.COM LTD | S | A | 30 | 0 | 0 | 80 | 13 | 3 | 3 | 0 | 0 | 9 | 84 | 13 | 31 | |
| | MANCHESTER | JET2.COM LTD | S | D | 30 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 22 | 77 | 18 | 31 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 4 | 95 | 6 | 22 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 9 | 95 | 6 | 22 | |
| | BIRMINGHAM | RYANAIR | S | A | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 94 | 4 | 18 | |
| | BIRMINGHAM | RYANAIR | S | D | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 94 | 4 | 18 | |
| | BOURNEMOUT | RYANAIR | S | A | 23 | 0 | 0 | 96 | 0 | 0 | 0 | 4 | 0 | 12 | 86 | 7 | 22 | |
| | BOURNEMOUT | RYANAIR | S | D | 23 | 0 | 0 | 83 | 13 | 0 | 0 | 4 | 0 | 15 | 90 | 9 | 21 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|--------------------------------|-------------------|--------------------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| MURCIA SAN JAVIER | | | | | | | | | | | | | | | | | | |
| | EAST MIDLAND | RYANAIR | S | A | 31 | 0 | 0 | 74 | 19 | 6 | 0 | 0 | 0 | 9 | 74 | 11 | 31 | |
| | EAST MIDLAND | RYANAIR | S | D | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 9 | 74 | 11 | 31 | |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 8 | | |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 100 | 6 | 8 | | |
| | LUTON | RYANAIR | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 4 | 81 | 13 | 31 | | |
| | LUTON | RYANAIR | S | D | 31 | 0 | 0 | 58 | 16 | 19 | 6 | 0 | 20 | 81 | 14 | 31 | | |
| | MANCHESTER | RYANAIR | S | A | 23 | 0 | 0 | 83 | 4 | 13 | 0 | 0 | 10 | 76 | 16 | 21 | | |
| | MANCHESTER | RYANAIR | S | D | 23 | 0 | 0 | 83 | 9 | 9 | 0 | 0 | 10 | 76 | 11 | 21 | | |
| | STANSTED | RYANAIR | S | A | 40 | 1 | 0 | 93 | 5 | 3 | 0 | 0 | 3 | 78 | 9 | 49 | | |
| | STANSTED | RYANAIR | S | D | 40 | 0 | 0 | 95 | 3 | 3 | 0 | 0 | 4 | 86 | 6 | 49 | | |
| TOTAL MURCIA SAN JAVIER | | | | | 744 | 1 | 0 | 79 | 10 | 7 | 3 | 0 | 0 | 11 | 85 | 9 | 9 | |
| MUSCAT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 57 | 20 | 17 | 7 | 0 | 0 | 19 | 97 | 7 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 6 | 77 | 8 | 31 | | |
| | HEATHROW | OMAN AIR | S | A | 31 | 0 | 0 | 42 | 32 | 26 | 0 | 0 | 20 | 87 | 5 | 31 | | |
| | HEATHROW | OMAN AIR | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 7 | 97 | 2 | 31 | | |
| TOTAL MUSCAT | | | | | 122 | 0 | 0 | 68 | 19 | 11 | 2 | 0 | 0 | 13 | 90 | 6 | 6 | |
| MYTILINI | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 20 | 37 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 21 | 60 | 42 | 5 | |
| TOTAL MYTILINI | | | | | 24 | 0 | 0 | 71 | 4 | 8 | 17 | 0 | 0 | 19 | 73 | 19 | 19 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| NAIROBI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 9 | 55 | 19 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 58 | 16 | 19 | 6 | 0 | 0 | 21 | 68 | 18 | 31 | |
| | HEATHROW | KENYA AIRWAYS | S | A | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 7 | 84 | 8 | 31 | |
| | HEATHROW | KENYA AIRWAYS | S | D | 31 | 1 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 9 | 90 | 4 | 31 | |
| TOTAL NAIROBI | | | | | 124 | 1 | 0 | 78 | 10 | 7 | 4 | 0 | 0 | 12 | 74 | 12 | 12 | |
| NANTES | | | | | | | | | | | | | | | | | | |
| | BRISTOL | BMI REGIONAL | S | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | BRISTOL | BMI REGIONAL | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | LONDON CITY | CITY JET | S | A | 27 | 0 | 0 | 41 | 44 | 7 | 7 | 0 | 0 | 19 | 100 | 0 | 31 | |
| | LONDON CITY | CITY JET | S | D | 27 | 0 | 0 | 70 | 19 | 11 | 0 | 0 | 0 | 12 | 84 | 4 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 52 | 0 | 3 | 46 | 21 | 25 | 6 | 2 | 0 | 29 | 71 | 16 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 52 | 0 | 3 | 54 | 21 | 17 | 6 | 2 | 0 | 26 | 77 | 12 | 31 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 14 | 89 | 2 | 9 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 89 | 3 | 9 | |
| | MANCHESTER | FLYBE LTD | S | A | 22 | 0 | 0 | 59 | 18 | 18 | 5 | 0 | 0 | 16 | 83 | 10 | 18 | |
| | MANCHESTER | FLYBE LTD | S | D | 22 | 0 | 0 | 64 | 9 | 18 | 9 | 0 | 0 | 17 | 67 | 18 | 18 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 23 | 0 | 1 | 83 | 4 | 4 | 9 | 0 | 0 | 13 | 74 | 13 | 31 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 23 | 0 | 1 | 70 | 13 | 9 | 9 | 0 | 0 | 17 | 65 | 18 | 31 | |
| TOTAL NANTES | | | | | 282 | 0 | 8 | 59 | 20 | 14 | 6 | 1 | 0 | 19 | 79 | 11 | 11 | |
| NAPLES | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 82 | 0 | 0 | 40 | 23 | 22 | 15 | 0 | 0 | 28 | 52 | 28 | 75 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 81 | 0 | 0 | 60 | 21 | 12 | 6 | 0 | 0 | 19 | 55 | 24 | 75 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 22 | 44 | 26 | 9 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 11 | 67 | 14 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 12 | 0 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 12 | 78 | 7 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 12 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 78 | 6 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 49 | 0 | 0 | 53 | 12 | 22 | 10 | 2 | 0 | 30 | 42 | 32 | 45 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 49 | 0 | 0 | 71 | 12 | 12 | 4 | 0 | 0 | 15 | 71 | 19 | 45 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 0 | 59 | 12 | 18 | 12 | 0 | 0 | 21 | 67 | 13 | 18 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 5 | 94 | 4 | 18 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 72 | 17 | 0 | 11 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 74 | 16 | 3 | 6 | 0 | 0 | 15 | 58 | 27 | 60 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | 62 | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| NAPLES | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 79 | 16 | 2 | 3 | 0 | 0 | 9 | 76 | 17 | 62 |
| | GATWICK | MERIDIANA AIR | S | A | 30 | 1 | 1 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 81 | 5 | 21 |
| | GATWICK | MERIDIANA AIR | S | D | 31 | 0 | 0 | 48 | 29 | 23 | 0 | 0 | 0 | 19 | 24 | 35 | 21 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 23 | 0 | 0 | 0 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 22 | 22 | 44 | 11 | 0 | 0 | 36 | 25 | 46 | 8 |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 24 | 88 | 17 | 8 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 36 | 21 | 7 | 36 | 0 | 0 | 37 | 38 | 29 | 8 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 14 | 50 | 12 | 8 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 50 | 15 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 16 | 89 | 15 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 15 | 67 | 18 | 9 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 24 | 63 | 14 | 8 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 25 | 75 | 9 | 8 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 17 | 100 | 3 | 8 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 88 | 5 | 8 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 30 | 75 | 10 | 8 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 88 | 3 | 8 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 33 | 0 | 11 | 33 | 22 | 0 | 91 | 50 | 24 | 12 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 11 | 0 | 11 | 11 | 0 | 45 | 75 | 11 | 12 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 75 | 21 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 24 | 75 | 20 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 18 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 43 | 0 | 43 | 14 | 0 | 0 | 35 | 67 | 14 | 12 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 13 | 67 | 10 | 12 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 100 | 1 | 4 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 4 |
| TOTAL NAPLES | | | | | 790 | 2 | 1 | 64 | 16 | 12 | 8 | 1 | 0 | 19 | 63 | 20 | 20 |

NASSAU

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| NASSAU | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL NASSAU | | | | | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 0 | 0 | 0 | |
| NEW YORK (JF KENNEDY) | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AMERICAN AIRLINES | S | A | 30 | 0 | 1 | 90 | 0 | 3 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | BIRMINGHAM | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 77 | 3 | 10 | 10 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | EDINBURGH | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 68 | 6 | 16 | 10 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | EDINBURGH | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 74 | 6 | 6 | 10 | 3 | 0 | 22 | 0 | 0 | 0 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 92 | 0 | 1 | 86 | 8 | 4 | 1 | 1 | 0 | 9 | 73 | 31 | 91 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 92 | 0 | 1 | 71 | 16 | 9 | 3 | 1 | 0 | 15 | 71 | 16 | 93 | |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 31 | 1 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 10 | 58 | 57 | 31 | |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 74 | 3 | 10 | 13 | 0 | 0 | 26 | 68 | 40 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 269 | 0 | 0 | 87 | 7 | 4 | 1 | 1 | 0 | 7 | 70 | 19 | 254 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 269 | 0 | 0 | 64 | 22 | 10 | 4 | 0 | 0 | 16 | 58 | 22 | 254 | |
| | LONDON CITY | BRITISH AIRWAYS PLC | S | A | 43 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LONDON CITY | BRITISH AIRWAYS PLC | S | D | 43 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | HEATHROW | DELTA AIRLINES | S | A | 92 | 0 | 0 | 75 | 13 | 8 | 3 | 0 | 1 | 19 | 68 | 20 | 92 | |
| | HEATHROW | DELTA AIRLINES | S | D | 92 | 0 | 1 | 87 | 5 | 4 | 3 | 0 | 0 | 7 | 87 | 8 | 93 | |
| | MANCHESTER | DELTA AIRLINES | S | A | 31 | 0 | 0 | 84 | 3 | 6 | 6 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | MANCHESTER | DELTA AIRLINES | S | D | 31 | 0 | 0 | 90 | 0 | 6 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 24 | 13 | |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 13 | 0 | 0 | 38 | 31 | 23 | 8 | 0 | 0 | 27 | 21 | 45 | 14 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 81 | 7 | 0 | 7 | 4 | 0 | 24 | 0 | 58 | 12 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 27 | 0 | 0 | 56 | 26 | 4 | 11 | 0 | 4 | 78 | 62 | 14 | 13 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 8 | 0 | 0 | 25 | 13 | 0 | 50 | 13 | 0 | 86 | 0 | 65 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 13 | 0 | 0 | 69 | 23 | 0 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 152 | 0 | 1 | 74 | 11 | 12 | 4 | 0 | 0 | 14 | 77 | 17 | 123 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 154 | 0 | 1 | 71 | 12 | 10 | 6 | 1 | 0 | 18 | 80 | 14 | 124 | |
| TOTAL NEW YORK (JF KENNEDY) | | | | | 1659 | 1 | 6 | 77 | 11 | 7 | 4 | 0 | 0 | 14 | 70 | 20 | 20 | |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 0 | 73 | 7 | 13 | 5 | 2 | 0 | 21 | 53 | 37 | 87 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 0 | 70 | 16 | 11 | 4 | 0 | 0 | 16 | 63 | 23 | 88 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|--------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 90 | 0 | 6 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BELFAST INTER | UNITED AIRLINES | S | A | 31 | 0 | 0 | 65 | 10 | 13 | 13 | 0 | 0 | 20 | 65 | 38 | 31 | |
| | BELFAST INTER | UNITED AIRLINES | S | D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 7 | 61 | 28 | 31 | |
| | BIRMINGHAM | UNITED AIRLINES | S | A | 31 | 0 | 0 | 84 | 3 | 0 | 10 | 3 | 0 | 22 | 77 | 18 | 31 | |
| | BIRMINGHAM | UNITED AIRLINES | S | D | 31 | 0 | 0 | 84 | 3 | 0 | 10 | 3 | 0 | 19 | 71 | 23 | 31 | |
| | EDINBURGH | UNITED AIRLINES | S | A | 61 | 0 | 0 | 69 | 15 | 10 | 5 | 2 | 0 | 16 | 73 | 24 | 62 | |
| | EDINBURGH | UNITED AIRLINES | S | D | 60 | 0 | 0 | 77 | 13 | 3 | 7 | 0 | 0 | 15 | 80 | 16 | 61 | |
| | GLASGOW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 77 | 3 | 16 | 3 | 0 | 0 | 11 | 71 | 27 | 31 | |
| | GLASGOW | UNITED AIRLINES | S | D | 30 | 0 | 1 | 77 | 7 | 10 | 3 | 3 | 0 | 26 | 68 | 31 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | A | 154 | 0 | 2 | 72 | 5 | 6 | 12 | 5 | 1 | 32 | 66 | 28 | 152 | |
| | HEATHROW | UNITED AIRLINES | S | D | 154 | 1 | 1 | 80 | 10 | 3 | 5 | 2 | 0 | 14 | 83 | 10 | 151 | |
| | MANCHESTER | UNITED AIRLINES | S | A | 30 | 0 | 0 | 90 | 0 | 3 | 7 | 0 | 0 | 8 | 74 | 26 | 31 | |
| | MANCHESTER | UNITED AIRLINES | S | D | 29 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 12 | 72 | 12 | 32 | |
| | NEWCASTLE | UNITED AIRLINES | S | A | 21 | 0 | 0 | 86 | 10 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | NEWCASTLE | UNITED AIRLINES | S | D | 21 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 4 | 90 | 8 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 63 | 23 | 10 | 3 | 0 | 0 | 15 | 90 | 4 | 62 | |
| TOTAL NEW YORK (NEWARK) | | | | | 948 | 2 | 4 | 78 | 8 | 6 | 6 | 2 | 0 | 17 | 72 | 21 | 21 | |
| NEWCASTLE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 172 | 0 | 0 | 61 | 19 | 10 | 10 | 0 | 0 | 20 | 83 | 10 | 172 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 172 | 0 | 0 | 65 | 16 | 12 | 7 | 0 | 0 | 18 | 78 | 16 | 172 | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 55 | 0 | 4 | 78 | 5 | 4 | 13 | 0 | 0 | 16 | 83 | 10 | 63 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 52 | 0 | 3 | 87 | 8 | 4 | 2 | 0 | 0 | 6 | 93 | 8 | 59 | |
| | BIRMINGHAM | EASTERN AIRWAYS | S | A | 38 | 0 | 0 | 89 | 3 | 8 | 0 | 0 | 0 | 9 | 93 | 6 | 40 | |
| | BIRMINGHAM | EASTERN AIRWAYS | S | D | 38 | 0 | 0 | 87 | 3 | 8 | 0 | 3 | 0 | 12 | 88 | 7 | 40 | |
| | CARDIFF WALE | EASTERN AIRWAYS | S | A | 35 | 5 | 0 | 60 | 26 | 9 | 6 | 0 | 0 | 17 | 72 | 15 | 46 | |
| | CARDIFF WALE | EASTERN AIRWAYS | S | D | 20 | 1 | 0 | 80 | 0 | 15 | 5 | 0 | 0 | 13 | 79 | 8 | 24 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 67 | 0 | 0 | 93 | 0 | 1 | 6 | 0 | 0 | 8 | 90 | 14 | 62 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 67 | 0 | 0 | 84 | 7 | 3 | 6 | 0 | 0 | 11 | 90 | 12 | 62 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 49 | 0 | 0 | 80 | 12 | 6 | 2 | 0 | 0 | 9 | 93 | 3 | 59 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 49 | 0 | 0 | 73 | 12 | 10 | 4 | 0 | 0 | 13 | 88 | 5 | 59 | |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 78 | 22 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| NEWCASTLE | | | | | | | | | | | | | | | | | | |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 56 | 38 | 9 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 4 | 96 | 6 | 27 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 27 | 0 | 0 | 78 | 19 | 0 | 4 | 0 | 0 | 12 | 93 | 4 | 27 | |
| | EXETER | FLYBE LTD | S | A | 27 | 0 | 0 | 70 | 19 | 0 | 11 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 27 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 81 | 0 | 0 | 89 | 7 | 1 | 2 | 0 | 0 | 6 | 83 | 10 | 77 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 81 | 0 | 0 | 86 | 7 | 4 | 2 | 0 | 0 | 7 | 77 | 14 | 77 | |
| | STANSTED | FLYBE LTD | S | A | 53 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | STANSTED | FLYBE LTD | S | D | 53 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL NEWCASTLE | | | | | 1219 | 7 | 7 | 79 | 10 | 6 | 5 | 0 | 0 | 12 | 83 | 11 | 11 | |
| NEWQUAY | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 21 | 22 | 17 | 9 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 9 | 78 | 6 | 9 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 13 | 4 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 25 | 28 | 4 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 31 | 0 | 1 | 84 | 3 | 3 | 6 | 3 | 0 | 19 | 81 | 13 | 31 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 31 | 0 | 0 | 61 | 19 | 13 | 0 | 6 | 0 | 27 | 65 | 21 | 31 | |
| | EDINBURGH | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 | |
| | EDINBURGH | FLYBE LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 9 | 4 | |
| | GATWICK | FLYBE LTD | S | A | 82 | 0 | 1 | 80 | 11 | 5 | 4 | 0 | 0 | 10 | 85 | 7 | 61 | |
| | GATWICK | FLYBE LTD | S | D | 82 | 0 | 1 | 63 | 21 | 12 | 4 | 0 | 0 | 17 | 88 | 31 | 60 | |
| | MANCHESTER | FLYBE LTD | S | A | 44 | 0 | 0 | 70 | 16 | 7 | 7 | 0 | 0 | 16 | 77 | 16 | 35 | |
| | MANCHESTER | FLYBE LTD | S | D | 44 | 0 | 0 | 73 | 11 | 9 | 7 | 0 | 0 | 17 | 63 | 18 | 35 | |
| | NEWCASTLE | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 7 | 4 | |
| | NEWCASTLE | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 9 | 4 | |
| | STANSTED | FLYBE LTD | S | A | 31 | 0 | 0 | 77 | 13 | 3 | 3 | 3 | 0 | 15 | 0 | 0 | 0 | |
| | STANSTED | FLYBE LTD | S | D | 31 | 0 | 0 | 87 | 3 | 0 | 6 | 3 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL NEWQUAY | | | | | 418 | 2 | 3 | 74 | 13 | 7 | 4 | 1 | 0 | 16 | 77 | 17 | 17 | |
| NICE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 37 | 0 | 0 | 65 | 24 | 3 | 8 | 0 | 0 | 17 | 82 | 8 | 34 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 38 | 0 | 0 | 50 | 21 | 18 | 11 | 0 | 0 | 24 | 94 | 4 | 34 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 82 | 0 | 0 | 51 | 16 | 20 | 13 | 0 | 0 | 27 | 66 | 21 | 93 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 83 | 0 | 0 | 61 | 17 | 16 | 6 | 0 | 0 | 20 | 42 | 32 | 93 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------------|
| | | | | | 209 | 0 | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| NICE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 209 | 0 | 0 | 49 | 23 | 18 | 10 | 0 | 0 | 26 | 71 | 18 | 212 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 209 | 0 | 0 | 60 | 20 | 12 | 8 | 0 | 0 | 19 | 72 | 18 | 213 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 46 | 38 | 15 | 0 | 0 | 0 | 17 | 93 | 2 | 14 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 100 | 2 | 14 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 55 | 29 | 16 | 0 | 0 | 0 | 18 | 84 | 10 | 31 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 9 | 87 | 8 | 31 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 28 | 0 | 0 | 64 | 11 | 14 | 7 | 4 | 0 | 26 | 82 | 6 | 22 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 28 | 0 | 0 | 61 | 29 | 4 | 4 | 4 | 0 | 22 | 91 | 5 | 22 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 162 | 0 | 2 | 20 | 24 | 27 | 26 | 2 | 0 | 48 | 44 | 37 | 158 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 162 | 0 | 8 | 40 | 22 | 24 | 14 | 0 | 0 | 30 | 54 | 29 | 158 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 35 | 0 | 0 | 49 | 23 | 11 | 17 | 0 | 0 | 26 | 69 | 16 | 39 |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 66 | 14 | 9 | 11 | 0 | 0 | 19 | 74 | 13 | 39 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 66 | 0 | 0 | 24 | 27 | 32 | 15 | 2 | 0 | 41 | 45 | 38 | 66 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 66 | 0 | 0 | 44 | 27 | 23 | 5 | 2 | 0 | 27 | 50 | 32 | 66 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 71 | 20 | 14 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 64 | 22 | 14 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 1 | 0 | 48 | 22 | 22 | 7 | 0 | 0 | 25 | 68 | 19 | 31 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 59 | 19 | 19 | 4 | 0 | 0 | 19 | 77 | 12 | 31 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 13 | 0 | 0 | 77 | 15 | 0 | 8 | 0 | 0 | 12 | 82 | 10 | 17 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 94 | 3 | 17 |
| | MANCHESTER | JET2.COM LTD | S | A | 26 | 0 | 0 | 58 | 23 | 8 | 12 | 0 | 0 | 27 | 38 | 43 | 26 |
| | MANCHESTER | JET2.COM LTD | S | D | 26 | 0 | 0 | 69 | 12 | 12 | 8 | 0 | 0 | 19 | 38 | 39 | 26 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 17 | 0 | 0 | 88 | 0 | 6 | 6 | 0 | 0 | 8 | 86 | 8 | 21 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 86 | 7 | 21 |
| | GATWICK | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 23 | 67 | 26 | 21 |
| | GATWICK | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 12 | 81 | 24 | 21 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 16 | 76 | 16 | 17 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 11 | 71 | 15 | 17 |
| TOTAL NICE | | | | | 1574 | 15 | 10 | 51 | 21 | 17 | 10 | 1 | 0 | 25 | 65 | 22 | 22 |
| NIEDERRHEIN | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 14 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 13 | 93 | 5 | 14 |
| | STANSTED | RYANAIR | S | A | 49 | 0 | 0 | 86 | 4 | 6 | 2 | 2 | 0 | 10 | 84 | 25 | 31 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|--------------------------|-------------------|-----------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| NIEDERRHEIN | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | D | 50 | 0 | 0 | 72 | 14 | 10 | 4 | 0 | 0 | 14 | 68 | 18 | 31 | |
| TOTAL NIEDERRHEIN | | | | | 127 | 0 | 0 | 79 | 11 | 7 | 2 | 1 | 0 | 11 | 82 | 16 | 16 | |
| NIMES | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JO) | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 88 | 7 | 8 | |
| | LIVERPOOL (JO) | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 8 | |
| | LUTON | RYANAIR | S | A | 29 | 0 | 0 | 72 | 17 | 3 | 7 | 0 | 0 | 13 | 84 | 19 | 31 | |
| | LUTON | RYANAIR | S | D | 29 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 81 | 20 | 31 | |
| TOTAL NIMES | | | | | 76 | 0 | 0 | 80 | 13 | 4 | 3 | 0 | 0 | 10 | 85 | 17 | 17 | |
| NORWICH | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | BMI REGIONAL | S | A | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 3 | 54 | |
| | ABERDEEN | BMI REGIONAL | S | D | 50 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 98 | 4 | 54 | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 66 | 0 | 2 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 86 | 16 | 65 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 65 | 0 | 3 | 86 | 8 | 6 | 0 | 0 | 0 | 6 | 83 | 13 | 65 | |
| | JERSEY | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 50 | 14 | 4 | |
| | JERSEY | FLYBE LTD | S | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 24 | 25 | 30 | 4 | |
| | EDINBURGH | LOGANAIR | S | A | 67 | 0 | 0 | 88 | 4 | 1 | 3 | 3 | 0 | 12 | 89 | 12 | 64 | |
| | EDINBURGH | LOGANAIR | S | D | 68 | 0 | 0 | 85 | 4 | 1 | 6 | 3 | 0 | 17 | 83 | 19 | 64 | |
| | MANCHESTER | LOGANAIR | S | A | 68 | 0 | 0 | 99 | 0 | 1 | 0 | 0 | 0 | 1 | 94 | 10 | 70 | |
| | MANCHESTER | LOGANAIR | S | D | 68 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 3 | 90 | 8 | 70 | |
| TOTAL NORWICH | | | | | 511 | 2 | 5 | 91 | 5 | 2 | 1 | 1 | 0 | 7 | 89 | 11 | 11 | |
| NUREMBERG | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 74 | 6 | 19 | 0 | 0 | 0 | 14 | 96 | 3 | 27 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 68 | 19 | 13 | 0 | 0 | 0 | 13 | 93 | 6 | 27 | |
| TOTAL NUREMBERG | | | | | 62 | 0 | 0 | 71 | 13 | 16 | 0 | 0 | 0 | 13 | 94 | 4 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| OHRID | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | D | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL OHRID | | | | | 20 | 0 | 0 | 40 | 35 | 20 | 5 | 0 | 0 | 21 | 0 | 0 | 0 | |
| OLBIA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 37 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 11 | 4 | | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 17 | 89 | 10 | 9 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 100 | 2 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 44 | 0 | 0 | 27 | 36 | 25 | 7 | 5 | 0 | 33 | 44 | 39 | 39 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 4 | 50 | 34 | 9 | 5 | 2 | 0 | 24 | 67 | 21 | 39 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 11 | 0 | 36 | 56 | 18 | 9 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 30 | 89 | 8 | 9 | |
| | GATWICK | MERIDIANA AIR | S | A | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 15 | 62 | 20 | 13 | |
| | GATWICK | MERIDIANA AIR | S | D | 13 | 0 | 0 | 31 | 31 | 31 | 8 | 0 | 0 | 33 | 46 | 37 | 13 | |
| TOTAL OLBIA | | | | | 176 | 1 | 4 | 54 | 26 | 13 | 5 | 3 | 0 | 24 | 58 | 24 | 24 | |
| OPORTO (PORTUGAL) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PORTUGAL | S | A | 62 | 0 | 0 | 61 | 23 | 15 | 2 | 0 | 0 | 15 | 39 | 32 | 61 | |
| | GATWICK | AIR PORTUGAL | S | D | 62 | 0 | 0 | 40 | 32 | 19 | 8 | 0 | 0 | 24 | 59 | 24 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 89 | 16 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 33 | 22 | 44 | 0 | 0 | 0 | 26 | 100 | 4 | 9 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 57 | 14 | 14 | 7 | 7 | 0 | 40 | 0 | 0 | 0 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 50 | 14 | 21 | 7 | 7 | 0 | 46 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 33 | 0 | 0 | 42 | 24 | 21 | 12 | 0 | 0 | 27 | 55 | 27 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 33 | 0 | 0 | 48 | 27 | 18 | 6 | 0 | 0 | 22 | 55 | 27 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 46 | 31 | 8 | 15 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 38 | 23 | 15 | 23 | 0 | 0 | 43 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 23 | 31 | 15 | 31 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | LIVERPOOL (JO) | RYANAIR | S | A | 9 | 0 | 0 | 11 | 44 | 22 | 22 | 0 | 0 | 45 | 89 | 8 | 9 | |
| | LIVERPOOL (JO) | RYANAIR | S | D | 9 | 0 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 45 | 89 | 10 | 9 | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 90 | 3 | 0 | 2 | 3 | 2 | 20 | 62 | 20 | 71 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|--------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | 62 | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| OPORTO (PORTUGAL) | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 71 | 16 | 8 | 5 | 0 | 0 | 15 | 56 | 29 | 71 | |
| TOTAL OPORTO (PORTUGAL) | | | | | 430 | 0 | 0 | 57 | 21 | 13 | 7 | 1 | 0 | 24 | 58 | 24 | 24 | |
| ORLANDO | GATWICK | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 65 | 11 | 8 | 10 | 3 | 3 | 49 | 67 | 27 | 58 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 71 | 10 | 8 | 8 | 3 | 0 | 27 | 51 | 35 | 57 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 60 | 0 | 0 | 0 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | A | 13 | 0 | 0 | 54 | 15 | 15 | 15 | 0 | 0 | 31 | 78 | 10 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | D | 6 | 0 | 0 | 17 | 50 | 33 | 0 | 0 | 0 | 23 | 83 | 10 | 6 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 25 | 0 | 0 | 76 | 16 | 4 | 4 | 0 | 0 | 11 | 71 | 16 | 14 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 31 | 0 | 0 | 77 | 13 | 3 | 3 | 3 | 0 | 17 | 74 | 19 | 19 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 39 | 0 | 0 | 0 | |
| | BELFAST INTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BELFAST INTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 57 | 0 | 0 | 58 | 16 | 16 | 11 | 0 | 0 | 21 | 49 | 31 | 59 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 59 | 0 | 0 | 46 | 17 | 15 | 17 | 5 | 0 | 42 | 49 | 41 | 59 | |
| | GLASGOW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 11 | 0 | 0 | 73 | 0 | 9 | 18 | 0 | 0 | 21 | 38 | 27 | 8 | |
| | GLASGOW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 12 | 0 | 0 | 75 | 0 | 17 | 8 | 0 | 0 | 22 | 25 | 53 | 8 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 52 | 0 | 0 | 75 | 10 | 6 | 10 | 0 | 0 | 17 | 74 | 15 | 47 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 52 | 0 | 0 | 83 | 12 | 6 | 0 | 0 | 0 | 9 | 60 | 23 | 47 | |
| TOTAL ORLANDO | | | | | 468 | 0 | 0 | 66 | 13 | 10 | 9 | 2 | 0 | 26 | 58 | 29 | 29 | |
| OSAKA (KANSAI) | | | | | | | | | | | | | | | | | | |
| OSIJEK | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 21 | 50 | 20 | 8 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 19 | 63 | 20 | 8 | |
| TOTAL OSIJEK | | | | | 18 | 0 | 0 | 72 | 0 | 6 | 22 | 0 | 0 | 20 | 56 | 20 | 20 | |
| OSLO (GARDERMOEN) | ABERDEEN | BMI REGIONAL | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 27 | |
| | ABERDEEN | BMI REGIONAL | S | D | 27 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 96 | 5 | 27 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 142 | 0 | 0 | 66 | 13 | 15 | 5 | 0 | 1 | 23 | 75 | 11 | 150 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|-----------------------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|----------------------------|-----------|------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | HEATHROW | BRITISH AIRWAYS PLC | S | D | 142 | 0 | 0 | 63 | 14 | 20 | 2 | 0 | 1 | 23 | 71 | 14 | 151 | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 67 | 7 | 22 | 4 | 0 | 0 | 17 | 74 | 18 | 27 | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | D | 27 | 0 | 0 | 59 | 15 | 19 | 7 | 0 | 0 | 20 | 78 | 19 | 27 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 108 | 0 | 0 | 49 | 19 | 23 | 8 | 1 | 0 | 27 | 69 | 19 | 107 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 108 | 0 | 0 | 48 | 22 | 19 | 7 | 2 | 2 | 34 | 71 | 19 | 107 | |
| | ABERDEEN | SAS | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 13 | |
| | ABERDEEN | SAS | S | D | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 13 | |
| | EDINBURGH | SAS | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 88 | 11 | 8 | |
| | EDINBURGH | SAS | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 50 | 17 | 8 | |
| | HEATHROW | SAS | S | A | 120 | 0 | 0 | 71 | 18 | 10 | 0 | 1 | 0 | 13 | 79 | 8 | 120 | |
| | HEATHROW | SAS | S | D | 119 | 0 | 1 | 86 | 12 | 3 | 0 | 0 | 0 | 6 | 90 | 5 | 120 | |
| | MANCHESTER | SAS | S | A | 27 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 92 | 4 | 12 | |
| | MANCHESTER | SAS | S | D | 27 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 75 | 10 | 12 | |
| TOTAL OSLO (GARDERMOEN) | | | | | 948 | 0 | 1 | 69 | 15 | 13 | 3 | 0 | 0 | 18 | 78 | 12 | 12 | |
| OSTRAVA | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 43 | 21 | 14 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 36 | 18 | 14 | |
| TOTAL OSTRAVA | | | | | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 39 | 19 | 19 | |
| OTTAWA INTERNATIONAL | HEATHROW | AIR CANADA | S | A | 30 | 1 | 1 | 73 | 13 | 3 | 10 | 0 | 0 | 13 | 90 | 4 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 77 | 13 | 3 | 6 | 0 | 0 | 14 | 74 | 9 | 31 | |
| TOTAL OTTAWA INTERNATIONAL | | | | | 61 | 1 | 1 | 75 | 13 | 3 | 8 | 0 | 0 | 14 | 79 | 9 | 9 | |
| OXFORD (KIDLINGTON) | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| PADERBORN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | DANISH AIR TRANSPORT | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | BIRMINGHAM | DANISH AIR TRANSPORT | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL PADERBORN | | | | | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 22 | 75 | 8 | 8 | |
| PALERMO | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 0 | 58 | 27 | 4 | 12 | 0 | 0 | 20 | 61 | 27 | 28 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 0 | 77 | 12 | 4 | 8 | 0 | 0 | 13 | 68 | 23 | 28 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 55 | 29 | 13 | 3 | 0 | 0 | 18 | 6 | 59 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 65 | 19 | 16 | 0 | 0 | 0 | 16 | 3 | 57 | 31 | |
| TOTAL PALERMO | | | | | 114 | 1 | 0 | 63 | 22 | 10 | 5 | 0 | 0 | 17 | 39 | 38 | 38 | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | BELFAST CITY (| AER LINGUS | S | A | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 16 | 78 | 9 | 9 | |
| | BELFAST CITY (| AER LINGUS | S | D | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 20 | 67 | 13 | 9 | |
| | CARDIFF WALE | AIR EUROPA | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 5 | |
| | CARDIFF WALE | AIR EUROPA | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 5 | |
| | ABERDEEN | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 | |
| | ABERDEEN | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 4 | |
| | EDINBURGH | BA CITYFLYER LTD | C | A | 21 | 0 | 0 | 67 | 14 | 10 | 0 | 10 | 0 | 30 | 81 | 9 | 16 | |
| | EDINBURGH | BA CITYFLYER LTD | C | D | 20 | 0 | 0 | 60 | 10 | 20 | 0 | 10 | 0 | 36 | 88 | 7 | 16 | |
| | GLASGOW | BA CITYFLYER LTD | C | A | 21 | 0 | 0 | 48 | 33 | 14 | 5 | 0 | 0 | 19 | 69 | 13 | 16 | |
| | GLASGOW | BA CITYFLYER LTD | C | D | 20 | 0 | 0 | 60 | 25 | 10 | 5 | 0 | 0 | 15 | 87 | 7 | 15 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 41 | 0 | 0 | 73 | 15 | 10 | 2 | 0 | 0 | 11 | 62 | 17 | 39 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 41 | 0 | 0 | 78 | 7 | 12 | 2 | 0 | 0 | 12 | 73 | 19 | 40 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 55 | 32 | 10 | 3 | 0 | 0 | 15 | 43 | 34 | 21 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 87 | 11 | 2 | 0 | 0 | 0 | 6 | 71 | 19 | 21 | |
| | MANCHESTER | CONDOR | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 65 | 20 | 23 | |
| | MANCHESTER | CONDOR | S | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 35 | 39 | 28 | 23 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 36 | 0 | 0 | 78 | 6 | 0 | 14 | 0 | 3 | 26 | 80 | 11 | 40 | |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 74 | 9 | 3 | 14 | 0 | 0 | 19 | 85 | 11 | 40 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 1 | 70 | 18 | 2 | 8 | 2 | 0 | 17 | 81 | 13 | 62 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 65 | 15 | 15 | 5 | 2 | 0 | 19 | 81 | 14 | 62 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 15 | 56 | 21 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 14 | 78 | 11 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 145 | 0 | 5 | 42 | 21 | 21 | 15 | 1 | 0 | 31 | 70 | 17 | 147 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 146 | 0 | 0 | 49 | 15 | 22 | 13 | 1 | 0 | 30 | 66 | 19 | 147 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 89 | 4 | 9 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 15 | 100 | 2 | 9 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 1 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 9 | 74 | 17 | 61 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 7 | 79 | 11 | 62 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 86 | 0 | 0 | 70 | 12 | 10 | 8 | 0 | 0 | 17 | 74 | 14 | 88 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 86 | 0 | 0 | 62 | 22 | 12 | 5 | 0 | 0 | 17 | 74 | 14 | 89 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 21 | 0 | 0 | 48 | 29 | 14 | 10 | 0 | 0 | 23 | 77 | 11 | 22 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 21 | 0 | 0 | 62 | 19 | 10 | 10 | 0 | 0 | 20 | 82 | 9 | 22 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 71 | 16 | 13 | 0 | 0 | 0 | 10 | 81 | 8 | 31 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 9 | 84 | 8 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 44 | 0 | 0 | 55 | 18 | 11 | 14 | 2 | 0 | 30 | 73 | 14 | 48 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 45 | 0 | 0 | 69 | 13 | 4 | 11 | 2 | 0 | 24 | 85 | 7 | 48 | |
| | ABERDEEN | EUROPE AIRPOST | C | A | 17 | 0 | 0 | 47 | 24 | 18 | 6 | 6 | 0 | 34 | 0 | 0 | 0 | |
| | ABERDEEN | EUROPE AIRPOST | C | D | 17 | 0 | 0 | 59 | 12 | 18 | 6 | 6 | 0 | 36 | 0 | 0 | 0 | |
| | GLASGOW | EUROPE AIRPOST | C | A | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 35 | 0 | 0 | 0 | |
| | GLASGOW | EUROPE AIRPOST | C | D | 8 | 0 | 0 | 13 | 50 | 25 | 13 | 0 | 0 | 34 | 0 | 0 | 0 | |
| | BIRMINGHAM | EVELOP | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 4 | |
| | BIRMINGHAM | EVELOP | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 75 | 8 | 4 | |
| | STANSTED | EVELOP | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | STANSTED | EVELOP | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | A | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 26 | 0 | 0 | 62 | 27 | 12 | 0 | 0 | 0 | 13 | 70 | 11 | 20 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 26 | 0 | 0 | 65 | 15 | 15 | 4 | 0 | 0 | 16 | 43 | 27 | 21 | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 68 | 29 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 26 | 0 | 0 | 65 | 27 | 8 | 0 | 0 | 0 | 11 | 69 | 38 | 26 | |
| | BELFAST INTER | JET2.COM LTD | S | D | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 7 | 88 | 6 | 26 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 44 | 0 | 0 | 64 | 20 | 11 | 5 | 0 | 0 | 17 | 50 | 26 | 44 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 44 | 0 | 0 | 73 | 16 | 7 | 5 | 0 | 0 | 14 | 73 | 18 | 44 | |
| | EDINBURGH | JET2.COM LTD | S | A | 22 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 15 | 77 | 12 | 26 | |
| | EDINBURGH | JET2.COM LTD | S | D | 22 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 13 | 92 | 4 | 26 | |
| | GLASGOW | JET2.COM LTD | S | A | 40 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 86 | 7 | 44 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------|-------------------|-------------|-------------------|---------------|-------------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | 40 | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PALMA DE MALLORCA | GLASGOW | JET2.COM LTD | S | D | 40 | 0 | 0 | 78 | 20 | 3 | 0 | 0 | 0 | 10 | 91 | 7 | 44 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 57 | 0 | 1 | 81 | 7 | 9 | 4 | 0 | 0 | 10 | 64 | 17 | 58 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 58 | 0 | 0 | 83 | 10 | 5 | 2 | 0 | 0 | 8 | 81 | 11 | 58 |
| | MANCHESTER | JET2.COM LTD | S | A | 75 | 1 | 0 | 63 | 23 | 9 | 5 | 0 | 0 | 16 | 56 | 24 | 57 |
| | MANCHESTER | JET2.COM LTD | S | D | 75 | 0 | 0 | 64 | 16 | 16 | 3 | 1 | 0 | 21 | 70 | 19 | 57 |
| | NEWCASTLE | JET2.COM LTD | S | A | 48 | 0 | 0 | 77 | 13 | 2 | 6 | 2 | 0 | 15 | 77 | 14 | 43 |
| | NEWCASTLE | JET2.COM LTD | S | D | 48 | 0 | 0 | 77 | 17 | 2 | 2 | 2 | 0 | 15 | 70 | 13 | 43 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 43 | 0 | 0 | 86 | 5 | 7 | 2 | 0 | 0 | 8 | 80 | 7 | 46 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 44 | 0 | 0 | 77 | 11 | 5 | 7 | 0 | 0 | 16 | 83 | 8 | 46 |
| | GATWICK | MONARCH AIRLINES | S | A | 66 | 0 | 0 | 67 | 12 | 14 | 6 | 2 | 0 | 23 | 59 | 35 | 61 |
| | GATWICK | MONARCH AIRLINES | S | D | 66 | 0 | 0 | 68 | 17 | 8 | 6 | 2 | 0 | 23 | 62 | 43 | 61 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 72 | 6 | 17 | 6 | 0 | 0 | 13 | 65 | 11 | 23 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 10 | 87 | 8 | 23 |
| | LUTON | MONARCH AIRLINES | S | A | 30 | 0 | 0 | 73 | 10 | 17 | 0 | 0 | 0 | 12 | 53 | 18 | 30 |
| | LUTON | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 12 | 47 | 48 | 30 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 43 | 0 | 0 | 70 | 16 | 12 | 2 | 0 | 0 | 14 | 71 | 18 | 55 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 44 | 0 | 0 | 73 | 18 | 7 | 2 | 0 | 0 | 13 | 61 | 22 | 56 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 23 | 31 | 31 | 8 | 8 | 0 | 47 | 36 | 24 | 14 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 23 | 15 | 46 | 15 | 0 | 0 | 37 | 64 | 15 | 14 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | A | 21 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 2 | 77 | 10 | 22 |
| | BIRMINGHAM | RYANAIR | S | D | 21 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 12 | 82 | 14 | 22 |
| | BOURNEMOUT | RYANAIR | S | A | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 2 | 74 | 11 | 31 |
| | BOURNEMOUT | RYANAIR | S | D | 27 | 0 | 0 | 81 | 7 | 11 | 0 | 0 | 0 | 10 | 55 | 18 | 31 |
| | BRISTOL | RYANAIR | S | A | 31 | 0 | 0 | 58 | 19 | 16 | 6 | 0 | 0 | 18 | 71 | 11 | 31 |
| | BRISTOL | RYANAIR | S | D | 31 | 0 | 0 | 61 | 35 | 0 | 3 | 0 | 0 | 14 | 61 | 16 | 31 |
| | EAST MIDLAND | RYANAIR | S | A | 66 | 0 | 0 | 70 | 18 | 9 | 3 | 0 | 0 | 13 | 77 | 13 | 57 |
| | EAST MIDLAND | RYANAIR | S | D | 66 | 0 | 0 | 83 | 9 | 8 | 0 | 0 | 0 | 8 | 74 | 15 | 57 |
| | EDINBURGH | RYANAIR | S | A | 26 | 0 | 0 | 42 | 38 | 12 | 8 | 0 | 0 | 24 | 89 | 7 | 27 |
| | EDINBURGH | RYANAIR | S | D | 26 | 0 | 0 | 69 | 19 | 8 | 4 | 0 | 0 | 12 | 81 | 11 | 27 |
| | LEEDS BRADFO | RYANAIR | S | A | 22 | 0 | 0 | 73 | 14 | 5 | 9 | 0 | 0 | 14 | 70 | 11 | 23 |
| | LEEDS BRADFO | RYANAIR | S | D | 22 | 0 | 0 | 77 | 18 | 5 | 0 | 0 | 0 | 10 | 91 | 8 | 23 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JO | RYANAIR | S | A | 27 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 6 | 74 | 10 | 27 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 27 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 11 | 78 | 16 | 27 | |
| | MANCHESTER | RYANAIR | S | A | 57 | 0 | 0 | 70 | 12 | 9 | 9 | 0 | 0 | 15 | 55 | 23 | 62 | |
| | MANCHESTER | RYANAIR | S | D | 57 | 0 | 0 | 79 | 14 | 5 | 2 | 0 | 0 | 10 | 65 | 17 | 62 | |
| | STANSTED | RYANAIR | S | A | 49 | 0 | 0 | 57 | 29 | 8 | 4 | 2 | 0 | 22 | 72 | 14 | 58 | |
| | STANSTED | RYANAIR | S | D | 49 | 0 | 0 | 61 | 27 | 10 | 2 | 0 | 0 | 16 | 79 | 14 | 58 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 4 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 100 | 5 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 72 | 35 | 18 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 78 | 16 | 18 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 8 | 85 | 5 | 13 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 85 | 5 | 13 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 8 | 9 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 78 | 7 | 9 | |
| | DONCASTER S | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 80 | 6 | 5 | |
| | DONCASTER S | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 5 | 5 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 83 | 10 | 18 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 15 | 0 | 0 | 67 | 20 | 13 | 0 | 0 | 0 | 15 | 78 | 12 | 18 | |
| | EXETER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | EXETER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 26 | 0 | 0 | 88 | 0 | 8 | 4 | 0 | 0 | 10 | 64 | 16 | 22 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 27 | 0 | 0 | 85 | 7 | 4 | 0 | 0 | 4 | 48 | 68 | 24 | 25 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 27 | 0 | 0 | 67 | 19 | 11 | 4 | 0 | 0 | 15 | 55 | 28 | 22 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 27 | 0 | 0 | 70 | 15 | 11 | 4 | 0 | 0 | 16 | 68 | 16 | 19 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 28 | 0 | 0 | 82 | 7 | 4 | 7 | 0 | 0 | 12 | 38 | 38 | 13 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 28 | 0 | 0 | 82 | 7 | 0 | 11 | 0 | 0 | 15 | 29 | 46 | 14 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 91 | 6 | 22 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 11 | 77 | 11 | 22 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 16 | 100 | 3 | 9 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 7 | 9 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 21 | 64 | 12 | 14 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 10 | 86 | 8 | 14 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 27 | 0 | 0 | 78 | 7 | 15 | 0 | 0 | 0 | 10 | 78 | 8 | 23 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|---------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 29 | 0 | 0 | 76 | 21 | 3 | 0 | 0 | 0 | 8 | 70 | 11 | 23 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 47 | 41 | 6 | 6 | 0 | 0 | 17 | 61 | 15 | 18 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 82 | 12 | 0 | 6 | 0 | 0 | 11 | 83 | 9 | 18 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 71 | 6 | 18 | 6 | 0 | 0 | 15 | 75 | 13 | 20 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 82 | 6 | 6 | 6 | 0 | 0 | 11 | 81 | 19 | 21 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 19 | 0 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 10 | 90 | 6 | 20 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 6 | 95 | 6 | 21 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 21 | 0 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 8 | 93 | 14 | 27 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 85 | 17 | 26 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 32 | 0 | 0 | 78 | 13 | 3 | 6 | 0 | 0 | 12 | 69 | 15 | 29 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 35 | 0 | 0 | 86 | 9 | 6 | 0 | 0 | 0 | 6 | 93 | 5 | 30 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 11 | 72 | 16 | 18 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 19 | 0 | 0 | 79 | 5 | 11 | 5 | 0 | 0 | 10 | 76 | 17 | 17 | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 12 | 0 | 0 | 75 | 8 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 41 | 0 | 0 | 54 | 15 | 12 | 20 | 0 | 0 | 32 | 49 | 25 | 59 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 51 | 0 | 0 | 61 | 12 | 10 | 18 | 0 | 0 | 25 | 73 | 18 | 66 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 8 | 50 | 42 | 26 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 7 | 73 | 34 | 26 | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 57 | 14 | 21 | 7 | 0 | 0 | 19 | 69 | 11 | 13 | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | D | 15 | 0 | 0 | 67 | 27 | 7 | 0 | 0 | 0 | 10 | 69 | 11 | 13 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 22 | 0 | 0 | 50 | 14 | 36 | 0 | 0 | 0 | 20 | 46 | 36 | 24 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 67 | 29 | 5 | 0 | 0 | 0 | 14 | 76 | 9 | 25 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 55 | 0 | 0 | 58 | 15 | 20 | 7 | 0 | 0 | 19 | 61 | 20 | 57 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 56 | 0 | 0 | 64 | 16 | 16 | 4 | 0 | 0 | 14 | 76 | 13 | 59 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 25 | 0 | 0 | 84 | 4 | 8 | 4 | 0 | 0 | 10 | 61 | 14 | 31 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 25 | 0 | 0 | 80 | 8 | 12 | 0 | 0 | 0 | 11 | 81 | 8 | 31 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 15 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 0 | 12 | 75 | 11 | 8 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 100 | 5 | 9 | |
| | JERSEY | VOLOTEA | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 80 | 23 | 5 | |
| | JERSEY | VOLOTEA | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 18 | 40 | 154 | 5 | |
| | SOUTHAMPTON | VOLOTEA | S | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | SOUTHAMPTON | VOLOTEA | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|--------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | CARDIFF WALE | VUELING AIRLINES | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 12 | 79 | 11 | 14 | |
| | CARDIFF WALE | VUELING AIRLINES | S | D | 13 | 0 | 0 | 54 | 8 | 38 | 0 | 0 | 0 | 22 | 64 | 12 | 14 | |
| TOTAL PALMA DE MALLORCA | | | | | 4346 | 4 | 7 | 70 | 15 | 9 | 5 | 0 | 0 | 16 | 72 | 16 | 16 | |
| PAPHOS | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 50 | 14 | 27 | 9 | 0 | 0 | 24 | 48 | 21 | 21 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 9 | 36 | 32 | 23 | 0 | 0 | 43 | 24 | 32 | 21 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 4 | 77 | 10 | 13 | | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 11 | 62 | 23 | 13 | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 12 | 89 | 3 | 9 | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 29 | 67 | 14 | 9 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 73 | 11 | 10 | 6 | 0 | 0 | 13 | 85 | 11 | 61 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 42 | 31 | 19 | 8 | 0 | 0 | 25 | 61 | 21 | 62 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 12 | 62 | 26 | 13 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 54 | 31 | 15 | 0 | 0 | 19 | 62 | 38 | 13 | | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 32 | 0 | 0 | 63 | 3 | 25 | 9 | 0 | 0 | 19 | 91 | 3 | 32 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 65 | 0 | 26 | 10 | 0 | 0 | 24 | 87 | 7 | 31 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 18 | 100 | 1 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 20 | 78 | 10 | 9 | |
| | GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 17 | 67 | 10 | 9 | | |
| | GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 14 | 78 | 7 | 9 | | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 89 | 126 | 9 | | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 8 | 89 | 11 | 9 | | |
| | MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 13 | 69 | 28 | 13 | | |
| | MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 22 | 62 | 37 | 13 | | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 8 | 78 | 13 | 9 | | |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 11 | 67 | 25 | 9 | | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 9 | | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 12 | 78 | 9 | 9 | | |
| | GATWICK | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 14 | 75 | 5 | 12 | | |
| | GATWICK | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 26 | 33 | 21 | 12 | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 4 | 74 | 8 | 27 | | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 61 | 23 | 10 | 6 | 0 | 20 | 59 | 23 | 27 | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| PAPHOS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 89 | 8 | 9 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 78 | 8 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 24 | 78 | 11 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 21 | 56 | 27 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 44 | 52 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 23 | 11 | 60 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 92 | 3 | 13 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 50 | 29 | 21 | 0 | 0 | 0 | 20 | 62 | 13 | 13 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 80 | 17 | 5 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 40 | 32 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 22 | 80 | 15 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 100 | 7 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 80 | 6 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 20 | 30 | 5 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 9 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 22 | 100 | 5 | 8 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 100 | 0 | 9 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 18 | 89 | 5 | 9 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 100 | 1 | 4 | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 24 | 0 | 0 | 63 | 21 | 8 | 8 | 0 | 0 | 17 | 82 | 9 | 22 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 25 | 0 | 0 | 48 | 32 | 16 | 4 | 0 | 0 | 24 | 45 | 20 | 22 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 75 | 31 | 4 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 14 | 50 | 53 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 12 | 89 | 8 | 9 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 55 | 18 | 18 | 9 | 0 | 0 | 31 | 78 | 19 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 23 | 0 | 0 | 61 | 17 | 13 | 9 | 0 | 0 | 17 | 79 | 10 | 19 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 23 | 0 | 0 | 57 | 22 | 17 | 4 | 0 | 0 | 18 | 60 | 21 | 20 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 9 | 78 | 7 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 12 | 67 | 14 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PAPHOS | STANSTED | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 86 | 5 | 7 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 86 | 10 | 7 |
| TOTAL PAPHOS | | | | | 855 | 0 | 0 | 64 | 16 | 14 | 5 | 0 | 0 | 17 | 72 | 16 | 16 |
| PARIS (CHARLES DE GAULLE) | BIRMINGHAM | AIR FRANCE | S | A | 89 | 0 | 0 | 93 | 6 | 1 | 0 | 0 | 0 | 3 | 83 | 8 | 93 |
| | BIRMINGHAM | AIR FRANCE | S | D | 89 | 0 | 0 | 83 | 12 | 4 | 0 | 0 | 0 | 8 | 78 | 11 | 93 |
| | HEATHROW | AIR FRANCE | S | A | 248 | 0 | 0 | 65 | 22 | 11 | 2 | 0 | 0 | 14 | 68 | 16 | 248 |
| | HEATHROW | AIR FRANCE | S | D | 248 | 0 | 0 | 83 | 11 | 4 | 1 | 0 | 0 | 9 | 88 | 6 | 248 |
| | MANCHESTER | AIR FRANCE | S | A | 93 | 0 | 0 | 59 | 30 | 10 | 1 | 0 | 0 | 14 | 70 | 10 | 93 |
| | MANCHESTER | AIR FRANCE | S | D | 93 | 0 | 0 | 89 | 6 | 4 | 0 | 0 | 0 | 5 | 86 | 6 | 93 |
| | BRISTOL | BMI REGIONAL | S | A | 43 | 0 | 0 | 86 | 2 | 7 | 5 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BRISTOL | BMI REGIONAL | S | D | 43 | 0 | 0 | 86 | 5 | 5 | 2 | 2 | 0 | 13 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 204 | 0 | 1 | 55 | 19 | 16 | 9 | 0 | 0 | 23 | 70 | 17 | 205 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 204 | 0 | 1 | 62 | 16 | 14 | 8 | 0 | 0 | 20 | 76 | 14 | 205 |
| | EDINBURGH | CITY JET | S | A | 93 | 0 | 0 | 60 | 28 | 10 | 2 | 0 | 0 | 15 | 80 | 7 | 124 |
| | EDINBURGH | CITY JET | S | D | 92 | 0 | 0 | 57 | 27 | 15 | 1 | 0 | 0 | 17 | 75 | 10 | 124 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 78 | 15 | 0 | 7 | 0 | 0 | 15 | 85 | 8 | 27 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 81 | 7 | 4 | 7 | 0 | 0 | 11 | 85 | 8 | 27 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 65 | 23 | 10 | 3 | 0 | 0 | 15 | 74 | 13 | 31 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 9 | 74 | 12 | 31 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 43 | 0 | 0 | 51 | 21 | 21 | 7 | 0 | 0 | 24 | 90 | 10 | 31 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 43 | 0 | 0 | 60 | 23 | 12 | 5 | 0 | 0 | 15 | 90 | 10 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 58 | 13 | 10 | 15 | 5 | 0 | 32 | 74 | 15 | 62 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 40 | 29 | 16 | 15 | 0 | 0 | 30 | 47 | 27 | 62 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 32 | 42 | 26 | 0 | 0 | 0 | 22 | 58 | 19 | 31 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 48 | 26 | 26 | 0 | 0 | 0 | 18 | 71 | 15 | 31 |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 57 | 30 | 13 | 0 | 0 | 0 | 14 | 77 | 22 | 22 |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 86 | 15 | 22 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 73 | 0 | 0 | 53 | 21 | 15 | 11 | 0 | 0 | 21 | 74 | 13 | 70 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 73 | 0 | 0 | 58 | 23 | 11 | 8 | 0 | 0 | 18 | 81 | 11 | 70 |
| | BIRMINGHAM | FLYBE LTD | S | A | 81 | 0 | 0 | 90 | 6 | 0 | 2 | 1 | 0 | 8 | 84 | 9 | 81 |
| | BIRMINGHAM | FLYBE LTD | S | D | 81 | 0 | 0 | 78 | 10 | 7 | 4 | 1 | 0 | 16 | 52 | 27 | 81 |
| | BOURNEMOUT | FLYBE LTD | S | A | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|----------------------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | | | |
| | BOURNEMOUT | FLYBE LTD | S | D | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | A | 18 | 0 | 0 | 17 | 50 | 11 | 22 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | CARDIFF WALE | FLYBE LTD | S | D | 17 | 1 | 1 | 53 | 18 | 18 | 12 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | A | 31 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 85 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 3 | 85 | 7 | 93 | |
| | MANCHESTER | FLYBE LTD | S | D | 85 | 0 | 0 | 76 | 13 | 11 | 0 | 0 | 0 | 10 | 73 | 13 | 93 | |
| | NEWCASTLE | HOP - BRIT AIR | S | A | 89 | 0 | 0 | 72 | 15 | 11 | 2 | 0 | 0 | 13 | 78 | 9 | 89 | |
| | NEWCASTLE | HOP - BRIT AIR | S | D | 89 | 0 | 0 | 75 | 10 | 9 | 4 | 1 | 0 | 17 | 84 | 9 | 89 | |
| | ABERDEEN | HOP - R C A E | S | A | 89 | 0 | 0 | 83 | 10 | 4 | 2 | 0 | 0 | 9 | 80 | 9 | 89 | |
| | ABERDEEN | HOP - R C A E | S | D | 89 | 0 | 0 | 91 | 6 | 1 | 2 | 0 | 0 | 6 | 78 | 11 | 89 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 18 | 0 | 0 | 61 | 11 | 17 | 11 | 0 | 0 | 23 | 73 | 10 | 26 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 18 | 0 | 0 | 67 | 17 | 6 | 11 | 0 | 0 | 17 | 81 | 8 | 26 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 2977 | 2 | 3 | 70 | 16 | 9 | 4 | 0 | 0 | 14 | 76 | 12 | 12 | |
| PARIS (LE BOURGET) | | | | | | | | | | | | | | | | | | |
| PARIS (ORLY) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 125 | 0 | 0 | 63 | 15 | 16 | 6 | 0 | 0 | 16 | 71 | 13 | 122 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 125 | 0 | 0 | 67 | 16 | 12 | 5 | 0 | 0 | 13 | 77 | 13 | 123 | |
| | LONDON CITY | CITY JET | S | A | 121 | 0 | 0 | 60 | 20 | 13 | 7 | 0 | 0 | 20 | 68 | 14 | 160 | |
| | LONDON CITY | CITY JET | S | D | 122 | 0 | 0 | 71 | 13 | 11 | 4 | 0 | 0 | 14 | 72 | 14 | 161 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 54 | 0 | 0 | 91 | 6 | 4 | 0 | 0 | 0 | 4 | 91 | 7 | 77 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 54 | 0 | 0 | 83 | 15 | 2 | 0 | 0 | 0 | 6 | 82 | 12 | 77 | |
| TOTAL PARIS (ORLY) | | | | | 601 | 0 | 0 | 69 | 15 | 11 | 4 | 0 | 0 | 14 | 73 | 13 | 13 | |
| PARMA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 14 | 38 | 21 | 13 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 10 | 54 | 15 | 13 | |
| TOTAL PARMA | | | | | 26 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 12 | 46 | 18 | 18 | |
| PATRAS | | | | | | | | | | | | | | | | | | |
| PERPIGNAN | | | | | | | | | | | | | | | | | | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 41 | 4 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 57 | 4 | |
| | MANCHESTER | HOP - AIRLINAIR | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|-----------------------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|----------------------------|------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| PERPIGNAN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | HOP - AIRLINAIR | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 78 | 7 | 9 | |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 78 | 9 | 9 | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 65 | 18 | 18 | 0 | 0 | 0 | 14 | 59 | 19 | 27 | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 65 | 24 | 6 | 6 | 0 | 0 | 15 | 78 | 16 | 27 | |
| TOTAL PERPIGNAN | | | | | 63 | 1 | 0 | 75 | 14 | 10 | 2 | 0 | 0 | 11 | 67 | 19 | 19 | |
| PERUGIA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 85 | 4 | 11 | 0 | 0 | 0 | 9 | 48 | 21 | 27 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 67 | 15 | 27 | |
| TOTAL PERUGIA | | | | | 54 | 0 | 0 | 76 | 19 | 6 | 0 | 0 | 0 | 10 | 57 | 18 | 18 | |
| PESCARA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 26 | 0 | 0 | 81 | 15 | 0 | 4 | 0 | 0 | 7 | 41 | 22 | 27 | |
| | STANSTED | RYANAIR | S | D | 26 | 0 | 0 | 69 | 19 | 8 | 4 | 0 | 0 | 15 | 74 | 16 | 27 | |
| TOTAL PESCARA | | | | | 52 | 0 | 0 | 75 | 17 | 4 | 4 | 0 | 0 | 11 | 57 | 19 | 19 | |
| PHILADELPHIA INTERNATION | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 71 | 14 | 10 | 3 | 2 | 0 | 15 | 82 | 17 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 56 | 22 | 15 | 5 | 0 | 2 | 41 | 51 | 29 | 61 | |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 81 | 6 | 3 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GLASGOW | US AIRWAYS | S | A | 31 | 0 | 0 | 65 | 6 | 16 | 13 | 0 | 0 | 22 | 74 | 21 | 31 | |
| | GLASGOW | US AIRWAYS | S | D | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 3 | 90 | 14 | 31 | |
| | HEATHROW | US AIRWAYS | S | A | 61 | 0 | 1 | 74 | 8 | 3 | 13 | 0 | 2 | 27 | 61 | 25 | 31 | |
| | HEATHROW | US AIRWAYS | S | D | 62 | 0 | 0 | 68 | 5 | 11 | 11 | 3 | 2 | 34 | 60 | 33 | 30 | |
| | MANCHESTER | US AIRWAYS | S | A | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 7 | 61 | 20 | 31 | |
| | MANCHESTER | US AIRWAYS | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 77 | 14 | 31 | |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | 427 | 0 | 1 | 75 | 9 | 7 | 7 | 1 | 1 | 20 | 68 | 23 | 23 | |
| PHOENIX | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 55 | 19 | 19 | 3 | 3 | 0 | 27 | 71 | 72 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 45 | 16 | 23 | 13 | 3 | 0 | 36 | 52 | 82 | 31 | |
| TOTAL PHOENIX | | | | | 62 | 0 | 0 | 50 | 18 | 21 | 8 | 3 | 0 | 32 | 61 | 77 | 77 | |
| PIESTANY | | | | | | | | | | | | | | | | | | |
| TOTAL PIESTANY | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| PISA | GATWICK | BRITISH AIRWAYS PLC | S | A | 33 | 0 | 0 | 58 | 21 | 9 | 12 | 0 | 0 | 26 | 35 | 36 | 62 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 33 | 0 | 0 | 58 | 27 | 9 | 6 | 0 | 0 | 21 | 45 | 28 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 35 | 0 | 0 | 71 | 6 | 11 | 9 | 0 | 3 | 41 | 66 | 25 | 35 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 35 | 0 | 0 | 77 | 11 | 6 | 6 | 0 | 0 | 13 | 69 | 17 | 35 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 64 | 23 | 9 | 5 | 0 | 0 | 14 | 45 | 25 | 22 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 73 | 23 | 5 | 0 | 0 | 0 | 9 | 59 | 19 | 22 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 60 | 0 | 1 | 35 | 22 | 23 | 18 | 2 | 0 | 38 | 29 | 42 | 52 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 60 | 0 | 0 | 35 | 32 | 20 | 12 | 2 | 0 | 33 | 44 | 30 | 52 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 35 | 0 | 0 | 46 | 29 | 20 | 6 | 0 | 0 | 24 | 39 | 42 | 31 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 60 | 11 | 23 | 6 | 0 | 0 | 20 | 58 | 30 | 31 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BELFAST INTER | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 25 | 33 | 4 |
| | BELFAST INTER | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 75 | 17 | 4 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 60 | 100 | 7 | 4 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 4 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 116 | 22 | 73 | 9 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 56 | 36 | 9 |
| | MANCHESTER | JET2.COM LTD | S | A | 26 | 0 | 0 | 54 | 15 | 19 | 4 | 8 | 0 | 41 | 15 | 55 | 26 |
| | MANCHESTER | JET2.COM LTD | S | D | 26 | 0 | 0 | 85 | 8 | 4 | 4 | 0 | 0 | 8 | 54 | 22 | 26 |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 78 | 11 | 9 |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 78 | 10 | 9 |
| | EAST MIDLAND | RYANAIR | S | A | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 18 | 64 | 26 | 14 |
| | EAST MIDLAND | RYANAIR | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 14 | 50 | 29 | 14 |
| | EDINBURGH | RYANAIR | S | A | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 43 | 41 | 23 |
| | EDINBURGH | RYANAIR | S | D | 17 | 0 | 0 | 41 | 29 | 18 | 12 | 0 | 0 | 24 | 48 | 20 | 23 |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 17 | 56 | 25 | 9 |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 16 | 44 | 35 | 9 |
| | LIVERPOOL (JO | RYANAIR | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 44 | 55 | 9 |
| | LIVERPOOL (JO | RYANAIR | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 27 | 44 | 56 | 9 |
| | STANSTED | RYANAIR | S | A | 93 | 0 | 0 | 78 | 5 | 6 | 2 | 5 | 2 | 34 | 17 | 57 | 106 |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 57 | 15 | 22 | 6 | 0 | 0 | 22 | 25 | 36 | 106 |
| TOTAL PISA | | | | | 758 | 0 | 1 | 60 | 17 | 14 | 6 | 1 | 1 | 25 | 41 | 36 | 36 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------------|-------------------|---------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| PLOVDIV | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 14 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 78 | 41 | 18 | |
| | STANSTED | RYANAIR | S | D | 14 | 0 | 0 | 43 | 43 | 14 | 0 | 0 | 0 | 17 | 61 | 17 | 18 | |
| TOTAL PLOVDIV | | | | | 28 | 0 | 0 | 57 | 36 | 7 | 0 | 0 | 0 | 12 | 69 | 29 | 29 | |
| PODGORICA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 0 | 23 | 33 | 28 | 9 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 22 | 44 | 33 | 0 | 0 | 0 | 25 | 33 | 24 | 9 | |
| TOTAL PODGORICA | | | | | 18 | 0 | 0 | 28 | 44 | 28 | 0 | 0 | 0 | 24 | 33 | 26 | 26 | |
| POITIERS | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 16 | 25 | 22 | 8 | |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 24 | 100 | 5 | 8 | |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 6 | 65 | 23 | 17 | |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 76 | 18 | 17 | |
| TOTAL POITIERS | | | | | 54 | 0 | 0 | 80 | 6 | 9 | 6 | 0 | 0 | 11 | 68 | 18 | 18 | |
| PORT OF SPAIN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 89 | 0 | 4 | 7 | 0 | 0 | 14 | 77 | 17 | 22 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 63 | 26 | 7 | 4 | 0 | 0 | 14 | 77 | 15 | 22 | |
| | GATWICK | CARIBBEAN AIRLINES | S | A | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 3 | 92 | 99 | 13 | |
| | GATWICK | CARIBBEAN AIRLINES | S | D | 18 | 0 | 0 | 39 | 44 | 17 | 0 | 0 | 0 | 19 | 38 | 124 | 13 | |
| TOTAL PORT OF SPAIN | | | | | 90 | 0 | 0 | 72 | 17 | 8 | 3 | 0 | 0 | 13 | 73 | 51 | 51 | |
| PORTO SANTO | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 41 | 75 | 8 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 75 | 9 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 | |
| TOTAL PORTO SANTO | | | | | 24 | 0 | 0 | 79 | 8 | 4 | 8 | 0 | 0 | 11 | 88 | 4 | 4 | |
| POZNAN | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 3 | 9 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 78 | 13 | 9 | |
| | EDINBURGH | RYANAIR | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 89 | 3 | 9 | |
| | EDINBURGH | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 78 | 9 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|-------------------|----------|------------|----------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| POZNAN | LIVERPOOL (JO) | RYANAIR | S | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 89 | 2 | 9 | |
| | LIVERPOOL (JO) | RYANAIR | S | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 89 | 9 | 9 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 6 | 68 | 15 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 9 | 68 | 17 | 31 | |
| | DONCASTER S | WIZZ AIR | S | A | 18 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 18 | 71 | 20 | 14 | |
| | DONCASTER S | WIZZ AIR | S | D | 18 | 0 | 0 | 56 | 17 | 11 | 17 | 0 | 0 | 27 | 57 | 27 | 14 | |
| | GLASGOW | WIZZ AIR | S | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | GLASGOW | WIZZ AIR | S | D | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 34 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 54 | 0 | 0 | 69 | 20 | 7 | 4 | 0 | 0 | 12 | 97 | 7 | 31 | |
| | LUTON | WIZZ AIR | S | D | 54 | 0 | 0 | 19 | 28 | 44 | 9 | 0 | 0 | 35 | 65 | 22 | 31 | |
| TOTAL POZNAN | | | | | 274 | 0 | 0 | 61 | 20 | 14 | 5 | 0 | 0 | 17 | 76 | 14 | 14 | |
| PRAGUE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 148 | 0 | 0 | 66 | 19 | 11 | 4 | 1 | 0 | 17 | 85 | 8 | 146 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 147 | 0 | 0 | 71 | 16 | 8 | 5 | 0 | 0 | 14 | 86 | 7 | 146 | |
| | EDINBURGH | CSA CZECH AIRLINES | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | EDINBURGH | CSA CZECH AIRLINES | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | LIVERPOOL (JO) | CSA CZECH AIRLINES | S | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | LIVERPOOL (JO) | CSA CZECH AIRLINES | S | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 1 | 82 | 0 | 12 | 6 | 0 | 0 | 14 | 82 | 12 | 17 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 67 | 11 | 6 | 11 | 6 | 0 | 27 | 76 | 16 | 17 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 21 | 0 | 0 | 81 | 10 | 5 | 5 | 0 | 0 | 13 | 82 | 6 | 17 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 21 | 0 | 0 | 86 | 5 | 0 | 10 | 0 | 0 | 15 | 94 | 6 | 17 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 43 | 28 | 14 | 14 | 2 | 0 | 32 | 63 | 24 | 52 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 34 | 34 | 16 | 12 | 3 | 0 | 34 | 54 | 32 | 52 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 23 | 85 | 10 | 13 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 57 | 0 | 29 | 14 | 0 | 0 | 24 | 85 | 9 | 13 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 28 | 0 | 0 | 89 | 4 | 0 | 7 | 0 | 0 | 8 | 78 | 15 | 27 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 5 | 70 | 13 | 27 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BELFAST INTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 17 | 63 | 13 | 8 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 26 | 75 | 11 | 8 | |
| | GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 25 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| PRAGUE | GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 19 | 76 | 20 | 17 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 14 | 88 | 17 | 17 |
| | MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 0 | 39 | 44 | 6 | 11 | 0 | 0 | 21 | 61 | 44 | 23 |
| | MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 16 | 61 | 25 | 23 |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 75 | 10 | 8 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 50 | 15 | 8 |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 76 | 16 | 8 | 0 | 0 | 0 | 9 | 41 | 29 | 17 |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 68 | 18 | 15 | 0 | 0 | 0 | 13 | 71 | 16 | 17 |
| | GATWICK | SMARTWINGS | S | A | 18 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GATWICK | SMARTWINGS | S | D | 18 | 0 | 0 | 22 | 22 | 28 | 28 | 0 | 0 | 46 | 0 | 0 | 0 |
| | LUTON | WIZZ AIR | S | A | 35 | 0 | 0 | 86 | 9 | 6 | 0 | 0 | 0 | 8 | 83 | 9 | 35 |
| | LUTON | WIZZ AIR | S | D | 35 | 0 | 0 | 49 | 40 | 9 | 3 | 0 | 0 | 17 | 66 | 16 | 35 |
| TOTAL PRAGUE | | | | | 958 | 1 | 1 | 66 | 17 | 10 | 6 | 1 | 0 | 18 | 76 | 14 | 14 |
| PRESTWICK | | | | | | | | | | | | | | | | | |
| PREVEZA | HEATHROW | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 14 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 75 | 21 | 4 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MANCHESTER | ENTER AIR | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 12 | 4 |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | S | A | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | S | D | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 86 | 10 | 7 |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 86 | 7 | 7 |
| | MANCHESTER | SMALL PLANET AIRLINES | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|------------------------------|-------------------|---------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Matched | Unmatched |
| PREVEZA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SMALL PLANET AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 60 | 16 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 60 | 47 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 11 | 60 | 48 | 5 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 11 | 50 | 52 | 4 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 50 | 62 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 26 | 100 | 2 | 8 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 37 | 38 | 19 | 8 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 15 | 75 | 7 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 32 | 75 | 15 | 4 | | |
| | STANSTED | TITAN AIRWAYS LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| | STANSTED | TITAN AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| TOTAL PREVEZA | | | | | 148 | 0 | 0 | 65 | 16 | 15 | 4 | 0 | 0 | 15 | 74 | 16 | 16 | |
| PRISTINA | | | | | | | | | | | | | | | | | | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 7 | 75 | 14 | 8 | | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | S | D | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 24 | 0 | 45 | 9 | | |
| TOTAL PRISTINA | | | | | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 16 | 35 | 31 | 31 | | |
| PROVIDENCIALES | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| TOTAL PROVIDENCIALES | | | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 63 | 44 | 44 | | |
| PUERTO PLATA | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 13 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 9 | 50 | 23 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 80 | 11 | 5 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 19 | 50 | 18 | 4 | | |
| TOTAL PUERTO PLATA | | | | | 16 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 8 | 65 | 16 | 16 | | |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 128 | 0 | 40 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 7 | 25 | 66 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 33 | 100 | 3 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 15 | 40 | 17 | 5 | | |
| TOTAL PUERTO VALLARTA | | | | | 17 | 0 | 0 | 59 | 12 | 6 | 12 | 12 | 0 | 44 | 41 | 30 | 30 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|-------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| PULA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | EDINBURGH | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 0 | 4 | |
| | EDINBURGH | JET2.COM LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 100 | 0 | 4 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 4 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 4 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 12 | 100 | 3 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 44 | 14 | 9 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 12 | 50 | 37 | 18 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 83 | 8 | 18 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 89 | 4 | 9 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 18 | 89 | 2 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 63 | 0 | 25 | 13 | 0 | 0 | 23 | 89 | 7 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 8 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 67 | 10 | 9 | |
| TOTAL PULA | | | | | 132 | 1 | 0 | 79 | 8 | 10 | 4 | 0 | 0 | 11 | 82 | 10 | 10 | |
| PUNTA CANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 19 | 85 | 23 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 21 | 54 | 35 | 13 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 10 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 5 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 7 | 33 | 87 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 71 | 21 | 0 | 7 | 0 | 0 | 16 | 17 | 70 | 12 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 5 | 11 | 51 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 18 | 44 | 42 | 9 | |
| TOTAL PUNTA CANA | | | | | 72 | 0 | 0 | 69 | 22 | 4 | 4 | 0 | 0 | 13 | 47 | 58 | 58 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: Q

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|------------------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| QUIMPER | LONDON CITY | BA CITYFLYER LTD | S | A | 13 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 16 | 77 | 19 | 13 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 85 | 15 | 13 |
| TOTAL QUIMPER | | | | | 26 | 0 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 12 | 81 | 17 | 17 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| RABAT | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 38 | 24 | 13 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 15 | 54 | 21 | 13 | |
| TOTAL RABAT | | | | | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 46 | 22 | 22 | |
| RALEIGH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 5 | 80 | 9 | 30 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 68 | 16 | 10 | 3 | 3 | 0 | 21 | 87 | 11 | 30 | |
| TOTAL RALEIGH | | | | | 62 | 0 | 0 | 81 | 8 | 6 | 3 | 2 | 0 | 13 | 83 | 10 | 10 | |
| RENNES | | | | | | | | | | | | | | | | | | |
| | EXETER | FLYBE LTD | S | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 131 | 0 | 0 | 0 | |
| | EXETER | FLYBE LTD | S | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 137 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 78 | 4 | |
| | MANCHESTER | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 89 | 4 | |
| | SOUTHAMPTON | FLYBE LTD | S | A | 23 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 82 | 6 | 22 | |
| | SOUTHAMPTON | FLYBE LTD | S | D | 23 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 4 | 73 | 13 | 22 | |
| TOTAL RENNES | | | | | 59 | 0 | 0 | 90 | 3 | 3 | 0 | 3 | 0 | 12 | 71 | 21 | 21 | |
| REUS | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 13 | 4 | |
| | ABERDEEN | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 6 | 4 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 100 | 1 | 9 | |
| | BELFAST INTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 18 | 89 | 3 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 8 | 5 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 5 | |
| | EDINBURGH | JET2.COM LTD | S | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 75 | 8 | 4 | |
| | EDINBURGH | JET2.COM LTD | S | D | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 75 | 12 | 4 | |
| | GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 78 | 14 | 9 | |
| | GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 100 | 3 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 57 | 15 | 14 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 93 | 6 | 14 | |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 12 | 79 | 12 | 14 | |
| | MANCHESTER | JET2.COM LTD | S | D | 13 | 0 | 0 | 62 | 23 | 0 | 15 | 0 | 0 | 20 | 71 | 11 | 14 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 71 | 16 | 14 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 18 | 79 | 22 | 14 | |
| | STANSTED | RYANAIR | S | A | 17 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 0 | 8 | 75 | 10 | 20 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| REUS | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | D | 17 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 11 | 67 | 12 | 21 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 8 | 67 | 17 | 9 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 13 | 56 | 24 | 9 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 75 | 7 | 4 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 8 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 8 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 78 | 26 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 22 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 63 | 37 | 8 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 12 | 63 | 21 | 8 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 0 | 4 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 6 | 4 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 88 | 4 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 6 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 89 | 8 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 78 | 14 | 9 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 15 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 100 | 2 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 13 | 5 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 6 | 4 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 54 | 38 | 0 | 8 | 0 | 0 | 16 | 77 | 7 | 13 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 14 | 77 | 11 | 13 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 18 | 100 | 0 | 8 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 26 | 88 | 4 | 8 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 10 | 100 | 0 | 5 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 15 | 100 | 2 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 62 | 8 | 31 | 0 | 0 | 0 | 18 | 77 | 15 | 13 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 0 | 14 | 77 | 17 | 13 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| REUS | | | | | | | | | | | | | | | | | | |
| TOTAL REUS | | | | | 408 | 2 | 0 | 78 | 13 | 6 | 2 | 0 | 0 | 10 | 76 | 13 | 13 | |
| RHODES | | | | | | | | | | | | | | | | | | |
| | BELFAST INTER | AEGEAN AIRLINES | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 73 | 4 | |
| | BELFAST INTER | AEGEAN AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 82 | 4 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 44 | 11 | 11 | 33 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 11 | 33 | 33 | 22 | 0 | 0 | 45 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 5 | 71 | 6 | 7 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 88 | 6 | 8 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 33 | 0 | 1 | 33 | 15 | 36 | 15 | 0 | 0 | 35 | 56 | 20 | 25 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 33 | 0 | 0 | 52 | 15 | 15 | 18 | 0 | 0 | 29 | 56 | 21 | 25 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 26 | 89 | 12 | 9 | |
| | LIVERPOOL (JO | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 22 | 44 | 33 | 0 | 0 | 0 | 27 | 67 | 19 | 9 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | MANCHESTER | ENTER AIR | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | MANCHESTER | ENTER AIR | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 15 | 0 | 0 | 60 | 20 | 7 | 13 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | A | 13 | 0 | 0 | 69 | 23 | 0 | 0 | 8 | 0 | 22 | 54 | 17 | 13 | |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | D | 14 | 0 | 0 | 43 | 21 | 29 | 0 | 7 | 0 | 34 | 36 | 26 | 14 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 78 | 20 | 9 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 44 | 35 | 9 | |
| | GLASGOW | JET2.COM LTD | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 8 | 100 | 6 | 5 | |
| | GLASGOW | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 5 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 5 | |
| | MANCHESTER | JET2.COM LTD | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 77 | 10 | 13 | |
| | MANCHESTER | JET2.COM LTD | S | D | 14 | 0 | 0 | 50 | 21 | 21 | 7 | 0 | 0 | 23 | 54 | 21 | 13 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 80 | 5 | 5 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 30 | 80 | 11 | 5 | |
| | GATWICK | MONARCH AIRLINES | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 29 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| RHODES | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | EAST MIDLAND | RYANAIR | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 33 | 22 | 9 | |
| | EAST MIDLAND | RYANAIR | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 78 | 12 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 23 | 100 | 0 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 31 | 89 | 9 | 9 | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 50 | 24 | 14 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 13 | 64 | 15 | 14 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 0 | 11 | 115 | 44 | 48 | 9 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 20 | 22 | 64 | 9 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 5 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 11 | 5 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 80 | 9 | 5 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 5 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 2 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 43 | 67 | 13 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 67 | 0 | 0 | 17 | 17 | 0 | 59 | 40 | 26 | 10 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 1 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 100 | 2 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 5 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 36 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 11 | 33 | 45 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 3 | 5 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 80 | 13 | 5 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 11 | 5 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 80 | 7 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 1 | 14 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 5 | 71 | 10 | 14 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 25 | 50 | 13 | 4 | |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 25 | 29 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 80 | 6 | 5 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 100 | 6 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 21 | 40 | 20 | 5 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 100 | 9 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|----------------------|-------------------|---------------------|----------------|----------|-------------------|----------|------------------|----------------------------|-----------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | | UNMATCHED | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | Actual (7) | Plan (8) | | | | | | | | | |
| RHODES | | | | | | | | | | | | | | | | | | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 8 | 5 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 80 | 8 | 5 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 78 | 22 | 9 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 20 | 89 | 22 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 21 | 0 | 0 | 76 | 10 | 10 | 5 | 0 | 0 | 11 | 70 | 12 | 23 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 20 | 0 | 0 | 65 | 10 | 10 | 15 | 0 | 0 | 23 | 57 | 19 | 23 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 19 | 80 | 28 | 5 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 13 | 80 | 26 | 5 | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 100 | 1 | 4 | |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 50 | 16 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 78 | 7 | 9 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 25 | 78 | 10 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 19 | 0 | 0 | 68 | 5 | 21 | 5 | 0 | 0 | 14 | 67 | 20 | 15 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 20 | 0 | 0 | 65 | 25 | 5 | 5 | 0 | 0 | 16 | 56 | 18 | 16 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 14 | 100 | 1 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 19 | 78 | 6 | 9 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 12 | 86 | 3 | 7 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 24 | 86 | 7 | 7 | |
| TOTAL RHODES | | | | | 678 | 2 | 2 | 66 | 16 | 11 | 6 | 0 | 0 | 18 | 68 | 17 | 17 | |
| RIGA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR BALTIC | S | A | 45 | 0 | 0 | 60 | 29 | 11 | 0 | 0 | 0 | 14 | 89 | 11 | 38 | |
| | GATWICK | AIR BALTIC | S | D | 45 | 0 | 0 | 38 | 38 | 20 | 4 | 0 | 0 | 23 | 61 | 27 | 38 | |
| | EAST MIDLAND | RYANAIR | S | A | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 8 | 86 | 5 | 14 | |
| | EAST MIDLAND | RYANAIR | S | D | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 79 | 12 | 14 | |
| | GLASGOW | RYANAIR | S | A | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GLASGOW | RYANAIR | S | D | 9 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 38 | 46 | 8 | 8 | 0 | 0 | 21 | 64 | 43 | 14 | |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 17 | 79 | 6 | 14 | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 90 | 8 | 0 | 2 | 0 | 0 | 5 | 73 | 14 | 62 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 6 | 79 | 13 | 62 | |
| | DONCASTER S | WIZZ AIR | S | A | 8 | 0 | 1 | 63 | 25 | 0 | 0 | 13 | 0 | 40 | 100 | 1 | 8 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|--------------------------------------|-------------------|-----------------------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| RIGA | | | | | | | | | | | | | | | | | | |
| | DONCASTER S | WIZZ AIR | S | D | 8 | 0 | 1 | 50 | 25 | 13 | 0 | 13 | 0 | 49 | 100 | 5 | 8 | |
| | LIVERPOOL (JO | WIZZ AIR | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 11 | 0 | 26 | 0 | 0 | 0 | |
| | LIVERPOOL (JO | WIZZ AIR | S | D | 9 | 0 | 0 | 33 | 56 | 0 | 0 | 11 | 0 | 35 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 54 | 0 | 0 | 85 | 7 | 6 | 2 | 0 | 0 | 9 | 91 | 5 | 35 | |
| | LUTON | WIZZ AIR | S | D | 54 | 0 | 0 | 52 | 24 | 17 | 4 | 4 | 0 | 26 | 57 | 16 | 35 | |
| TOTAL RIGA | | | | | 446 | 0 | 2 | 69 | 20 | 8 | 2 | 1 | 0 | 15 | 76 | 14 | 14 | |
| RIJEKA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 15 | 67 | 24 | 9 | |
| | STANSTED | RYANAIR | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 89 | 15 | 9 | |
| TOTAL RIJEKA | | | | | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 74 | 20 | 20 | |
| RIMINI | | | | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 7 | 84 | 8 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 23 | 0 | 3 | 0 | 0 | 14 | 65 | 14 | 31 | |
| TOTAL RIO DE JANEIRO (GALEAO) | | | | | 62 | 0 | 0 | 79 | 18 | 0 | 3 | 0 | 0 | 10 | 72 | 12 | 12 | |
| RIYADH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 70 | 10 | 17 | 0 | 3 | 0 | 21 | 80 | 26 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 14 | 63 | 27 | 30 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 31 | 0 | 0 | 58 | 29 | 13 | 0 | 0 | 0 | 14 | 90 | 8 | 31 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 77 | 12 | 31 | |
| TOTAL RIYADH | | | | | 122 | 3 | 0 | 68 | 20 | 11 | 0 | 1 | 0 | 14 | 76 | 19 | 19 | |
| RODEZ | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 82 | 14 | 17 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 9 | 82 | 13 | 17 | |
| TOTAL RODEZ | | | | | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 8 | 82 | 13 | 13 | |
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 20 | 0 | 0 | 40 | 25 | 15 | 20 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 20 | 0 | 0 | 65 | 15 | 0 | 20 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 27 | 0 | 0 | 33 | 15 | 15 | 37 | 0 | 0 | 47 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 52 | 15 | 19 | 15 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 43 | 0 | 29 | 29 | 0 | 0 | 39 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 35 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|---|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 77 | 12 | 22 | |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 73 | 14 | 22 | |
| | EDINBURGH | RYANAIR | S | A | 18 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 21 | 86 | 7 | 22 | |
| | EDINBURGH | RYANAIR | S | D | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 8 | 95 | 5 | 22 | |
| | MANCHESTER | RYANAIR | S | A | 31 | 0 | 0 | 55 | 35 | 6 | 3 | 0 | 0 | 20 | 84 | 6 | 31 | |
| | MANCHESTER | RYANAIR | S | D | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 8 | 65 | 12 | 31 | |
| | STANSTED | RYANAIR | S | A | 124 | 0 | 0 | 65 | 16 | 12 | 5 | 1 | 2 | 24 | 56 | 27 | 93 | |
| | STANSTED | RYANAIR | S | D | 124 | 0 | 0 | 35 | 28 | 26 | 11 | 0 | 0 | 30 | 54 | 20 | 93 | |
| TOTAL ROME (CIAMPINO) | | | | | 497 | 3 | 0 | 55 | 20 | 14 | 11 | 0 | 0 | 25 | 66 | 17 | 17 | |
| ROME (FIUMICINO) | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | ALITALIA (CAI) | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | ALITALIA (CAI) | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| | EDINBURGH | ALITALIA (CAI) | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| | EDINBURGH | ALITALIA (CAI) | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 |
| | HEATHROW | ALITALIA (CAI) | S | A | 94 | 0 | 0 | 52 | 28 | 15 | 5 | 0 | 0 | 19 | 77 | 11 | 93 | |
| | HEATHROW | ALITALIA (CAI) | S | D | 94 | 0 | 0 | 44 | 26 | 21 | 10 | 0 | 0 | 23 | 66 | 17 | 93 | |
| | LONDON CITY | ALITALIA (CAI) | S | A | 27 | 0 | 0 | 85 | 11 | 0 | 4 | 0 | 0 | 9 | 94 | 4 | 54 | |
| | LONDON CITY | ALITALIA (CAI) | S | D | 28 | 0 | 0 | 46 | 43 | 7 | 4 | 0 | 0 | 23 | 81 | 8 | 54 | |
| | MANCHESTER | ALITALIA (CAI) | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| | MANCHESTER | ALITALIA (CAI) | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 |
| | STANSTED | ALITALIA (CAI) | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 |
| | STANSTED | ALITALIA (CAI) | C | D | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 75 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 52 | 1 | 0 | 27 | 23 | 27 | 19 | 4 | 0 | 45 | 50 | 36 | 62 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 53 | 19 | 13 | 15 | 0 | 0 | 29 | 55 | 27 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 219 | 0 | 1 | 36 | 20 | 26 | 17 | 1 | 0 | 35 | 66 | 19 | 243 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 82 | 0 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 221 | 0 | 0 | 61 | 13 | 16 | 9 | 1 | 0 | 23 | 76 | 14 | 244 | |
| | HEATHROW | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 11 | 0 | 0 | 45 | 18 | 9 | 18 | 9 | 0 | 48 | 55 | 26 | 31 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 11 | 0 | 0 | 73 | 18 | 0 | 9 | 0 | 0 | 12 | 87 | 10 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 82 | 0 | 1 | 27 | 37 | 18 | 15 | 4 | 0 | 38 | 53 | 29 | 133 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 82 | 0 | 1 | 26 | 18 | 34 | 20 | 2 | 0 | 42 | 53 | 30 | 133 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ROME (FIUMICINO) | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 7 | 0 | 0 | 29 | 0 | 29 | 43 | 0 | 0 | 52 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 7 | 0 | 0 | 43 | 14 | 29 | 14 | 0 | 0 | 32 | 0 | 0 | 0 |
| | BELFAST INTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 22 | 11 | 44 | 11 | 11 | 0 | 66 | 0 | 0 | 0 |
| | BELFAST INTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GLASGOW | JET2.COM LTD | S | A | 9 | 0 | 0 | 22 | 11 | 56 | 11 | 0 | 0 | 36 | 22 | 29 | 9 |
| | GLASGOW | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 10 | 89 | 4 | 9 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 12 | 0 | 0 | 42 | 17 | 25 | 17 | 0 | 0 | 37 | 29 | 25 | 17 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 11 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 7 | 88 | 3 | 17 |
| | MANCHESTER | JET2.COM LTD | S | A | 26 | 0 | 0 | 31 | 31 | 23 | 15 | 0 | 0 | 35 | 87 | 13 | 31 |
| | MANCHESTER | JET2.COM LTD | S | D | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 10 | 48 | 17 | 31 |
| | NEWCASTLE | JET2.COM LTD | S | A | 9 | 0 | 0 | 56 | 0 | 44 | 0 | 0 | 0 | 25 | 78 | 8 | 9 |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 89 | 8 | 9 |
| | BIRMINGHAM | MISTRAL AIR | C | A | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 63 | 0 | 27 | 5 |
| | BIRMINGHAM | MISTRAL AIR | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 39 | 0 | 45 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 26 | 0 | 0 | 42 | 15 | 35 | 8 | 0 | 0 | 25 | 70 | 21 | 30 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 26 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 6 | 77 | 14 | 30 |
| | LUTON | MONARCH AIRLINES | S | A | 23 | 0 | 0 | 48 | 17 | 22 | 13 | 0 | 0 | 27 | 58 | 27 | 12 |
| | LUTON | MONARCH AIRLINES | S | D | 23 | 0 | 0 | 70 | 17 | 9 | 4 | 0 | 0 | 15 | 50 | 27 | 12 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 4 | 26 | 41 | 26 | 4 | 0 | 54 | 14 | 39 | 22 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 27 | 0 | 0 | 41 | 22 | 15 | 19 | 4 | 0 | 34 | 77 | 16 | 22 |
| | MANCHESTER | TITAN AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 20 | 2 |
| | MANCHESTER | TITAN AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 50 | 12 | 2 |
| | GATWICK | VUELING AIRLINES | S | A | 45 | 0 | 1 | 16 | 20 | 38 | 22 | 4 | 0 | 56 | 0 | 0 | 0 |
| | GATWICK | VUELING AIRLINES | S | D | 45 | 0 | 1 | 13 | 9 | 40 | 33 | 4 | 0 | 66 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | | | 1396 | 2 | 5 | 44 | 20 | 22 | 13 | 1 | 0 | 31 | 64 | 20 | 20 |
| ROSKILDE | | | | | | | | | | | | | | | | | |
| ROTTERDAM | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 105 | 0 | 0 | 86 | 6 | 5 | 4 | 0 | 0 | 8 | 95 | 3 | 112 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 106 | 0 | 0 | 84 | 5 | 8 | 4 | 0 | 0 | 8 | 92 | 4 | 112 |
| | JERSEY | CITY JET | S | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | JERSEY | CITY JET | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | LONDON CITY | CITY JET | S | A | 113 | 0 | 0 | 88 | 6 | 5 | 1 | 0 | 0 | 6 | 93 | 4 | 120 |
| | LONDON CITY | CITY JET | S | D | 113 | 0 | 0 | 80 | 10 | 6 | 4 | 0 | 0 | 11 | 87 | 7 | 120 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|------------------------|-------------------|--------------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|---------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| ROTTERDAM | | | | | | | | | | | | | | | | | | |
| TOTAL ROTTERDAM | | | | | 445 | 0 | 0 | 84 | 7 | 6 | 3 | 0 | 0 | 8 | 90 | 6 | 6 | |
| RYGGE | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 77 | 11 | 13 | |
| | EDINBURGH | RYANAIR | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 15 | 77 | 18 | 13 | |
| | MANCHESTER | RYANAIR | S | A | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 75 | 7 | 12 | |
| | MANCHESTER | RYANAIR | S | D | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 12 | 75 | 9 | 12 | |
| | STANSTED | RYANAIR | S | A | 93 | 0 | 0 | 92 | 4 | 3 | 0 | 0 | 0 | 4 | 95 | 4 | 76 | |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 63 | 24 | 11 | 2 | 0 | 0 | 15 | 75 | 12 | 75 | |
| TOTAL RYGGE | | | | | 238 | 0 | 0 | 76 | 15 | 8 | 1 | 0 | 0 | 10 | 83 | 9 | 9 | |
| RZESZOW | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | CSA CZECH AIRLINES | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EDINBURGH | CSA CZECH AIRLINES | S | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 8 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 9 | 88 | 9 | 8 | |
| | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 0 | 8 | 0 | 24 | 77 | 9 | 13 | |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 1 | 85 | 8 | 8 | 0 | 0 | 0 | 9 | 54 | 18 | 13 | |
| | LUTON | RYANAIR | S | A | 13 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 13 | 92 | 6 | 13 | |
| | LUTON | RYANAIR | S | D | 13 | 0 | 0 | 54 | 15 | 31 | 0 | 0 | 0 | 16 | 77 | 11 | 13 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 89 | 7 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 67 | 11 | 9 | |
| | STANSTED | RYANAIR | S | A | 40 | 0 | 0 | 80 | 8 | 10 | 3 | 0 | 0 | 8 | 84 | 10 | 31 | |
| | STANSTED | RYANAIR | S | D | 40 | 0 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 13 | 71 | 12 | 31 | |
| TOTAL RZESZOW | | | | | 178 | 0 | 1 | 77 | 11 | 10 | 2 | 1 | 0 | 11 | 78 | 10 | 10 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| SALONIKA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 53 | 29 | 12 | 6 | 0 | 0 | 20 | 50 | 42 | 16 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 53 | 24 | 18 | 6 | 0 | 0 | 25 | 44 | 24 | 16 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 65 | 16 | 16 | 3 | 0 | 0 | 15 | 90 | 8 | 29 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 7 | 90 | 3 | 29 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 20 | 92 | 3 | 13 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 13 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 90 | 10 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 68 | 13 | 16 | 3 | 0 | 0 | 14 | 65 | 18 | 31 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 18 | 100 | 5 | 4 | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 100 | 2 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 100 | 0 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 100 | 1 | 4 | |
| TOTAL SALONIKA | | | | | 221 | 0 | 0 | 69 | 16 | 13 | 2 | 0 | 0 | 13 | 80 | 12 | 12 | |
| SALZBURG | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GLASGOW | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 65 | 8 | 12 | 12 | 4 | 0 | 33 | 64 | 22 | 25 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 58 | 15 | 15 | 12 | 0 | 0 | 25 | 52 | 19 | 25 | |
| | BIRMINGHAM | FLYBE LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 100 | 1 | 4 | |
| | BIRMINGHAM | FLYBE LTD | C | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 26 | 0 | 49 | 4 | |
| | EDINBURGH | FLYBE LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | EDINBURGH | FLYBE LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 10 | 77 | 13 | 26 | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 9 | 69 | 14 | 26 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 16 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|-------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SALZBURG | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 4 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 67 | 12 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 5 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 5 | |
| TOTAL SALZBURG | | | | | 164 | 3 | 0 | 77 | 8 | 10 | 4 | 1 | 0 | 15 | 72 | 14 | 14 | |
| SAMOS | | | | | | | | | | | | | | | | | | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 80 | 17 | 5 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 80 | 26 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 33 | 40 | 43 | 5 | |
| TOTAL SAMOS | | | | | 20 | 0 | 0 | 65 | 15 | 20 | 0 | 0 | 0 | 12 | 75 | 22 | 22 | |
| SAN DIEGO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 87 | 3 | 3 | 6 | 0 | 0 | 13 | 55 | 19 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 10 | 6 | 6 | 3 | 0 | 18 | 65 | 20 | 31 | |
| TOTAL SAN DIEGO | | | | | 62 | 0 | 0 | 81 | 6 | 5 | 6 | 2 | 0 | 16 | 60 | 19 | 19 | |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 60 | 18 | 10 | 8 | 3 | 2 | 47 | 76 | 17 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 65 | 16 | 13 | 5 | 0 | 2 | 41 | 66 | 22 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | A | 60 | 0 | 0 | 85 | 5 | 8 | 0 | 2 | 0 | 12 | 82 | 6 | 61 | |
| | HEATHROW | UNITED AIRLINES | S | D | 62 | 0 | 0 | 74 | 18 | 3 | 5 | 0 | 0 | 13 | 92 | 9 | 61 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 54 | 0 | 0 | 81 | 9 | 2 | 6 | 2 | 0 | 15 | 87 | 13 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 52 | 1 | 0 | 63 | 10 | 15 | 8 | 4 | 0 | 31 | 61 | 21 | 31 | |
| TOTAL SAN FRANCISCO | | | | | 352 | 1 | 0 | 71 | 13 | 9 | 5 | 2 | 1 | 27 | 78 | 14 | 14 | |
| SAN SEBASTIAN | | | | | | | | | | | | | | | | | | |
| SANDEFJORD(TORP) | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 14 | 0 | 0 | 36 | 29 | 29 | 7 | 0 | 0 | 29 | 65 | 20 | 17 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 12 | 82 | 11 | 17 | |
| | LIVERPOOL (JO) | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | LIVERPOOL (JO) | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 23 | 0 | 0 | 74 | 22 | 4 | 0 | 0 | 0 | 10 | 67 | 14 | 21 | |
| | STANSTED | RYANAIR | S | D | 23 | 0 | 0 | 65 | 26 | 9 | 0 | 0 | 0 | 12 | 76 | 12 | 21 | |
| TOTAL SANDEFJORD(TORP) | | | | | 92 | 0 | 0 | 68 | 22 | 9 | 1 | 0 | 0 | 13 | 72 | 14 | 14 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|---------------------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| SANFORD | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 51 | 4 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 44 | 50 | 27 | 2 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 2 | | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 51 | 50 | 22 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 54 | 8 | 31 | 8 | 0 | 24 | 44 | 23 | 9 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 64 | 21 | 7 | 7 | 0 | 17 | 22 | 32 | 9 | | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 7 | 75 | 361 | 4 | | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 27 | 50 | 378 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 22 | 46 | 129 | 13 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 69 | 15 | 0 | 15 | 0 | 26 | 23 | 59 | 13 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 8 | 60 | 27 | 5 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 17 | 25 | 55 | 4 | | |
| TOTAL SANFORD | | | | | 89 | 0 | 0 | 62 | 17 | 13 | 8 | 0 | 22 | 41 | 68 | 68 | | |
| SANTA CRUZ DE LA PALMA | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 28 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 10 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| TOTAL SANTA CRUZ DE LA PALMA | | | | | 20 | 0 | 0 | 65 | 15 | 20 | 0 | 0 | 14 | 50 | 28 | 28 | | |
| SANTANDER | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 14 | 0 | 0 | 64 | 29 | 0 | 7 | 0 | 13 | 100 | 1 | 14 | | |
| | EDINBURGH | RYANAIR | S | D | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 14 | 93 | 5 | 14 | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 7 | 83 | 22 | 35 | | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 8 | 86 | 7 | 35 | | |
| TOTAL SANTANDER | | | | | 90 | 0 | 0 | 79 | 16 | 2 | 3 | 0 | 9 | 88 | 11 | 11 | | |
| SANTIAGO DE COMPOSTELA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 59 | 27 | 9 | 5 | 0 | 15 | 56 | 22 | 16 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 73 | 14 | 9 | 5 | 0 | 14 | 69 | 17 | 16 | | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 77 | 14 | 9 | 0 | 0 | 12 | 94 | 3 | 17 | | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 77 | 18 | 0 | 5 | 0 | 11 | 88 | 6 | 17 | | |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | | | 88 | 0 | 0 | 72 | 18 | 7 | 3 | 0 | 13 | 77 | 12 | 12 | | |
| SAO PAULO (GUARULHOS) | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|------------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| SAO PAULO (GUARULHOS) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 44 | 0 | 0 | 82 | 7 | 7 | 5 | 0 | 0 | 10 | 94 | 23 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 44 | 0 | 0 | 64 | 14 | 16 | 7 | 0 | 0 | 19 | 58 | 17 | 31 | |
| | HEATHROW | TAM LINHAS AEREAS | S | A | 31 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 7 | 81 | 7 | 31 | |
| | HEATHROW | TAM LINHAS AEREAS | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 31 | |
| TOTAL SAO PAULO (GUARULHOS) | | | | | 150 | 0 | 0 | 82 | 7 | 7 | 5 | 0 | 0 | 10 | 83 | 12 | 12 | |
| SEATTLE (TACOMA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 47 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 9 | 72 | 15 | 47 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 48 | 0 | 0 | 69 | 17 | 13 | 2 | 0 | 0 | 14 | 63 | 22 | 48 | |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 11 | 55 | 25 | 31 | |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 74 | 10 | 6 | 10 | 0 | 0 | 14 | 71 | 19 | 31 | |
| TOTAL SEATTLE (TACOMA) | | | | | 158 | 0 | 0 | 73 | 15 | 8 | 3 | 0 | 0 | 12 | 66 | 20 | 20 | |
| SEOUL (INCHEON) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ASIANA AIRLINES | S | A | 31 | 0 | 1 | 74 | 6 | 10 | 10 | 0 | 0 | 14 | 74 | 13 | 31 | |
| | HEATHROW | ASIANA AIRLINES | S | D | 31 | 0 | 0 | 77 | 16 | 6 | 0 | 0 | 0 | 7 | 81 | 10 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 81 | 3 | 3 | 6 | 3 | 3 | 48 | 94 | 4 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 10 | 0 | 13 | 3 | 0 | 27 | 84 | 13 | 31 | |
| | HEATHROW | KOREAN AIR | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 31 | |
| | HEATHROW | KOREAN AIR | S | D | 31 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 90 | 6 | 31 | |
| TOTAL SEOUL (INCHEON) | | | | | 186 | 1 | 1 | 81 | 9 | 4 | 5 | 1 | 1 | 17 | 87 | 8 | 8 | |
| SEVILLE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 50 | 14 | 9 | 18 | 5 | 5 | 54 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 32 | 23 | 18 | 23 | 5 | 0 | 45 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 96 | 3 | 25 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 6 | 92 | 5 | 25 | |
| | GATWICK | RYANAIR | S | A | 12 | 1 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 9 | 86 | 8 | 14 | |
| | GATWICK | RYANAIR | S | D | 13 | 0 | 0 | 69 | 23 | 0 | 8 | 0 | 0 | 14 | 64 | 21 | 14 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 6 | 89 | 7 | 36 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 6 | 72 | 13 | 36 | |
| TOTAL SEVILLE | | | | | 176 | 1 | 0 | 77 | 10 | 5 | 6 | 1 | 1 | 18 | 84 | 9 | 9 | |
| SHANGHAI (PU DONG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 73 | 3 | 3 | 20 | 0 | 0 | 25 | 65 | 27 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 70 | 3 | 10 | 10 | 7 | 0 | 32 | 74 | 16 | 31 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|---------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SHANGHAI (PU DONG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CHINA EASTERN AIRLINES | S | A | 31 | 0 | 5 | 68 | 13 | 10 | 3 | 3 | 3 | 62 | 82 | 15 | 22 | |
| | HEATHROW | CHINA EASTERN AIRLINES | S | D | 31 | 0 | 0 | 71 | 10 | 3 | 13 | 0 | 3 | 57 | 82 | 9 | 22 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 2 | 87 | 7 | 0 | 7 | 0 | 0 | 10 | 77 | 17 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 1 | 83 | 3 | 7 | 3 | 3 | 0 | 16 | 94 | 5 | 31 | |
| TOTAL SHANGHAI (PU DONG) | | | | | 182 | 0 | 8 | 75 | 7 | 5 | 9 | 2 | 1 | 34 | 78 | 15 | 15 | |
| SHANNON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AER LINGUS | S | A | 93 | 0 | 0 | 87 | 5 | 8 | 0 | 0 | 0 | 7 | 85 | 9 | 93 | |
| | HEATHROW | AER LINGUS | S | D | 93 | 0 | 0 | 84 | 12 | 4 | 0 | 0 | 0 | 6 | 82 | 10 | 93 | |
| | GATWICK | RYANAIR | S | A | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 5 | 84 | 10 | 31 | |
| | GATWICK | RYANAIR | S | D | 31 | 0 | 0 | 65 | 23 | 10 | 3 | 0 | 0 | 13 | 68 | 20 | 31 | |
| | MANCHESTER | RYANAIR | S | A | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | D | 31 | 0 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 71 | 0 | 0 | 86 | 10 | 3 | 1 | 0 | 0 | 6 | 71 | 14 | 58 | |
| | STANSTED | RYANAIR | S | D | 71 | 0 | 0 | 76 | 20 | 4 | 0 | 0 | 0 | 10 | 62 | 15 | 58 | |
| | BIRMINGHAM | STOBART AIR | S | A | 27 | 0 | 0 | 85 | 0 | 4 | 4 | 7 | 0 | 24 | 82 | 8 | 62 | |
| | BIRMINGHAM | STOBART AIR | S | D | 27 | 0 | 0 | 74 | 11 | 4 | 4 | 7 | 0 | 29 | 74 | 12 | 62 | |
| TOTAL SHANNON | | | | | 508 | 0 | 0 | 81 | 11 | 5 | 1 | 1 | 0 | 10 | 79 | 11 | 11 | |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 13 | 100 | 0 | 14 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 54 | 23 | 8 | 15 | 0 | 0 | 30 | 57 | 12 | 14 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 83 | 4 | 9 | 4 | 0 | 0 | 11 | 83 | 18 | 23 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 57 | 30 | 4 | 9 | 0 | 0 | 17 | 74 | 27 | 23 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 13 | 100 | 1 | 9 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 21 | 78 | 7 | 9 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 100 | 2 | 9 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 100 | 3 | 9 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 19 | 0 | 1 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 85 | 5 | 13 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 11 | 64 | 19 | 14 | |
| | GATWICK | MONARCH AIRLINES | S | A | 34 | 0 | 0 | 65 | 18 | 12 | 6 | 0 | 0 | 18 | 80 | 15 | 25 | |
| | GATWICK | MONARCH AIRLINES | S | D | 34 | 0 | 0 | 53 | 32 | 9 | 6 | 0 | 0 | 19 | 54 | 26 | 26 | |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 71 | 16 | 7 | |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 33 | 22 | 44 | 0 | 0 | 0 | 26 | 22 | 41 | 9 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 22 | 0 | 0 | 82 | 9 | 5 | 5 | 0 | 0 | 8 | 86 | 6 | 22 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|--------------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 23 | 0 | 0 | 70 | 22 | 4 | 4 | 0 | 0 | 15 | 67 | 14 | 21 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 80 | 7 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 11 | 50 | 27 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | 38 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 33 | 59 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 13 | 100 | 2 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 21 | 60 | 12 | 5 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 100 | 1 | 5 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 41 | 80 | 13 | 5 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 5 | |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 100 | 4 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 88 | 4 | 8 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 16 | 60 | 19 | 10 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 100 | 0 | 4 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 17 | 100 | 3 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 8 | 4 | |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 75 | 11 | 4 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 0 | 4 | |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 43 | 100 | 6 | 5 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 88 | 9 | 8 | |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 78 | 9 | 9 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 29 | 50 | 45 | 4 | |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 35 | 25 | 59 | 4 | |
| | EXETER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | EXETER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 31 | 0 | 0 | 61 | 13 | 23 | 3 | 0 | 0 | 18 | 81 | 12 | 32 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 31 | 0 | 0 | 32 | 26 | 19 | 23 | 0 | 0 | 33 | 59 | 26 | 34 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 87 | 4 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 22 | 2 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 100 | 0 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 28 | 100 | 6 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 22 | 0 | 0 | 77 | 9 | 9 | 5 | 0 | 0 | 12 | 76 | 11 | 21 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 23 | 0 | 0 | 39 | 43 | 13 | 4 | 0 | 0 | 22 | 73 | 19 | 22 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|---------------------------------------|-------------------|---------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 89 | 3 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 11 | 56 | 18 | 9 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 100 | 5 | 3 | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 100 | 7 | 3 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 594 | 0 | 1 | 67 | 17 | 11 | 5 | 0 | 0 | 16 | 74 | 16 | 16 | |
| SIBIU | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 13 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 0 | 15 | 86 | 7 | 14 | |
| | LUTON | WIZZ AIR | S | D | 13 | 0 | 0 | 31 | 38 | 31 | 0 | 0 | 0 | 28 | 50 | 16 | 14 | |
| TOTAL SIBIU | | | | | 26 | 0 | 0 | 46 | 31 | 23 | 0 | 0 | 0 | 22 | 68 | 12 | 12 | |
| SINGAPORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 13 | 0 | 0 | 3 | 0 | 10 | 90 | 7 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 42 | 29 | 26 | 3 | 0 | 0 | 24 | 42 | 40 | 31 | |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 124 | 0 | 0 | 73 | 12 | 8 | 6 | 0 | 1 | 16 | 66 | 15 | 124 | |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 124 | 0 | 0 | 81 | 15 | 2 | 1 | 1 | 0 | 8 | 84 | 12 | 124 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 3 | 31 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 84 | 8 | 31 | |
| TOTAL SINGAPORE | | | | | 372 | 0 | 0 | 78 | 13 | 6 | 2 | 1 | 0 | 11 | 76 | 14 | 14 | |
| SION | | | | | | | | | | | | | | | | | | |
| SKELLEFTEA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 89 | 5 | 9 | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 89 | 9 | 9 | |
| TOTAL SKELLEFTEA | | | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 89 | 7 | 7 | |
| SKIATHOS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | ENTER AIR | C | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 49 | 0 | 0 | 0 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 75 | 14 | 4 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 53 | 0 | 0 | 0 | |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 79 | 67 | 13 | 3 | |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | D | 5 | 0 | 0 | 20 | 20 | 40 | 0 | 20 | 0 | 81 | 0 | 35 | 4 | |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 50 | 46 | 4 | |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 10 | 0 | 0 | 10 | 30 | 40 | 20 | 0 | 0 | 37 | 0 | 0 | 0 | |
| | MANCHESTER | SMALL PLANET AIRLINES | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 | |
| | MANCHESTER | SMALL PLANET AIRLINES | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 29 | 75 | 7 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| SKIATHOS | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 2 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 9 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 29 | 50 | 40 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 20 | 20 | 0 | 60 | 0 | 0 | 54 | 100 | 0 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 14 | 60 | 13 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 20 | 100 | 1 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 50 | 10 | 40 | 0 | 0 | 0 | 22 | 100 | 2 | 5 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 25 | 25 | 46 | 4 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 33 | 67 | 6 | 3 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 22 | 75 | 7 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 47 | 75 | 17 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 20 | 20 | 20 | 20 | 0 | 72 | 25 | 43 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 39 | 78 | 9 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 50 | 56 | 20 | 9 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 63 | 75 | 12 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 74 | 25 | 24 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 67 | 33 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 30 | 56 | 27 | 9 | |
| TOTAL SKIATHOS | | | | | 181 | 1 | 0 | 48 | 15 | 21 | 14 | 2 | 0 | 32 | 68 | 17 | 17 | |
| SKOPJE | ABERDEEN | DENIM AIR | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 7 | 100 | 1 | 22 | |
| | LUTON | WIZZ AIR | S | D | 22 | 0 | 0 | 32 | 41 | 14 | 14 | 0 | 0 | 32 | 36 | 26 | 22 | |
| TOTAL SKOPJE | | | | | 47 | 0 | 0 | 57 | 28 | 9 | 6 | 0 | 0 | 19 | 68 | 13 | 13 | |
| SOFIA | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 6 | 23 | 0 | 0 | 0 | 13 | 77 | 8 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 7 | 90 | 5 | 31 | |
| | HEATHROW | BULGARIA AIR | S | A | 31 | 0 | 0 | 42 | 19 | 26 | 6 | 6 | 0 | 47 | 73 | 14 | 30 | |
| | HEATHROW | BULGARIA AIR | S | D | 31 | 0 | 0 | 29 | 26 | 26 | 13 | 6 | 0 | 52 | 60 | 17 | 30 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 48 | 23 | 23 | 3 | 3 | 0 | 26 | 84 | 16 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 7 | 94 | 8 | 31 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 15 | 93 | 3 | 14 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|--------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|------------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SOFIA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 100 | 3 | 14 | |
| | LUTON | WIZZ AIR | S | A | 80 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 91 | 3 | 47 | |
| | LUTON | WIZZ AIR | S | D | 80 | 0 | 0 | 48 | 21 | 26 | 5 | 0 | 0 | 23 | 49 | 44 | 47 | |
| TOTAL SOFIA | | | | | 372 | 0 | 0 | 64 | 15 | 17 | 3 | 1 | 0 | 20 | 79 | 14 | 14 | |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 32 | 0 | 1 | 59 | 0 | 9 | 31 | 0 | 0 | 32 | 78 | 13 | 40 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 33 | 0 | 1 | 91 | 0 | 6 | 3 | 0 | 0 | 10 | 92 | 10 | 37 | |
| | LEEDS BRADFO | EASTERN AIRWAYS | S | A | 84 | 0 | 2 | 89 | 6 | 4 | 1 | 0 | 0 | 5 | 74 | 14 | 65 | |
| | LEEDS BRADFO | EASTERN AIRWAYS | S | D | 63 | 0 | 2 | 79 | 5 | 13 | 3 | 0 | 0 | 12 | 91 | 8 | 65 | |
| | BELFAST CITY (| FLYBE LTD | S | A | 85 | 0 | 1 | 87 | 7 | 6 | 0 | 0 | 0 | 6 | 89 | 5 | 85 | |
| | BELFAST CITY (| FLYBE LTD | S | D | 85 | 0 | 1 | 87 | 8 | 4 | 1 | 0 | 0 | 7 | 92 | 5 | 85 | |
| | EDINBURGH | FLYBE LTD | S | A | 143 | 0 | 0 | 74 | 10 | 9 | 6 | 1 | 0 | 15 | 87 | 7 | 147 | |
| | EDINBURGH | FLYBE LTD | S | D | 143 | 0 | 0 | 64 | 19 | 14 | 3 | 1 | 0 | 18 | 78 | 11 | 146 | |
| | GLASGOW | FLYBE LTD | S | A | 116 | 0 | 0 | 74 | 12 | 9 | 5 | 0 | 0 | 15 | 78 | 13 | 116 | |
| | GLASGOW | FLYBE LTD | S | D | 116 | 0 | 0 | 76 | 11 | 10 | 3 | 0 | 0 | 13 | 79 | 12 | 116 | |
| | JERSEY | FLYBE LTD | S | A | 146 | 0 | 47 | 73 | 5 | 4 | 17 | 1 | 0 | 22 | 70 | 14 | 137 | |
| | JERSEY | FLYBE LTD | S | D | 98 | 0 | 45 | 85 | 9 | 4 | 2 | 0 | 0 | 9 | 70 | 17 | 138 | |
| | LEEDS BRADFO | FLYBE LTD | S | A | 75 | 0 | 1 | 84 | 7 | 1 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | LEEDS BRADFO | FLYBE LTD | S | D | 27 | 0 | 0 | 78 | 7 | 4 | 11 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 107 | 0 | 1 | 74 | 14 | 9 | 3 | 0 | 0 | 11 | 82 | 9 | 135 | |
| | MANCHESTER | FLYBE LTD | S | D | 107 | 0 | 1 | 82 | 13 | 3 | 2 | 0 | 0 | 9 | 79 | 12 | 135 | |
| | NEWCASTLE | FLYBE LTD | S | A | 81 | 0 | 0 | 93 | 4 | 1 | 2 | 0 | 0 | 4 | 84 | 9 | 77 | |
| | NEWCASTLE | FLYBE LTD | S | D | 81 | 0 | 0 | 86 | 10 | 1 | 2 | 0 | 0 | 7 | 79 | 12 | 77 | |
| TOTAL SOUTHAMPTON | | | | | 1624 | 2 | 103 | 79 | 10 | 7 | 5 | 0 | 0 | 12 | 81 | 10 | 10 | |
| SOUTHEND | | | | | | | | | | | | | | | | | | |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 5 | 100 | 2 | 9 | |
| | JERSEY | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 11 | 56 | 16 | 9 | |
| TOTAL SOUTHEND | | | | | 28 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 8 | 78 | 9 | 9 | |
| SPLIT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | CROATIA AIRLINES | S | A | 9 | 0 | 0 | 33 | 11 | 44 | 11 | 0 | 0 | 31 | 63 | 18 | 8 | |
| | GATWICK | CROATIA AIRLINES | S | D | 9 | 0 | 0 | 11 | 33 | 33 | 22 | 0 | 0 | 44 | 63 | 22 | 8 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SPLIT | HEATHROW | CROATIA AIRLINES | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 75 | 24 | 4 |
| | HEATHROW | CROATIA AIRLINES | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 50 | 16 | 4 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 12 | 50 | 21 | 14 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 11 | 79 | 8 | 14 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 63 | 0 | 3 | 37 | 25 | 27 | 11 | 0 | 0 | 30 | 50 | 32 | 48 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 63 | 0 | 0 | 60 | 19 | 10 | 11 | 0 | 0 | 22 | 71 | 18 | 48 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 78 | 15 | 9 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 18 | 9 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 54 | 38 | 8 | 0 | 0 | 0 | 15 | 86 | 8 | 14 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 14 |
| | EDINBURGH | JET2.COM LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | EDINBURGH | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 34 | 25 | 57 | 4 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 38 | 25 | 62 | 4 |
| | MANCHESTER | JET2.COM LTD | S | A | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 13 | 67 | 22 | 9 |
| | MANCHESTER | JET2.COM LTD | S | D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 20 | 78 | 18 | 9 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 65 | 67 | 40 | 9 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 44 | 0 | 22 | 22 | 11 | 0 | 58 | 78 | 40 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LUTON | WIZZ AIR | S | A | 31 | 0 | 0 | 68 | 23 | 10 | 0 | 0 | 0 | 10 | 61 | 18 | 18 |
| | LUTON | WIZZ AIR | S | D | 31 | 0 | 0 | 74 | 10 | 16 | 0 | 0 | 0 | 12 | 50 | 24 | 18 |
| TOTAL SPLIT | | | | | 442 | 1 | 3 | 61 | 20 | 13 | 6 | 0 | 0 | 19 | 68 | 20 | 20 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ST JOHNS | HEATHROW | AIR CANADA | S | A | 28 | 0 | 2 | 68 | 21 | 4 | 0 | 4 | 4 | 34 | 97 | 4 | 29 |
| | HEATHROW | AIR CANADA | S | D | 30 | 0 | 1 | 83 | 7 | 3 | 7 | 0 | 0 | 10 | 79 | 12 | 29 |
| TOTAL ST JOHNS | | | | | 58 | 0 | 3 | 76 | 14 | 3 | 3 | 2 | 2 | 22 | 88 | 8 | 8 |
| ST KITTS | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 78 | 15 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 10 | 67 | 21 | 9 |
| TOTAL ST KITTS | | | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 72 | 18 | 18 |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | |
| ST PETERSBURG | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 84 | 12 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 7 | 81 | 12 | 31 |
| TOTAL ST PETERSBURG | | | | | 62 | 0 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 7 | 82 | 12 | 12 |
| STANSTED | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | A | 95 | 0 | 0 | 84 | 6 | 4 | 5 | 0 | 0 | 10 | 86 | 7 | 88 |
| | BELFAST INTER | EASYJET AIRLINE COMPANY LTD | S | D | 95 | 0 | 0 | 81 | 9 | 5 | 4 | 0 | 0 | 11 | 85 | 7 | 88 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 85 | 0 | 0 | 78 | 18 | 5 | 0 | 0 | 0 | 9 | 71 | 14 | 98 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 85 | 0 | 0 | 68 | 20 | 9 | 1 | 1 | 0 | 14 | 71 | 15 | 98 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 72 | 0 | 0 | 68 | 18 | 10 | 4 | 0 | 0 | 13 | 72 | 15 | 76 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 72 | 0 | 0 | 72 | 15 | 7 | 6 | 0 | 0 | 13 | 75 | 13 | 76 |
| | NEWCASTLE | FLYBE LTD | S | A | 53 | 0 | 1 | 98 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | NEWCASTLE | FLYBE LTD | S | D | 53 | 0 | 1 | 94 | 4 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 75 | 0 | 0 | 57 | 21 | 15 | 7 | 0 | 0 | 19 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | D | 76 | 0 | 0 | 63 | 22 | 13 | 1 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GLASGOW | RYANAIR | S | A | 76 | 0 | 0 | 79 | 11 | 5 | 4 | 1 | 0 | 15 | 0 | 0 | 0 |
| | GLASGOW | RYANAIR | S | D | 76 | 0 | 0 | 76 | 12 | 4 | 5 | 3 | 0 | 19 | 0 | 0 | 0 |
| TOTAL STANSTED | | | | | 914 | 1 | 2 | 76 | 13 | 7 | 3 | 0 | 0 | 12 | 76 | 12 | 12 |
| STAVANGER | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 55 | 15 | 23 | 6 | 2 | 0 | 27 | 67 | 15 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 56 | 16 | 18 | 10 | 0 | 0 | 20 | 80 | 10 | 61 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 23 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 13 | 86 | 7 | 22 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 23 | 0 | 0 | 52 | 22 | 26 | 0 | 0 | 0 | 18 | 64 | 15 | 22 |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 20 | 63 | 17 | 8 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|----------------------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|--|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED | |
| STAVANGER | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 25 | 50 | 21 | 8 | | |
| | ABERDEEN | SAS | S | A | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 98 | 2 | 48 | | |
| | ABERDEEN | SAS | S | D | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 98 | 3 | 48 | | |
| | HEATHROW | SAS | S | A | 54 | 0 | 0 | 67 | 24 | 7 | 2 | 0 | 0 | 13 | 76 | 14 | 54 | | |
| | HEATHROW | SAS | S | D | 54 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 80 | 11 | 54 | | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | A | 54 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 0 | 6 | 94 | 5 | 53 | | |
| | ABERDEEN | WIDEROE FLYVESELSKAP A/S | S | D | 54 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 7 | 91 | 6 | 53 | | |
| | NEWCASTLE | WIDEROE FLYVESELSKAP A/S | S | A | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 16 | | |
| | NEWCASTLE | WIDEROE FLYVESELSKAP A/S | S | D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 16 | | |
| TOTAL STAVANGER | | | | | 540 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 11 | 85 | 9 | 9 | | |
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 174 | 0 | 0 | 68 | 18 | 8 | 6 | 0 | 0 | 15 | 78 | 11 | 160 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 174 | 0 | 0 | 66 | 17 | 14 | 3 | 0 | 0 | 15 | 80 | 13 | 160 | | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 12 | 64 | 10 | 14 | | |
| | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 38 | 31 | 23 | 8 | 0 | 0 | 26 | 50 | 16 | 14 | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 139 | 0 | 0 | 73 | 18 | 6 | 1 | 1 | 0 | 14 | 74 | 24 | 134 | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 139 | 0 | 0 | 56 | 27 | 10 | 6 | 0 | 1 | 23 | 70 | 28 | 134 | | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | A | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 18 | 100 | 2 | 8 | | |
| | MANCHESTER | NORWEGIAN AIR SHUTTLE | S | D | 9 | 0 | 0 | 33 | 11 | 44 | 11 | 0 | 0 | 29 | 50 | 17 | 8 | | |
| | BRISTOL | SAS | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | 0 | 8 | | |
| | BRISTOL | SAS | S | D | 9 | 0 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 15 | 100 | 3 | 8 | | |
| | EDINBURGH | SAS | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 72 | 12 | 18 | | |
| | EDINBURGH | SAS | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 6 | 67 | 14 | 18 | | |
| | HEATHROW | SAS | S | A | 128 | 0 | 0 | 65 | 25 | 6 | 4 | 0 | 0 | 16 | 85 | 9 | 131 | | |
| | HEATHROW | SAS | S | D | 130 | 0 | 0 | 88 | 6 | 2 | 4 | 0 | 0 | 8 | 90 | 5 | 132 | | |
| | MANCHESTER | SAS | S | A | 27 | 0 | 0 | 85 | 4 | 7 | 4 | 0 | 0 | 11 | 78 | 18 | 18 | | |
| | MANCHESTER | SAS | S | D | 27 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 9 | 78 | 14 | 18 | | |
| TOTAL STOCKHOLM (ARLANDA) | | | | | 1063 | 0 | 0 | 70 | 18 | 8 | 4 | 0 | 0 | 14 | 79 | 14 | 14 | | |
| STOCKHOLM (BROMMA) | | | | | | | | | | | | | | | | | | | |
| STOCKHOLM (SKAVSTA) | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 89 | 3 | 5 | 3 | 0 | 0 | 8 | 78 | 13 | 54 | | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 66 | 24 | 6 | 3 | 0 | 0 | 13 | 76 | 10 | 54 | | |
| TOTAL STOCKHOLM (SKAVSTA) | | | | | 124 | 0 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 11 | 77 | 12 | 12 | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|-------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| STORNOWAY | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 23 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 5 | 100 | 1 | 23 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 23 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 5 | 100 | 4 | 23 | |
| | EDINBURGH | LOGANAIR | S | A | 46 | 0 | 0 | 87 | 2 | 4 | 7 | 0 | 0 | 10 | 84 | 15 | 50 | |
| | EDINBURGH | LOGANAIR | S | D | 48 | 0 | 0 | 79 | 4 | 2 | 15 | 0 | 0 | 19 | 80 | 17 | 50 | |
| | GLASGOW | LOGANAIR | S | A | 117 | 0 | 0 | 74 | 7 | 8 | 10 | 2 | 0 | 19 | 82 | 10 | 116 | |
| | GLASGOW | LOGANAIR | S | D | 117 | 0 | 0 | 58 | 16 | 10 | 13 | 3 | 0 | 30 | 83 | 10 | 117 | |
| TOTAL STORNOWAY | | | | | 375 | 0 | 0 | 73 | 9 | 7 | 10 | 1 | 0 | 20 | 84 | 11 | 11 | |
| STRASBOURG | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 17 | 28 | 33 | 22 | 0 | 0 | 40 | 65 | 14 | 17 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 17 | 22 | 50 | 11 | 0 | 0 | 36 | 65 | 14 | 17 | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 82 | 5 | 5 | 9 | 0 | 0 | 14 | 43 | 41 | 14 | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 82 | 9 | 5 | 5 | 0 | 0 | 11 | 57 | 26 | 14 | |
| TOTAL STRASBOURG | | | | | 80 | 0 | 0 | 53 | 15 | 21 | 11 | 0 | 0 | 24 | 58 | 23 | 23 | |
| STUTTART | | | | | | | | | | | | | | | | | | |
| | JERSEY | AIR BERLIN | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 7 | 4 | |
| | JERSEY | AIR BERLIN | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 24 | 50 | 22 | 2 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 0 | 54 | 16 | 21 | 9 | 0 | 0 | 22 | 67 | 19 | 58 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 0 | 68 | 11 | 16 | 5 | 0 | 0 | 15 | 79 | 13 | 58 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 54 | 0 | 0 | 61 | 13 | 19 | 6 | 2 | 0 | 23 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 54 | 0 | 0 | 57 | 26 | 15 | 0 | 2 | 0 | 21 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 54 | 0 | 0 | 85 | 4 | 7 | 2 | 2 | 0 | 10 | 98 | 1 | 54 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 54 | 0 | 0 | 52 | 28 | 11 | 9 | 0 | 0 | 23 | 67 | 12 | 54 | |
| | HEATHROW | GERMANWINGS | S | A | 81 | 0 | 0 | 60 | 20 | 10 | 9 | 1 | 0 | 21 | 75 | 15 | 81 | |
| | HEATHROW | GERMANWINGS | S | D | 81 | 0 | 0 | 68 | 10 | 11 | 10 | 1 | 0 | 20 | 70 | 19 | 81 | |
| | STANSTED | GERMANWINGS | S | A | 27 | 0 | 0 | 78 | 15 | 4 | 4 | 0 | 0 | 12 | 78 | 15 | 27 | |
| | STANSTED | GERMANWINGS | S | D | 27 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 11 | 74 | 14 | 27 | |
| | MANCHESTER | RYANAIR | S | A | 26 | 0 | 0 | 35 | 15 | 42 | 8 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | D | 26 | 0 | 0 | 46 | 15 | 31 | 8 | 0 | 0 | 24 | 0 | 0 | 0 | |
| TOTAL STUTTART | | | | | 605 | 2 | 0 | 63 | 15 | 15 | 6 | 1 | 0 | 19 | 76 | 14 | 14 | |
| SULAYMANIYAH INT | | | | | | | | | | | | | | | | | | |
| | GATWICK | IRAQI AIRWAYS | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 75 | 21 | 8 | |
| | GATWICK | IRAQI AIRWAYS | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 78 | 12 | 9 | |
| | MANCHESTER | IRAQI AIRWAYS | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|---------------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SULAYMANIYAH INT | MANCHESTER | IRAQI AIRWAYS | | S D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL SULAYMANIYAH INT | | | | | 26 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 76 | 16 | 16 |
| SUMBURGH | ABERDEEN | LOGANAIR | | S A | 125 | 5 | 5 | 78 | 10 | 7 | 4 | 1 | 0 | 14 | 77 | 18 | 132 |
| | ABERDEEN | LOGANAIR | | S D | 129 | 2 | 6 | 70 | 14 | 9 | 6 | 0 | 1 | 22 | 60 | 24 | 134 |
| | EDINBURGH | LOGANAIR | | S A | 88 | 0 | 0 | 75 | 10 | 8 | 5 | 2 | 0 | 17 | 78 | 18 | 78 |
| | EDINBURGH | LOGANAIR | | S D | 90 | 0 | 0 | 69 | 14 | 7 | 9 | 1 | 0 | 20 | 78 | 24 | 82 |
| | GLASGOW | LOGANAIR | | S A | 54 | 0 | 0 | 69 | 6 | 13 | 11 | 2 | 0 | 24 | 73 | 23 | 37 |
| | GLASGOW | LOGANAIR | | S D | 53 | 1 | 0 | 36 | 26 | 11 | 21 | 6 | 0 | 47 | 77 | 9 | 39 |
| TOTAL SUMBURGH | | | | | 539 | 8 | 11 | 69 | 13 | 9 | 8 | 1 | 0 | 22 | 72 | 20 | 20 |
| SYDNEY | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 6 | 81 | 40 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 65 | 29 | 3 | 3 | 0 | 0 | 12 | 81 | 11 | 31 |
| | HEATHROW | QANTAS | | S A | 31 | 0 | 0 | 71 | 3 | 19 | 6 | 0 | 0 | 18 | 81 | 11 | 31 |
| | HEATHROW | QANTAS | | S D | 31 | 0 | 0 | 61 | 19 | 6 | 10 | 0 | 3 | 38 | 81 | 7 | 31 |
| TOTAL SYDNEY | | | | | 124 | 0 | 0 | 72 | 14 | 9 | 5 | 0 | 1 | 19 | 81 | 17 | 17 |
| SZCZECIN (GOLENOW) | LIVERPOOL (JO) | RYANAIR | | S A | 9 | 0 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 17 | 38 | 21 | 8 |
| | LIVERPOOL (JO) | RYANAIR | | S D | 9 | 0 | 0 | 22 | 67 | 11 | 0 | 0 | 0 | 22 | 50 | 24 | 8 |
| | STANSTED | RYANAIR | | S A | 31 | 0 | 0 | 74 | 13 | 6 | 6 | 0 | 0 | 15 | 82 | 16 | 17 |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 55 | 19 | 19 | 6 | 0 | 0 | 21 | 82 | 14 | 17 |
| | LUTON | WIZZ AIR | | S A | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | LUTON | WIZZ AIR | | S D | 13 | 0 | 0 | 46 | 38 | 15 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL SZCZECIN (GOLENOW) | | | | | 106 | 0 | 0 | 58 | 28 | 10 | 4 | 0 | 0 | 17 | 70 | 17 | 17 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|------------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TAIPEI | HEATHROW | EVA AIR | S | A | 31 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 94 | 2 | 31 |
| | HEATHROW | EVA AIR | S | D | 31 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 5 | 94 | 4 | 31 |
| TOTAL TAIPEI | | | | | 62 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 3 |
| TALLIN | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 67 | 6 | 0 | 22 | 6 | 0 | 34 | 76 | 14 | 17 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 72 | 0 | 11 | 11 | 6 | 0 | 30 | 88 | 11 | 17 |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 11 | 100 | 8 | 8 |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 11 | 75 | 10 | 8 |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 82 | 23 | 17 |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 8 | 71 | 29 | 17 |
| TOTAL TALLIN | | | | | 93 | 0 | 0 | 76 | 9 | 2 | 11 | 2 | 0 | 20 | 81 | 18 | 18 |
| TAMPA | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 63 | 10 | 7 | 20 | 0 | 0 | 28 | 70 | 33 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 53 | 10 | 23 | 13 | 0 | 0 | 32 | 53 | 36 | 30 |
| TOTAL TAMPA | | | | | 60 | 0 | 0 | 58 | 10 | 15 | 17 | 0 | 0 | 30 | 62 | 35 | 35 |
| TAMPERE | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 14 | 75 | 19 | 12 |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 17 | 69 | 18 | 13 |
| TOTAL TAMPERE | | | | | 26 | 1 | 0 | 69 | 12 | 12 | 8 | 0 | 0 | 16 | 72 | 18 | 18 |
| TANGIERS (IBN BATUTA) | GATWICK | AIR ARABIA MAROC | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 89 | 5 | 9 | |
| | GATWICK | AIR ARABIA MAROC | S | D | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 24 | 44 | 17 | 9 |
| TOTAL TANGIERS (IBN BATUTA) | | | | | 18 | 0 | 0 | 72 | 6 | 17 | 6 | 0 | 0 | 12 | 64 | 23 | 23 |
| TARBES-LOURDES INTERNA | BELFAST INTER | AIR MEDITERRANEE | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 0 | 0 |
| | BELFAST INTER | ALBA STAR | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 43 | 67 | 26 | 3 |
| | BELFAST INTER | ALBA STAR | C | D | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 50 | 75 | 16 | 4 |
| | EDINBURGH | ALBA STAR | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| | EDINBURGH | ALBA STAR | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 90 | 0 | 0 | 0 |
| | LIVERPOOL (JO | ALBA STAR | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 83 | 0 | 0 | 0 |
| | LIVERPOOL (JO | ALBA STAR | C | D | 3 | 0 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 117 | 0 | 0 | 0 |
| | BELFAST INTER | CITY JET | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 33 | 71 | 3 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | | |
|-------------------------------------------|-------------------|---------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|--|--|
| | | | | | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | | |
| TARBES-LOURDES INTERNA | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | CITY JET | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 22 | 1 | | |
| | GLASGOW | CITY JET | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 | | |
| | GLASGOW | CITY JET | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 61 | 0 | 0 | 0 | | |
| | MANCHESTER | CITY JET | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | | |
| | BIRMINGHAM | DENIM AIR | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 41 | 0 | 0 | 0 | | |
| | EDINBURGH | DENIM AIR | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 76 | 0 | 0 | 0 | | |
| | LIVERPOOL (JO | DENIM AIR | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | | |
| | LIVERPOOL (JO | DENIM AIR | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | | |
| | BELFAST INTER | HERMES AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 21 | 4 | | |
| | BELFAST INTER | HERMES AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 109 | 33 | 50 | 3 | | |
| | MANCHESTER | HERMES AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 76 | 3 | | |
| | STANSTED | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 9 | | |
| | STANSTED | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 8 | 9 | | |
| | BELFAST INTER | TITAN AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 44 | 2 | | |
| | BELFAST INTER | TITAN AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 20 | 2 | | |
| | MANCHESTER | TITAN AIRWAYS LTD | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 60 | 0 | 0 | 0 | | |
| | STANSTED | TITAN AIRWAYS LTD | C | A | 7 | 1 | 0 | 29 | 14 | 14 | 43 | 0 | 0 | 51 | 31 | 39 | 13 | | |
| | STANSTED | TITAN AIRWAYS LTD | C | D | 7 | 0 | 0 | 14 | 29 | 43 | 14 | 0 | 0 | 33 | 25 | 49 | 12 | | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | 105 | 1 | 0 | 40 | 16 | 14 | 28 | 2 | 0 | 41 | 41 | 39 | 39 | | |
| TASHKENT | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | UZBEKISTAN AIRLINES | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 19 | 100 | 2 | 9 | | |
| | HEATHROW | UZBEKISTAN AIRLINES | S | D | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 26 | 78 | 8 | 9 | | |
| TOTAL TASHKENT | | | | | 18 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 22 | 89 | 5 | 5 | | |
| TATRY-POPRAD | | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | | |
| | LUTON | WIZZ AIR | S | D | 18 | 0 | 0 | 33 | 39 | 28 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | | |
| TOTAL TATRY-POPRAD | | | | | 36 | 0 | 0 | 44 | 36 | 19 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | | |
| TEHRAN IMAM KHOMEINI | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | IRAN AIR | S | A | 13 | 0 | 0 | 31 | 31 | 23 | 8 | 8 | 0 | 52 | 50 | 18 | 14 | | |
| | HEATHROW | IRAN AIR | S | D | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 23 | 57 | 45 | 14 | | |
| TOTAL TEHRAN IMAM KHOMEINI | | | | | 26 | 0 | 0 | 42 | 27 | 19 | 8 | 4 | 0 | 37 | 54 | 31 | 31 | | |
| TEKIRDAG (CORLU) | | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|------------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TEKIRDAG (CORLU) | | | | | | | | | | | | | | | | | |
| TOTAL TEKIRDAG (CORLU) | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TEL AVIV | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 0 | 62 | 18 | 13 | 6 | 1 | 0 | 19 | 61 | 33 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 88 | 0 | 0 | 61 | 18 | 11 | 8 | 1 | 0 | 22 | 66 | 20 | 62 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 0 | 14 | 50 | 37 | 14 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 23 | 38 | 31 | 8 | 0 | 0 | 28 | 43 | 35 | 14 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 48 | 0 | 0 | 73 | 10 | 6 | 10 | 0 | 0 | 17 | 52 | 36 | 44 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 48 | 0 | 0 | 40 | 33 | 19 | 8 | 0 | 0 | 28 | 63 | 28 | 46 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 23 | 38 | 54 | 8 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 25 | 38 | 37 | 8 |
| | HEATHROW | EL AL | S | A | 49 | 0 | 0 | 80 | 14 | 4 | 2 | 0 | 0 | 9 | 70 | 15 | 50 |
| | HEATHROW | EL AL | S | D | 48 | 0 | 0 | 65 | 21 | 13 | 2 | 0 | 0 | 15 | 52 | 42 | 50 |
| | LUTON | EL AL | S | A | 62 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 0 | 8 | 69 | 26 | 68 |
| | LUTON | EL AL | S | D | 62 | 0 | 0 | 40 | 29 | 23 | 8 | 0 | 0 | 26 | 40 | 42 | 68 |
| TOTAL TEL AVIV | | | | | 538 | 0 | 0 | 62 | 20 | 12 | 6 | 0 | 0 | 19 | 58 | 31 | 31 |
| TENERIFE (NORTE LOS ROD) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL TENERIFE (NORTE LOS RODEOS) | | | | | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | |
| | DONCASTER S | AIR EUROPA | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | DONCASTER S | AIR EUROPA | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | AIR EUROPA | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | STANSTED | AIR EUROPA | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 15 | 45 | 61 | 22 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 41 | 27 | 18 | 14 | 0 | 0 | 30 | 36 | 73 | 22 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 14 | 92 | 3 | 13 |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 8 | 77 | 11 | 13 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 92 | 9 | 13 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 14 | 0 | 0 | 50 | 21 | 29 | 0 | 0 | 0 | 21 | 77 | 18 | 13 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 43 | 0 | 0 | 84 | 14 | 2 | 0 | 0 | 0 | 6 | 88 | 6 | 41 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 0 | 43 | 34 | 23 | 0 | 0 | 0 | 19 | 71 | 13 | 41 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 82 | 0 | 9 | 5 | 5 | 0 | 21 | 86 | 5 | 22 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|---------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|---------------|-------------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | 22 | MISMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 73 | 14 | 5 | 9 | 0 | 0 | 14 | 78 | 9 | 23 |
| | ABERDEEN | EUROPE AIRPOST | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | ABERDEEN | EUROPE AIRPOST | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | BELFAST INTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 67 | 13 | 9 |
| | BELFAST INTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 67 | 18 | 9 |
| | EAST MIDLAND | JET2.COM LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 2 | 18 |
| | EAST MIDLAND | JET2.COM LTD | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 18 |
| | GLASGOW | JET2.COM LTD | S | A | 21 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 26 |
| | GLASGOW | JET2.COM LTD | S | D | 22 | 0 | 0 | 68 | 23 | 5 | 5 | 0 | 0 | 16 | 88 | 6 | 26 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 3 | 20 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 73 | 13 | 22 |
| | MANCHESTER | JET2.COM LTD | S | A | 33 | 0 | 2 | 88 | 3 | 0 | 9 | 0 | 0 | 11 | 80 | 16 | 30 |
| | MANCHESTER | JET2.COM LTD | S | D | 35 | 0 | 0 | 71 | 11 | 11 | 6 | 0 | 0 | 17 | 71 | 19 | 31 |
| | NEWCASTLE | JET2.COM LTD | S | A | 16 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 85 | 6 | 13 |
| | NEWCASTLE | JET2.COM LTD | S | D | 17 | 0 | 0 | 59 | 29 | 6 | 6 | 0 | 0 | 17 | 54 | 24 | 13 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 87 | 3 | 3 | 6 | 0 | 0 | 11 | 100 | 0 | 34 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 81 | 10 | 0 | 10 | 0 | 0 | 16 | 68 | 12 | 34 |
| | GATWICK | MONARCH AIRLINES | S | A | 40 | 0 | 0 | 78 | 10 | 13 | 0 | 0 | 0 | 9 | 78 | 19 | 41 |
| | GATWICK | MONARCH AIRLINES | S | D | 40 | 0 | 0 | 83 | 13 | 3 | 3 | 0 | 0 | 9 | 64 | 38 | 42 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 22 | 100 | 0 | 9 |
| | LEEDS BRADFO | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 14 | 89 | 39 | 9 |
| | LUTON | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 12 | 17 |
| | LUTON | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 54 | 23 | 23 | 0 | 0 | 0 | 17 | 41 | 30 | 17 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 30 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 68 | 25 | 37 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 30 | 0 | 0 | 70 | 23 | 7 | 0 | 0 | 0 | 12 | 66 | 35 | 38 |
| | EXETER | NORWEGIAN AIR SHUTTLE | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EXETER | NORWEGIAN AIR SHUTTLE | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 89 | 23 | 9 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 67 | 19 | 11 | 0 | 4 | 0 | 20 | 87 | 15 | 31 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 27 | 0 | 0 | 41 | 30 | 19 | 7 | 4 | 0 | 30 | 65 | 25 | 31 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 17 | 89 | 30 | 9 |
| | BIRMINGHAM | RYANAIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 86 | 4 | 14 |
| | BIRMINGHAM | RYANAIR | S | D | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 13 | 86 | 13 | 14 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|---------------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | | |
| | BOURNEMOUT | RYANAIR | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 100 | 0 | 8 | |
| | BOURNEMOUT | RYANAIR | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 88 | 9 | 8 | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 14 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 64 | 10 | 14 | |
| | CARDIFF WALE | RYANAIR | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | CARDIFF WALE | RYANAIR | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | EAST MIDLAND | RYANAIR | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 97 | 1 | 31 | |
| | EAST MIDLAND | RYANAIR | S | D | 31 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 7 | 84 | 11 | 31 | |
| | EDINBURGH | RYANAIR | S | A | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 14 | 83 | 10 | 23 | |
| | EDINBURGH | RYANAIR | S | D | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 0 | 16 | 83 | 10 | 23 | |
| | LEEDS BRADFO | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 9 | |
| | LEEDS BRADFO | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 89 | 7 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 89 | 4 | 9 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 21 | 100 | 8 | 9 | |
| | LUTON | RYANAIR | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 10 | 100 | 0 | 13 | |
| | LUTON | RYANAIR | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 19 | 92 | 7 | 13 | |
| | MANCHESTER | RYANAIR | S | A | 31 | 0 | 0 | 77 | 10 | 10 | 3 | 0 | 0 | 11 | 89 | 7 | 36 | |
| | MANCHESTER | RYANAIR | S | D | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 12 | 78 | 10 | 36 | |
| | STANSTED | RYANAIR | S | A | 36 | 0 | 0 | 86 | 11 | 3 | 0 | 0 | 0 | 5 | 91 | 4 | 35 | |
| | STANSTED | RYANAIR | S | D | 36 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 89 | 8 | 35 | |
| | BIRMINGHAM | SMARTWINGS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BIRMINGHAM | SMARTWINGS | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | GATWICK | SMARTWINGS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 1 | |
| | GATWICK | SMARTWINGS | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 100 | 10 | 2 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 13 | 4 | |
| | BELFAST INTER | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 75 | 16 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | A | 11 | 0 | 1 | 82 | 9 | 9 | 0 | 0 | 0 | 8 | 67 | 26 | 9 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | S | D | 11 | 0 | 1 | 73 | 9 | 18 | 0 | 0 | 0 | 13 | 56 | 28 | 9 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | S | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 100 | 6 | 4 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 100 | 1 | 4 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 4 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 6 | 4 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | A | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 16 | 25 | 24 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|---------------------------|-------------------|--------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | 6 | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | EAST MIDLAND | THOMAS COOK AIRLINES LTD | S | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 44 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | A | 14 | 0 | 0 | 64 | 7 | 21 | 7 | 0 | 0 | 20 | 78 | 25 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | S | D | 17 | 0 | 0 | 47 | 24 | 24 | 6 | 0 | 0 | 21 | 55 | 37 | 11 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | A | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 88 | 24 | 17 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 9 | 73 | 32 | 15 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | A | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 6 | 78 | 28 | 18 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | S | D | 12 | 0 | 0 | 75 | 0 | 17 | 8 | 0 | 0 | 17 | 53 | 42 | 17 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | S | A | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 18 | 89 | 2 | 9 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | S | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 22 | 100 | 5 | 9 |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | A | 11 | 0 | 0 | 64 | 27 | 0 | 9 | 0 | 0 | 19 | 78 | 29 | 9 |
| | STANSTED | THOMAS COOK AIRLINES LTD | S | D | 11 | 0 | 0 | 91 | 0 | 0 | 0 | 9 | 0 | 21 | 89 | 27 | 9 |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 7 | 4 |
| | BELFAST INTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 100 | 5 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 13 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 13 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 5 |
| | BOURNEMOUT | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 5 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 14 | 4 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 17 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 100 | 0 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 4 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 2 | 9 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 89 | 6 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 60 | 10 | 20 | 10 | 0 | 0 | 18 | 100 | 0 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 0 | 22 | 22 | 0 | 0 | 27 | 100 | 5 | 9 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 47 | 4 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 75 | 61 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 20 | 0 | 0 | 70 | 15 | 5 | 10 | 0 | 0 | 17 | 82 | 11 | 17 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 22 | 0 | 0 | 73 | 5 | 18 | 5 | 0 | 0 | 18 | 47 | 20 | 17 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 50 | 44 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 50 | 51 | 4 |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 0 | 4 |
| | LEEDS BRADFO | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 100 | 3 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
|----------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | LUTON | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 11 | 89 | 4 | 9 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 19 | 78 | 10 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 22 | 0 | 0 | 64 | 23 | 9 | 5 | 0 | 0 | 14 | 64 | 11 | 25 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 24 | 0 | 0 | 75 | 4 | 13 | 4 | 0 | 4 | 29 | 62 | 15 | 26 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 75 | 9 | 4 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 100 | 9 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 9 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 4 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 1595 | 0 | 5 | 78 | 11 | 7 | 3 | 0 | 0 | 12 | 80 | 15 | 15 |
| TETERBORO | | | | | | | | | | | | | | | | | |
| THIRA (SANTORINI) | LONDON CITY | BA CITYFLYER LTD | S | A | 9 | 0 | 0 | 22 | 56 | 11 | 11 | 0 | 0 | 27 | 0 | 0 | 0 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 28 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 43 | 43 | 7 | 7 | 0 | 0 | 21 | 67 | 9 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 100 | 2 | 9 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 35 | 0 | 0 | 9 | 31 | 37 | 17 | 6 | 0 | 52 | 63 | 17 | 30 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 23 | 29 | 23 | 26 | 0 | 0 | 44 | 57 | 17 | 30 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 31 | 31 | 23 | 0 | 8 | 8 | 65 | 78 | 10 | 9 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 46 | 31 | 23 | 0 | 0 | 0 | 16 | 78 | 5 | 9 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 0 | 4 |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 34 | 100 | 6 | 4 |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 61 | 5 |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 0 | 59 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 75 | 12 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 39 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 67 | 13 | 3 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 17 | 60 | 69 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 31 | 60 | 89 | 5 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 30 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 20 | 40 | 5 |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|--------------------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|----------------------------|-----------|------------------------|---------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| THIRA (SANTORINI) | | | | | | | | | | | | | | | | | | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 40 | 40 | 32 | 5 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 44 | 40 | 38 | 5 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 36 | 100 | 3 | 5 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 41 | 80 | 11 | 5 | 5 |
| TOTAL THIRA (SANTORINI) | | | | | 223 | 0 | 0 | 39 | 28 | 20 | 11 | 1 | 0 | 32 | 60 | 22 | 22 | 22 |
| TIMISOARA | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 22 | 0 | 0 | 64 | 18 | 5 | 14 | 0 | 0 | 16 | 100 | 0 | 17 | 17 |
| | LUTON | WIZZ AIR | S | D | 22 | 0 | 0 | 36 | 14 | 36 | 14 | 0 | 0 | 36 | 65 | 16 | 17 | 17 |
| TOTAL TIMISOARA | | | | | 44 | 0 | 0 | 50 | 16 | 20 | 14 | 0 | 0 | 26 | 82 | 8 | 8 | 8 |
| TIRANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 50 | 18 | 23 | 9 | 0 | 0 | 25 | 56 | 20 | 18 | 18 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 23 | 0 | 0 | 35 | 17 | 30 | 17 | 0 | 0 | 36 | 56 | 25 | 18 | 18 |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 13 | 0 | 0 | 0 | 15 | 38 | 46 | 0 | 0 | 64 | 0 | 45 | 4 | 4 |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 13 | 0 | 0 | 8 | 23 | 46 | 23 | 0 | 0 | 51 | 0 | 40 | 9 | 9 |
| | STANSTED | SMALL PLANET AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 82 | 0 | 0 | 0 | 0 |
| | STANSTED | SMALL PLANET AIRLINES | C | D | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 62 | 0 | 0 | 0 | 0 |
| TOTAL TIRANA | | | | | 78 | 1 | 0 | 27 | 17 | 33 | 23 | 0 | 0 | 42 | 40 | 32 | 32 | 32 |
| TIREE | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 51 | 0 | 0 | 88 | 0 | 8 | 2 | 2 | 0 | 12 | 82 | 25 | 33 | 33 |
| | GLASGOW | LOGANAIR | S | D | 51 | 0 | 0 | 76 | 12 | 8 | 2 | 2 | 0 | 17 | 81 | 19 | 32 | 32 |
| TOTAL TIREE | | | | | 102 | 0 | 0 | 82 | 6 | 8 | 2 | 2 | 0 | 14 | 82 | 22 | 22 | 22 |
| TIRGU MURES | | | | | | | | | | | | | | | | | | |
| | LUTON | WIZZ AIR | S | A | 22 | 0 | 0 | 68 | 9 | 9 | 9 | 5 | 0 | 26 | 100 | 1 | 17 | 17 |
| | LUTON | WIZZ AIR | S | D | 22 | 0 | 0 | 64 | 5 | 9 | 14 | 9 | 0 | 43 | 53 | 17 | 17 | 17 |
| TOTAL TIRGU MURES | | | | | 44 | 0 | 0 | 66 | 7 | 9 | 11 | 7 | 0 | 35 | 76 | 9 | 9 | 9 |
| TIVAT | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONTENEGRO AIRLINES | S | A | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 12 | 85 | 5 | 13 | 13 |
| | GATWICK | MONTENEGRO AIRLINES | S | D | 18 | 0 | 0 | 28 | 22 | 44 | 6 | 0 | 0 | 31 | 62 | 12 | 13 | 13 |
| TOTAL TIVAT | | | | | 36 | 1 | 0 | 47 | 25 | 25 | 3 | 0 | 0 | 22 | 73 | 9 | 9 | 9 |
| TOBAGO | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 16 | 50 | 20 | 4 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-----------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| TOBAGO | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 20 | 29 | 5 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL TOBAGO | | | | | 25 | 0 | 0 | 80 | 16 | 0 | 4 | 0 | 0 | 11 | 53 | 19 | 19 | |
| TOKYO (HANEDA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 4 | 90 | 4 | 31 | | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 4 | 84 | 6 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 65 | 26 | 10 | 0 | 0 | 11 | 90 | 6 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 11 | 90 | 6 | 31 | | |
| | HEATHROW | JAPAN AIRLINES | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 5 | 100 | 1 | 31 | | |
| | HEATHROW | JAPAN AIRLINES | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 4 | 90 | 4 | 30 | | |
| TOTAL TOKYO (HANEDA) | | | | | 186 | 0 | 0 | 83 | 12 | 4 | 1 | 0 | 6 | 91 | 5 | 5 | | |
| TOKYO (NARITA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 8 | 84 | 7 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 13 | 10 | 3 | 0 | 15 | 68 | 15 | 31 | | |
| TOTAL TOKYO (NARITA) | | | | | 62 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 12 | 85 | 8 | 8 | | |
| TORONTO | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | AIR CANADA | S | A | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 86 | 6 | 22 | | |
| | EDINBURGH | AIR CANADA | S | D | 23 | 0 | 0 | 48 | 22 | 22 | 9 | 0 | 24 | 64 | 16 | 22 | | |
| | HEATHROW | AIR CANADA | S | A | 124 | 0 | 0 | 58 | 24 | 14 | 4 | 0 | 18 | 78 | 10 | 124 | | |
| | HEATHROW | AIR CANADA | S | D | 123 | 0 | 1 | 67 | 15 | 7 | 4 | 5 | 1 | 37 | 75 | 16 | 124 | |
| | MANCHESTER | AIR CANADA | S | A | 27 | 0 | 0 | 56 | 22 | 11 | 7 | 4 | 0 | 23 | 73 | 16 | 22 | |
| | MANCHESTER | AIR CANADA | S | D | 27 | 0 | 0 | 30 | 41 | 19 | 7 | 4 | 0 | 36 | 0 | 52 | 22 | |
| | BIRMINGHAM | AIR TRANSAT | S | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 19 | 40 | 13 | 5 | | |
| | BIRMINGHAM | AIR TRANSAT | S | D | 5 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 35 | 40 | 26 | 5 | | |
| | GATWICK | AIR TRANSAT | S | A | 45 | 0 | 0 | 69 | 20 | 7 | 4 | 0 | 15 | 74 | 17 | 39 | | |
| | GATWICK | AIR TRANSAT | S | D | 45 | 0 | 0 | 76 | 16 | 7 | 2 | 0 | 13 | 80 | 8 | 40 | | |
| | GLASGOW | AIR TRANSAT | S | A | 23 | 0 | 0 | 78 | 4 | 13 | 4 | 0 | 14 | 95 | 2 | 22 | | |
| | GLASGOW | AIR TRANSAT | S | D | 23 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 7 | 91 | 9 | 22 | | |
| | MANCHESTER | AIR TRANSAT | S | A | 23 | 0 | 0 | 57 | 26 | 17 | 0 | 0 | 17 | 85 | 7 | 27 | | |
| | MANCHESTER | AIR TRANSAT | S | D | 23 | 0 | 0 | 74 | 9 | 17 | 0 | 0 | 12 | 89 | 7 | 27 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 68 | 0 | 0 | 82 | 9 | 6 | 1 | 1 | 0 | 13 | 80 | 14 | 83 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 69 | 0 | 0 | 51 | 29 | 14 | 3 | 3 | 0 | 25 | 57 | 22 | 82 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|---------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| TORONTO | | | | | | | | | | | | | | | | | | |
| | GLASGOW | WEST JET AIRLINES | S | A | 29 | 0 | 2 | 72 | 14 | 10 | 0 | 3 | 0 | 18 | 0 | 0 | 0 | |
| | GLASGOW | WEST JET AIRLINES | S | D | 31 | 0 | 0 | 77 | 10 | 10 | 0 | 3 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL TORONTO | | | | | 737 | 0 | 3 | 66 | 18 | 11 | 3 | 2 | 0 | 21 | 73 | 14 | 14 | |
| TOULON / HYERES | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 12 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 86 | 6 | 7 | |
| | LONDON CITY | CITY JET | S | D | 14 | 0 | 0 | 57 | 36 | 0 | 7 | 0 | 0 | 25 | 75 | 26 | 8 | |
| | BOURNEMOUT | FLYBE LTD | S | A | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | BOURNEMOUT | FLYBE LTD | S | D | 17 | 0 | 0 | 65 | 18 | 18 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL TOULON / HYERES | | | | | 60 | 1 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 14 | 69 | 16 | 16 | |
| TOULOUSE (BLAGNAC) | | | | | | | | | | | | | | | | | | |
| | BRISTOL | BMI REGIONAL | C | A | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 98 | 1 | 43 | |
| | BRISTOL | BMI REGIONAL | C | D | 29 | 0 | 0 | 86 | 3 | 7 | 3 | 0 | 0 | 12 | 90 | 7 | 39 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 68 | 10 | 16 | 6 | 0 | 0 | 18 | 84 | 12 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 63 | 13 | 11 | 13 | 0 | 0 | 23 | 83 | 13 | 93 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 81 | 9 | 31 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 9 | 87 | 6 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 111 | 0 | 3 | 48 | 13 | 22 | 17 | 1 | 0 | 32 | 62 | 29 | 99 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 111 | 0 | 0 | 35 | 28 | 23 | 14 | 0 | 0 | 31 | 48 | 27 | 99 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 12 | 75 | 14 | 16 | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 69 | 20 | 16 | |
| TOTAL TOULOUSE (BLAGNAC) | | | | | 549 | 0 | 3 | 61 | 14 | 15 | 10 | 0 | 0 | 22 | 75 | 16 | 16 | |
| TOURS | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 0 | 10 | 77 | 9 | 22 | |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 0 | 11 | 91 | 5 | 22 | |
| TOTAL TOURS | | | | | 44 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 0 | 11 | 84 | 7 | 7 | |
| TRAPANI | | | | | | | | | | | | | | | | | | |
| TREVISO | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 24 | 50 | 13 | 8 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 13 | 63 | 16 | 8 | |
| | EAST MIDLAND | RYANAIR | S | A | 18 | 0 | 0 | 72 | 0 | 22 | 6 | 0 | 0 | 23 | 67 | 27 | 18 | |
| | EAST MIDLAND | RYANAIR | S | D | 18 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 13 | 67 | 22 | 18 | |
| | LEEDS BRADFO | RYANAIR | S | A | 13 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 10 | 67 | 22 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|---------------------------------------------|-------------------|-----------------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|---------------------|---------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| TREVISO | | | | | | | | | | | | | | | | | | |
| | LEEDS BRADFO | RYANAIR | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 5 | 67 | 19 | 9 | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 87 | 8 | 3 | 0 | 2 | 0 | 11 | 65 | 19 | 52 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 76 | 23 | 2 | 0 | 0 | 0 | 9 | 72 | 15 | 53 | |
| TOTAL TREVISO | | | | | 204 | 0 | 0 | 80 | 11 | 7 | 1 | 0 | 0 | 12 | 67 | 19 | 19 | |
| TRIESTE (RONCHI DEI LEGIO) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 77 | 19 | 0 | 3 | 0 | 0 | 9 | 61 | 21 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 77 | 16 | 6 | 0 | 0 | 0 | 9 | 65 | 18 | 31 | |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | | | 62 | 0 | 0 | 77 | 18 | 3 | 2 | 0 | 0 | 9 | 65 | 17 | 17 | |
| TRIPOLI | | | | | | | | | | | | | | | | | | |
| TROMSOE | | | | | | | | | | | | | | | | | | |
| TRONDHEIM (VAERNES) | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 23 | 0 | 0 | 57 | 22 | 17 | 4 | 0 | 0 | 18 | 86 | 10 | 22 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 23 | 0 | 0 | 30 | 39 | 22 | 9 | 0 | 0 | 29 | 50 | 17 | 22 | |
| TOTAL TRONDHEIM (VAERNES) | | | | | 46 | 1 | 0 | 43 | 30 | 20 | 7 | 0 | 0 | 24 | 68 | 14 | 14 | |
| TUNIS | | | | | | | | | | | | | | | | | | |
| | GATWICK | TUNISAIR | S | A | 13 | 0 | 0 | 38 | 15 | 31 | 15 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | GATWICK | TUNISAIR | S | D | 13 | 0 | 0 | 15 | 23 | 31 | 31 | 0 | 0 | 56 | 0 | 0 | 0 | |
| | HEATHROW | TUNISAIR | S | A | 17 | 0 | 0 | 41 | 24 | 12 | 24 | 0 | 0 | 33 | 56 | 34 | 25 | |
| | HEATHROW | TUNISAIR | S | D | 17 | 0 | 0 | 18 | 41 | 18 | 18 | 6 | 0 | 46 | 32 | 42 | 25 | |
| TOTAL TUNIS | | | | | 60 | 0 | 0 | 28 | 27 | 22 | 22 | 2 | 0 | 41 | 44 | 38 | 38 | |
| TURIN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 37 | 37 | 22 | 4 | 0 | 0 | 24 | 50 | 32 | 26 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 48 | 33 | 19 | 0 | 0 | 0 | 19 | 58 | 22 | 26 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 0 | 3 | 0 | 18 | 81 | 10 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 9 | 74 | 11 | 31 | |
| TOTAL TURIN | | | | | 116 | 0 | 0 | 66 | 22 | 11 | 1 | 1 | 0 | 17 | 66 | 18 | 18 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| VAGAR | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | ATLANTIC AIRWAYS | S | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | EDINBURGH | ATLANTIC AIRWAYS | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | JERSEY | ATLANTIC AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | |
| TOTAL VAGAR | | | | | 22 | 0 | 0 | 68 | 5 | 18 | 9 | 0 | 0 | 19 | 81 | 41 | 41 | |
| VALENCIA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | AIR NOSTRUM | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 33 | 12 | 3 | |
| | GLASGOW | AIR NOSTRUM | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 33 | 20 | 3 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 74 | 0 | 0 | 31 | 23 | 26 | 20 | 0 | 0 | 35 | 56 | 36 | 68 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 74 | 0 | 0 | 41 | 24 | 22 | 14 | 0 | 0 | 28 | 59 | 31 | 68 | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 100 | 2 | 9 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 78 | 11 | 9 | |
| | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 8 | 13 | |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 10 | 69 | 14 | 13 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 11 | 8 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 14 | 50 | 25 | 8 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 9 | 87 | 9 | 38 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 9 | 74 | 12 | 39 | |
| TOTAL VALENCIA | | | | | 279 | 0 | 0 | 57 | 18 | 15 | 10 | 0 | 0 | 21 | 67 | 22 | 22 | |
| VAN NUYS | | | | | | | | | | | | | | | | | | |
| VANCOUVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 71 | 16 | 13 | 0 | 0 | 0 | 13 | 77 | 10 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 84 | 10 | 3 | 0 | 0 | 3 | 18 | 84 | 10 | 31 | |
| | GATWICK | AIR TRANSAT | S | A | 27 | 0 | 0 | 63 | 22 | 11 | 4 | 0 | 0 | 15 | 82 | 10 | 22 | |
| | GATWICK | AIR TRANSAT | S | D | 28 | 0 | 0 | 57 | 32 | 11 | 0 | 0 | 0 | 14 | 81 | 13 | 21 | |
| | GLASGOW | AIR TRANSAT | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 10 | 5 | |
| | GLASGOW | AIR TRANSAT | S | D | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 24 | 60 | 10 | 5 | |
| | MANCHESTER | AIR TRANSAT | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 5 | 8 | |
| | MANCHESTER | AIR TRANSAT | S | D | 9 | 0 | 1 | 67 | 11 | 0 | 22 | 0 | 0 | 23 | 88 | 12 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 51 | 0 | 0 | 75 | 14 | 8 | 4 | 0 | 0 | 11 | 68 | 33 | 53 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 47 | 36 | 11 | 4 | 0 | 2 | 47 | 45 | 50 | 53 | |
| TOTAL VANCOUVER | | | | | 249 | 1 | 1 | 66 | 21 | 9 | 3 | 0 | 1 | 21 | 74 | 21 | 21 | |
| VARADERO | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| VARADERO | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 100 | 0 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 8 | 75 | 24 | 4 | |
| TOTAL VARADERO | | | | | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 88 | 12 | 12 | |
| VARNA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BH AIR | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 17 | 100 | 0 | 1 | |
| | MANCHESTER | BH AIR | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 32 | 75 | 11 | 4 | |
| | MANCHESTER | BH AIR | C | D | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 38 | 0 | 33 | 4 | |
| | LUTON | WIZZ AIR | S | A | 31 | 0 | 0 | 42 | 35 | 23 | 0 | 0 | 0 | 20 | 52 | 23 | 21 | |
| | LUTON | WIZZ AIR | S | D | 31 | 0 | 0 | 39 | 39 | 23 | 0 | 0 | 0 | 19 | 29 | 27 | 21 | |
| TOTAL VARNA | | | | | 75 | 0 | 0 | 37 | 36 | 24 | 3 | 0 | 0 | 22 | 43 | 23 | 23 | |
| VASTERAS | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 10 | 94 | 2 | 18 | |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 9 | 94 | 5 | 18 | |
| TOTAL VASTERAS | | | | | 36 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 94 | 4 | 4 | |
| VENICE | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BA CITYFLYER LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 60 | 22 | 5 | |
| | GLASGOW | BA CITYFLYER LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 83 | 5 | 6 | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 19 | 0 | 0 | 74 | 11 | 11 | 0 | 5 | 0 | 20 | 88 | 7 | 17 | |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 21 | 0 | 0 | 76 | 10 | 5 | 5 | 5 | 0 | 22 | 72 | 11 | 18 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 100 | 0 | 0 | 52 | 24 | 15 | 8 | 1 | 0 | 23 | 48 | 29 | 91 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 100 | 0 | 1 | 52 | 25 | 13 | 9 | 1 | 0 | 26 | 45 | 29 | 91 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 46 | 0 | 0 | 52 | 28 | 20 | 0 | 0 | 0 | 17 | 81 | 10 | 47 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 47 | 0 | 0 | 79 | 9 | 11 | 2 | 0 | 0 | 10 | 89 | 8 | 47 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 122 | 0 | 1 | 35 | 20 | 29 | 16 | 0 | 0 | 33 | 48 | 37 | 87 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 123 | 0 | 0 | 26 | 28 | 33 | 13 | 1 | 0 | 35 | 56 | 30 | 89 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 11 | 17 | 33 | 39 | 0 | 0 | 52 | 19 | 41 | 16 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 22 | 17 | 39 | 22 | 0 | 0 | 39 | 44 | 25 | 16 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 11 | 71 | 28 | 14 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 14 | |
| | EDINBURGH | JET2.COM LTD | S | A | 18 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 21 | 59 | 33 | 17 | |
| | EDINBURGH | JET2.COM LTD | S | D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 76 | 9 | 17 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 22 | 88 | 21 | 8 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 88 | 12 | 8 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | |
| VENICE | MANCHESTER | JET2.COM LTD | S | A | 27 | 0 | 0 | 37 | 30 | 15 | 19 | 0 | 0 | 32 | 62 | 36 | 26 |
| | MANCHESTER | JET2.COM LTD | S | D | 27 | 0 | 0 | 74 | 15 | 4 | 7 | 0 | 0 | 15 | 77 | 20 | 26 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 22 | 0 | 0 | 68 | 27 | 0 | 5 | 0 | 0 | 13 | 67 | 28 | 18 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 67 | 13 | 18 |
| | GATWICK | MONARCH AIRLINES | S | A | 22 | 0 | 0 | 64 | 18 | 5 | 14 | 0 | 0 | 22 | 48 | 28 | 21 |
| | GATWICK | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 77 | 5 | 14 | 5 | 0 | 0 | 14 | 81 | 12 | 21 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 22 | 0 | 0 | 64 | 27 | 5 | 5 | 0 | 0 | 14 | 43 | 33 | 14 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 10 | 60 | 23 | 15 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 22 | 67 | 19 | 3 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 18 | 67 | 15 | 3 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 11 | 0 | 33 | 3 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 6 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 18 | 86 | 9 | 7 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 86 | 8 | 7 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 11 | 0 | 0 | 18 | 18 | 36 | 27 | 0 | 0 | 50 | 38 | 23 | 13 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 64 | 27 | 9 | 0 | 0 | 0 | 14 | 85 | 9 | 13 |
| TOTAL VENICE | | | | | 944 | 0 | 2 | 53 | 21 | 17 | 9 | 1 | 0 | 24 | 62 | 23 | 23 |
| VERONA VILLAFRANCA | NEWCASTLE | ALBA STAR | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | NEWCASTLE | ALBA STAR | C | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GLASGOW | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GLASGOW | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | BRISTOL | BMI REGIONAL | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | BRISTOL | BMI REGIONAL | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 56 | 23 | 8 | 13 | 0 | 0 | 22 | 62 | 23 | 61 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 58 | 19 | 13 | 10 | 0 | 0 | 22 | 64 | 21 | 61 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 39 | 0 | 0 | 64 | 13 | 15 | 8 | 0 | 0 | 18 | 78 | 17 | 32 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 41 | 0 | 0 | 76 | 12 | 10 | 2 | 0 | 0 | 12 | 72 | 14 | 32 |
| | GLASGOW | FLYBE LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GLASGOW | FLYBE LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | FLYBE LTD | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 65 | 50 | 20 | 4 |
| | MANCHESTER | FLYBE LTD | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 33 | 75 | 9 | 4 |
| | SOUTHAMPTON | FLYBE LTD | S | A | 11 | 0 | 0 | 73 | 0 | 9 | 18 | 0 | 0 | 21 | 58 | 97 | 12 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | |
|---------------------------------|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Matched |
| VERONA VILLAFRANCA | SOUTHAMPTON | FLYBE LTD | S | D | 11 | 0 | 0 | 64 | 9 | 0 | 27 | 0 | 0 | 33 | 77 | 12 | 13 |
| | BELFAST INTER | JET2.COM LTD | S | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| | BELFAST INTER | JET2.COM LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | EDINBURGH | JET2.COM LTD | S | A | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 20 | 0 | 58 | 20 | 54 | 5 |
| | EDINBURGH | JET2.COM LTD | S | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 22 | 40 | 28 | 5 |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 0 | 47 | 5 |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 26 | 5 |
| | BRISTOL | MISTRAL AIR | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 101 | 50 | 16 | 4 |
| | BRISTOL | MISTRAL AIR | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 108 | 50 | 25 | 4 |
| | GATWICK | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 12 | 91 | 6 | 23 |
| | GATWICK | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 65 | 28 | 23 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 85 | 6 | 13 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 11 | 62 | 19 | 13 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 56 | 11 | 9 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 78 | 11 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 14 | 67 | 45 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 67 | 51 | 9 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 78 | 51 | 9 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 9 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 77 | 7 | 13 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 8 | 77 | 10 | 13 |
| | BELFAST CITY (| VOLOTEA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 41 | 5 |
| | BELFAST CITY (| VOLOTEA | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 40 | 53 | 5 |
| TOTAL VERONA VILLAFRANCA | | | | | 459 | 0 | 0 | 67 | 15 | 11 | 7 | 1 | 0 | 19 | 67 | 23 | 23 |
| VIENNA | HEATHROW | AUSTRIAN AIRLINES | S | A | 123 | 0 | 0 | 70 | 20 | 7 | 3 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 123 | 0 | 0 | 60 | 20 | 15 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| | JERSEY | AUSTRIAN AIRLINES | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | JERSEY | AUSTRIAN AIRLINES | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 151 | 0 | 0 | 62 | 21 | 11 | 5 | 1 | 0 | 19 | 81 | 12 | 150 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 151 | 0 | 0 | 75 | 10 | 9 | 6 | 0 | 0 | 14 | 87 | 7 | 151 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 59 | 0 | 0 | 37 | 25 | 25 | 12 | 0 | 0 | 27 | 74 | 23 | 50 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 59 | 0 | 0 | 39 | 36 | 14 | 12 | 0 | 0 | 26 | 74 | 18 | 50 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| VIENNA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | JET2.COM LTD | S | A | 14 | 0 | 0 | 43 | 43 | 14 | 0 | 0 | 0 | 19 | 62 | 23 | 13 | |
| | MANCHESTER | JET2.COM LTD | S | D | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 85 | 14 | 13 | |
| | EXETER | NIKI | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GLASGOW | NIKI | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 3 | 3 | |
| | GLASGOW | NIKI | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 17 | 67 | 19 | 3 | |
| TOTAL VIENNA | | | | | 708 | 0 | 0 | 62 | 20 | 12 | 6 | 0 | 0 | 18 | 80 | 12 | 12 | |
| VIGO | | | | | | | | | | | | | | | | | | |
| | LUTON | AIR NOSTRUM | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LUTON | AIR NOSTRUM | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL VIGO | | | | | 10 | 1 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| VILNIUS | | | | | | | | | | | | | | | | | | |
| | LIVERPOOL (JO | RYANAIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 75 | 9 | 12 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 77 | 10 | 13 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 74 | 16 | 3 | 6 | 0 | 0 | 12 | 87 | 7 | 30 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 0 | 12 | 87 | 9 | 31 | |
| | BELFAST INTER | WIZZ AIR | S | A | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | BELFAST INTER | WIZZ AIR | S | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | DONCASTER S | WIZZ AIR | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 9 | |
| | DONCASTER S | WIZZ AIR | S | D | 13 | 0 | 0 | 62 | 38 | 0 | 0 | 0 | 0 | 10 | 100 | 1 | 9 | |
| | LUTON | WIZZ AIR | S | A | 58 | 0 | 0 | 90 | 9 | 0 | 2 | 0 | 0 | 7 | 78 | 9 | 58 | |
| | LUTON | WIZZ AIR | S | D | 58 | 0 | 0 | 38 | 38 | 19 | 5 | 0 | 0 | 24 | 36 | 29 | 58 | |
| TOTAL VILNIUS | | | | | 240 | 0 | 0 | 69 | 20 | 6 | 5 | 0 | 0 | 14 | 71 | 14 | 14 | |
| VISBY | | | | | | | | | | | | | | | | | | |
| VITORIA | | | | | | | | | | | | | | | | | | |
| VOLOS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | ENTER AIR | C | D | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 65 | 0 | 0 | 0 | |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL VOLOS | | | | | 14 | 0 | 0 | 29 | 14 | 36 | 21 | 0 | 0 | 40 | 33 | 48 | 48 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | JULY 2014 | | | | | |
|--------------------------------------|-------------------|-----------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|--|
| | | | | | Actual (7) | Plan (8) | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | | |
| WARSAW (CHOPIN) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 61 | 15 | 20 | 3 | 2 | 0 | 23 | 79 | 10 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 79 | 13 | 5 | 2 | 2 | 0 | 13 | 85 | 5 | 62 | |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 89 | 0 | 0 | 43 | 39 | 11 | 4 | 2 | 0 | 26 | 55 | 29 | 92 | |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 89 | 0 | 0 | 47 | 27 | 17 | 4 | 4 | 0 | 26 | 60 | 28 | 92 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 44 | 44 | 7 | 4 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 27 | 0 | 0 | 70 | 7 | 19 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | DONCASTER S | WIZZ AIR | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 4 | 92 | 7 | 13 | |
| | DONCASTER S | WIZZ AIR | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 13 | 46 | 36 | 13 | |
| | GLASGOW | WIZZ AIR | S | A | 13 | 0 | 0 | 77 | 8 | 0 | 8 | 8 | 0 | 29 | 63 | 12 | 8 | |
| | GLASGOW | WIZZ AIR | S | D | 13 | 0 | 0 | 38 | 31 | 15 | 8 | 8 | 0 | 45 | 50 | 21 | 8 | |
| | LIVERPOOL (JO | WIZZ AIR | S | A | 13 | 0 | 0 | 69 | 23 | 0 | 8 | 0 | 0 | 18 | 78 | 10 | 9 | |
| | LIVERPOOL (JO | WIZZ AIR | S | D | 13 | 0 | 0 | 38 | 38 | 15 | 8 | 0 | 0 | 25 | 56 | 12 | 9 | |
| | LUTON | WIZZ AIR | S | A | 101 | 0 | 1 | 91 | 3 | 2 | 4 | 0 | 0 | 8 | 79 | 18 | 89 | |
| | LUTON | WIZZ AIR | S | D | 101 | 0 | 1 | 60 | 26 | 9 | 5 | 0 | 0 | 19 | 47 | 30 | 89 | |
| TOTAL WARSAW (CHOPIN) | | | | | 634 | 0 | 2 | 63 | 22 | 10 | 4 | 2 | 0 | 19 | 66 | 21 | 21 | |
| WARSAW (MODLIN MASOVIA) | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 10 | 86 | 12 | 14 | |
| | BRISTOL | RYANAIR | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 8 | 71 | 19 | 14 | |
| | EAST MIDLAND | RYANAIR | S | A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 10 | 93 | 3 | 14 | |
| | EAST MIDLAND | RYANAIR | S | D | 13 | 0 | 0 | 85 | 0 | 15 | 0 | 0 | 0 | 8 | 71 | 13 | 14 | |
| | GLASGOW | RYANAIR | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GLASGOW | RYANAIR | S | D | 13 | 0 | 0 | 77 | 15 | 0 | 0 | 8 | 0 | 20 | 0 | 0 | 0 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 79 | 7 | 14 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 79 | 10 | 14 | |
| | MANCHESTER | RYANAIR | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 20 | 89 | 3 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 89 | 8 | 9 | |
| | STANSTED | RYANAIR | S | A | 93 | 0 | 0 | 83 | 9 | 5 | 2 | 0 | 1 | 17 | 73 | 17 | 62 | |
| | STANSTED | RYANAIR | S | D | 93 | 0 | 0 | 70 | 17 | 10 | 2 | 1 | 0 | 15 | 68 | 16 | 62 | |
| TOTAL WARSAW (MODLIN MASOVIA) | | | | | 308 | 0 | 0 | 78 | 12 | 6 | 2 | 1 | 0 | 14 | 75 | 14 | 14 | |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 92 | 3 | 3 | 2 | 0 | 0 | 4 | 76 | 20 | 80 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 56 | 34 | 8 | 2 | 0 | 0 | 15 | 60 | 17 | 80 | |
| | HEATHROW | UNITED AIRLINES | S | A | 92 | 0 | 1 | 77 | 10 | 8 | 4 | 0 | 1 | 16 | 73 | 26 | 92 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | UNITED AIRLINES | S | D | 90 | 1 | 1 | 78 | 13 | 4 | 2 | 2 | 0 | 16 | 72 | 12 | 92 | |
| | MANCHESTER | UNITED AIRLINES | S | A | 30 | 0 | 0 | 80 | 10 | 3 | 7 | 0 | 0 | 12 | 80 | 10 | 30 | |
| | MANCHESTER | UNITED AIRLINES | S | D | 31 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 0 | 10 | 70 | 22 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 77 | 14 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 65 | 13 | 3 | 19 | 0 | 0 | 26 | 84 | 6 | 31 | |
| TOTAL WASHINGTON (DULLES) | | | | | 430 | 3 | 2 | 77 | 13 | 5 | 4 | 0 | 0 | 13 | 72 | 17 | 17 | |
| WATERFORD | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | VLM (BELGIUM) | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | VLM (BELGIUM) | S | D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | LUTON | VLM (BELGIUM) | S | A | 54 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | LUTON | VLM (BELGIUM) | S | D | 54 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL WATERFORD | | | | | 144 | 0 | 0 | 96 | 3 | 1 | 0 | 0 | 0 | 3 | 79 | 17 | 17 | |
| WICK JOHN O GROATS | | | | | | | | | | | | | | | | | | |
| | ABERDEEN | EASTERN AIRWAYS | S | A | 48 | 2 | 10 | 81 | 6 | 0 | 10 | 2 | 0 | 19 | 84 | 10 | 51 | |
| | ABERDEEN | EASTERN AIRWAYS | S | D | 51 | 1 | 7 | 78 | 10 | 4 | 6 | 2 | 0 | 18 | 90 | 6 | 52 | |
| | EDINBURGH | LOGANAIR | S | A | 24 | 0 | 0 | 67 | 4 | 17 | 13 | 0 | 0 | 27 | 86 | 26 | 28 | |
| | EDINBURGH | LOGANAIR | S | D | 24 | 0 | 0 | 63 | 8 | 8 | 13 | 8 | 0 | 41 | 86 | 15 | 29 | |
| TOTAL WICK JOHN O GROATS | | | | | 152 | 3 | 17 | 75 | 8 | 5 | 9 | 3 | 0 | 23 | 87 | 15 | 15 | |
| WROCLAW | | | | | | | | | | | | | | | | | | |
| | BRISTOL | RYANAIR | S | A | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 17 | 100 | 0 | 9 | |
| | BRISTOL | RYANAIR | S | D | 9 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 89 | 11 | 9 | |
| | EAST MIDLAND | RYANAIR | S | A | 22 | 0 | 0 | 91 | 5 | 0 | 0 | 5 | 0 | 11 | 88 | 4 | 17 | |
| | EAST MIDLAND | RYANAIR | S | D | 22 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 0 | 11 | 71 | 16 | 17 | |
| | GLASGOW | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GLASGOW | RYANAIR | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | LIVERPOOL (JO | RYANAIR | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 69 | 21 | 13 | |
| | LIVERPOOL (JO | RYANAIR | S | D | 13 | 0 | 0 | 77 | 0 | 15 | 0 | 8 | 0 | 29 | 92 | 12 | 13 | |
| | STANSTED | RYANAIR | S | A | 49 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 5 | 44 | 21 | 39 | |
| | STANSTED | RYANAIR | S | D | 49 | 0 | 0 | 67 | 20 | 8 | 4 | 0 | 0 | 17 | 41 | 23 | 39 | |
| | DONCASTER S | WIZZ AIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 15 | 14 | |
| | DONCASTER S | WIZZ AIR | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 43 | 18 | 14 | |
| | LUTON | WIZZ AIR | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 1 | 23 | |
| | LUTON | WIZZ AIR | S | D | 31 | 0 | 0 | 65 | 26 | 10 | 0 | 0 | 0 | 13 | 48 | 18 | 23 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|---------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|----|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| WROCLAW | | | | | | | | | | | | | | | | | |
| TOTAL WROCLAW | | | | | 292 | 0 | 0 | 82 | 12 | 5 | 1 | 1 | 0 | 10 | 63 | 15 | 15 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: Y

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | Early to 15 mins | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|---------|----------------|----------|-------------------|-----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| YEREVAN | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| ZADAR | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR | S | A | 7 | 1 | 1 | 57 | 29 | 14 | 0 | 0 | 0 | 15 | 56 | 11 | 9 | |
| | MANCHESTER | RYANAIR | S | D | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 26 | 78 | 8 | 9 | |
| | STANSTED | RYANAIR | S | A | 13 | 1 | 0 | 92 | 0 | 8 | 0 | 0 | 7 | 52 | 18 | 27 | | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 23 | 54 | 15 | 8 | 0 | 0 | 27 | 61 | 16 | 28 | |
| TOTAL ZADAR | | | | | 41 | 2 | 1 | 54 | 24 | 20 | 2 | 0 | 0 | 19 | 59 | 15 | 15 | |
| ZAGREB | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 58 | 23 | 19 | 0 | 0 | 0 | 16 | 81 | 7 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 87 | 5 | 31 | |
| | HEATHROW | CROATIA AIRLINES | S | A | 36 | 0 | 0 | 53 | 25 | 14 | 6 | 3 | 0 | 28 | 64 | 14 | 36 | |
| | HEATHROW | CROATIA AIRLINES | S | D | 36 | 0 | 0 | 36 | 19 | 31 | 11 | 3 | 0 | 37 | 58 | 21 | 36 | |
| TOTAL ZAGREB | | | | | 136 | 0 | 0 | 59 | 18 | 18 | 4 | 1 | 0 | 22 | 69 | 14 | 14 | |
| ZAKINTHOS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | CONDOR | S | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 25 | 17 | 4 | |
| | MANCHESTER | CONDOR | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 75 | 9 | 4 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | A | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 61 | 0 | 0 | 0 | |
| | BRISTOL | EASYJET AIRLINE COMPANY LTD | S | D | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 51 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 34 | 0 | 1 | 44 | 24 | 15 | 18 | 0 | 0 | 29 | 74 | 26 | 23 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 34 | 0 | 0 | 47 | 21 | 18 | 15 | 0 | 0 | 29 | 83 | 10 | 23 | |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | LIVERPOOL (JO) | EASYJET AIRLINE COMPANY LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | BIRMINGHAM | ENTER AIR | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | BIRMINGHAM | ENTER AIR | C | D | 5 | 0 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 49 | 0 | 0 | 0 | |
| | MANCHESTER | ENTER AIR | C | A | 5 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 60 | 0 | 0 | 0 | |
| | MANCHESTER | ENTER AIR | C | D | 5 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | A | 9 | 0 | 0 | 11 | 33 | 11 | 44 | 0 | 0 | 48 | 0 | 0 | 0 | |
| | GATWICK | GERMANIA FLUGGESELLSCHAFT | C | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | A | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 25 | 67 | 17 | 9 | |
| | MANCHESTER | GERMANIA FLUGGESELLSCHAFT | C | D | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 39 | 44 | 29 | 9 | |
| | BELFAST INTER | JET2.COM LTD | S | A | 5 | 0 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 59 | 0 | 0 | 0 | |
| | BELFAST INTER | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | EAST MIDLAND | JET2.COM LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 | |
| | EAST MIDLAND | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 100 | 6 | 5 | |
| | GLASGOW | JET2.COM LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| ZAKINTHOS | | | | | | | | | | | | | | | | | | |
| | GLASGOW | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 5 | |
| | LEEDS BRADFO | JET2.COM LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 3 | 9 | |
| | LEEDS BRADFO | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 89 | 6 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 78 | 15 | 9 | |
| | MANCHESTER | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 78 | 7 | 9 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 22 | 67 | 11 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | GATWICK | SMALL PLANET AIRLINES | C | A | 14 | 0 | 0 | 36 | 21 | 36 | 7 | 0 | 0 | 35 | 40 | 21 | 5 | |
| | GATWICK | SMALL PLANET AIRLINES | C | D | 14 | 0 | 0 | 36 | 29 | 21 | 14 | 0 | 0 | 29 | 40 | 25 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 18 | 0 | 0 | 72 | 6 | 22 | 0 | 0 | 0 | 13 | 85 | 14 | 13 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 64 | 19 | 14 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 100 | 0 | 14 | |
| | BRISTOL | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 79 | 7 | 14 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 13 | 100 | 3 | 9 | |
| | CARDIFF WALE | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 89 | 6 | 9 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 88 | 4 | 8 | |
| | EAST MIDLAND | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 56 | 14 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 47 | 29 | 24 | 0 | 0 | 0 | 18 | 71 | 28 | 17 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 17 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 13 | 47 | 43 | 17 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 23 | 89 | 4 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 32 | 89 | 9 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 18 | 0 | 0 | 72 | 11 | 0 | 11 | 6 | 0 | 28 | 71 | 16 | 17 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 18 | 0 | 0 | 56 | 11 | 17 | 11 | 6 | 0 | 43 | 44 | 28 | 18 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 100 | 0 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 12 | 67 | 7 | 9 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 30 | 44 | 32 | 9 | |
| | STANSTED | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 31 | 22 | 48 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 89 | 3 | 9 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 24 | 89 | 6 | 9 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 18 | 100 | 0 | 9 | |
| | BRISTOL | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 33 | 33 | 11 | 22 | 0 | 0 | 31 | 100 | 6 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ZAKINTHOS | CARDIFF WALE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 26 | 100 | 0 | 4 |
| | CARDIFF WALE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 100 | 3 | 4 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 |
| | DONCASTER S | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 23 | 0 | 0 | 0 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | A | 9 | 1 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 100 | 2 | 9 |
| | EAST MIDLAND | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 89 | 4 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 21 | 0 | 0 | 48 | 29 | 14 | 10 | 0 | 0 | 22 | 78 | 13 | 23 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 52 | 24 | 19 | 5 | 0 | 0 | 24 | 63 | 22 | 24 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 8 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 60 | 9 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 50 | 17 | 22 | 11 | 0 | 0 | 27 | 78 | 10 | 18 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 19 | 0 | 0 | 53 | 21 | 21 | 5 | 0 | 0 | 21 | 74 | 14 | 19 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 67 | 10 | 9 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 17 | 33 | 27 | 9 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 6 | 4 |
| TOTAL ZAKINTHOS | | | | | 673 | 2 | 1 | 58 | 20 | 14 | 8 | 1 | 0 | 21 | 73 | 15 | 15 |
| ZARAGOZA | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 64 | 32 | 5 | 0 | 0 | 0 | 11 | 64 | 20 | 22 |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 6 | 77 | 17 | 22 |
| TOTAL ZARAGOZA | | | | | 44 | 0 | 0 | 73 | 25 | 2 | 0 | 0 | 0 | 9 | 70 | 19 | 19 |
| ZURICH | EDINBURGH | BA CITYFLYER LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 100 | 4 | 4 |
| | EDINBURGH | BA CITYFLYER LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 75 | 8 | 4 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 89 | 0 | 0 | 79 | 16 | 4 | 1 | 0 | 0 | 9 | 91 | 6 | 92 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 89 | 0 | 0 | 73 | 16 | 8 | 3 | 0 | 0 | 12 | 84 | 9 | 93 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 175 | 0 | 1 | 49 | 20 | 22 | 10 | 0 | 0 | 24 | 65 | 16 | 185 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 176 | 0 | 1 | 61 | 18 | 14 | 5 | 1 | 0 | 19 | 81 | 11 | 185 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 57 | 0 | 0 | 25 | 37 | 16 | 23 | 0 | 0 | 37 | 61 | 24 | 56 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 43 | 17 | 19 | 21 | 0 | 0 | 32 | 67 | 21 | 57 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 45 | 13 | 35 | 6 | 0 | 0 | 25 | 55 | 25 | 31 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 58 | 29 | 10 | 3 | 0 | 0 | 18 | 61 | 24 | 31 |
| | EDINBURGH | EDELWEISS AIR | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 8 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 2015

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|----------------------|-------------------|-------------------------|-------------------|-------------|---------------|----------|-----------|----------------------------|---------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ZURICH | EDINBURGH | EDELWEISS AIR | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 38 | 26 | 8 |
| | JERSEY | INTERSKY LUFTFAHRT GMBH | S | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 57 | 0 | 0 | 0 |
| | JERSEY | INTERSKY LUFTFAHRT GMBH | S | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 54 | 0 | 0 | 74 | 17 | 9 | 0 | 0 | 0 | 11 | 100 | 2 | 8 |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 54 | 0 | 0 | 19 | 54 | 26 | 2 | 0 | 0 | 25 | 88 | 7 | 8 |
| | HEATHROW | SWISS AIRLINES | S | A | 215 | 0 | 0 | 47 | 28 | 19 | 5 | 0 | 0 | 22 | 75 | 11 | 214 |
| | HEATHROW | SWISS AIRLINES | S | D | 215 | 0 | 0 | 47 | 26 | 20 | 8 | 0 | 0 | 23 | 65 | 15 | 214 |
| | LONDON CITY | SWISS AIRLINES | S | A | 146 | 0 | 2 | 83 | 10 | 7 | 1 | 0 | 0 | 9 | 89 | 5 | 146 |
| | LONDON CITY | SWISS AIRLINES | S | D | 146 | 0 | 1 | 70 | 19 | 8 | 3 | 0 | 0 | 14 | 84 | 6 | 144 |
| | MANCHESTER | SWISS AIRLINES | S | A | 58 | 0 | 0 | 60 | 26 | 14 | 0 | 0 | 0 | 14 | 69 | 26 | 13 |
| | MANCHESTER | SWISS AIRLINES | S | D | 58 | 0 | 0 | 41 | 31 | 24 | 3 | 0 | 0 | 22 | 23 | 37 | 13 |
| TOTAL ZURICH | | | | | 1686 | 3 | 5 | 57 | 22 | 16 | 6 | 0 | 0 | 19 | 74 | 13 | 13 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: ABERDEEN (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 147 | 11 | 0 | 70 | 14 | 7 | 7 | 1 | 0 | 19 | 77 | 20 | 192 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4435 | 19 | 65 | 82 | 9 | 5 | 3 | 0 | 0 | 11 | 82 | 11 | 4862 |
| AIRPORT TOTAL | 4582 | 30 | 65 | 82 | 9 | 5 | 4 | 0 | 0 | 11 | 82 | 11 | 5054 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

| ORIGIN / DESTINATION | Reporting Airport: BELFAST CITY (GEORGE BEST) (By Airpo rt) | | | | | | | | | | | | |
|-------------------------------|----------------------------------------------------------------|-----------|----|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | Actual (7) | Plan (8) | | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 15 | 55 | 30 | 20 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3674 | 0 | 48 | 83 | 8 | 6 | 3 | 0 | 0 | 10 | 84 | 9 | 3272 |
| AIRPORT TOTAL | 3682 | 0 | 48 | 83 | 8 | 6 | 3 | 0 | 0 | 10 | 83 | 9 | 3292 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 323 | 8 | 0 | 75 | 11 | 8 | 4 | 2 | 0 | 16 | 77 | 16 | 345 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2809 | 0 | 2 | 76 | 10 | 8 | 7 | 0 | 0 | 14 | 84 | 11 | 2596 |
| AIRPORT TOTAL | 3132 | 8 | 2 | 76 | 10 | 8 | 6 | 0 | 0 | 14 | 83 | 11 | 2941 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: BIRMINGHAM (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 1218 | 3 | 0 | 78 | 11 | 8 | 3 | 0 | 0 | 13 | 74 | 18 | 1157 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7378 | 6 | 38 | 79 | 10 | 7 | 3 | 0 | 0 | 12 | 79 | 12 | 7815 |
| AIRPORT TOTAL | 8596 | 9 | 38 | 79 | 11 | 7 | 3 | 0 | 0 | 12 | 78 | 13 | 8972 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: BOURNEMOUTH (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 127 | 2 | 0 | 75 | 13 | 6 | 6 | 0 | 0 | 13 | 73 | 13 | 127 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 746 | 0 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 9 | 81 | 11 | 421 |
| AIRPORT TOTAL | 873 | 2 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 9 | 79 | 12 | 548 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: BRISTOL (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 718 | 1 | 0 | 83 | 9 | 5 | 2 | 0 | 0 | 9 | 84 | 10 | 714 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4914 | 1 | 4 | 76 | 12 | 7 | 3 | 1 | 0 | 13 | 82 | 10 | 4648 |
| AIRPORT TOTAL | 5632 | 2 | 4 | 77 | 12 | 7 | 3 | 1 | 0 | 12 | 82 | 10 | 5362 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: CARDIFF WALES (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 420 | 1 | 0 | 76 | 15 | 7 | 2 | 0 | 0 | 10 | 88 | 7 | 432 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 908 | 10 | 7 | 75 | 11 | 10 | 4 | 0 | 0 | 13 | 82 | 11 | 1060 |
| AIRPORT TOTAL | 1328 | 11 | 7 | 75 | 13 | 9 | 3 | 0 | 0 | 12 | 84 | 10 | 1492 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 301 | 1 | 0 | 82 | 11 | 4 | 3 | 0 | 0 | 10 | 87 | 9 | 304 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 307 | 0 | 21 | 66 | 21 | 8 | 4 | 1 | 0 | 17 | 79 | 13 | 316 |
| AIRPORT TOTAL | 608 | 1 | 21 | 74 | 16 | 6 | 3 | 1 | 0 | 13 | 83 | 11 | 620 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: DURHAM TEES VALLEY (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 328 | 6 | 12 | 84 | 11 | 5 | 1 | 0 | 0 | 8 | 90 | 6 | 346 |
| AIRPORT TOTAL | 328 | 7 | 12 | 84 | 11 | 5 | 1 | 0 | 0 | 8 | 90 | 7 | 347 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

| ORIGIN / DESTINATION | Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport) | | | | | | | | | | | | |
|-------------------------------|-------------------------------------------------------------|-----------|----|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | JULY 2014 | | |
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | Actual (7) | Plan (8) | | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 599 | 7 | 0 | 78 | 11 | 7 | 3 | 0 | 0 | 12 | 84 | 9 | 646 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3196 | 9 | 32 | 81 | 11 | 6 | 3 | 0 | 0 | 10 | 81 | 12 | 3400 |
| AIRPORT TOTAL | 3795 | 16 | 32 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 81 | 11 | 4046 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: EDINBURGH (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 271 | 0 | 0 | 66 | 12 | 14 | 6 | 1 | 0 | 19 | 72 | 25 | 279 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 9744 | 0 | 35 | 70 | 15 | 9 | 5 | 0 | 0 | 16 | 78 | 13 | 9267 |
| AIRPORT TOTAL | 10015 | 0 | 35 | 70 | 15 | 9 | 5 | 0 | 0 | 16 | 77 | 14 | 9546 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: EXETER (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 180 | 4 | 0 | 82 | 8 | 7 | 2 | 1 | 0 | 12 | 0 | 0 | 0 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 894 | 223 | 7 | 79 | 10 | 6 | 5 | 0 | 0 | 13 | 0 | 0 | 0 |
| AIRPORT TOTAL | 1074 | 227 | 7 | 80 | 10 | 6 | 4 | 0 | 0 | 13 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: GATWICK (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 2601 | 7 | 0 | 61 | 18 | 12 | 8 | 0 | 0 | 21 | 63 | 24 | 2974 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 23886 | 7 | 129 | 52 | 20 | 17 | 9 | 1 | 0 | 25 | 64 | 22 | 22395 |
| AIRPORT TOTAL | 26487 | 14 | 129 | 53 | 20 | 17 | 9 | 1 | 0 | 25 | 64 | 23 | 25369 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: GLASGOW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 821 | 26 | 0 | 69 | 15 | 10 | 5 | 0 | 0 | 15 | 76 | 20 | 917 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7051 | 1 | 28 | 73 | 13 | 9 | 5 | 1 | 0 | 16 | 81 | 12 | 6477 |
| AIRPORT TOTAL | 7872 | 27 | 28 | 72 | 13 | 9 | 5 | 1 | 0 | 15 | 80 | 13 | 7394 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: HEATHROW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 151 | 1 | 0 | 74 | 15 | 9 | 2 | 0 | 0 | 11 | 77 | 11 | 128 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 41363 | 11 | 96 | 67 | 16 | 11 | 5 | 0 | 0 | 17 | 76 | 14 | 41136 |
| AIRPORT TOTAL | 41514 | 12 | 96 | 67 | 16 | 11 | 5 | 0 | 0 | 17 | 76 | 14 | 41264 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: JERSEY (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 29 | 4 | 0 | 59 | 17 | 14 | 10 | 0 | 0 | 20 | 62 | 30 | 53 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2332 | 87 | 97 | 69 | 16 | 9 | 6 | 0 | 0 | 17 | 74 | 14 | 2437 |
| AIRPORT TOTAL | 2361 | 91 | 97 | 69 | 16 | 9 | 6 | 0 | 0 | 17 | 74 | 15 | 2490 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: LEEDS BRADFORD (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 119 | 7 | 0 | 72 | 14 | 9 | 4 | 0 | 0 | 12 | 86 | 6 | 120 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3262 | 6 | 25 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 81 | 12 | 3142 |
| AIRPORT TOTAL | 3381 | 13 | 25 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 81 | 12 | 3262 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

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

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 14 | 1 | 0 | 36 | 29 | 7 | 21 | 7 | 0 | 46 | 11 | 42 | 9 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2951 | 3 | 14 | 77 | 13 | 6 | 4 | 0 | 0 | 13 | 82 | 11 | 2771 |
| AIRPORT TOTAL | 2965 | 4 | 14 | 77 | 13 | 6 | 4 | 0 | 0 | 13 | 82 | 11 | 2780 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: LONDON CITY (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 6809 | 1 | 7 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 87 | 7 | 6005 |
| AIRPORT TOTAL | 6810 | 1 | 7 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 87 | 7 | 6005 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: LUTON (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 362 | 144 | 0 | 55 | 18 | 19 | 8 | 0 | 0 | 24 | 68 | 16 | 363 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 8061 | 2 | 5 | 65 | 17 | 12 | 6 | 1 | 0 | 18 | 69 | 19 | 6970 |
| AIRPORT TOTAL | 8423 | 146 | 5 | 64 | 17 | 12 | 6 | 1 | 0 | 18 | 69 | 19 | 7333 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: MANCHESTER (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 2451 | 3 | 0 | 66 | 16 | 11 | 6 | 1 | 0 | 19 | 65 | 22 | 2438 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 14027 | 10 | 28 | 71 | 14 | 9 | 5 | 0 | 0 | 15 | 76 | 14 | 14046 |
| AIRPORT TOTAL | 16478 | 13 | 28 | 71 | 15 | 9 | 5 | 0 | 0 | 16 | 74 | 15 | 16484 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: NEWCASTLE (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|---------------|----------|------------------|------------------|-------------------|----------------------|--------------------|----------------------|-------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 767 | 2 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 12 | 81 | 10 | 784 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3515 | 1 | 13 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 85 | 11 | 3482 |
| AIRPORT TOTAL | 4282 | 3 | 13 | 79 | 11 | 6 | 3 | 0 | 0 | 11 | 85 | 11 | 4266 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: SOUTHAMPTON (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 8 | 1 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 33 | 50 | 20 | 10 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3240 | 41 | 55 | 79 | 10 | 7 | 4 | 0 | 0 | 13 | 78 | 13 | 3480 |
| AIRPORT TOTAL | 3248 | 42 | 55 | 79 | 10 | 7 | 4 | 0 | 0 | 13 | 78 | 13 | 3490 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2015

Reporting Airport: STANSTED (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | JULY 2014 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | Actual (7) | Plan (8) | | | | | | | | | | |
| CHARTERED FLIGHTS(ALL ROUTES) | 561 | 3 | 0 | 73 | 12 | 8 | 6 | 0 | 0 | 15 | 74 | 15 | 456 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 12747 | 11 | 10 | 76 | 13 | 7 | 3 | 0 | 0 | 13 | 71 | 15 | 11567 |
| AIRPORT TOTAL | 13308 | 14 | 10 | 76 | 13 | 7 | 3 | 0 | 0 | 13 | 71 | 15 | 12023 |